Briargate Developments Newbridge Limited

Proposed Residential Development at Ballymany, Newbridge, Co. Kildare

Traffic and Transport Assessment

P·M·C·E

May 2021

Briargate Developments Newbridge Limited

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Executive Summary

This report assesses the traffic related impacts associated with a proposed housing development comprising the construction of 336 residential units which is to be located on an existing greenfield site adjacent the R445 regional road (Ballymany Road) and L7037 local road (Standhouse Road), at Newbridge, Co. Kildare.

Initially, the entrance to the proposed development will be facilitated by two accesses, a priority-controlled T-Junction with the Ballymany Road and a signal-controlled T-Junction with the Standhouse Road.

A future four-armed signal controlled junction may also be provided on the Ballymany Road, to the west of the priority-controlled T-Junction, as part of Roads Objective SR05(b) and to accommodate a proposed future development on the southern side of the Ballymany Road while also providing an additional access to the proposed development, the subject of this application.

The proposed residential development will provide a total of 336No residential units comprising 245No houses, varying between 2 – 4 bedrooms, and 91No duplexes/apartments. A Creche is also proposed within the development which will have a number of designated parking spaces. The Creche is projected to include 102 children.

Link capacity analysis was carried out on the Ballymany Road and the Standhouse Road within the vicinity of the proposed development. The Standhouse Road currently operates below capacity and will continue to do so for all future assessment years with and without the proposed development. Traffic generated by the proposed development will account for between 9.60% and 11.12% of total traffic on the L7037 between 2024 and 2039.

The R445 currently operates above capacity and will continue to do so for each of the assessment years with and without the development. The AADT forecast for future assessment years, however, indicates that any additional traffic generated by the development will have a negligible impact on traffic flows on the R445 (between 2.81% and 3.83%).

Junction capacity analysis has been undertaken at the two proposed development accesses and the Morristown Road signalised junction within Newbridge Town Centre. The results of the junction capacity analysis concluded that all proposed development accesses will operate within capacity for each of the assessment years 2024, 2029 and 2039. The Morristown Road signalised junction however is currently operating, and will continue to operate, above capacity, with and without the proposed development, for assessment years 2024, 2029 & 2039. It is however considered that the impact that the proposed development traffic will have on the junction will be negligible.

While there are no significant amenities or attractions within the new development, it is considered that the proposed development may offer a more favourable route between the M7 and Newbridge Town Centre, thus avoiding the signalised junctions and potential traffic congestion within the Town Centre. A second scenario was therefore assessed for the two development accesses, on the R445 and the Standhouse Road, and the Morristown Junction, assuming a portion of existing traffic has been redistributed through the development access roads as a means of bypassing Newbridge Town Centre.

The results of this assessment indicated that the access junctions will operate within capacity for assessment years 2024, 2029 and 2039 should the development be used as bypass to access Newbridge Town Centre. The Morristown Junction however will operate above capacity with long delays experienced. These delays are greater than the current delays at this junction. However, it should be noted, that the primary motivation for drivers using the new residential access in Scenario 2 is to reduce their journey time. Where journey times are not reduced, existing traffic will avoid this route during peak hours, thus reducing the identified delays.

A third scenario was assessed to undertake a sensitivity check on a proposed future four-arm signalised junction on the R445 to the west of the proposed development access that will provide an access to both this development (northern arm) and a proposed future development, yet to be approved (southern arm). The results of the junction capacity analysis concluded that the proposed future 4-arm signalised junction will operate within capacity for each of the assessment years 2024, 2029 and 2039

The proposed parking provision within the development is less than what is required in the Kildare County Development Plan 2017-2023. Despite the parking provision within the development being less than that required the Creche also provides a set-down area for parents to use when dropping off and picking up children

which will reduce the need for formal parking spaces. It is also likely that the Creche will attract internal trips from within the development which are more likely to be made on foot, reducing the need for parking. The most recent Census data (2016) for the Newbridge area indicates that approximately 28.8% of commuters travel to work, school or college on foot or by bicycle, bus/coach and rail. As a result, it is likely that the full required parking provision, in accordance with the Kildare County Development Plan, will not be required within the proposed development assuming that this trend in modes of travel within the Newbridge area extends to the proposed development.

Sightlines were assessed at the new development accesses, and were found to meet the requirements of DMURS.

Glossary of Terms

Road Network: The existing and proposed public and private roads within the study area.

Traffic Growth: The normal expected growth in traffic over time.

Trip: One movement, in or out of the study area by foot, cycle or vehicle.

Thresholds: Minimum intervention levels at which Transport and Traffic Assessments are to be conducted.

Generated Trips: Additional trips made as a result of the presence of a development.

Peak Time: Time of day at which the transport demands from a development are greatest.

Capacity Calculations: Standardised methods of estimating traffic capacity on links and at junctions.

Trip Distribution: The estimated directional distribution of the estimated traffic at each junction in the study area.

Trip Assignment: The final estimated flows of traffic for each direction of travel at each junction and along each link within the study area.

TRICS: A database containing empirically obtained trip generation data for a wide range of different types of developments.

AADT: Annual Average Daily Traffic – The mean daily traffic volume over the course of a year on a particular route.

Level of Service: Level of Service (LOS) is a measure of the capacity of a road related to the average vehicular speed and level of congestion on the road. It is ranges from LOS A to LOS F, with A representing free flow and F representing stop/start traffic. LOS C represents stable flow conditions

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1 Introduction

1.1 General

PMCE Ltd were commissioned by Mr. Seamus O'Rourke of Muir Associates Ltd., on behalf of Briargate Developments Newbridge Limited, to undertake an assessment of the traffic impacts associated with the Proposed Residential Development at Ballymany, Newbridge, Co. Kildare.

1.2 Information Reviewed

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

- "Traffic and Transport Assessment Guidelines" (May 2014) published by Transport Infrastructure Ireland (TII)
- Unit 5.3 (Travel Demand Projections) of the "Project Appraisal Guidelines" (2019) published by TII
- Traffic Count Survey Data, collected by Innovative Data Solutions
- Unit 16.1 (Expansion Factors for Short Period Traffic Counts) of the "Project Appraisal Guidelines" (2016) published by TII
- DN-GEO-03031 - "Rural Road Link Design," (2017) published by TII in June 2017
- Design Manual for Urban Roads and Streets (DMURS) published by the Department of Transport, Tourism and Sport and the Department of Housing, Planning and Local Government in May 2019
- "Geometric Design of Junctions (priority junctions, direct accesses, roundabouts, grade separated and compact grade separated junctions)" – DN-GEO-03060 (TII Publications), published by TII in June 2017

1.3 Scope

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.

1.4 Methodology

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

- A site visit on the 7th May 2021, during which the weather was dry and the ground surface was dry;
- 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;
- 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;
- Junction Capacity Assessment – The traffic count data was used to develop a model for five junctions on the existing road network and their capacity was assessed using the 'Junctions 9' computer programme; and
- Future Year Assessments – The estimated future year volumes on the study area network, as a result of the increase in background traffic and any development related traffic, was used to assess the future operational performance of all junctions and surrounding road network for 2024 (assumed year of

opening) and at two future assessment years, the opening year +5 (2029) and the opening year +15 (2039).

1.5 Location plan

Figure 1.1 shows the location of the Proposed Residential Development which is located on an existing greenfield site at Ballymany, Newbridge, Co. Kildare. The development will include the construction of 336 new residential units (as shown in Figure 1.2). Initially, the entrance to the proposed development will be facilitated by two accesses, a priority-controlled T-Junction with the R445 (Ballymany Road) and a signal-controlled T-Junction with the L7037 (Standhouse Road), as illustrated in Figure 1.2.

A future four-armed signal controlled junction may also be provided on the Ballymany Road, to the west of the priority-controlled T-Junction, to accommodate a proposed future development on the southern side of the Ballymany Road while also providing an additional access to the proposed development, the subject of this application.



FIGURE 1.1: LOCATION PLAN (SOURCE: WWW.OPENSTREETMAP.ORG)



FIGURE 1.2: LAYOUT OF THE PROPOSED DEVELOPMENT

2 Existing Conditions

2.1 The Site

It is proposed to construct a residential development in Newbridge, Co. Kildare. The development is to be located to the southwest of Newbridge Town Centre, and will provide 336No residential units, varying from 2 – 4 bedroom houses and 1 - 3 bedroom apartments/duplexes. 17No 2-bedroom, 184No 3-bedroom and 44No 4-bedroom houses are proposed within the development. It is also proposed to provide duplexes and apartment blocks totalling 91No units. These will include 45No 1-bedroom, 29No 2-bedroom and 17No 3-bedroom units.

The total number of residential units within the proposed development will therefore be 336. In general, two off-street parking spaces will be provided for each house. Parking has also been allocated within the development for the apartment blocks which will include mobility parking spaces and cycle parking.

A Creche is also proposed at the centre of the development which will have a number of designated parking spaces. A total of 22No visitor parking spaces are also proposed within the development.

The development will have two accesses, one of which shall be via a priority-controlled T-Junction onto the R445 regional road at the south of the development, while the second will be via a proposed signal-controlled T-Junction to the north onto Standhouse Road. Pedestrian footways are proposed from these accesses linking to the primary spine road through the development. A number of public open spaces are also proposed within the development.

2.2 Existing Road Network

2.2.1 General

The existing road network in the vicinity of the proposed development is predominantly peri-urban with a posted speed limit of 50kph along the R445 from the M7 Junction 12 interchange, and along Standhouse Road, leading towards Newbridge Town Centre. The following sections describe the main roads in the vicinity of the proposed development.



FIGURE 2.1: LOOKING EAST ALONG THE R445 FROM ITS JUNCTION WITH THE PROPOSED R445 DEVELOPMENT ACCESS

2.2.2 R445

The R445 is a two-way single carriageway road which, in the vicinity of the proposed development, runs from the M7 Junction 12 eastwards. Between the M7 and its junction with Langton Road, in Newbridge Town Centre, the R445 provides one traffic lane in each direction with no hard shoulder. There is an existing footpath on the southern side of the R445 between the proposed development and Newbridge Town Centre. There is no footpath on the northern side with a wide verge provided in the vicinity of the proposed development and a footpath developing further east on approach to the Town Centre.



FIGURE 2.2: LOOKING EAST ALONG STANDHOUSE ROAD FROM ITS JUNCTION WITH THE PROPOSED STANDHOUSE ROAD DEVELOPMENT ACCESS

2.2.3 L7037 (Standhouse Road)

Standhouse Road runs in an east to west direction from its roundabout junction with the R413 in the west to its junction with Langton Road and Morristown Road in the east in Newbridge Town Centre. Standhouse Road is a two-way single carriageway road with a paved carriageway width of approximately 6m. There is centreline, and edge of carriageway, road markings on Standhouse Road. The posted speed limit is 50kph. There are a number of dwellings located along the road with direct access to/from the local road.

2.3 Traffic Volumes

Automatic Traffic Count (ATC) surveys were carried out on the R445 Ballymany Road and the L7037 Standhouse Road, located to the south and north of the site of the proposed development respectively, for a 7-day period, between the 13th and 19th of April 2021.

Also, 12-Hour classified Junction Turning Count (JTC) surveys were carried out on Tuesday 13th of April 2021 at the following three junctions:

- 4-Arm Signalised junction of Morristown Road, Langton Road, and Standhouse Road (referred to as the 'Morristown Road Junction' in this report);
- 4-Arm Signalised junction of Langton Road, Green Road, and the R445 (referred to as the 'Green Road Junction' in this report); and
- 5-Arm Roundabout junction of the R445, R413, M7 overbridge, slip road from the M7 and the slip road to the M7 (referred to as the 'M7 Junction' in this report).

The JTCs were carried out between 7:00am and 7:00pm, this time period encompassing the peak hours for the proposed development. The time period also includes the peak hours on the adjacent road network. Surveyed vehicles were broken down into the following categories: -

1. Pedestrians/Cyclists;
2. Motorcycles;
3. Car;
4. Taxis;
5. LGVs (Light Goods Vehicles);
6. OGV1 (Two and three axle goods vehicles);
7. OGV2 (Four and five axles goods vehicles); and
8. PSV (Buses and coaches).

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

- **Junction 1 (Proposed Signalised Development Access (L7037))** – 10:45 – 11:45 (AM Peak) and 14:00 – 15:00 (PM Peak);
- **Junction 2 (Morristown Junction)** – 08:15 – 09:15 (AM Peak) and 14:15 – 15:15 (PM Peak);
- **Junction 3 (Green Road Junction)** – 08:15 – 09:15 (AM Peak) and 17:00 – 18:00 (PM Peak);
- **Junction 4 (Proposed Development Access (R445))** - 10:45 – 11:45 (AM Peak) and 13:00 – 14:00 (PM Peak).
- **Junction 5 (M7 Junction)** – 08:15 – 09:15 (AM Peak) and 16:30 – 17:30 (PM Peak).

At the time of preparing this report Government enforced travel restrictions were in place nationally due to the COVID-19 pandemic. As a direct result of these travel restrictions, travel patterns on the surrounding road network are likely to have significantly reduced, and therefore may not be representative of typical travel patterns.

To address this, traffic flows recorded at the TII traffic counter (Ref: TMU M07 040.0 E) located on the M7 motorway approximately 2.2km west of Junction 12 were used in order to determine any reduction in background traffic in the area arising from the Covid-19 travel restrictions. The current traffic flows, recorded by the traffic surveys in April 2021, were then adjusted to account for the observed reduction in traffic between 2019 & 2021 at the nearby TII Traffic Counter based on a comparison of traffic volumes during the same month (April), and day (Tuesday), better reflecting similar traffic patterns and operations. From this comparison, a growth rate was estimated and applied to the 2021 traffic flow data to bring this data in line with pre-pandemic levels. This revised data formed the Base Year traffic data for this Traffic and Transport Assessment.

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

A combined factor of 0.775 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 Weekly Average Daily Traffic (WADT) using an index of 0.97 for the Tuesday traffic count. Finally, this was converted to AADT using an index of 0.97 for the month of April. These factors were used to calculate the AADT for each of the five junctions.

Table 2-1 summarises the traffic flows calculated on the R445 and Standhouse Road for the current year for each of the 7 days recorded in the ATC survey.

TABLE 2-1: 12-HOURS SURVEY RESULTS FOR EACH DAY DURING THE ATC SURVEY PERIOD

ATC Location	Tues. 13th April	Wed. 14th April	Thurs. 15th April	Fri. 16th April	Sat. 17th April	Sun. 18th April	Mon. 19th April
R445 (EB)	5,590	5,787	5,942	6,293	5,245	4,344	5,525
R445 (WB)	5,674	5,793	6,045	6,317	5,418	4,430	5,549
Standhouse Road (EB)	1,582	1,648	1,691	1,849	1,434	992	1,490
Standhouse Road (WB)	1,614	1,680	1,755	1,881	1,387	1,003	1,528

As can be seen from Table 2-1 above, Friday the 16th of April was calculated as having the highest traffic volume of the seven days recorded in the ATC survey. As a result, the traffic data recorded on Friday has been used to analyse the traffic related impacts at the proposed accesses, as this represents the highest AADT recorded at these locations during the traffic surveys.

Table 2-2 to Table 2-6 summarises the hourly traffic flows, and estimated AADT, on each arm, at the surveyed junctions.

TABLE 2-2: ESTIMATED 2021 AADTS AT SITE 1 - (STANDHOUSE ROAD ACCESS)

Hour Ending	Two-way Flow
08:00	139
09:00	529
10:00	276
11:00	233
12:00	228
13:00	252
14:00	314
15:00	460
16:00	498
17:00	483
18:00	390
19:00	363
Period Total	4,165
Period Total HGVs	95
% HGVs	2.28%
Total AADT	4,640

TABLE 2-3: ESTIMATED 2021 AADTS AT SITE 2 - (MORRISTOWN ROAD JUNCTION)

Hour Ending	Morristown Rd	L7037 East	Langton Rd	L7037 West
08:00	436	249	378	156
09:00	1129	637	870	663
10:00	725	502	511	400
11:00	494	402	320	200
12:00	559	444	391	250
13:00	693	500	507	278
14:00	879	593	628	452
15:00	990	644	741	522
16:00	929	632	605	420
17:00	979	610	664	463
18:00	978	616	734	449
19:00	749	533	582	304
Period Total	9,540	6,362	6,931	4,557
Period Total HGVs	121	59	117	61
% HGVs	1.27%	0.93%	1.69%	1.34%
Total AADT	11,582	7,724	8,413	5,532

TABLE 2-4: ESTIMATED 2021 AADTS AT SITE 3 - (GREEN ROAD JUNCTION)

Hour Ending	Langton Rd	R445 East	Green Rd	R445 West
08:00	403	740	355	952
09:00	900	1,084	784	1,350
10:00	542	929	518	1,072
11:00	321	937	351	951
12:00	421	1,018	468	1,023
13:00	480	1,030	506	1,136
14:00	598	1,093	588	1,165
15:00	745	1,014	676	1,118
16:00	581	1,100	543	1,193
17:00	699	1,127	659	1,304
18:00	730	1,189	639	1,400
19:00	548	997	555	1,145
Period Total	6,968	12,258	6,642	13,809
Period Total HGVs	119	360	138	379
% HGVs	1.71%	2.94%	2.08%	2.74%
Total AADT	8,460	14,884	8,065	16,764

TABLE 2-5: ESTIMATED 2021 AADTS AT SITE 4 - (R445 ROAD ACCESS)

Hour Ending	
08:00	821
09:00	1,088
10:00	961
11:00	927
12:00	1,001
13:00	1,090
14:00	1,072
15:00	1,214
16:00	1,160
17:00	1,298
18:00	1,241
19:00	1,182
Period Total	13,055
Period Total HGVs	464
% HGVs	3.55%
Total AADT	14,542

TABLE 2-6: ESTIMATED 2021 AADTS AT SITE 5 - (M7 JUNCTION)

Hour Ending	R413	R445	M7 (off-slip)	Overbridge	M7 (on-slip)
08:00	585	623	522	859	339
09:00	779	962	710	1,679	642
10:00	610	825	453	1,072	296
11:00	498	735	297	854	190
12:00	490	841	290	941	183
13:00	574	945	309	1,167	202
14:00	615	990	326	1,191	232
15:00	637	964	331	1,275	245
16:00	647	965	394	1,302	270
17:00	653	1,104	367	1,710	273
18:00	610	1,117	341	1,732	262
19:00	409	916	233	1,304	221
Period Total	7,107	10,987	4,573	15,086	3,355
Period Total HGVs	565	343	205	601	146
% HGVs	7.95%	3.12%	4.48%	3.98%	4.35%
Total AADT	8,629	13,339	5,553	18,317	4,075

3 Proposed Development

3.1 General

The proposed residential development will provide a total of 336No residential units comprising 245No houses, varying between 2 – 4 bedrooms, and 91No duplexes/apartments.

Two off-street parking spaces will be provided for each house, with separate parking allocated within the development for the apartment blocks and duplexes. A Creche is also proposed within the development which will also have a number of designated parking spaces. The Creche is projected to accommodate 102 children.

3.1.1 Trip Generation & Distribution

Traffic likely to be generated by the proposed development has been estimated using trip rates from the Trip Rate Information Computer System (TRICS) database based on the surveyed traffic for similar types of development in similar locations. The TRICS analysis has excluded non-vehicle trips such as cycling, walking and those that use public transport. The trips calculated in TRICS and used in this assessment, therefore, reflects vehicle trips only (e.g. car, taxi etc.) to/from the proposed development, with sustainable transport modes already accounted for in the survey data.

A summary of the sites from the TRICS database used to estimate the traffic generated by the proposed development and Creche are included in Appendix A, and the estimated numbers of vehicles arriving to, and departing from, the proposed development between 7am and 7pm is summarised in Table 3-1 and Table 3-2.

TABLE 3-1: DEVELOPMENT TRAFFIC (PROPOSED RESIDENTIAL DEVELOPMENT) - FORECAST ARRIVALS & DEPARTURES (0700 TO 1900)

Time Range	No. of Units	Arrivals		Departures		Total
		Trip Rate Factor (Per Unit)	Trips	Trip Rate Factor (Per Unit)	Trips	
07:00 - 08:00	336	0.072	24.2	0.299	100.5	**124.7**
08:00 - 09:00		0.126	42.3	0.389	130.7	**173.0**
09:00 - 10:00		0.125	42.0	0.18	60.5	**102.5**
10:00 - 11:00		0.118	39.6	0.147	49.4	**89.0**
11:00 - 12:00		0.131	44.0	0.154	51.7	**95.7**
12:00 - 13:00		0.171	57.5	0.167	56.1	**113.6**
13:00 - 14:00		0.172	57.8	0.167	56.1	**113.9**
14:00 - 15:00		0.205	68.9	0.192	64.5	**133.4**
15:00 - 16:00		0.27	90.7	0.172	57.8	**148.5**
16:00 - 17:00		0.293	98.4	0.168	56.4	**154.8**
17:00 - 18:00		0.391	131.4	0.167	56.1	**187.5**
18:00 - 19:00		0.304	102.1	0.184	61.8	**163.9**
Totals			**799 (798.9)**		**802 (801.6)**	**1,601 (1,600.5)**

TABLE 3-2: DEVELOPMENT TRAFFIC (CRECHE) - FORECAST ARRIVALS & DEPARTURES (0700 TO 1900)

Time Range	No. of Children	Arrivals		Departures		Total
		Trip Rate Factor (Per Unit)	Trips	Trip Rate Factor (Per Unit)	Trips	
07:00 - 08:00	102	0.037	3.8	0.009	0.9	**4.7**
08:00 - 09:00		0.154	15.7	0.061	6.2	**21.9**
09:00 - 10:00		0.121	12.3	0.131	13.4	**25.7**
10:00 - 11:00		0.009	0.9	0.023	2.3	**3.2**
11:00 - 12:00		0.028	2.9	0.005	0.5	**3.4**
12:00 - 13:00		0.117	11.9	0.15	15.3	**27.2**
13:00 - 14:00		0.079	8.1	0.075	7.7	**15.8**
14:00 - 15:00		0.089	9.1	0.051	5.2	**14.3**
15:00 - 16:00		0.014	1.4	0.056	5.7	**7.1**
16:00 - 17:00		0.033	3.4	0.033	3.4	**6.8**
17:00 - 18:00		0.075	7.7	0.131	13.4	**21.1**
18:00 - 19:00		0	0.0	0.028	2.9	**2.9**
Totals			**78 (77.2)**		**77 (76.9)**	**154 (154.1)**

3.2 Adjacent Developments

A search of planned future developments which may have an impact on future traffic flows in the vicinity of the proposed development was undertaken. Phase 1 of the proposed residential development, which has already received planning permission and is currently under construction, was identified as being potentially significant in relation to traffic flows in the vicinity of the proposed development and its accesses. Phase 1 of the residential development, located within the subject site but not forming part of this application, is to consist of 54No residential units, and will be accessed via the same priority controlled T-Junction on the R445 as the proposed development which is the subject of this application.

Table 3-3 shows the estimated trip rates for Phase 1 of the proposed development during a 12-hour assessment period, for which 30% of trips are assumed to travel to/from the M7 Junction and 70% to/from Newbridge Town Centre.

The trips generated by this adjacent development, for which permission has been granted, but has not yet been completed, have been added to the background traffic for this traffic assessment for the Opening Year, the Opening Year +5 and the Opening Year +15. This is considered a conservative approach as the traffic growth factors used in the analysis are based on the forecast of future developments such as these adjacent developments.

TABLE 3-3: DEVELOPMENT TRAFFIC (RESIDENTIAL DEVELOPMENT) - FORECAST ARRIVALS & DEPARTURES (0700 TO 1900)

Time Range	No. of Units	Arrivals		Departures		Total
		Trip Rate Factor (Per Unit)	Trips	Trip Rate Factor (Per Unit)	Trips	
07:00 - 08:00	54	0.072	3.9	0.299	16.1	**20.0**
08:00 - 09:00		0.126	6.8	0.389	21.0	**27.8**
09:00 - 10:00		0.125	6.8	0.18	9.7	**16.5**
10:00 - 11:00		0.118	6.4	0.147	7.9	**14.3**
11:00 - 12:00		0.131	7.1	0.154	8.3	**15.4**
12:00 - 13:00		0.171	9.2	0.167	9.0	**18.2**
13:00 - 14:00		0.172	9.3	0.167	9.0	**18.3**
14:00 - 15:00		0.205	11.1	0.192	10.4	**21.5**
15:00 - 16:00		0.27	14.6	0.172	9.3	**23.9**
16:00 - 17:00		0.293	15.8	0.168	9.1	**24.9**
17:00 - 18:00		0.391	21.1	0.167	9.0	**30.1**
18:00 - 19:00		0.304	16.4	0.184	9.9	**26.3**
Totals			**129 (128.5)**		**129 (128.7)**	**257 (257.2)**

Additionally, a proposed residential development is currently within the planning stage and has not yet received approval. As a result, it could not be included in the adjacent development assessment above. However, a sensitivity assessment has been undertaken to determine the impacts this development will have on the surrounding road network relative to the proposed development.

This adjacent development is to consist in the order of 300 residential units and is to be located on the southern side of the R445 to the west of the development which is the subject of this application. It is proposed to be accessed via a new four-arm signalised junction which will also include an additional access to the development, the subject of this application. This future signalised junction was therefore assessed as an additional possible scenario as part of the Junction Capacity Analysis.

Table 3-4 shows the estimated trip rates during a 12-hour assessment period from the above development, for which, similarly, 30% of trips are assumed to travel to/from the M7 Junction and 70% to/from Newbridge Town Centre.

The trips generated by this adjacent development, for which application has not yet been granted, have been added to the background traffic for this traffic assessment for the Opening Year, the Opening Year +5 and the Opening Year +15 for the scenario which includes the future signalised junction only. This is considered a conservative approach as the traffic growth factors used in the analysis are based on the forecast of future developments such as these adjacent developments.

TABLE 3-4: DEVELOPMENT TRAFFIC (PROPOSED RESIDENTIAL DEVELOPMENT) - FORECAST ARRIVALS & DEPARTURES (0700 TO 1900)

Time Range	No. of Units	Arrivals		Departures		Total
		Trip Rate Factor (Per Unit)	Trips	Trip Rate Factor (Per Unit)	Trips	
07:00 - 08:00	300	0.072	21.6	0.299	89.7	**111.3**
08:00 - 09:00		0.126	37.8	0.389	116.7	**154.5**
09:00 - 10:00		0.125	37.5	0.18	54.0	**91.5**
10:00 - 11:00		0.118	35.4	0.147	44.1	**79.5**
11:00 - 12:00		0.131	39.3	0.154	46.2	**85.5**
12:00 - 13:00		0.171	51.3	0.167	50.1	**101.4**
13:00 - 14:00		0.172	51.6	0.167	50.1	**101.7**
14:00 - 15:00		0.205	61.5	0.192	57.6	**119.1**
15:00 - 16:00		0.27	81.0	0.172	51.6	**132.6**
16:00 - 17:00		0.293	87.9	0.168	50.4	**138.3**
17:00 - 18:00		0.391	117.3	0.167	50.1	**167.4**
18:00 - 19:00		0.304	91.2	0.184	55.2	**146.4**
Totals			**713 (713.4)**		**716 (715.5)**	**1,429 (1,429.2)**

3.3 Scope of Assessment

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

Figure 3.1 outlines the distributed development traffic (as discussed in Section 3.1.1 of this report) as a percentage of the background traffic on the adjacent road network. With the exception of the two accesses to the proposed development, the percentage of the development traffic exceeds 5% in one location in the surrounding road network only.

As a result, the following junctions will be assessed to determine if the development traffic impacts upon junction performance:

- Junction 1 - Proposed signal-controlled development access on Standhouse Road
- Junction 2 – 4-Arm Signalised junction of Morristown Road, Langton Road, and Standhouse Road
- Junction 4 – Proposed priority-controlled development access on the R445.

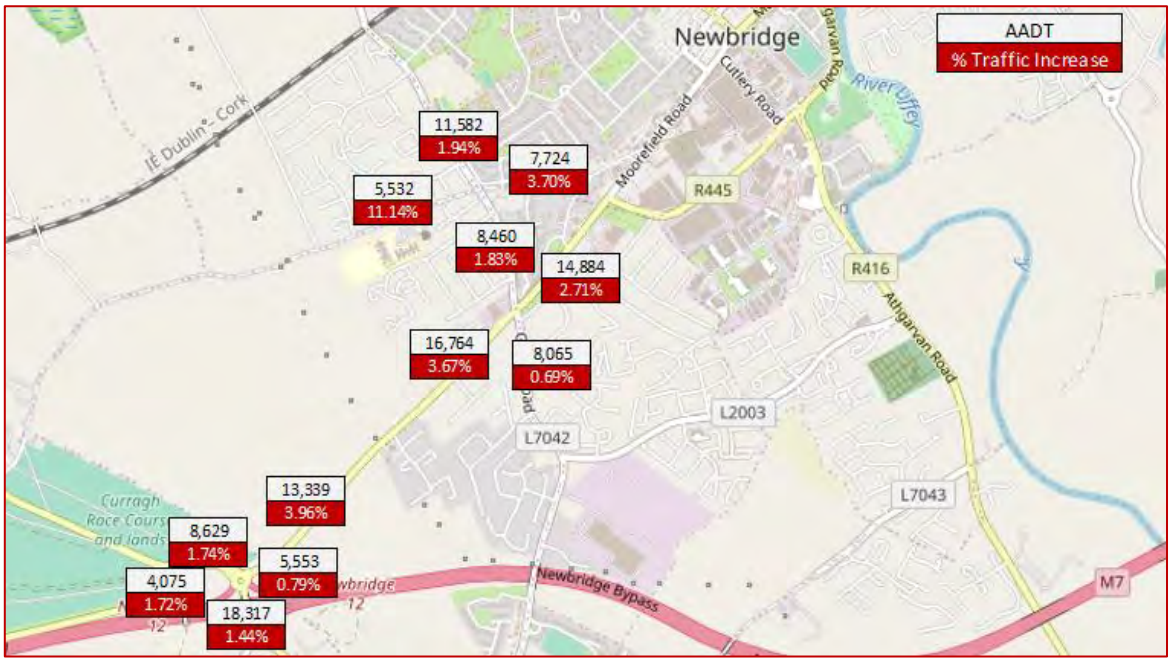


FIGURE 3.1: AADT AND DEVELOPMENT TRAFFIC AS A PERCENTAGE OF EXISTING TRAFFIC ON THE SURROUNDING NETWORK

3.3.1 Trip Assignment

The traffic related impacts generated by the proposed residential development on the surrounding road network have been assessed for two scenarios.

- *Scenario 1*

Scenario 1 assesses the assignment of the forecast development traffic onto the adjacent road network and is based on the existing traffic flow distribution at each junction as derived from the traffic counts and is illustrated in Figure 3.2.

- *Scenario 2*

While there are no significant amenities or attractions within the new development, it is considered that the proposed development may offer a more favourable route between the M7 and Newbridge Town Centre, thus avoiding the signalised junctions and potential traffic congestion within the Town Centre. Scenario 2 therefore assesses the two development accesses, on the R445 and on Standhouse Road, assuming a portion of existing traffic has been redistributed through the development access roads as a means of bypassing Newbridge Town Centre.

The portion of existing traffic to be redistributed through the proposed development was selected based on the existing traffic flow distribution to/from the Langton Road Arm (North) at the Green Road Junction, as derived from the 2021 traffic counts (ca. 25% of the R445 traffic), as this is the direction that traffic is likely to travel through the development to reach the Town Centre. The Green Road junction is located east of the proposed R445 development access towards Newbridge Town Centre.

- *Scenario 3*

Scenario 3 includes a sensitivity assessment of the proposed future 4-arm signalised junction which will provide an additional access to the proposed development as well as an access to a proposed future development on the southern side of the R445 to the west of the proposed development, currently at the planning stage.

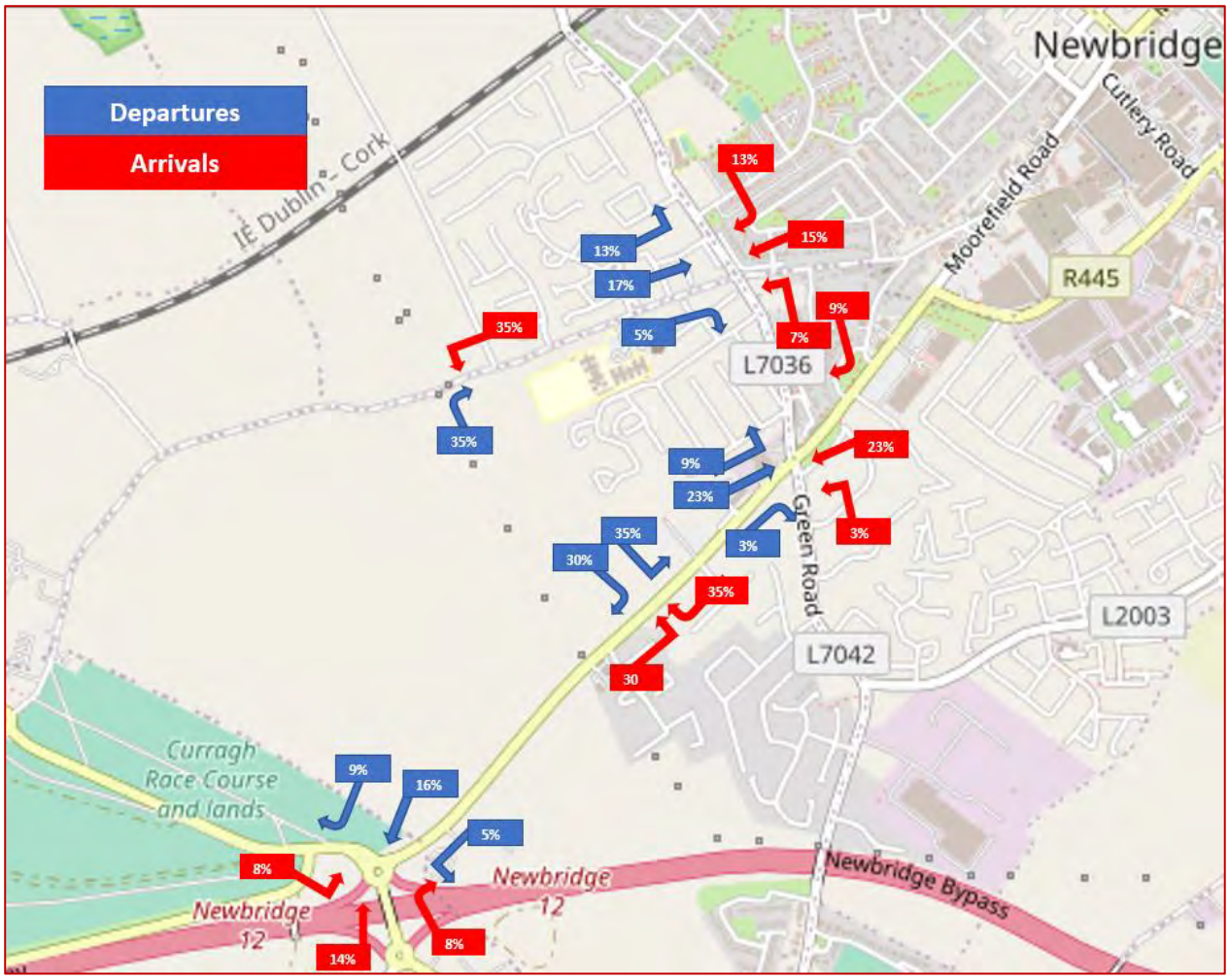


FIGURE 3.2: TRIP ASSIGNMENTS

4 Traffic Impacts

4.1 Assessment Years

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

The development is to be constructed, and opened, in phases over a three year period commencing in 2022 with the final phase completed by the end of 2024. However, to provide a conservative assessment of potential traffic impacts associated with the development, the year of opening has been deemed to be 2024, and assumes all phases shall be completed.

This is the worst-case scenario, and will also provide a longer future year assessment (year 2039, which is the year of opening +15 years). Also, if link and junction capacity is found to be acceptable in 2024, then it can be concluded that both link and junction capacity is also acceptable in earlier years, with less residential units, and thus less trips being generated.

Therefore, the ‘Future Year Assessments’ used to assess the future operational performance of the junctions and surrounding road network include 2024 (year of opening, as discussed above) and two future assessment years, the opening year +5 (2029) and the opening year +15 (2039).

4.2 Traffic Growth

The "Project Appraisal Guidelines - Unit 5.3" published by the National Roads Authority (now TII) has been used to determine future year traffic flows on the network from the estimated 2021 traffic count data (grown in accordance with the observed difference in traffic volumes between current levels and pre-pandemic levels). Table 4-1 contains a summary of the traffic growth factors published in the "Project Appraisal Guidelines". For this assessment, a central growth scenario has been adopted (a 'central' growth scenario was assumed given the site location and scale).

TABLE 4-1: FUTURE YEAR TRAFFIC GROWTH FIGURES (CO. KILDARE)

Year	Low Growth		Central Growth		High Growth	
	LV	HV	LV	HV	LV	HV
2016-2030	1.0180	1.0363	**1.0197**	**1.0378**	1.0229	1.0413
2030-2040	1.0044	1.0135	**1.0062**	**1.0155**	1.0098	1.0191

4.3 Link Capacity Assessment

4.3.1 R445 Regional Road

The capacity of the R445 has been assessed in accordance with the TII Publications document DN-GEO-03031, "Rural Road Link Design."

The 'Road Type' selected for the R445, which best describes the road layout, is a 'Type 1 Single Carriageway' in accordance with this publication, which represents a 7.3m wide carriageway with 2.5m hard shoulders which minimises the number of accesses to avoid standing vehicles and minimise turning movements. The maximum AADT for a road of this type at Level of Service D is 11,600.

The R445 has a paved carriageway width of 7.6m and a pedestrian footpath on its southern side in the vicinity of the development. The forecast two-way AADT for the final future forecast year is 18,865 to the east of the R445 access and 18,777 to the west of the access.

Table 4-2: Combined AADT for each Assessment Year (R445- East)

	Assessment Year			
	2021	**2024**	**2029**	**2039**
Background Traffic	14,542	15,448	17,089	18,250
Additional Development Traffic	-	616	616	616
Combined Traffic (Background + Additional Dev. Traffic)	14,542	16,064	17,705	18,866
Additional Traffic as % of Combined Traffic	-	3.83%	3.48%	3.27%

Table 4-3: Combined AADT for each Assessment Year (R445- West)

	Assessment Year			
	2021	**2024**	**2029**	**2039**
Background Traffic	14,542	15,448	17,089	18,250
Additional Development Traffic	-	528	528	528
Combined Traffic (Background + Additional Dev. Traffic)	14,542	15,976	17,617	18,778
Additional Traffic as % of Combined Traffic	-	3.30%	3.00%	2.81%

Table 4-2 and Table 4-3 indicate that, in 2021, the R445, in the vicinity of the development, had an AADT of 14,542, to the west and east of the access respectively, which is above the maximum AADT (i.e. 11,600) for a 'Type 1 Single Carriageway' road at Level of Service D. Thus, the R445 at the proposed development access is currently above capacity. In each future assessment year, the AADT on the R445 will continue to increase, however this would be the case with, or without, the proposed residential development.

Table 4-2 and Table 4-3 above indicate that the increased traffic generated by the residential development, given the conservative approach adopted, accounts for between 2.81% and 3.83% of traffic on the R445 between 2024 and 2039. As a result, despite the AADT on the R445 exceeding the capacity of a 'Type 1 Single Carriageway' road at Level of Service D, the future traffic generated by the proposed residential development will have a negligible impact on traffic flows on the R445.

4.3.2 L7037 Local Road

The capacity of the L7037 has been assessed by reference to Table 4.4 in the TII Publications document DN-GEO-03031, "Rural Road Link Design." The 'Road Type' selected for the L7037, which best describes the road layout, is a 'Type 2 Single Carriageway' in accordance with this publication, which represents a 7.0m wide carriageway with 0.5m hard shoulders which minimises the number of direct accesses, incorporates priority junctions with ghost islands where necessary with other local roads and ghost islands, roundabouts or compact grade separated junctions where necessary with major roads. The maximum AADT for a road of this type at Level of Service D is 8,600.

The L7037 has a paved carriageway width of 7.0m and no pedestrian and cycle facilities on either side. The forecast two-way AADT for the final future forecast year is 6,419 which is less than the maximum AADT for a road of this type at Level of Service D.

Table 4-4: Combined AADT for each Assessment Year (L7037)

	Assessment Year			
	2021	**2024**	**2029**	**2039**
Background Traffic	4,640	4,926	5,442	5,803
Additional Development Traffic	-	616	616	616
Combined Traffic (Background + Additional Dev. Traffic)	4,640	5,542	6,058	6,419
Additional Traffic as % of Combined Traffic	-	11.12%	10.17%	9.60%

Traffic generated by the proposed development will account for between 9.60% and 11.12% of total traffic on the L7037 between 2024 and 2039. It is consequently concluded that the L7037 will have sufficient link capacity for each of the future assessment years with, and without, the traffic generated by the extension of operations at the development.

4.4 Junction Capacity Analysis

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

Junction performance is measured as a ratio between the flow and capacity (RFC). The capacity analysis has been carried out for a 12-hour period for each of the assessment years (2024, 2029 and 2039). Urban priority-controlled junctions such as signalised junctions with an RFC below 0.90 (90%) are considered to be operating within capacity, and an RFC of 0.90 (90%) indicates a junction operating at capacity.

The capacity of a stream or arm of a junction refers to the maximum flow of vehicles entering the junction, within a given time period and is based on the formula given in LR942 (Kimber, 1980). The formulae describing the theoretical capacity of a junction were derived empirically and have a ±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.

All of the junctions including the two different scenarios and the potential future signalised junction were assessed against the RFC as described above. The detailed junction capacity analysis outputs for each of the analysed junctions, for each of the assessment years, are contained within Appendix C to this report.

4.4.1 Scenario 1 – Redistribution of traffic through development not included

4.4.1.1 Signalised Standhouse Road Access

The summary of the junction capacity analysis results for the Standhouse Road Development Access is shown in TABLE 4-5. The results indicate that the junction will operate within capacity for assessment years 2024, 2029 and 2039 with and without the development. The development is shown to have a negligible impact on the performance of the junction.

TABLE 4-5: SUMMARY OF TRAFFIC ANALYSIS AT STANDHOUSE ROAD ACCESS

Arms	12hrs		
	Queue (Veh)	Delay (s)	RFC
	2024 Without Development		
Standhouse Road East	6.6	15.55	0.42
Development Access	0.2	33.50	0.01
Standhouse Road West	6.6	15.57	0.43
	2024 With Development		
Standhouse Road East	7.1	16.05	0.45
Development Access	1.4	34.34	0.08
Standhouse Road West	6.6	15.57	0.43
	2029 Without Development		
Standhouse Road East	7.4	16.36	0.47
Development Access	0.2	33.50	0.01
Standhouse Road West	7.4	16.39	0.47
	2029 With Development		
Standhouse Road East	7.8	16.05	0.50
Development Access	1.4	34.34	0.08
Standhouse Road West	7.4	16.39	0.47
	2039 Without Development		
Standhouse Road East	7.9	17.00	0.50
Development Access	0.2	33.50	0.01
Standhouse Road West	7.9	17.04	0.50
	2039 With Development		
Standhouse Road East	8.4	17.60	0.53
Development Access	1.4	34.34	0.08
Standhouse Road West	7.9	17.04	0.50

4.4.1.2 Morristown Road junction

The summary of the junction capacity analysis results for the Morristown Junction is shown in TABLE 4-6. The results indicate that the junction will operate above capacity for assessment years 2024, 2029 and 2039 with and without the development.

Capacity issues occur during the AM and PM Peak periods and are below capacity for the rest of the day. This is considered representative of signalised junctions within urban and peri-urban locations where it is not economically viable to provide a junction which caters for the maximum peak demand having excess capacity for the rest of the day. Therefore, the development is considered to have a negligible impact on the performance of the junction.

TABLE 4-6: SUMMARY OF TRAFFIC ANALYSIS AT MORRISTOWN ROAD JUNCTION

Arms	12hrs		
	Queue (Veh)	Delay (s)	RFC
	2024 Without Development		
Morristown Road	19.7	40.98	0.86
L7037 East	16.8	69.76	0.94
Langton Road	17.3	61.31	0.93
L7037 West	13.4	40.20	0.80
	2024 With Development		
Morristown Road	19.7	40.98	0.86
L7037 East	18.1	73.64	0.96
Langton Road	17.7	62.43	0.94
L7037 West	17.3	42.28	0.83
	2029 Without Development		
Morristown Road	25.3	52.37	0.95
L7037 East	24.4	89.65	1.04
Langton Road	25.5	82.31	1.03
L7037 West	19.5	47.38	0.88
	2029 With Development		
Morristown Road	25.3	52.37	0.95
L7037 East	26.4	94.08	1.06
Langton Road	26.2	83.84	1.03
L7037 West	21.0	51.24	0.91
	2039 Without Development		
Morristown Road	33.5	65.90	1.01
L7037 East	31.7	120.3	1.11
Langton Road	34.5	101.42	1.10
L7037 West	23.0	55.69	0.94
	2039 With Development		
Morristown Road	33.5	65.90	1.01
L7037 East	34.2	142.99	1.13
Langton Road	35.5	103.58	1.10
L7037 West	25.8	62.08	0.97

4.4.1.3 R445 Access

The summary of the junction capacity analysis results for R445 Development Access is shown in TABLE 4-7. The results indicate that the junction will operate within capacity for assessment years 2024, 2029 and 2039 with and without the development.

TABLE 4-7: SUMMARY OF TRAFFIC ANALYSIS AT R445 ACCESS- SCENARIO 1

Streams	12hrs		
	Queue (Veh)	Delay (s)	RFC
	2024 Without Development		
Development Access to R445 East	0.0	7.59	0.01
Development Access to R445 West	0.0	13.67	0.02
R445	0.0	4.97	0.03
	2024 With Development		
Development Access to R445 East	0.1	8.49	0.12
Development Access to R445 West	0.2	15.60	0.17
R445	0.7	5.11	0.21
	2029 Without Development		
Development Access to R445 East	0.0	7.94	0.02
Development Access to R445 West	0.0	15.53	0.02
R445	0.0	4.90	0.03
	2029 With Development		
Development Access to R445 East	0.1	8.92	0.12
Development Access to R445 West	0.2	18.07	0.19
R445	0.9	5.05	0.24
	2039 Without Development		
Development Access to R445 East	0.0	8.22	0.02
Development Access to R445 West	0.0	17.21	0.03
R445	0.0	4.85	0.03
	2039 With Development		
Development Access to R445 East	0.1	9.28	0.13
Development Access to R445 West	0.3	20.39	0.21
R445	1.0	5.01	0.26

4.4.2 Scenario 2 – Redistribution of traffic through the development included

4.4.2.1 Signalised Standhouse Road Access

The summary of the junction capacity analysis results for Standhouse Road Access Scenario 2 is shown in TABLE 4-8. The results indicate that the junction will operate above capacity for assessment years 2024, 2029 and 2039.

TABLE 4-8: SUMMARY OF TRAFFIC ANALYSIS AT STANDHOUSE ROAD ACCESS SCENARIO 2

Arms	12hrs		
	Queue (Veh)	Delay (s)	RFC
	2024		
Standhouse Road East	10.3	20.87	0.66
Development Access	5.6	37.78	0.32
Standhouse Road West	6.6	15.57	0.43
	2029		
Standhouse Road East	11.6	23.26	0.72
Development Access	6.1	38.25	0.35
Standhouse Road West	7.4	16.39	0.47
	2039		
Standhouse Road East	12.7	25.41	0.76
Development Access	6.4	38.59	0.37
Standhouse Road West	7.9	17.04	0.50

4.4.2.2 Morristown Road junction

The summary of the junction capacity analysis results for Morristown Road Junction in Scenario 2 is shown in TABLE 4-9 The results indicate that the junction will operate above capacity for assessment years 2024, 2029 and 2039, with long delays experienced at the junction. However, it should be noted, that the primary motivation for drivers using the new residential access in Scenario 2 is to reduce their journey time. Where journey times are not reduced, as is indicated in TABLE 4-9, existing traffic will avoid this route during peak hours, thus reducing the identified delays.

TABLE 4-9: SUMMARY OF TRAFFIC ANALYSIS AT MORRISTOWN ROAD JUNCTION- SCENARIO 2

Arms	12hrs		
	Queue (Veh)	Delay (s)	RFC
	2024		
Morristown Road	18.3	41.31	0.86
L7037 East	20.5	84.30	1.01
Langton Road	18.3	65.68	0.95
L7037 West	18.5	44.74	0.86
	2029		
Morristown Road	23.6	52.86	0.95
L7037 East	30.2	125.85	1.11
Langton Road	27.6	88.62	1.05
L7037 West	23.5	56.55	0.94
	2039		
Morristown Road	31.3	66.46	1.01
L7037 East	38.7	210.36	1.19
Langton Road	37.5	110.71	1.12
L7037 West	30.5	71.25	1.00

4.4.2.3 R445 Access

The summary of the junction capacity analysis results for the R445 Access in Scenario 2 is shown in TABLE 4-10. The results indicate that the junction will operate within capacity for assessment years 2024, 2029 and 2039.

TABLE 4-10: SUMMARY OF TRAFFIC ANALYSIS AT R445 ACCESS- SCENARIO 2

Streams	12hrs		
	Queue (Veh)	Delay (s)	RFC
	2024		
Development Access to R445 East	0.1	7.77	0.11
Development Access to R445 West	0.3	25.26	0.24
R445	0.7	5.03	0.20
	2029		
Development Access to R445 East	0.1	8.14	0.11
Development Access to R445 West	0.4	28.93	0.27
R445	0.8	4.93	0.23
	2039		
Development Access to R445 East	0.1	8.44	0.11
Development Access to R445 West	0.4	32.81	0.29
R445	0.9	4.86	0.24

4.4.3 Scenario 3 – Possible Future Signalised Junction on R445

4.4.3.1 R445 Future Signalised Crossroads Access

The summary of the junction capacity analysis results for the R445 future signalised crossroads junction is shown in TABLE 4-11. The results indicate that the junction will operate within capacity for assessment years 2024, 2029 and 2039 with the development. There is currently no junction at this location, so it was deemed unnecessary to model a junction at this location without the development.

TABLE 4-11: SUMMARY OF TRAFFIC ANALYSIS AT R445 PROPOSED SIGNALISED JUNCTION- SCENARIO 1

Arms	12hrs		
	Queue (Veh)	Delay (s)	RFC
	2024		
R445 West	10.3	16.63	0.68
Development Access	4.7	110.46	0.78
R445 East	11.5	19.11	0.74
Adjacent Development Access	6.8	159.55	0.89
	2029		
R445 West	11.6	19.18	0.75
Development Access	4.7	110.46	0.78
R445 East	13.2	23.00	0.81
Adjacent Development Access	6.8	159.55	0.89
	2039		
R445 West	12.8	21.65	0.80
Development Access	4.7	110.46	0.78
R445 East	14.8	27.40	0.86
Adjacent Development Access	6.8	159.55	0.89

4.4.3.2 R445 Future Signalised Crossroads Access (including redistribution of traffic through the development)

The summary of the junction capacity analysis results for the R445 future signalised 4-arm junction is shown in TABLE 4-12. The results indicate that the junction will operate within capacity for assessment years 2024, 2029 and 2039. There is currently no junction at this location, so it was deemed unnecessary to model a junction at this location without the development.

TABLE 4-12: SUMMARY OF TRAFFIC ANALYSIS AT R445 PROPOSED SIGNALISED JUNCTION-SCENARIO 2

Arms	12hrs		
	Queue (Veh)	Delay (s)	RFC
	2024		
R445 West	11.9	22.34	0.75
Development Access	4.8	90.47	0.75
R445 East	12.7	23.73	0.78
Adjacent Development Access	4.7	89.09	0.73
	2029		
R445 West	13.8	26.77	0.83
Development Access	4.9	92.42	0.76
R445 East	14.9	29.21	0.85
Adjacent Development Access	4.7	89.9	0.73
	2039		
R445 West	15.8	31.59	0.88
Development Access	5.0	93.83	0.77
R445 East	17.3	36.14	0.90
Adjacent Development Access	4.7	89.09	0.73

4.5 Sightlines

The visibility splays at the proposed R445 development access were assessed against the Design Manual for Urban Roads and Streets (DMURS). The R445 has a posted speed of 50kph. According to DMURS, this requires an unobstructed visibility splay of 49m, when the road is located on a bus route (DMURS Table 4.2).

However, the results of the ATC speed survey on the R445, and Standhouse Road, at the proposed development accesses, shown in Table 4-13 below, indicated that the 85th percentile speed was approximately 60kph. As a result, the sightline assessment has been undertaken with reference to a design speed of 60kph. DMURS requires 65m of unobstructed visibility on roads with a design speed of 60kph and which are on a bus route.

TABLE 4-13: ATC SURVEY RESULTS - TRAFFIC SPEEDS

ATC Locations	Speed Limit (km/h)	Number of Vehicles	No. of Vehs. Exceeding Speed Limit	% of Veh. Exceeding Speed Limit	Mean Speed (km/h)	85%ile Speed (km/h)
R445 (EB)	50kph	38,726	23,324	60.2	52.08	59.9
R445 (WB)	50kph	39,226	25,024	63.8	52.94	60.36
Standhouse Road (EB)	50kph	10,686	6,746	63.1	52.40	61.39
Standhouse Road (WB)	50kph	10,848	6,410	59.1	51.33	60.53

Appendix C illustrates the existing visibility splay at the development access on the R445, and demonstrates that visibility requirements are met at a point 2.4m back from the Stop line.

The Standhouse Road, at the location of the proposed development access, is predominantly straight and visibility of 65m is provided in both directions. This access is proposed to be signalised and drivers stopped at the Stop line on any of the three arms of the junction will have sufficient visibility to the relevant signal heads at the junction.

Thus, the proposed development accesses on the R445 and Standhouse Road meet the sightline requirements.

4.6 Parking

The following table breaks down the proposed parking provision within the development and compares this to the required parking demand associated with a development of this size and composition, as per the Kildare County Development Plan 2017-2023.

TABLE 4-14: PARKING PROVISION

Type	Based Upon	Proposed	Required
Creche Parking	0.5 per staff member + 1 per 4 children	21	34
Houses (245 Units)	2 per unit	477 (1 space generally provided for 2-Bed House)	490
Duplexes (64 Units)	1.5 per unit	78	96
Apartments (27 Units)	1.5 per unit	34	41
Visitor Parking	0.25 per Apartment Unit	7	7
Total Car Parking		**617**	**668**

Table 4-14 indicates that the proposed parking provision within the development is less than what is required in the Kildare County Development Plan 2017-2023. Despite the parking provision within the development being less than that required the Creche also provides a set-down area, for up to three vehicles, for parents to use when dropping off and picking up children which will reduce the need for formal parking spaces. It is also likely that the Creche will attract internal trips from within the development which are more likely to be made on foot, reducing the need for parking.

There is also good access to public transport within Newbridge Town Centre including bus and rail networks and it is likely that residents of the duplexes and apartment block within the proposed development will benefit from these services. The most recent Census data (2016), available at **www.census.cso.ie**, provides a breakdown of the means of travel for residents of Newbridge, Co. Kildare. This data indicates that approximately 28.8% of commuters travel to work, school or college on foot or by bicycle, bus/coach and rail. As a result, it is likely that the full required parking provision, in accordance with the Kildare County Development Plan, will not be required within the proposed development assuming that this trend in modes of travel within the Newbridge area extends to the proposed development.

4.7 Buses

Bus routes operate daily on the surrounding road network. Bus Eireann service numbers 123, 124, 126, 126N, and 130 currently connects Newbridge with Cellbridge, Naas, Kildare, Athy, and Dublin. The JJ Kavanagh bus operator also connects Newbridge with Portlaoise, Kildare, Kilcullen, Naas, Carlow, and Dublin. The development is therefore well served by Public Transport.

4.8 Pedestrians & Cyclists

The development is located less than 1.5km from Newbridge Town Centre, which is a small town including supermarkets, restaurants, bars and other amenities. Pedestrian routes are well served between the development and Newbridge, with walking journey times of approximately 20 minutes.

There is an existing footpath on the southern side of the R445 between the proposed development and Newbridge Town Centre. There is no footpath on the northern side with a wide verge provided in the vicinity of the proposed development and a footpath developing further east on approach to the Town Centre. A proposed footpath on the southern side of Standhouse Road along the boundary of the proposed development will connect with an existing footpath further east adjacent to the proposed adjacent development under construction further east on approach to the Newbridge Town Centre.

Given the peri-urban character of the area in which the proposed development is located, pedestrian routes are well catered for, including pedestrian crossings, footpaths of varying widths and dropped kerb accesses.

5 Conclusions

The Traffic and Transport Assessment makes the following conclusions:

1) Link capacity analysis was carried out on the R445 (Ballymany Road) and the L7037 (Standhouse Road) within the vicinity of the development.

    a. It was determined that Standhouse Road will continue to operate within capacity for each of the assessment years 2024 (Opening Year), 2029 and 2039.

    b. The Ballymany Road currently operates above capacity and will continue to do so for each of the assessment years with and without the development. The AADTs forecast for the future assessment years, however, indicate that traffic generated by the development will have a negligible impact on traffic flows (between 2.81% and 3.83%).

2) Junction capacity analysis was undertaken for three scenarios. **Scenario 1** assesses the assignment of the forecast development traffic onto the adjacent road network and is based on the existing traffic flow distribution at each junction as derived from the traffic counts This scenario analysed the capacity of the following junctions: -

    a. Proposed Standhouse Road Development Access

    b. Morristown Road Signalised Junction

    c. Proposed R445 Development Access

    The proposed development accesses will operate within capacity for each of the assessment years 2024, 2029 and 2039 for all scenarios assessed. However, the Morristown Road signalised junction is currently operating, and will continue to operate, above capacity, with and without the proposed development, for all future assessment years. It is however considered that the impact that the proposed development traffic will have on the junction will be negligible. Capacity issues occur during the AM and Peak periods and are below capacity for the rest of the day. However, this is considered to be representative of signalised junctions within urban and peri-urban locations.

    Scenario 2 assesses the two development accesses, on the R445 and on Standhouse Road, and the Morristown Junction assuming a portion of existing traffic has been redistributed through the development access road as a means of bypassing Newbridge Town Centre. The results of the analysis indicate that the development access junctions will operate within capacity for assessment years 2024, 2029 and 2039. The Morristown Junction however will operate above capacity with long delays experience. These delays are greater than the current delays at this junction. However, it should be noted, that the primary motivation for drivers using the new residential access in Scenario 2 is to reduce their journey time. Where journey times are not reduced, existing traffic will avoid this route during peak hours, thus reducing the identified delays.

    Scenario 3 assesses a proposed future signalised junction on the R445 which will provide an additional access to this development as well as providing access to a proposed future development on the southern side of the R445 which is currently at the planning stage. The results of the analysis indicate that the junction will operate within capacity for assessment years 2024, 2029 and 2039.

3) The visibility splays at the proposed R445 development access were assessed against DMURS. The required sightlines are achievable in both directions from the proposed R445 Development Access at a point 2.4m back from the Stop line.

    The required sightlines are also achievable in both directions on Standhouse Road from the proposed development access. Unobstructed visibility towards the relative signal heads at the proposed signalised junction at this location will also be provided from the Stop line on all arms.

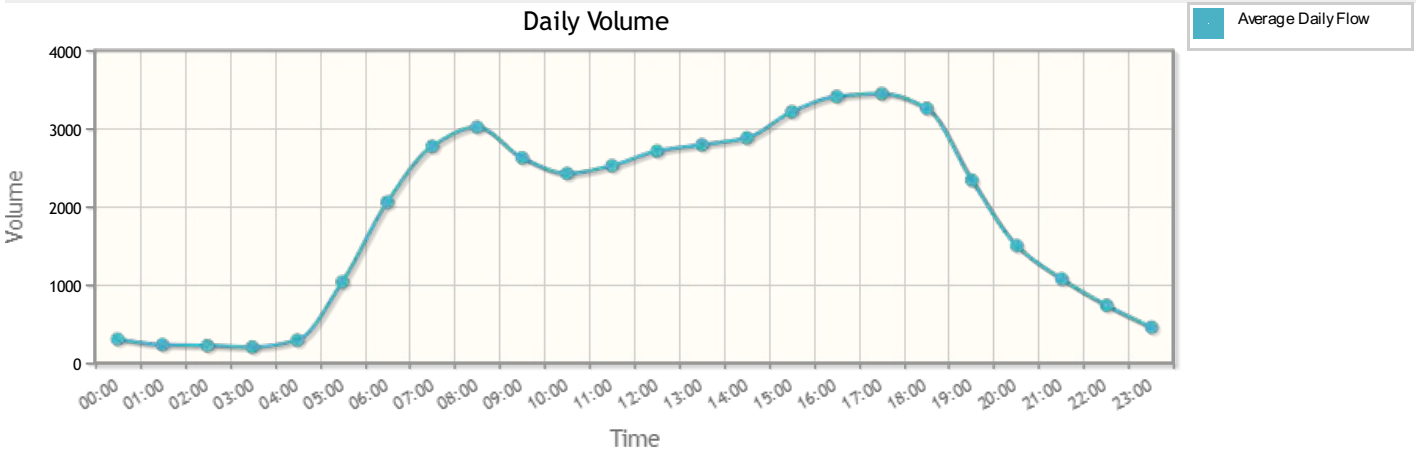
4) The proposed parking provision within the development is less than what is required in the Kildare County Development Plan 2017-2023. Despite the parking provision within the development being less than that required the Creche also provides a set-down area for parents to use when dropping off and picking up children which will reduce the need for formal parking spaces. It is also likely that the

Creche will attract internal trips from within the development which are more likely to be made on foot, reducing the need for parking. The most recent Census data (2016) for the Newbridge area indicates that approximately 28.8% of commuters travel to work, school or college on foot or by bicycle, bus/coach and rail. As a result, it is likely that the full required parking provision, in accordance with the Kildare County Development Plan, will not be required within the proposed development assuming that this trend in modes of travel within the Newbridge area extends to the proposed development.

Appendix A – TRICS Output

April 27, 2021 14:30:32

Daily Volume Report NRA 000000020075 2019-04-16



Site Name: TMU M07 040.0 E Site ID: 000000020075 Grid: 276837212618 Description: M07 Betw een Jn12 New bridge and Jn13 Kildare, The Curragh, Co. Kildare

All Lanes Time Period: 1 hour Class: Any Exclude data: None

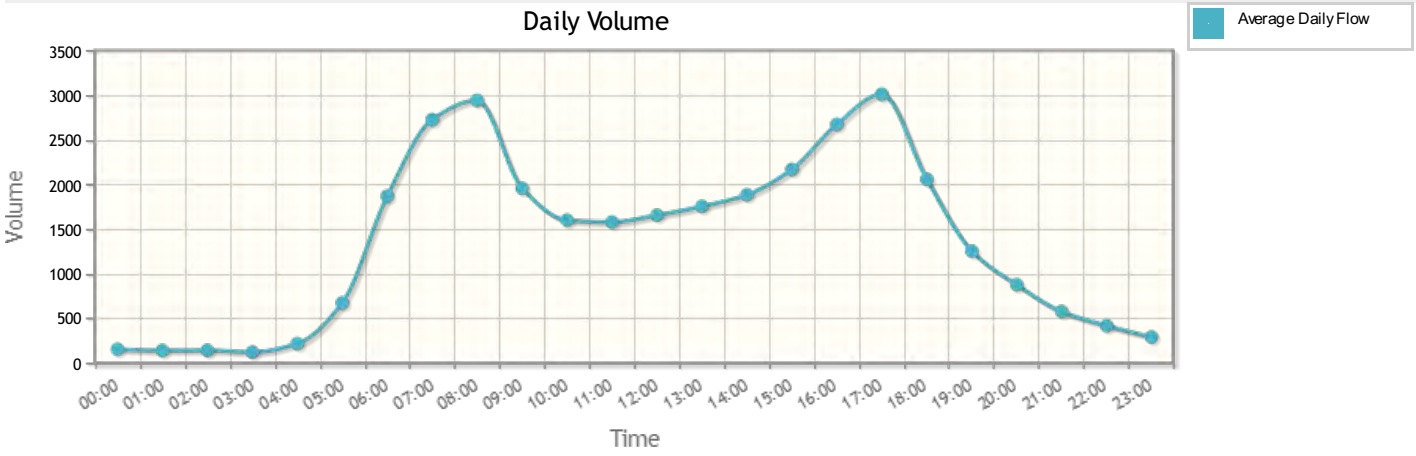
	Average Daily Flow
00:00	319
01:00	247
02:00	236
03:00	217
04:00	305
05:00	1053
06:00	2076
07:00	2791
08:00	3038
09:00	2643
10:00	2443
11:00	2543
12:00	2730
13:00	2811
14:00	2899
15:00	3234
16:00	3430
17:00	3466
18:00	3279
19:00	2358
20:00	1518
21:00	1091
22:00	752
23:00	471
07-19	35307
06-22	42350
06-24	43573
00-24	45950
am Peak	08:00
Peak Volume	3038
Peak Factor	0.972
pm Peak	17:00
Peak Volume	3466
Peak Factor	0.986

Event key: QC failure Atypical (QC) Events Special Holiday Offline
Weekends and defined holidays

Notes on data:
Averages are calculated as the simple average of values across the period.

Holidays & Events:
None

Daily Volume Report NRA 000000020075 2021-04-13



Site Name: TMU M07 040.0 E Site ID: 000000020075 Grid: 276837212618 Description: M07 Betw een Jn12 New bridge and Jn13 Kildare, The Curragh, Co. Kildare

All Lanes Time Period: 1 hour Class: Any Exclude data: None

	Average Daily Flow
00:00	165
01:00	152
02:00	153
03:00	133
04:00	229
05:00	686
06:00	1884
07:00	2742
08:00	2958
09:00	1971
10:00	1614
11:00	1593
12:00	1670
13:00	1769
14:00	1899
15:00	2184
16:00	2689
17:00	3027
18:00	2073
19:00	1268
20:00	890
21:00	589
22:00	430
23:00	303
07-19	26189
06-22	30820
06-24	31553
00-24	33071
am Peak	08:00
Peak Volume	2958
Peak Factor	0.906
pm Peak	17:00
Peak Volume	3027
Peak Factor	0.896

Event key: QC failure Atypical (QC) Events Special Holiday Offline
Weekends and defined holidays

Notes on data:
Averages are calculated as the simple average of values across the period.

Holidays & Events:
None

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	1 days
	KC	KENT	2 days
	SC	SURREY	1 days
04	EAST ANGLIA		
	NF	NORFOLK	2 days
05	EAST MIDLANDS		
	DS	DERBYSHIRE	1 days
06	WEST MIDLANDS		
	ST	STAFFORDSHIRE	1 days
13	MUNSTER		
	WA	WATERFORD	1 days
17	ULSTER (NORTHERN IRELAND)		
	AN	ANTRIM	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: No of Dwellings
Actual Range: 204 to 371 (units:)
Range Selected by User: 300 to 400 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/13 to 27/04/21

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:

Monday	3 days
Tuesday	3 days
Wednesday	3 days
Sunday	1 days

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

Selected survey types:

Manual count	9 days
Directional ATC Count	1 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:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	8

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:

Residential Zone	9
Out of Town	1

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

Secondary Filtering selection:

Use Class:

C3	10 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	3 days
10,001 to 15,000	4 days
20,001 to 25,000	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	3 days
75,001 to 100,000	3 days
125,001 to 250,000	3 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	2 days
1.1 to 1.5	7 days
1.6 to 2.0	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:

Yes	3 days
No	7 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	10 days

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

LIST OF SITES relevant to selection parameters

1 AN-03-A-08 HOUSES & FLATS ANTRIM
BALLINDERRY ROAD
LISBURN

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 204
Survey date: TUESDAY *29/10/13* *Survey Type: MANUAL*

2 DS-03-A-02 MIXED HOUSES DERBYSHIRE
RADBOURNE LANE
DERBY

Edge of Town
Residential Zone
Total No of Dwellings: 371
Survey date: TUESDAY *10/07/18* *Survey Type: MANUAL*

3 ES-03-A-03 MIXED HOUSES & FLATS EAST SUSSEX
SHEPHAM LANE
POLEGATE

Edge of Town
Residential Zone
Total No of Dwellings: 212
Survey date: MONDAY *11/07/16* *Survey Type: MANUAL*

4 KC-03-A-06 MIXED HOUSES & FLATS KENT
MARGATE ROAD
HERNE BAY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 363
Survey date: WEDNESDAY *27/09/17* *Survey Type: MANUAL*

5 KC-03-A-07 MIXED HOUSES KENT
RECULVER ROAD
HERNE BAY

Edge of Town
Residential Zone
Total No of Dwellings: 288
Survey date: WEDNESDAY *27/09/17* *Survey Type: MANUAL*

6 NF-03-A-06 MIXED HOUSES NORFOLK
BEAUFORT WAY
GREAT YARMOUTH
BRADWELL
Edge of Town
Residential Zone
Total No of Dwellings: 275
Survey date: MONDAY *23/09/19* *Survey Type: MANUAL*

7 NF-03-A-07 MIXED HOUSES & FLATS NORFOLK
SILFIELD ROAD
WYMONDHAM

Edge of Town
Out of Town
Total No of Dwellings: 297
Survey date: SUNDAY *22/09/19* *Survey Type: DIRECTIONAL ATC COUNT*

8 SC-03-A-05 MIXED HOUSES SURREY
REIGATE ROAD
HORLEY

Edge of Town
Residential Zone
Total No of Dwellings: 207
Survey date: MONDAY *01/04/19* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9	ST-03-A-07 BEACONSIDE STAFFORD MARSTON GATE Edge of Town Residential Zone Total No of Dwellings: *Survey date: WEDNESDAY*	DETACHED & SEMI-DETACHED	248 *22/11/17*	STAFFORDSHIRE *Survey Type: MANUAL*
10	WA-03-A-04 MAYPARK LANE WATERFORD Edge of Town Residential Zone Total No of Dwellings: *Survey date: TUESDAY*	DETACHED	280 *24/06/14*	WATERFORD *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 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	275	0.072	10	275	0.299	10	275	0.371
08:00 - 09:00	10	275	0.126	10	275	0.389	10	275	0.515
09:00 - 10:00	10	275	0.125	10	275	0.180	10	275	0.305
10:00 - 11:00	10	275	0.118	10	275	0.147	10	275	0.265
11:00 - 12:00	10	275	0.131	10	275	0.154	10	275	0.285
12:00 - 13:00	10	275	0.171	10	275	0.167	10	275	0.338
13:00 - 14:00	10	275	0.172	10	275	0.167	10	275	0.339
14:00 - 15:00	10	275	0.205	10	275	0.192	10	275	0.397
15:00 - 16:00	10	275	0.270	10	275	0.172	10	275	0.442
16:00 - 17:00	10	275	0.293	10	275	0.168	10	275	0.461
17:00 - 18:00	10	275	0.391	10	275	0.167	10	275	0.558
18:00 - 19:00	10	275	0.304	10	275	0.184	10	275	0.488
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.378			2.386			4.764

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.*

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Parameter summary

Trip rate parameter range selected:	204 - 371 (units:)
Survey date date range:	01/01/13 - 27/04/21
Number of weekdays (Monday-Friday):	14
Number of Saturdays:	1
Number of Sundays:	1
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.

Calculation Reference: AUDIT-261601-210427-0457

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION
Category : D - NURSERY
TOTAL VEHICLES

Selected regions and areas:

09	NORTH		
	TW	TYNE & WEAR	1 days
12	CONNAUGHT		
	RO	ROSCOMMON	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: Number of pupils
Actual Range: 106 to 108 (units:)
Range Selected by User: 100 to 150 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/13 to 27/04/21

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	1 days
Friday	1 days

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

Selected survey types:

Manual count	2 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:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	1

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:

Residential Zone	2

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

Secondary Filtering selection:

Use Class:

E(f)	2 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
15,001 to 20,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

1.1 to 1.5	1 days
2.1 to 2.5	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:

No	2 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	2 days

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

LIST OF SITES relevant to selection parameters

1	RO-04-D-01	NURSERY		ROSCOMMON
	PARK VIEW			
	ROSCOMMON			
	CRUBY HILL			
	Edge of Town			
	Residential Zone			
	Total Number of pupils:		106	
	Survey date: FRIDAY		*26/09/14*	*Survey Type: MANUAL*
2	TW-04-D-03	NURSERY		TYNE & WEAR
	JUBILEE ROAD			
	NEWCASTLE UPON TYNE			
	GOSFORTH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of pupils:		108	
	Survey date: TUESDAY		*21/05/19*	*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 04 - EDUCATION/D - NURSERY
TOTAL VEHICLES
Calculation factor: 1
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	107	0.037	2	107	0.009	2	107	0.046
08:00 - 09:00	2	107	0.154	2	107	0.061	2	107	0.215
09:00 - 10:00	2	107	0.121	2	107	0.131	2	107	0.252
10:00 - 11:00	2	107	0.009	2	107	0.023	2	107	0.032
11:00 - 12:00	2	107	0.028	2	107	0.005	2	107	0.033
12:00 - 13:00	2	107	0.117	2	107	0.150	2	107	0.267
13:00 - 14:00	2	107	0.079	2	107	0.075	2	107	0.154
14:00 - 15:00	2	107	0.089	2	107	0.051	2	107	0.140
15:00 - 16:00	2	107	0.014	2	107	0.056	2	107	0.070
16:00 - 17:00	2	107	0.033	2	107	0.033	2	107	0.066
17:00 - 18:00	2	107	0.075	2	107	0.131	2	107	0.206
18:00 - 19:00	2	107	0.000	2	107	0.028	2	107	0.028
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.756			0.753			1.509

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.*

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Parameter summary

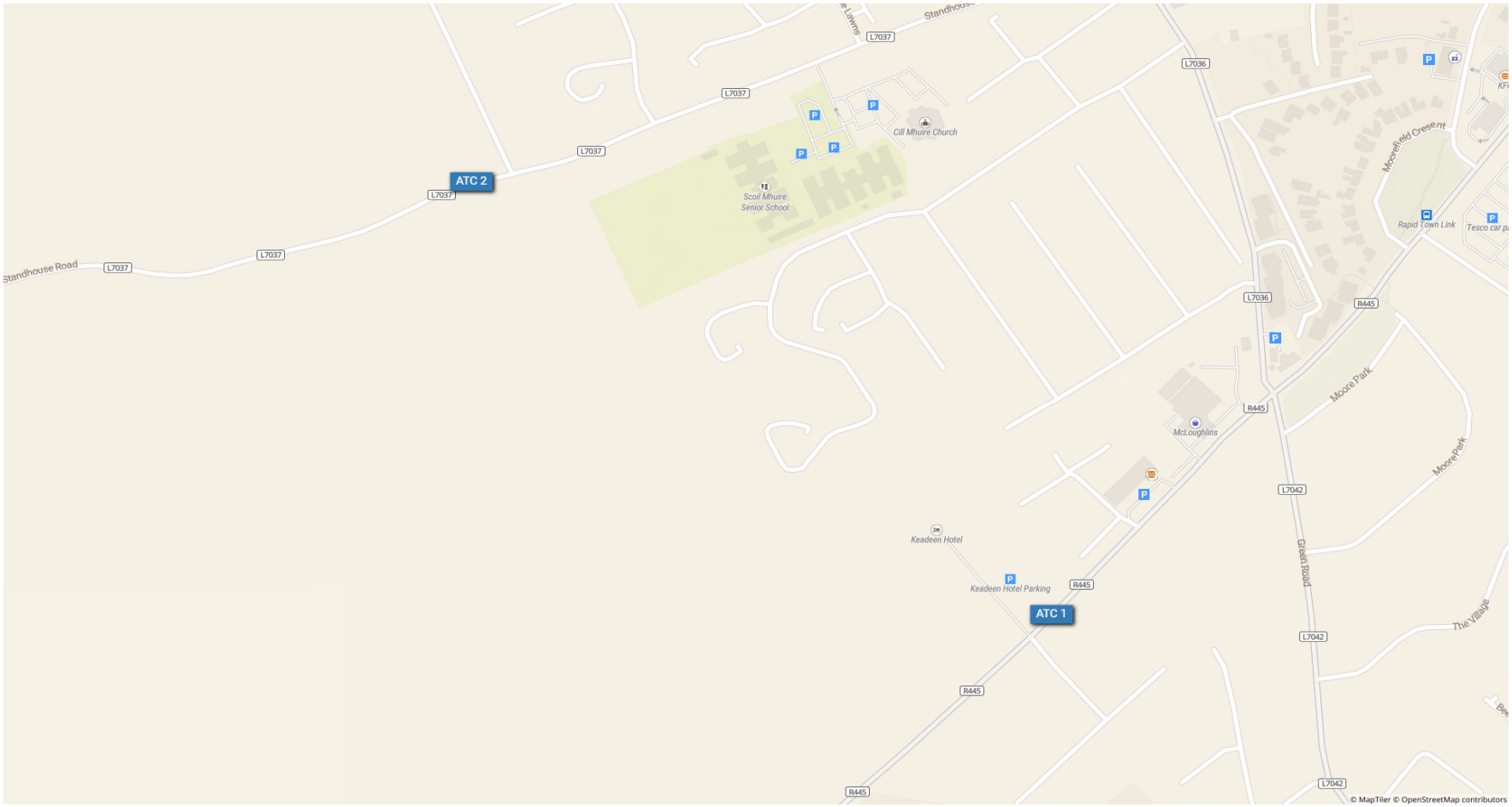
Trip rate parameter range selected:	106 - 108 (units:)
Survey date date range:	01/01/13 - 27/04/21
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

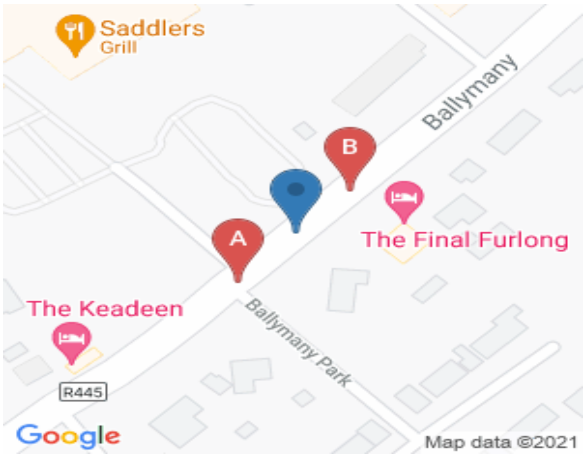
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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 B – Traffic Survey Data

IDASO

Survey Name: 030 21088 Ballymany, Newbridge
Date: Tue 13 Apr 2021 — Mon 19 Apr 2021





IDASO

Survey Name: 030 21088 Ballymany, Newbridge
Site: ATC 1
Location: R445 Ballymany Newbridge
Date: Tue 13 Apr 2021 — Mon 19 Apr 2021

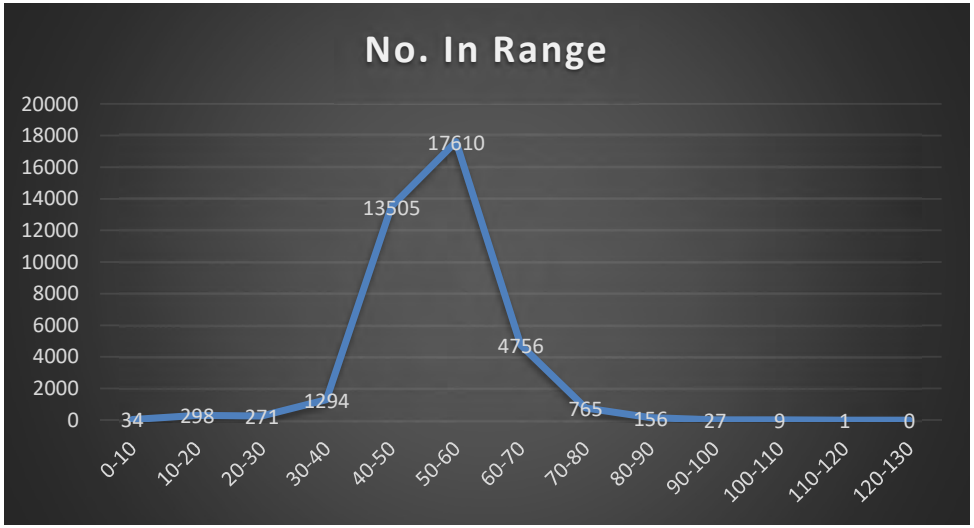
Speed Survey

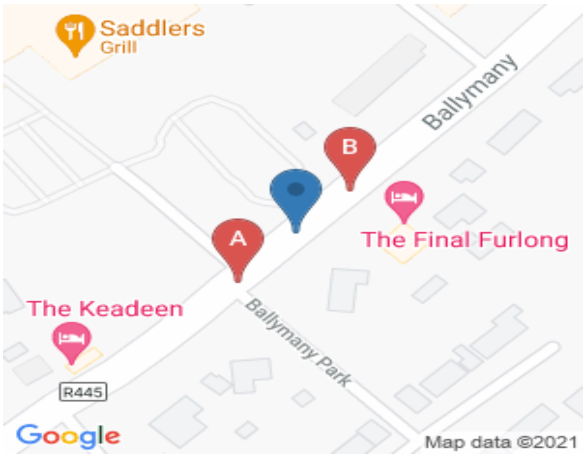
Cummulative 85% Speed	60.15 KPH
Cummulative Minimum Speed	1.07 KPH
Cummulative Maximum Speed	121.4 KPH
Cummulative Average Speed	52.51 KPH

Northbound (A => B)

No. of Vehicles	38726
85% Speed	59.9 KPH
Minimum Speed	6.23 KPH
Maximum Speed	113.4 KPH
Average Speed	52.08 KPH

Speed KPH	No. In Range
0-10	34
10-20	298
20-30	271
30-40	1294
40-50	13505
50-60	17610
60-70	4756
70-80	765
80-90	156
90-100	27
100-110	9
110-120	1
120-130	0





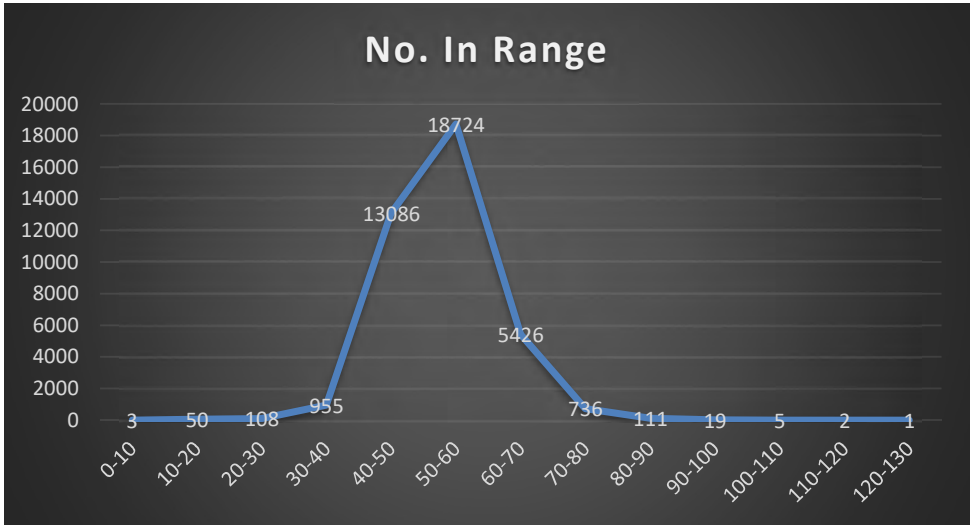
IDASO

Survey Name: 030 21088 Ballymany, Newbridge
Site: ATC 1
Location: R445 Ballymany Newbridge
Date: Tue 13 Apr 2021 — Mon 19 Apr 2021

Southbound (B => A)

No. of Vehicles	39226
85% Speed	60.36 KPH
Minimum Speed	1.07 KPH
Maximum Speed	121.4 KPH
Average Speed	52.94 KPH

Speed KPH	No. In Range
0-10	3
10-20	50
20-30	108
30-40	955
40-50	13086
50-60	18724
60-70	5426
70-80	736
80-90	111
90-100	19
100-110	5
110-120	2
120-130	1





IDASO

Survey Name: 030 21088 Ballymany, Newbridge
Site: ATC 2
Location: Standhouse Rd, Ballymany, Newbridge
Date: Tue 13-Apr-2021

	Westbound (A => B)								Eastbound (B => A)							
TIME	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
00:00	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	1	0	0	0	0	1	1	0	1	0	0	0	0	1	1
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	2	0	0	0	0	2	2	0	1	0	0	0	0	1	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	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	1	0	0	0	0	1	1
02:00	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0
02:15	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
03:45	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0
H/TOT	0	1	0	0	0	0	1	1	0	1	1	0	0	0	2	2
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	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	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	1	0	0	1	1.5	0	1	0	0	0	0	1	1
05:30	0	1	0	0	0	0	1	1	0	1	1	0	0	0	2	2
05:45	0	1	0	1	0	0	2	2.5	0	0	0	0	0	0	0	0
H/TOT	0	2	0	2	0	0	4	5	0	2	1	0	0	0	3	3
06:00	0	0	2	0	0	0	2	2	0	0	0	0	0	0	0	0
06:15	0	3	0	0	0	0	3	3	0	3	0	0	0	0	3	3
06:30	0	3	2	0	0	0	5	5	0	7	2	0	0	0	9	9
06:45	0	6	3	0	0	0	9	9	0	3	1	0	0	0	4	4
H/TOT	0	12	7	0	0	0	19	19	0	13	3	0	0	0	16	16
07:00	0	5	2	0	0	0	7	7	0	8	0	0	0	0	8	8
07:15	0	7	1	1	0	0	9	9.5	0	12	2	1	0	0	15	15.5

07:30	0	12	1	0	0	0	13	13	0	7	2	1	0	0	10	10.5
07:45	0	7	4	0	0	0	11	11	0	12	2	0	0	0	14	14
H/TOT	0	31	8	1	0	0	40	40.5	0	39	6	2	0	0	47	48
08:00	0	17	1	3	0	0	21	22.5	0	30	6	1	0	0	37	37.5
08:15	0	27	3	1	0	0	31	31.5	0	54	7	2	0	0	63	64
08:30	0	30	5	0	0	0	35	35	0	54	8	3	0	0	65	66.5
08:45	0	45	6	2	0	0	53	54	0	71	6	1	0	0	78	78.5
H/TOT	0	119	15	6	0	0	140	143	0	209	27	7	0	0	243	246.5
09:00	0	32	8	2	0	0	42	43	0	30	2	1	0	0	33	33.5
09:15	0	14	3	0	0	0	17	17	0	20	4	0	0	0	24	24
09:30	0	11	2	0	0	0	13	13	0	15	5	0	1	0	21	22.3
09:45	0	13	2	0	0	0	15	15	0	16	0	0	0	0	16	16
H/TOT	0	70	15	2	0	0	87	88	0	81	11	1	1	0	94	95.8
10:00	0	5	2	1	0	0	8	8.5	0	12	2	2	1	0	17	19.3
10:15	0	8	2	0	0	0	10	10	0	12	0	1	0	0	13	13.5
10:30	0	16	2	0	0	0	18	18	0	15	1	1	0	0	17	17.5
10:45	0	22	1	1	0	0	24	24.5	0	19	1	0	0	0	20	20
H/TOT	0	51	7	2	0	0	60	61	0	58	4	4	1	0	67	70.3
11:00	0	15	1	0	0	0	16	16	0	13	2	3	0	0	18	19.5
11:15	0	28	2	1	0	0	31	31.5	0	12	0	1	0	0	13	13.5
11:30	0	15	1	2	0	0	18	19	0	9	0	1	0	0	10	10.5
11:45	0	24	1	1	0	0	26	26.5	0	13	0	1	0	0	14	14.5
H/TOT	0	82	5	4	0	0	91	93	0	47	2	6	0	0	55	58
12:00	0	17	3	1	0	0	21	21.5	0	17	2	0	0	0	19	19
12:15	1	13	0	0	0	0	14	13.4	0	23	4	0	0	0	27	27
12:30	0	24	4	2	0	0	30	31	0	20	1	1	0	0	22	22.5
12:45	0	11	0	1	1	0	13	14.8	0	19	2	0	1	0	22	23.3
H/TOT	1	65	7	4	1	0	78	80.7	0	79	9	1	1	0	90	91.8
13:00	0	21	5	0	1	0	27	28.3	0	25	4	1	0	0	30	30.5
13:15	0	27	2	1	0	0	30	30.5	0	26	1	0	1	0	28	29.3
13:30	0	29	3	2	1	0	35	37.3	0	15	4	0	0	0	19	19
13:45	0	31	2	1	0	0	34	34.5	0	19	4	1	0	0	24	24.5
H/TOT	0	108	12	4	2	0	126	131	0	85	13	2	1	0	101	103.3
14:00	0	24	3	1	0	0	28	28.5	0	25	2	0	0	0	27	27
14:15	0	25	4	1	0	0	30	30.5	0	40	12	2	0	0	54	55
14:30	0	37	6	3	0	0	46	47.5	1	37	2	1	0	0	41	40.9
14:45	0	51	5	5	1	0	62	65.8	0	27	2	0	0	0	29	29
H/TOT	0	137	18	10	1	0	166	172	1	129	18	3	0	0	151	151.9
15:00	0	42	5	1	0	0	48	48.5	0	30	7	2	0	0	39	40
15:15	0	51	1	1	0	0	53	53.5	0	22	7	2	0	0	31	32
15:30	0	25	1	2	0	0	28	29	0	29	5	1	0	0	35	35.5
15:45	0	31	5	0	0	0	36	36	0	29	4	2	0	0	35	36
H/TOT	0	149	12	4	0	0	165	167	0	110	23	7	0	0	140	143.5
16:00	0	56	4	1	0	0	61	61.5	0	34	4	0	0	0	38	38
16:15	1	34	6	1	1	0	43	44.2	0	35	2	1	0	0	38	38.5
16:30	0	26	6	0	0	0	32	32	0	37	3	1	0	0	41	41.5
16:45	0	36	6	0	0	0	42	42	0	25	6	1	0	0	32	32.5
H/TOT	1	152	22	2	1	0	178	180	0	131	15	3	0	0	149	150.5
17:00	0	33	4	1	0	0	38	38.5	0	32	3	0	0	0	35	35
17:15	0	34	7	1	0	0	42	42.5	0	31	10	1	0	0	42	42.5

17:30	0	27	2	0	1	0	30	31.3	0	27	3	1	0	0	31	31.5
17:45	0	31	2	0	0	0	33	33	0	40	4	3	0	0	47	48.5
H/TOT	0	125	15	2	1	0	143	145	0	130	20	5	0	0	155	157.5
18:00	0	38	5	3	0	0	46	47.5	0	22	3	0	0	0	25	25
18:15	1	31	2	0	1	0	35	35.7	0	20	1	0	0	0	21	21
18:30	0	22	2	0	0	0	24	24	0	17	2	0	0	0	19	19
18:45	0	24	2	1	0	0	27	27.5	0	13	0	1	0	0	14	14.5
H/TOT	1	115	11	4	1	0	132	135	0	72	6	1	0	0	79	79.5
19:00	0	26	2	0	0	0	28	28	0	13	3	0	0	0	16	16
19:15	0	21	1	0	0	0	22	22	1	16	4	0	0	0	21	20.4
19:30	0	18	4	0	0	0	22	22	0	16	0	0	0	0	16	16
19:45	0	11	1	0	0	0	12	12	0	15	1	0	0	0	16	16
H/TOT	0	76	8	0	0	0	84	84	1	60	8	0	0	0	69	68.4
20:00	0	10	1	0	0	0	11	11	0	15	3	0	0	0	18	18
20:15	0	9	0	0	0	0	9	9	0	10	2	0	0	0	12	12
20:30	0	10	0	0	0	0	10	10	0	19	2	0	0	0	21	21
20:45	0	4	0	0	0	0	4	4	0	5	1	0	0	0	6	6
H/TOT	0	33	1	0	0	0	34	34	0	49	8	0	0	0	57	57
21:00	0	9	0	0	0	0	9	9	0	8	2	1	0	0	11	11.5
21:15	0	7	1	0	0	0	8	8	0	9	1	0	0	0	10	10
21:30	0	2	0	0	0	0	2	2	0	5	4	1	0	0	10	10.5
21:45	0	11	1	0	0	0	12	12	0	8	1	0	0	0	9	9
H/TOT	0	29	2	0	0	0	31	31	0	30	8	2	0	0	40	41
22:00	0	4	1	0	0	0	5	5	0	3	1	0	0	0	4	4
22:15	0	8	1	0	0	0	9	9	0	5	0	0	0	0	5	5
22:30	0	5	0	0	0	0	5	5	0	3	0	0	0	0	3	3
22:45	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0
H/TOT	0	23	2	0	0	0	25	25	0	11	1	0	0	0	12	12
23:00	0	1	0	0	0	0	1	1	0	2	0	0	0	0	2	2
23:15	0	1	0	0	0	0	1	1	0	3	0	1	0	0	4	4.5
23:30	0	2	0	0	0	0	2	2	0	2	2	0	0	0	4	4
23:45	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0
H/TOT	0	5	1	0	0	0	6	6	0	7	2	1	0	0	10	10.5
24 TOT	3	1389	168	47	7	0	1614	1645	2	1345	186	45	4	0	1582	1608.5



IDASO

Survey Name: 030 21088 Ballymany, Newbridge
Site: ATC 2
Location: Standhouse Rd, Ballymany, Newbridge
Date: Wed 14-Apr-2021

	Westbound (A => B)								Eastbound (B => A)							
TIME	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
00:00	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0
00:15	0	1	0	0	0	0	1	1	0	1	0	0	0	0	1	1
00:30	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
H/TOT	0	5	0	0	0	0	5	5	0	2	0	0	0	0	2	2
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0
01:30	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
H/TOT	0	3	0	0	0	0	3	3	0	1	0	0	0	0	1	1
02:00	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
H/TOT	0	1	0	0	0	0	1	1	0	1	0	0	0	0	1	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0
03:30	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	2	0	0	0	2	2	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
04:15	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	1	0	0	0	0	1	1	0	1	0	0	0	0	1	1
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
05:30	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3
05:45	0	1	2	1	0	0	4	4.5	1	1	0	0	0	0	2	1.4
H/TOT	0	1	2	1	0	0	4	4.5	1	4	1	0	0	0	6	5.4
06:00	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0
06:15	0	4	0	0	0	0	4	4	0	4	0	0	0	0	4	4
06:30	0	3	1	0	0	0	4	4	0	6	1	0	0	0	7	7
06:45	0	6	2	2	0	0	10	11	0	3	0	0	0	0	3	3
H/TOT	0	14	3	2	0	0	19	20	0	13	1	0	0	0	14	14
07:00	0	5	3	0	0	0	8	8	0	13	0	0	0	0	13	13
07:15	0	9	3	1	0	0	13	13.5	0	7	2	0	0	0	9	9

07:30	0	13	1	1	0	0	15	15.5	0	9	2	2	0	0	13	14
07:45	0	15	1	1	0	0	17	17.5	0	14	7	0	0	0	21	21
H/TOT	0	42	8	3	0	0	53	54.5	0	43	11	2	0	0	56	57
08:00	0	14	3	3	0	0	20	21.5	0	38	5	1	0	0	44	44.5
08:15	0	28	4	0	0	0	32	32	0	51	12	5	0	0	68	70.5
08:30	0	40	6	0	0	0	46	46	0	73	12	2	0	0	87	88
08:45	0	46	4	0	0	0	50	50	0	62	8	1	0	0	71	71.5
H/TOT	0	128	17	3	0	0	148	150	0	224	37	9	0	0	270	274.5
09:00	1	32	8	4	0	0	45	46.4	1	31	3	0	0	0	35	34.4
09:15	0	22	2	0	0	0	24	24	0	17	3	1	0	0	21	21.5
09:30	0	11	5	1	0	0	17	17.5	4	19	2	0	0	0	25	22.6
09:45	0	13	0	0	0	0	13	13	0	12	2	2	0	0	16	17
H/TOT	1	78	15	5	0	0	99	101	5	79	10	3	0	0	97	95.5
10:00	0	10	0	0	0	0	10	10	0	13	1	0	0	0	14	14
10:15	0	8	0	1	0	0	9	9.5	1	12	2	0	0	0	15	14.4
10:30	0	19	1	0	0	0	20	20	0	12	1	0	0	0	13	13
10:45	0	11	4	1	0	0	16	16.5	0	17	2	0	0	0	19	19
H/TOT	0	48	5	2	0	0	55	56	1	54	6	0	0	0	61	60.4
11:00	0	20	1	1	0	0	22	22.5	0	8	3	1	0	0	12	12.5
11:15	0	20	3	0	0	0	23	23	0	15	2	0	0	0	17	17
11:30	0	14	4	0	0	0	18	18	0	15	5	1	0	0	21	21.5
11:45	0	12	2	1	0	0	15	15.5	0	15	3	0	0	0	18	18
H/TOT	0	66	10	2	0	0	78	79	0	53	13	2	0	0	68	69
12:00	0	14	2	0	0	0	16	16	0	20	3	1	0	0	24	24.5
12:15	0	16	4	0	0	0	20	20	0	19	3	0	0	0	22	22
12:30	1	15	2	1	0	0	19	18.9	0	33	6	1	0	0	40	40.5
12:45	0	24	2	1	1	0	28	29.8	0	28	3	0	0	0	31	31
H/TOT	1	69	10	2	1	0	83	84.7	0	100	15	2	0	0	117	118
13:00	0	33	4	0	0	0	37	37	0	23	1	2	0	0	26	27
13:15	0	37	7	1	0	0	45	45.5	0	22	6	2	0	0	30	31
13:30	0	36	4	2	0	0	42	43	0	21	4	0	0	0	25	25
13:45	0	54	4	2	0	0	60	61	0	29	1	0	0	0	30	30
H/TOT	0	160	19	5	0	0	184	187	0	95	12	4	0	0	111	113
14:00	0	24	3	1	0	0	28	28.5	0	30	8	0	0	0	38	38
14:15	0	18	3	0	0	0	21	21	0	53	5	4	0	0	62	64
14:30	0	43	11	2	0	0	56	57	0	38	1	0	0	0	39	39
14:45	0	59	6	1	0	0	66	66.5	1	22	7	4	0	0	34	35.4
H/TOT	0	144	23	4	0	0	171	173	1	143	21	8	0	0	173	176.4
15:00	2	45	2	3	0	0	52	52.3	0	32	6	1	0	0	39	39.5
15:15	0	43	6	0	0	0	49	49	0	21	3	0	0	0	24	24
15:30	0	31	6	1	0	0	38	38.5	0	28	4	1	1	0	34	35.8
15:45	0	38	3	2	0	0	43	44	0	21	5	2	0	0	28	29
H/TOT	2	157	17	6	0	0	182	184	0	102	18	4	1	0	125	128.3
16:00	0	31	3	0	0	0	34	34	0	23	9	1	0	0	33	33.5
16:15	0	32	2	0	0	0	34	34	0	36	5	3	0	0	44	45.5
16:30	0	27	4	1	0	0	32	32.5	0	28	3	1	0	0	32	32.5
16:45	0	31	6	2	0	0	39	40	0	23	3	0	0	0	26	26
H/TOT	0	121	15	3	0	0	139	141	0	110	20	5	0	0	135	137.5
17:00	0	43	6	1	0	0	50	50.5	1	18	4	0	0	0	23	22.4
17:15	0	32	5	0	0	0	37	37	0	37	3	1	0	0	41	41.5

17:30	1	22	4	1	0	0	28	27.9	0	29	3	2	0	0	34	35
17:45	0	42	2	2	0	0	46	47	0	24	12	1	0	0	37	37.5
H/TOT	1	139	17	4	0	0	161	162	1	108	22	4	0	0	135	136.4
18:00	2	24	5	0	0	0	31	29.8	0	32	7	2	0	0	41	42
18:15	0	32	2	2	0	1	37	39	0	22	4	1	0	0	27	27.5
18:30	0	24	5	1	0	0	30	30.5	0	14	3	0	0	0	17	17
18:45	0	12	1	0	0	0	13	13	0	24	1	1	0	0	26	26.5
H/TOT	2	92	13	3	0	1	111	112	0	92	15	4	0	0	111	113
19:00	0	15	1	0	0	0	16	16	0	19	3	0	1	0	23	24.3
19:15	0	18	1	0	0	0	19	19	0	7	5	1	0	0	13	13.5
19:30	0	20	3	1	0	0	24	24.5	0	16	1	0	0	0	17	17
19:45	0	17	1	0	0	0	18	18	0	12	2	0	0	0	14	14
H/TOT	0	70	6	1	0	0	77	77.5	0	54	11	1	1	0	67	68.8
20:00	0	9	0	0	0	0	9	9	0	6	1	1	0	0	8	8.5
20:15	0	10	0	0	0	0	10	10	0	17	3	2	0	0	22	23
20:30	0	12	2	1	0	0	15	15.5	0	12	0	0	0	0	12	12
20:45	0	9	2	0	0	0	11	11	0	9	4	0	0	0	13	13
H/TOT	0	40	4	1	0	0	45	45.5	0	44	8	3	0	0	55	56.5
21:00	0	8	1	0	0	0	9	9	0	9	1	1	0	0	11	11.5
21:15	0	7	1	0	0	0	8	8	0	0	0	1	0	0	1	1.5
21:30	0	4	1	0	0	0	5	5	0	1	0	0	0	0	1	1
21:45	0	6	0	0	0	0	6	6	0	8	0	1	0	0	9	9.5
H/TOT	0	25	3	0	0	0	28	28	0	18	1	3	0	0	22	23.5
22:00	0	4	0	1	0	0	5	5.5	0	3	0	0	0	0	3	3
22:15	0	7	0	0	0	0	7	7	0	4	2	0	0	0	6	6
22:30	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0
22:45	0	5	0	0	0	0	5	5	0	2	0	0	0	0	2	2
H/TOT	0	21	0	1	0	0	22	22.5	0	9	2	0	0	0	11	11
23:00	0	4	0	0	0	0	4	4	0	2	0	0	0	0	2	2
23:15	0	1	0	0	0	0	1	1	0	2	0	0	0	0	2	2
23:30	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4
23:45	0	4	0	0	0	0	4	4	0	0	1	0	0	0	1	1
H/TOT	0	9	0	0	0	0	9	9	0	7	2	0	0	0	9	9
24 TOT	7	1434	189	48	1	1	1680	1702	9	1357	226	54	2	0	1648	1672



IDASO

Survey Name: 030 21088 Ballymany, Newbridge
Site: ATC 2
Location: Standhouse Rd, Ballymany, Newbridge
Date: Thu 15-Apr-2021

	Westbound (A => B)								Eastbound (B => A)							
TIME	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
00:00	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0
00:15	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0
H/TOT	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0
01:00	0	2	0	0	0	0	2	2	0	2	0	0	0	0	2	2
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0
01:45	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0
H/TOT	0	4	0	0	0	0	4	4	0	2	0	0	0	0	2	2
02:00	0	1	0	0	0	0	1	1	0	1	0	0	0	0	1	1
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	2	0	0	0	0	2	2	0	1	0	0	0	0	1	1
03:00	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
H/TOT	0	1	0	0	0	0	1	1	0	1	0	0	0	0	1	1
04:00	0	1	0	0	0	0	1	1	0	1	0	0	0	0	1	1
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	1	0	0	0	0	1	1	0	1	0	0	0	0	1	1
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	1	0	0	0	0	1	1	0	2	0	0	0	0	2	2
05:30	0	1	0	1	0	0	2	2.5	0	0	1	0	0	0	1	1
05:45	0	0	3	0	0	0	3	3	0	1	0	0	0	0	1	1
H/TOT	0	2	3	1	0	0	6	6.5	0	3	1	0	0	0	4	4
06:00	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0
06:15	0	3	0	0	0	0	3	3	0	1	0	0	0	0	1	1
06:30	0	3	0	0	0	0	3	3	0	6	1	0	0	0	7	7
06:45	0	10	3	0	0	0	13	13	0	7	3	0	0	0	10	10
H/TOT	0	18	3	0	0	0	21	21	0	14	4	0	0	0	18	18
07:00	0	6	1	0	0	0	7	7	0	6	2	0	0	0	8	8
07:15	0	9	3	1	0	0	13	14	0	11	0	0	0	0	11	11

07:30	0	4	0	0	0	0	4	4	0	5	2	2	0	0	9	10
07:45	0	14	2	0	0	0	16	16	0	22	3	0	0	0	25	25
H/TOT	0	33	6	1	0	0	40	41	0	44	7	2	0	0	53	54
08:00	0	19	3	2	0	0	24	25	0	37	11	0	1	0	49	50.3
08:15	0	20	1	0	0	0	21	21	0	56	8	5	0	0	69	71.5
08:30	0	32	5	1	0	0	38	39	0	51	8	2	0	0	61	62
08:45	0	50	7	1	0	0	58	59	0	78	14	1	0	0	93	93.5
H/TOT	0	121	16	4	0	0	141	143	0	222	41	8	1	0	272	277
09:00	0	41	4	3	1	0	49	52	0	25	7	2	0	0	34	35
09:15	0	17	3	1	0	0	21	22	0	26	2	1	0	0	29	29.5
09:30	0	20	6	0	0	0	26	26	1	25	3	1	0	0	30	29.9
09:45	0	7	2	1	0	0	10	11	0	17	0	1	0	0	18	18.5
H/TOT	0	85	15	5	1	0	106	110	1	93	12	5	0	0	111	113
10:00	0	13	2	3	0	0	18	20	0	14	4	0	0	0	18	18
10:15	0	20	6	0	0	0	26	26	0	17	6	0	1	0	24	25.3
10:30	0	13	1	0	1	0	15	16	0	17	3	0	0	0	20	20
10:45	0	21	3	0	0	0	24	24	0	7	0	1	0	0	8	8.5
H/TOT	0	67	12	3	1	0	83	86	0	55	13	1	1	0	70	71.8
11:00	0	18	2	0	0	0	20	20	0	17	5	0	0	0	22	22
11:15	0	25	0	0	0	0	25	25	0	14	2	0	1	0	17	18.3
11:30	0	17	2	0	0	0	19	19	0	19	3	1	0	0	23	23.5
11:45	0	16	4	0	0	0	20	20	0	14	5	1	0	0	20	20.5
H/TOT	0	76	8	0	0	0	84	84	0	64	15	2	1	0	82	84.3
12:00	0	16	2	2	1	0	21	23	0	21	3	0	1	0	25	26.3
12:15	0	21	3	1	0	0	25	26	0	20	4	0	0	0	24	24
12:30	1	21	0	1	0	0	23	23	0	17	4	0	0	0	21	21
12:45	1	16	10	0	0	0	27	26	0	25	5	0	0	0	30	30
H/TOT	2	74	15	4	1	0	96	98	0	83	16	0	1	0	100	101
13:00	0	18	3	1	0	0	22	23	0	31	2	2	0	0	35	36
13:15	0	21	3	1	0	0	25	26	0	19	1	0	1	0	21	22.3
13:30	0	24	5	1	0	0	30	31	0	23	2	0	0	0	25	25
13:45	0	29	2	3	0	0	34	36	0	32	5	0	0	0	37	37
H/TOT	0	92	13	6	0	0	111	114	0	105	10	2	1	0	118	120
14:00	0	31	1	1	0	0	33	34	1	24	12	0	0	0	37	36.4
14:15	0	31	3	0	1	0	35	36	0	35	3	3	0	0	41	42.5
14:30	0	49	3	2	0	0	54	55	0	29	4	1	0	0	34	34.5
14:45	0	52	8	5	1	0	66	70	0	34	3	3	0	0	40	41.5
H/TOT	0	163	15	8	2	0	188	195	1	122	22	7	0	0	152	155
15:00	0	38	2	1	0	0	41	42	1	23	3	2	0	0	29	29.4
15:15	0	37	4	0	0	0	41	41	0	25	2	2	0	0	29	30
15:30	0	49	5	2	0	0	56	57	0	26	4	3	0	0	33	34.5
15:45	0	34	3	0	0	0	37	37	0	25	3	0	1	0	29	30.3
H/TOT	0	158	14	3	0	0	175	177	1	99	12	7	1	0	120	124
16:00	0	43	6	0	1	0	50	51	0	19	7	1	0	0	27	27.5
16:15	0	46	4	0	0	0	50	50	0	45	0	1	0	0	46	46.5
16:30	1	42	1	1	0	0	45	45	0	21	7	1	1	0	30	31.8
16:45	0	35	3	0	0	0	38	38	0	31	4	3	0	0	38	39.5
H/TOT	1	166	14	1	1	0	183	184	0	116	18	6	1	0	141	145
17:00	0	38	3	1	0	0	42	43	0	30	9	0	0	0	39	39
17:15	0	31	3	0	0	0	34	34	0	35	3	1	0	0	39	39.5

17:30	0	34	7	1	0	0	42	43	0	28	4	1	0	0	33	33.5
17:45	0	35	3	0	0	0	38	38	0	34	7	2	0	0	43	44
H/TOT	0	138	16	2	0	0	156	157	0	127	23	4	0	0	154	156
18:00	0	19	1	1	0	0	21	22	0	26	3	1	0	0	30	30.5
18:15	1	25	4	1	0	0	31	31	0	26	6	1	0	0	33	33.5
18:30	0	32	1	0	0	0	33	33	0	22	3	2	0	0	27	28
18:45	1	25	2	0	0	0	28	27	0	18	5	0	0	0	23	23
H/TOT	2	101	8	2	0	0	113	113	0	92	17	4	0	0	113	115
19:00	0	17	3	1	0	0	21	22	0	18	0	0	0	0	18	18
19:15	0	28	1	0	0	0	29	29	0	24	1	2	0	0	27	28
19:30	0	24	3	0	0	0	27	27	0	10	1	0	0	0	11	11
19:45	1	19	0	0	0	0	20	19	0	13	1	1	0	0	15	15.5
H/TOT	1	88	7	1	0	0	97	97	0	65	3	3	0	0	71	72.5
20:00	0	17	2	0	0	0	19	19	1	11	3	0	0	0	15	14.4
20:15	0	23	1	0	0	0	24	24	0	14	4	0	0	0	18	18
20:30	0	15	1	0	0	0	16	16	0	9	2	0	0	0	11	11
20:45	0	17	0	0	0	0	17	17	0	8	2	0	0	0	10	10
H/TOT	0	72	4	0	0	0	76	76	1	42	11	0	0	0	54	53.4
21:00	0	6	3	0	0	0	9	9	0	12	0	0	0	0	12	12
21:15	0	6	0	1	0	0	7	7.5	0	8	1	1	0	0	10	10.5
21:30	0	10	0	0	0	0	10	10	0	2	2	0	0	0	4	4
21:45	0	6	1	0	0	0	7	7	0	3	1	0	0	0	4	4
H/TOT	0	28	4	1	0	0	33	34	0	25	4	1	0	0	30	30.5
22:00	0	8	1	0	0	0	9	9	0	5	1	0	0	0	6	6
22:15	0	8	0	0	0	0	8	8	0	6	1	0	0	0	7	7
22:30	0	4	0	0	0	0	4	4	0	3	0	0	0	0	3	3
22:45	0	6	0	0	0	0	6	6	0	5	0	0	0	0	5	5
H/TOT	0	26	1	0	0	0	27	27	0	19	2	0	0	0	21	21
23:00	0	2	0	0	0	0	2	2	0	1	0	0	0	0	1	1
23:15	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0
23:30	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
H/TOT	0	5	0	0	0	0	5	5	0	1	1	0	0	0	2	2
24 TOT	6	1527	174	42	6	0	1755	##	4	1396	232	52	7	0	1691	1724



IDASO

Survey Name: 030 21088 Ballymany, Newbridge
Site: ATC 2
Location: Standhouse Rd, Ballymany, Newbridge
Date: Fri 16-Apr-2021

	Westbound (A => B)								Eastbound (B => A)							
TIME	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
00:00	0	3	1	0	0	0	4	4	0	0	0	0	0	0	0	0
00:15	0	1	0	0	0	0	1	1	0	0	1	0	0	0	1	1
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	4	1	0	0	0	5	5	0	0	1	0	0	0	1	1
01:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0
01:45	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0
H/TOT	0	2	0	0	0	0	2	2	0	1	0	0	0	0	1	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	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	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
04:30	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0
04:45	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0
H/TOT	0	3	0	0	0	0	3	3	0	1	0	0	0	0	1	1
05:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
05:15	0	1	0	1	0	0	2	2.5	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	1	2	1	0	0	0	4	3.4
05:45	0	1	1	1	0	0	3	3.5	0	1	0	0	0	0	1	1
H/TOT	0	2	1	2	0	0	5	6	1	4	1	0	0	0	6	5.4
06:00	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0
06:15	0	6	0	0	0	0	6	6	0	3	0	0	0	0	3	3
06:30	0	3	0	0	0	0	3	3	0	6	1	0	0	0	7	7
06:45	0	6	5	0	0	0	11	11	0	5	0	0	0	0	5	5
H/TOT	0	16	5	0	0	0	21	21	0	14	1	0	0	0	15	15
07:00	0	7	1	0	0	0	8	8	0	8	1	0	0	0	9	9
07:15	0	9	1	1	0	0	11	12	0	13	1	0	0	0	14	14

07:30	0	10	1	1	0	0	12	13	0	6	1	2	0	0	9	10
07:45	0	17	5	0	0	0	22	22	0	16	5	1	0	0	22	22.5
H/TOT	0	43	8	2	0	0	53	54	0	43	8	3	0	0	54	55.5
08:00	0	28	2	1	0	0	31	32	0	27	8	3	0	0	38	39.5
08:15	0	31	3	1	0	0	35	36	0	55	7	3	0	0	65	66.5
08:30	0	29	6	0	0	0	35	35	0	70	10	2	0	1	83	85
08:45	0	42	5	0	0	0	47	47	0	57	14	1	1	0	73	74.8
H/TOT	0	130	16	2	0	0	148	149	0	209	39	9	1	1	259	265.8
09:00	0	44	8	4	0	0	56	58	2	30	5	0	0	0	37	35.8
09:15	0	20	3	1	1	0	25	27	0	25	1	2	0	0	28	29
09:30	0	14	1	0	0	0	15	15	0	16	6	0	0	0	22	22
09:45	0	13	5	0	0	0	18	18	0	10	1	1	0	0	12	12.5
H/TOT	0	91	17	5	1	0	114	118	2	81	13	3	0	0	99	99.3
10:00	0	21	3	0	1	0	25	26	0	23	1	1	0	0	25	25.5
10:15	0	17	1	1	0	0	19	20	0	17	2	1	0	0	20	20.5
10:30	0	14	1	0	0	0	15	15	0	24	4	0	1	0	29	30.3
10:45	0	24	1	0	0	0	25	25	0	17	4	0	0	0	21	21
H/TOT	0	76	6	1	1	0	84	86	0	81	11	2	1	0	95	97.3
11:00	0	21	1	0	1	0	23	24	0	14	2	0	0	0	16	16
11:15	0	21	4	1	0	0	26	27	0	13	3	1	0	0	17	17.5
11:30	0	16	2	1	0	0	19	20	0	19	2	0	0	0	21	21
11:45	0	23	3	1	0	0	27	28	0	23	3	0	0	0	26	26
H/TOT	0	81	10	3	1	0	95	98	0	69	10	1	0	0	80	80.5
12:00	0	24	2	0	0	0	26	26	0	17	1	1	0	0	19	19.5
12:15	0	19	2	1	0	0	22	23	0	21	5	0	0	0	26	26
12:30	0	27	3	0	0	0	30	30	0	18	3	0	0	0	21	21
12:45	0	17	3	1	0	0	21	22	0	23	4	1	0	0	28	28.5
H/TOT	0	87	10	2	0	0	99	100	0	79	13	2	0	0	94	95
13:00	0	22	3	0	0	0	25	25	0	19	2	1	0	0	22	22.5
13:15	0	22	6	1	0	0	29	30	0	31	5	1	0	0	37	37.5
13:30	0	26	2	2	0	0	30	31	0	29	2	0	0	0	31	31
13:45	0	30	7	2	0	0	39	40	0	22	6	0	0	0	28	28
H/TOT	0	100	18	5	0	0	123	126	0	101	15	2	0	0	118	119
14:00	0	30	4	0	0	0	34	34	1	22	7	1	0	0	31	30.9
14:15	0	27	4	1	0	0	32	33	0	39	8	4	0	0	51	53
14:30	0	37	6	3	0	0	46	48	0	32	5	2	0	0	39	40
14:45	0	67	12	3	0	0	82	84	0	34	4	2	0	0	40	41
H/TOT	0	161	26	7	0	0	194	198	1	127	24	9	0	0	161	164.9
15:00	0	59	4	2	0	0	65	66	0	30	6	2	0	0	38	39
15:15	0	41	5	2	0	0	48	49	0	57	10	3	0	0	70	71.5
15:30	0	27	5	1	0	0	33	34	0	33	5	2	0	0	40	41
15:45	0	41	7	0	0	0	48	48	0	32	8	0	1	0	41	42.3
H/TOT	0	168	21	5	0	0	194	197	0	152	29	7	1	0	189	193.8
16:00	0	45	3	0	0	0	48	48	0	41	7	0	0	0	48	48
16:15	0	51	4	1	0	0	56	57	0	32	5	2	0	0	39	40
16:30	0	49	1	1	1	0	52	54	0	37	3	0	0	0	40	40
16:45	0	35	8	0	0	0	43	43	0	38	6	0	0	0	44	44
H/TOT	0	180	16	2	1	0	199	201	0	148	21	2	0	0	171	172
17:00	0	30	4	0	0	0	34	34	0	21	6	1	0	1	29	30.5
17:15	0	34	4	3	0	0	41	43	0	26	6	3	0	0	35	36.5

17:30	0	39	4	0	0	0	43	43	0	35	5	1	0	0	41	41.5
17:45	1	23	1	0	0	0	25	24	0	48	3	1	0	0	52	52.5
H/TOT	1	126	13	3	0	0	143	144	0	130	20	6	0	1	157	161
18:00	0	28	7	0	1	0	36	37	0	36	8	1	0	0	45	45.5
18:15	0	41	3	1	0	0	45	46	0	21	7	0	0	0	28	28
18:30	0	39	5	0	0	0	44	44	0	18	4	0	0	0	22	22
18:45	0	24	0	0	0	0	24	24	0	30	4	0	0	0	34	34
H/TOT	0	132	15	1	1	0	149	151	0	105	23	1	0	0	129	129.5
19:00	0	27	1	1	0	0	29	30	0	17	2	0	0	0	19	19
19:15	0	20	1	0	0	0	21	21	0	23	2	0	0	0	25	25
19:30	0	20	1	0	0	0	21	21	0	17	2	0	0	0	19	19
19:45	0	17	1	1	0	0	19	20	0	18	1	0	0	0	19	19
H/TOT	0	84	4	2	0	0	90	91	0	75	7	0	0	0	82	82
20:00	0	17	1	0	0	0	18	18	0	20	2	1	0	0	23	23.5
20:15	0	12	1	1	0	0	14	15	0	17	0	0	0	0	17	17
20:30	0	16	0	0	0	0	16	16	0	10	2	0	0	0	12	12
20:45	0	17	0	0	0	0	17	17	0	8	2	1	0	0	11	11.5
H/TOT	0	62	2	1	0	0	65	66	0	55	6	2	0	0	63	64
21:00	0	16	4	0	0	0	20	20	0	10	1	0	0	0	11	11
21:15	0	10	3	0	0	0	13	13	0	7	3	2	0	0	12	13
21:30	0	6	0	0	0	0	6	6	0	9	0	0	0	0	9	9
21:45	0	7	0	0	0	0	7	7	0	4	1	0	0	0	5	5
H/TOT	0	39	7	0	0	0	46	46	0	30	5	2	0	0	37	38
22:00	0	7	0	0	0	0	7	7	0	5	0	0	0	0	5	5
22:15	0	4	1	0	0	0	5	5	0	9	0	0	0	0	9	9
22:30	0	8	0	0	0	0	8	8	0	2	0	0	0	0	2	2
22:45	0	3	0	0	0	0	3	3	0	2	0	0	0	0	2	2
H/TOT	0	22	1	0	0	0	23	23	0	18	0	0	0	0	18	18
23:00	0	6	0	0	0	0	6	6	0	6	0	0	0	0	6	6
23:15	0	6	0	0	0	0	6	6	0	7	0	0	0	0	7	7
23:30	0	7	1	0	0	0	8	8	0	1	1	0	0	0	2	2
23:45	0	3	2	0	0	0	5	5	0	2	2	0	0	0	4	4
H/TOT	0	22	3	0	0	0	25	25	0	16	3	0	0	0	19	19
24 TOT	1	1632	200	43	5	0	1881	##	4	1539	250	51	3	2	1849	1878



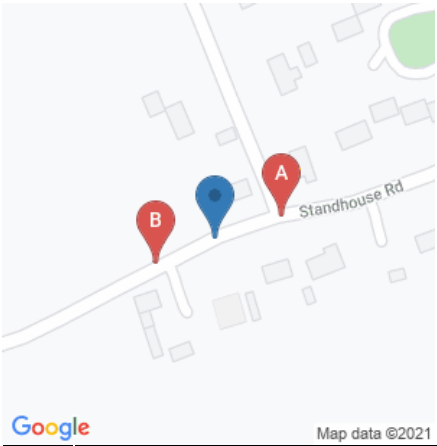
IDASO

Survey Name: 030 21088 Ballymany, Newbridge
Site: ATC 2
Location: Standhouse Rd, Ballymany, Newbridge
Date: Sat 17-Apr-2021

	Westbound (A => B)								Eastbound (B => A)							
TIME	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
00:00	0	1	0	0	0	0	1	1	0	1	0	1	0	0	2	2.5
00:15	0	4	1	0	0	0	5	5	0	1	0	0	0	0	1	1
00:30	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
00:45	0	2	0	0	0	0	2	2	0	2	0	0	0	0	2	2
H/TOT	0	7	1	0	0	0	8	8	0	6	0	1	0	0	7	7.5
01:00	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0
01:15	0	1	0	0	0	0	1	1	0	2	0	0	0	0	2	2
01:30	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
H/TOT	0	3	0	0	0	0	3	3	0	3	0	0	0	0	3	3
02:00	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0
02:15	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	3	0	0	0	0	3	3	0	1	0	0	0	0	1	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	1	0	0	0	0	1	1	0	1	0	0	0	0	1	1
H/TOT	0	1	0	0	0	0	1	1	0	1	0	0	0	0	1	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0
H/TOT	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	1	0	0	0	0	1	1	0	3	0	0	0	0	3	3
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	2	0	0	0	2	2	0	0	0	0	0	0	0	0
H/TOT	0	1	2	0	0	0	3	3	0	3	0	0	0	0	3	3
06:00	0	4	1	1	0	0	6	6.5	0	0	0	0	0	0	0	0
06:15	0	1	0	0	0	0	1	1	0	1	0	0	0	0	1	1
06:30	0	2	2	0	0	0	4	4	0	0	0	0	0	0	0	0
06:45	0	3	0	0	0	0	3	3	0	6	0	0	0	0	6	6
H/TOT	0	10	3	1	0	0	14	15	0	7	0	0	0	0	7	7
07:00	0	3	0	0	0	0	3	3	0	1	0	0	0	0	1	1
07:15	0	3	0	0	0	0	3	3	0	2	0	0	0	0	2	2

07:30	0	6	1	0	0	0	7	7	0	6	1	1	0	0	8	8.5
07:45	0	3	2	0	0	0	5	5	0	5	1	0	0	0	6	6
H/TOT	0	15	3	0	0	0	18	18	0	14	2	1	0	0	17	17.5
08:00	0	8	2	1	0	0	11	12	0	5	2	1	0	0	8	8.5
08:15	0	9	0	1	0	0	10	11	1	9	2	1	0	0	13	12.9
08:30	0	4	0	1	0	0	5	5.5	0	4	0	1	0	0	5	5.5
08:45	0	11	2	1	0	0	14	15	0	10	2	1	0	0	13	13.5
H/TOT	0	32	4	4	0	0	40	42	1	28	6	4	0	0	39	40.4
09:00	0	6	0	0	0	0	6	6	0	12	3	0	1	0	16	17.3
09:15	0	10	2	0	1	0	13	14	0	6	0	1	0	0	7	7.5
09:30	0	11	0	1	0	0	12	13	0	5	1	0	0	0	6	6
09:45	0	12	3	1	0	0	16	17	0	14	2	1	0	0	17	17.5
H/TOT	0	39	5	2	1	0	47	49	0	37	6	2	1	0	46	48.3
10:00	0	13	4	2	0	0	19	20	0	21	2	2	0	0	25	26
10:15	0	22	1	2	0	0	25	26	0	15	3	0	1	0	19	20.3
10:30	0	24	2	0	0	0	26	26	0	16	5	0	0	0	21	21
10:45	0	21	3	0	0	0	24	24	0	20	2	0	0	0	22	22
H/TOT	0	80	10	4	0	0	94	96	0	72	12	2	1	0	87	89.3
11:00	0	20	3	0	0	0	23	23	0	30	4	1	0	0	35	35.5
11:15	0	21	5	0	0	0	26	26	0	25	5	0	0	0	30	30
11:30	0	16	0	0	0	0	16	16	0	33	8	1	0	0	42	42.5
11:45	0	27	3	0	0	0	30	30	0	27	4	0	0	0	31	31
H/TOT	0	84	11	0	0	0	95	95	0	115	21	2	0	0	138	139
12:00	0	27	4	0	0	0	31	31	0	29	1	0	0	0	30	30
12:15	1	36	4	0	0	0	41	40	0	27	5	0	0	0	32	32
12:30	0	29	1	0	0	0	30	30	0	23	7	2	0	0	32	33
12:45	0	24	3	1	0	0	28	29	2	35	4	0	0	0	41	39.8
H/TOT	1	116	12	1	0	0	130	130	2	114	17	2	0	0	135	134.8
13:00	0	25	3	0	0	0	28	28	0	35	2	0	0	0	37	37
13:15	0	29	3	0	0	0	32	32	0	26	3	0	0	0	29	29
13:30	0	30	4	0	0	0	34	34	0	30	3	1	0	0	34	34.5
13:45	0	25	3	0	0	0	28	28	0	34	3	1	0	0	38	38.5
H/TOT	0	109	13	0	0	0	122	122	0	125	11	2	0	0	138	139
14:00	0	32	1	0	0	0	33	33	0	40	4	2	0	0	46	47
14:15	0	56	4	1	0	0	61	62	0	30	5	0	0	0	35	35
14:30	0	27	4	1	0	0	32	33	0	23	7	0	0	0	30	30
14:45	0	21	7	0	0	0	28	28	0	40	4	0	0	0	44	44
H/TOT	0	136	16	2	0	0	154	155	0	133	20	2	0	0	155	156
15:00	1	32	3	1	0	0	37	37	0	17	6	1	0	0	24	24.5
15:15	0	37	2	0	0	0	39	39	0	32	7	0	0	0	39	39
15:30	0	27	2	1	0	0	30	31	0	26	3	1	0	0	30	30.5
15:45	0	27	4	2	0	0	33	34	0	27	4	0	0	0	31	31
H/TOT	1	123	11	4	0	0	139	140	0	102	20	2	0	0	124	125
16:00	0	32	1	1	0	0	34	35	0	34	3	1	0	0	38	38.5
16:15	0	17	4	0	0	0	21	21	1	29	4	0	0	0	34	33.4
16:30	0	29	2	0	0	0	31	31	0	35	0	2	0	0	37	38
16:45	0	25	3	0	0	0	28	28	0	25	3	1	0	0	29	29.5
H/TOT	0	103	10	1	0	0	114	115	1	123	10	4	0	0	138	139.4
17:00	0	27	4	0	0	0	31	31	0	30	3	0	0	0	33	33
17:15	0	27	1	0	0	0	28	28	1	20	4	1	0	0	26	25.9

17:30	0	23	1	1	0	0	25	26	1	39	9	0	0	0	49	48.4
17:45	0	38	3	0	0	0	41	41	0	29	1	0	0	0	30	30
H/TOT	0	115	9	1	0	0	125	126	2	118	17	1	0	0	138	137.3
18:00	0	26	6	0	0	0	32	32	0	29	2	0	0	0	31	31
18:15	0	24	3	0	0	0	27	27	0	20	2	0	0	0	22	22
18:30	0	23	2	0	0	0	25	25	0	21	6	0	0	0	27	27
18:45	0	15	0	0	0	0	15	15	0	12	2	0	0	0	14	14
H/TOT	0	88	11	0	0	0	99	99	0	82	12	0	0	0	94	94
19:00	0	29	3	0	0	0	32	32	0	14	1	1	0	0	16	16.5
19:15	0	16	2	0	0	0	18	18	0	9	3	0	0	0	12	12
19:30	0	18	0	0	0	0	18	18	0	16	0	0	0	0	16	16
19:45	0	15	0	0	0	0	15	15	0	12	0	1	0	0	13	13.5
H/TOT	0	78	5	0	0	0	83	83	0	51	4	2	0	0	57	58
20:00	0	14	2	0	0	0	16	16	0	24	0	0	0	0	24	24
20:15	0	5	1	0	0	0	6	6	0	13	0	0	0	0	13	13
20:30	0	6	1	0	0	0	7	7	0	6	1	1	0	0	8	8.5
20:45	0	7	0	0	0	0	7	7	0	12	2	0	0	0	14	14
H/TOT	0	32	4	0	0	0	36	36	0	55	3	1	0	0	59	59.5
21:00	0	6	1	0	0	0	7	7	0	7	1	0	0	0	8	8
21:15	0	7	0	0	0	0	7	7	0	5	1	0	0	0	6	6
21:30	0	6	1	1	0	0	8	8.5	0	4	0	0	0	0	4	4
21:45	0	6	0	0	0	0	6	6	0	8	0	0	0	0	8	8
H/TOT	0	25	2	1	0	0	28	29	0	24	2	0	0	0	26	26
22:00	0	6	1	0	0	0	7	7	0	5	0	0	0	0	5	5
22:15	0	6	1	0	0	0	7	7	0	1	0	0	0	0	1	1
22:30	0	2	0	0	0	0	2	2	0	5	0	0	0	0	5	5
22:45	0	2	0	0	0	0	2	2	0	2	0	0	0	0	2	2
H/TOT	0	16	2	0	0	0	18	18	0	13	0	0	0	0	13	13
23:00	0	2	1	0	0	0	3	3	0	1	0	0	0	0	1	1
23:15	0	4	0	0	0	0	4	4	0	1	0	0	0	0	1	1
23:30	0	3	0	0	0	0	3	3	0	3	2	0	0	0	5	5
23:45	0	2	0	0	0	0	2	2	0	1	0	0	0	0	1	1
H/TOT	0	11	1	0	0	0	12	12	0	6	2	0	0	0	8	8
24 TOT	2	1228	135	21	1	0	1387	##	6	1233	165	28	2	0	1434	1447



IDASO

Survey Name: 030 21088 Ballymany, Newbridge
Site: ATC 2
Location: Standhouse Rd, Ballymany, Newbridge
Date: Sun 18-Apr-2021

	Westbound (A => B)								Eastbound (B => A)							
TIME	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
00:00	0	1	0	0	0	0	1	1	0	1	0	0	0	0	1	1
00:15	0	2	1	0	0	0	3	3	0	1	0	0	0	0	1	1
00:30	0	1	0	0	0	0	1	1	0	0	1	0	0	0	1	1
00:45	0	2	0	0	0	0	2	2	0	3	0	0	0	0	3	3
H/TOT	0	6	1	0	0	0	7	7	0	5	1	0	0	0	6	6
01:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
01:15	0	2	0	0	0	0	2	2	0	0	1	0	0	0	1	1
01:30	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	5	0	0	0	0	5	5	0	1	1	0	0	0	2	2
02:00	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
02:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
02:30	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	1	0	0	0	0	1	1	0	3	0	0	0	0	3	3
03:00	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0
03:15	0	1	0	0	0	0	1	1	0	2	0	0	0	0	2	2
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	2	0	0	0	0	2	2	0	1	0	0	0	0	1	1
H/TOT	0	5	0	0	0	0	5	5	0	3	0	0	0	0	3	3
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	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	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	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	2	0	0	0	0	2	2
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	1	0	0	0	0	1	1	0	2	0	0	0	0	2	2
06:30	0	2	0	0	0	0	2	2	0	1	1	0	0	0	2	2
06:45	0	2	0	0	0	0	2	2	0	1	0	0	0	0	1	1
H/TOT	0	5	0	0	0	0	5	5	0	4	1	0	0	0	5	5
07:00	0	0	1	0	0	0	1	1	0	1	0	0	1	0	2	3.3
07:15	0	3	0	0	0	0	3	3	0	4	2	0	0	0	6	6

07:30	0	2	0	0	0	0	2	2	0	1	0	0	0	0	1	1
07:45	0	2	0	0	0	0	2	2	0	5	0	0	0	0	5	5
H/TOT	0	7	1	0	0	0	8	8	0	11	2	0	1	0	14	15.3
08:00	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0
08:15	0	3	1	0	0	0	4	4	0	4	0	0	0	0	4	4
08:30	0	4	0	0	0	0	4	4	0	1	0	0	0	0	1	1
08:45	0	6	0	0	0	0	6	6	0	7	1	0	0	0	8	8
H/TOT	0	15	1	0	0	0	16	16	0	12	1	0	0	0	13	13
09:00	0	4	0	0	0	0	4	4	0	5	2	0	0	0	7	7
09:15	0	5	0	0	0	0	5	5	0	6	0	0	0	0	6	6
09:30	0	6	1	0	0	0	7	7	0	6	1	0	0	0	7	7
09:45	0	8	0	0	0	0	8	8	0	6	2	0	0	0	8	8
H/TOT	0	23	1	0	0	0	24	24	0	23	5	0	0	0	28	28
10:00	0	8	1	0	0	0	9	9	0	7	3	0	0	0	10	10
10:15	0	9	0	0	0	0	9	9	0	17	3	0	0	0	20	20
10:30	0	10	3	0	2	0	15	18	0	15	2	0	0	0	17	17
10:45	0	7	3	1	0	0	11	12	0	11	4	0	0	0	15	15
H/TOT	0	34	7	1	2	0	44	47	0	50	12	0	0	0	62	62
11:00	0	11	1	1	0	0	13	14	0	14	3	0	0	0	17	17
11:15	0	19	2	0	0	0	21	21	0	8	2	1	0	0	11	11.5
11:30	0	16	0	0	0	0	16	16	0	12	2	0	0	0	14	14
11:45	0	17	0	0	0	0	17	17	0	18	2	0	0	0	20	20
H/TOT	0	63	3	1	0	0	67	68	0	52	9	1	0	0	62	62.5
12:00	0	18	1	0	0	0	19	19	1	18	3	1	0	0	23	22.9
12:15	0	11	1	0	0	0	12	12	0	15	3	0	0	0	18	18
12:30	0	22	2	0	0	0	24	24	1	22	4	0	0	0	27	26.4
12:45	0	19	2	0	0	0	21	21	0	30	4	0	0	0	34	34
H/TOT	0	70	6	0	0	0	76	76	2	85	14	1	0	0	102	101.3
13:00	0	18	1	0	0	0	19	19	0	22	4	0	0	0	26	26
13:15	0	18	1	1	0	0	20	21	0	31	1	1	0	0	33	33.5
13:30	0	23	2	1	0	0	26	27	0	25	2	0	0	0	27	27
13:45	0	19	0	1	0	0	20	21	0	21	5	0	0	0	26	26
H/TOT	0	78	4	3	0	0	85	87	0	99	12	1	0	0	112	112.5
14:00	0	28	1	0	1	0	30	31	0	30	5	0	0	0	35	35
14:15	0	26	1	0	0	0	27	27	0	24	1	0	0	0	25	25
14:30	0	29	2	0	0	0	31	31	0	17	3	0	0	0	20	20
14:45	0	22	2	1	0	0	25	26	0	31	3	0	0	0	34	34
H/TOT	0	105	6	1	1	0	113	115	0	102	12	0	0	0	114	114
15:00	0	23	1	1	0	0	25	26	0	21	2	0	0	0	23	23
15:15	0	32	0	0	0	0	32	32	0	21	1	0	0	0	22	22
15:30	0	23	0	0	0	0	23	23	0	34	1	0	0	0	35	35
15:45	0	27	6	0	0	0	33	33	0	22	5	0	0	0	27	27
H/TOT	0	105	7	1	0	0	113	114	0	98	9	0	0	0	107	107
16:00	0	24	2	0	0	0	26	26	0	17	3	0	0	0	20	20
16:15	0	21	1	0	1	0	23	24	0	9	2	0	0	0	11	11
16:30	0	24	1	0	0	0	25	25	0	24	3	0	0	0	27	27
16:45	0	34	6	0	0	0	40	40	0	21	5	0	0	0	26	26
H/TOT	0	103	10	0	1	0	114	115	0	71	13	0	0	0	84	84
17:00	0	20	2	1	0	0	23	24	0	24	2	0	0	0	26	26
17:15	0	18	4	0	0	0	22	22	0	12	0	0	0	0	12	12

17:30	0	16	2	0	0	0	18	18	0	24	2	0	0	0	26	26
17:45	0	27	0	0	0	0	27	27	0	21	2	0	0	0	23	23
H/TOT	0	81	8	1	0	0	90	91	0	81	6	0	0	0	87	87
18:00	0	25	0	0	0	0	25	25	0	17	2	0	0	0	19	19
18:15	0	20	2	0	0	0	22	22	0	14	0	0	0	0	14	14
18:30	1	13	0	0	0	0	14	13	0	12	2	0	0	0	14	14
18:45	1	18	2	0	0	0	21	20	0	21	1	0	0	0	22	22
H/TOT	2	76	4	0	0	0	82	81	0	64	5	0	0	0	69	69
19:00	0	24	2	0	0	0	26	26	0	12	0	0	0	0	12	12
19:15	0	10	1	0	0	0	11	11	0	7	2	0	0	0	9	9
19:30	0	10	1	0	0	0	11	11	0	14	3	0	0	0	17	17
19:45	0	12	1	0	0	0	13	13	0	4	1	0	0	0	5	5
H/TOT	0	56	5	0	0	0	61	61	0	37	6	0	0	0	43	43
20:00	0	9	1	0	0	0	10	10	0	7	0	0	0	0	7	7
20:15	0	6	3	1	0	0	10	11	1	6	2	0	0	0	9	8.4
20:30	0	9	1	0	0	0	10	10	0	8	2	0	0	0	10	10
20:45	0	4	0	0	0	0	4	4	0	5	2	0	0	0	7	7
H/TOT	0	28	5	1	0	0	34	35	1	26	6	0	0	0	33	32.4
21:00	0	9	0	0	0	0	9	9	0	5	0	0	0	0	5	5
21:15	0	8	1	0	0	0	9	9	0	6	1	0	0	0	7	7
21:30	0	4	0	0	0	0	4	4	0	2	0	0	0	0	2	2
21:45	0	4	0	0	0	0	4	4	0	7	0	0	0	0	7	7
H/TOT	0	25	1	0	0	0	26	26	0	20	1	0	0	0	21	21
22:00	0	6	1	0	0	0	7	7	0	3	0	0	0	0	3	3
22:15	0	2	0	0	0	0	2	2	0	6	0	0	0	0	6	6
22:30	0	4	0	0	0	0	4	4	0	2	0	0	0	0	2	2
22:45	0	4	0	0	0	0	4	4	0	3	0	0	0	0	3	3
H/TOT	0	16	1	0	0	0	17	17	0	14	0	0	0	0	14	14
23:00	0	2	0	0	0	0	2	2	0	2	0	0	0	0	2	2
23:15	0	3	0	0	0	0	3	3	0	3	0	0	0	0	3	3
23:30	0	3	0	0	0	0	3	3	0	0	1	0	0	0	1	1
23:45	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0
H/TOT	0	10	0	0	0	0	10	10	0	5	1	0	0	0	6	6
24 TOT	2	917	71	9	4	0	1003	##	3	868	117	3	1	0	992	993



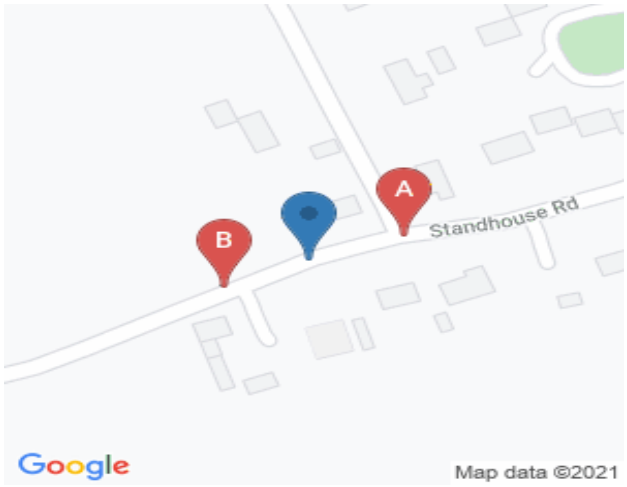
IDASO

Survey Name: 030 21088 Ballymany, Newbridge
Site: ATC 2
Location: Standhouse Rd, Ballymany, Newbridge
Date: Mon 19-Apr-2021

	Westbound (A => B)								Eastbound (B => A)							
TIME	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
00:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
00:45	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3
H/TOT	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	5
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	1	0	0	0	0	1	1	0	0	1	0	0	0	1	1
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
H/TOT	0	1	0	0	0	0	1	1	0	0	2	0	0	0	2	2
02:00	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0
02:15	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
H/TOT	0	3	0	0	0	0	3	3	0	1	0	0	0	0	1	1
03:00	0	1	0	0	0	0	1	1	0	1	0	0	0	0	1	1
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	2	1	0	0	0	3	3	0	0	0	0	0	0	0	0
H/TOT	0	3	1	0	0	0	4	4	0	1	0	0	0	0	1	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	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	0	0
05:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
05:45	0	0	0	1	0	0	1	1.5	0	1	0	0	0	0	1	1
H/TOT	0	0	0	1	0	0	1	1.5	0	2	1	0	0	0	3	3
06:00	0	1	1	0	0	0	2	2	0	3	0	0	0	0	3	3
06:15	0	4	0	1	0	0	5	5.5	0	2	0	0	0	0	2	2
06:30	0	7	0	0	0	0	7	7	0	5	2	0	0	0	7	7
06:45	0	8	2	1	0	0	11	11.5	1	3	1	0	0	0	5	4.4
H/TOT	0	20	3	2	0	0	25	26	1	13	3	0	0	0	17	16.4
07:00	0	10	1	0	0	0	11	11	0	9	0	1	0	0	10	10.5
07:15	0	9	3	1	0	0	13	13.5	0	10	3	0	0	0	13	13

07:30	0	9	4	0	0	0	13	13	0	7	4	1	0	0	12	12.5
07:45	0	12	5	1	0	0	18	18.5	0	20	3	2	0	0	25	26
H/TOT	0	40	13	2	0	0	55	56	0	46	10	4	0	0	60	62
08:00	0	18	2	2	0	0	22	23	0	29	7	1	0	0	37	37.5
08:15	0	28	4	2	0	0	34	35	0	51	7	4	0	0	62	64
08:30	0	27	7	1	0	0	35	35.5	0	61	13	2	0	0	76	77
08:45	0	40	5	0	0	0	45	45	0	56	13	3	0	0	72	73.5
H/TOT	0	113	18	5	0	0	136	139	0	197	40	10	0	0	247	252
09:00	0	36	6	2	0	0	44	45	1	22	7	1	0	0	31	30.9
09:15	0	18	2	0	0	0	20	20	0	18	4	0	0	0	22	22
09:30	0	19	1	1	0	0	21	21.5	1	18	3	0	0	0	22	21.4
09:45	0	15	2	1	0	0	18	18.5	0	20	1	2	0	0	23	24
H/TOT	0	88	11	4	0	0	103	105	2	78	15	3	0	0	98	98.3
10:00	2	21	3	0	0	0	26	24.8	0	16	2	1	0	0	19	19.5
10:15	0	15	1	1	0	0	17	17.5	1	9	5	0	0	0	15	14.4
10:30	0	13	3	1	0	0	17	17.5	0	15	0	1	0	0	16	16.5
10:45	1	12	2	3	0	0	18	18.9	0	15	1	1	0	0	17	17.5
H/TOT	3	61	9	5	0	0	78	78.7	1	55	8	3	0	0	67	67.9
11:00	0	20	2	0	0	0	22	22	0	17	0	0	0	0	17	17
11:15	1	12	4	0	0	0	17	16.4	0	19	3	0	0	0	22	22
11:30	0	16	0	0	0	0	16	16	0	15	1	0	0	0	16	16
11:45	0	17	0	0	1	0	18	19.3	0	20	3	0	0	0	23	23
H/TOT	1	65	6	0	1	0	73	73.7	0	71	7	0	0	0	78	78
12:00	0	17	1	0	0	0	18	18	0	13	5	0	0	0	18	18
12:15	0	15	5	0	0	0	20	20	0	14	6	1	0	0	21	21.5
12:30	0	27	1	1	0	0	29	29.5	0	12	5	0	0	0	17	17
12:45	0	22	3	1	0	0	26	26.5	0	29	3	0	0	0	32	32
H/TOT	0	81	10	2	0	0	93	94	0	68	19	1	0	0	88	88.5
13:00	0	25	3	0	1	0	29	30.3	0	15	4	1	0	0	20	20.5
13:15	1	20	2	0	0	0	23	22.4	0	15	2	2	0	0	19	20
13:30	0	20	4	1	0	0	25	25.5	1	22	2	2	0	0	27	27.4
13:45	0	22	6	0	0	0	28	28	0	20	5	0	0	0	25	25
H/TOT	1	87	15	1	1	0	105	106	1	72	13	5	0	0	91	92.9
14:00	0	19	5	0	0	0	24	24	0	26	3	0	0	0	29	29
14:15	1	24	3	1	1	0	30	31.2	0	30	7	1	0	0	38	38.5
14:30	0	30	5	2	0	0	37	38	0	29	6	3	0	0	38	39.5
14:45	0	45	4	3	0	0	52	53.5	0	29	4	2	0	0	35	36
H/TOT	1	118	17	6	1	0	143	147	0	114	20	6	0	0	140	143
15:00	0	37	3	1	0	0	41	41.5	0	18	5	0	0	0	23	23
15:15	0	33	4	1	0	0	38	38.5	0	31	4	1	0	0	36	36.5
15:30	0	32	3	0	0	0	35	35	0	33	6	1	0	0	40	40.5
15:45	1	37	2	1	0	0	41	40.9	1	26	5	1	0	0	33	32.9
H/TOT	1	139	12	3	0	0	155	156	1	108	20	3	0	0	132	133
16:00	1	32	4	1	0	0	38	37.9	1	26	3	0	0	0	30	29.4
16:15	0	38	3	0	1	0	42	43.3	0	29	3	1	0	0	33	33.5
16:30	0	33	1	0	1	0	35	36.3	1	26	8	2	0	0	37	37.4
16:45	0	30	5	0	0	0	35	35	0	17	1	1	0	0	19	19.5
H/TOT	1	133	13	1	2	0	150	153	2	98	15	4	0	0	119	120
17:00	0	25	3	0	0	0	28	28	0	28	5	0	0	0	33	33
17:15	0	30	5	0	0	0	35	35	0	23	8	1	0	0	32	32.5

17:30	1	35	3	0	0	0	39	38.4	0	20	1	1	0	0	22	22.5
17:45	1	27	5	0	0	0	33	32.4	0	21	5	1	0	0	27	27.5
H/TOT	2	117	16	0	0	0	135	134	0	92	19	3	0	0	114	116
18:00	0	22	3	0	0	0	25	25	0	23	0	0	0	0	23	23
18:15	1	27	6	0	0	0	34	33.4	0	13	1	0	0	0	14	14
18:30	0	23	1	0	0	0	24	24	0	23	4	0	0	0	27	27
18:45	0	14	2	1	0	0	17	17.5	0	14	3	1	0	0	18	18.5
H/TOT	1	86	12	1	0	0	100	99.9	0	73	8	1	0	0	82	82.5
19:00	0	22	4	0	0	0	26	26	0	12	5	1	0	0	18	18.5
19:15	0	26	3	0	0	0	29	29	0	16	2	0	0	0	18	18
19:30	0	12	2	0	0	0	14	14	0	17	1	0	0	0	18	18
19:45	0	9	0	1	0	0	10	10.5	0	7	1	0	0	0	8	8
H/TOT	0	69	9	1	0	0	79	79.5	0	52	9	1	0	0	62	62.5
20:00	0	11	0	0	0	0	11	11	0	8	1	0	0	0	9	9
20:15	0	10	1	0	0	0	11	11	0	10	2	0	0	0	12	12
20:30	0	13	0	1	0	0	14	14.5	0	5	2	0	0	0	7	7
20:45	0	9	0	0	0	0	9	9	0	15	1	1	0	0	17	17.5
H/TOT	0	43	1	1	0	0	45	45.5	0	38	6	1	0	0	45	45.5
21:00	0	11	0	0	0	0	11	11	0	7	0	0	0	0	7	7
21:15	0	3	0	1	0	0	4	4.5	0	6	1	1	0	0	8	8.5
21:30	0	4	0	0	0	0	4	4	0	6	0	0	0	0	6	6
21:45	0	4	1	0	0	0	5	5	0	4	0	0	0	0	4	4
H/TOT	0	22	1	1	0	0	24	24.5	0	23	1	1	0	0	25	25.5
22:00	0	5	0	0	0	0	5	5	0	2	0	0	0	0	2	2
22:15	0	3	0	0	0	0	3	3	0	1	0	0	0	0	1	1
22:30	0	2	0	0	0	0	2	2	0	5	0	0	0	0	5	5
22:45	0	3	1	0	0	0	4	4	0	2	0	0	0	0	2	2
H/TOT	0	13	1	0	0	0	14	14	0	10	0	0	0	0	10	10
23:00	0	3	0	0	0	0	3	3	0	2	1	0	0	0	3	3
23:15	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0
23:30	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	6	0	0	0	0	6	6	0	2	1	0	0	0	3	3
24 TOT	11	1308	168	36	5	0	1528	1546	8	1218	218	46	0	0	1490	1508



IDASO

Survey Name: 030 21088 Ballymany, Newbridge
Site: ATC 2
Location: Standhouse Rd, Ballymany, Newbridge
Date: Tue 13 Apr 2021 — Mon 19 Apr 2021

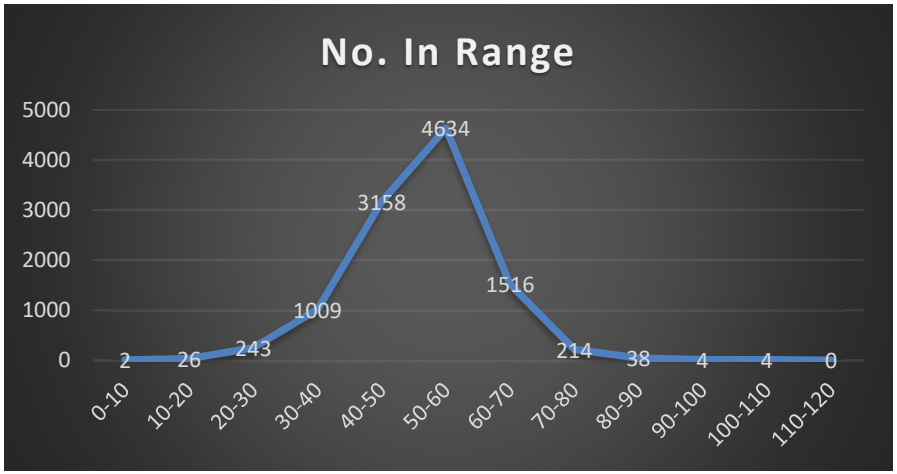
Speed Survey

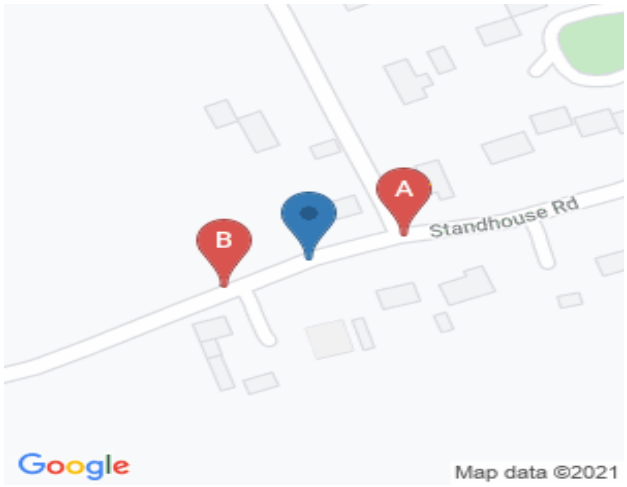
Cummulative 85% Speed	60.95 KPH
Cummulative Minimum Speed	8.54 KPH
Cummulative Maximum Speed	111.51 KPH
Cummulative Average Speed	51.86 KPH

Westbound (A => B)

No. of Vehicles	10848
85% Speed	60.53 KPH
Minimum Speed	8.54 KPH
Maximum Speed	104.25 KPH
Average Speed	51.33 KPH

Speed KPH	No. In Range
0-10	2
10-20	26
20-30	243
30-40	1009
40-50	3158
50-60	4634
60-70	1516
70-80	214
80-90	38
90-100	4
100-110	4
110-120	0





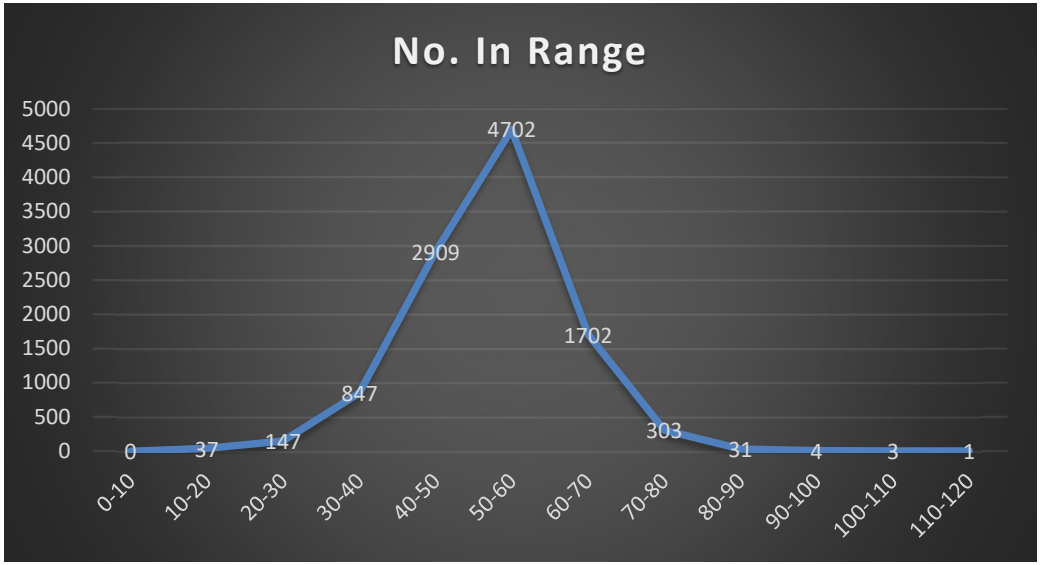
IDASO

Survey Name: 030 21088 Ballymany, Newbridge
Site: ATC 2
Location: Standhouse Rd, Ballymany, Newbridge
Date: Tue 13 Apr 2021 — Mon 19 Apr 2021

Eastbound (B => A)

No. of Vehicles	10686
85% Speed	61.39 KPH
Minimum Speed	11.4 KPH
Maximum Speed	111.51 KPH
Average Speed	52.40 KPH

Speed KPH	No. In Range
0-10	0
10-20	37
20-30	147
30-40	847
40-50	2909
50-60	4702
60-70	1702
70-80	303
80-90	31
90-100	4
100-110	3
110-120	1





IDASO

Survey Name: 030 21088 Ballymany, Newbridge
Site: ATC 1
Location: R445 Ballymany Newbridge
Date: Tue 13-Apr-2021

	Northbound (A => B)								Southbound (B => A)							
TIME	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
00:00	0	3	0	0	0	1	4	5	0	16	1	0	0	0	17	17
00:15	0	2	2	0	0	0	4	4	0	4	2	1	1	0	8	9.8
00:30	0	3	0	0	0	0	3	3	0	6	0	1	0	0	7	7.5
00:45	0	0	0	2	0	0	2	3	0	2	0	1	0	0	3	3.5
H/TOT	0	8	2	2	0	1	13	15	0	28	3	3	1	0	35	37.8
01:00	0	2	1	0	0	0	3	3	0	2	0	0	0	0	2	2
01:15	0	1	0	0	1	1	3	5.3	0	3	2	1	0	0	6	6.5
01:30	0	0	0	0	0	0	0	0	0	4	0	0	0	1	5	6
01:45	0	1	0	0	0	0	1	1	0	1	0	0	0	0	1	1
H/TOT	0	4	1	0	1	1	7	9.3	0	10	2	1	0	1	14	15.5
02:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
02:15	0	2	0	1	0	1	4	5.5	0	2	1	0	0	0	3	3
02:30	0	3	0	0	0	0	3	3	0	0	0	0	1	1	2	4.3
02:45	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0
H/TOT	0	7	0	1	0	1	9	11	0	3	1	0	1	1	6	8.3
03:00	0	0	0	0	0	1	1	2	1	3	0	0	0	0	4	3.4
03:15	0	2	0	0	0	0	2	2	0	1	0	0	0	0	1	1
03:30	0	0	0	0	0	0	0	0	0	1	1	0	0	1	3	4
03:45	0	1	0	0	0	0	1	1	0	2	0	0	0	0	2	2
H/TOT	0	3	0	0	0	1	4	5	1	7	1	0	0	1	10	10.4
04:00	0	1	1	1	0	0	3	3.5	1	1	0	0	0	0	2	1.4
04:15	0	1	1	1	0	1	4	5.5	0	3	0	1	0	0	4	4.5
04:30	0	2	1	0	0	0	3	3	0	2	0	0	0	1	3	4
04:45	0	2	0	1	1	1	5	7.8	0	1	1	1	0	0	3	3.5
H/TOT	0	6	3	3	1	2	15	20	1	7	1	2	0	1	12	13.4
05:00	0	3	0	1	1	0	5	6.8	0	2	0	2	1	0	5	7.3
05:15	1	9	2	1	0	2	15	17	0	8	0	1	1	0	10	11.8
05:30	0	19	2	0	1	0	22	23	0	20	2	1	0	0	23	23.5
05:45	1	13	4	3	1	0	22	24	0	19	5	1	1	0	26	27.8
H/TOT	2	44	8	5	3	2	64	71	0	49	7	5	3	0	64	70.4
06:00	0	8	2	1	0	2	13	16	0	19	0	1	3	0	23	27.4
06:15	0	28	2	1	1	0	32	34	0	32	6	1	0	0	39	39.5
06:30	0	33	8	2	1	0	44	46	0	35	7	6	0	1	49	53
06:45	0	69	12	2	0	0	83	84	0	44	7	2	0	0	53	54
H/TOT	0	138	24	6	2	2	172	180	0	130	20	10	3	1	164	173.9
07:00	0	64	10	3	2	1	80	85	0	57	11	3	1	1	73	76.8
07:15	1	60	11	4	0	1	77	79	0	55	9	6	1	0	71	75.3

07:30	0	71	14	2	2	1	90	95	0	63	9	6	0	0	78	81
07:45	0	94	18	8	1	1	122	128	0	58	10	5	2	1	76	82.1
H/TOT	1	289	53	17	5	4	369	387	0	233	39	20	4	2	298	315.2
08:00	1	100	9	4	4	1	119	127	0	83	13	5	0	0	101	103.5
08:15	0	100	14	3	0	1	118	121	0	112	13	2	0	0	127	128
08:30	0	93	8	6	0	0	107	110	0	105	9	8	1	1	124	130.3
08:45	0	77	14	7	5	0	103	113	0	78	12	2	0	1	93	95
H/TOT	1	370	45	20	9	2	447	470	0	378	47	17	1	2	445	456.8
09:00	0	95	14	8	3	1	121	130	0	73	14	8	0	1	96	101
09:15	0	77	16	7	1	2	103	110	1	62	11	8	0	0	82	85.4
09:30	0	75	8	4	0	3	90	95	0	63	14	4	0	1	82	85
09:45	0	57	10	1	1	1	70	73	0	44	10	3	1	0	58	60.8
H/TOT	0	304	48	20	5	7	384	408	1	242	49	23	1	2	318	332.2
10:00	0	51	10	4	4	0	69	76	0	50	10	3	0	0	63	64.5
10:15	1	56	12	4	2	0	75	79	0	55	10	3	1	1	70	73.8
10:30	0	64	8	2	1	1	76	79	1	66	19	8	0	1	95	99.4
10:45	0	69	9	3	1	0	82	85	0	67	9	3	0	1	80	82.5
H/TOT	1	240	39	13	8	1	302	319	1	238	48	17	1	3	308	320.2
11:00	1	65	13	3	1	0	83	85	0	74	12	5	0	0	91	93.5
11:15	0	66	5	0	1	2	74	77	0	70	11	4	0	2	87	91
11:30	0	63	10	0	0	0	73	73	0	75	10	6	2	1	94	100.6
11:45	0	80	12	6	1	3	102	109	0	72	8	5	0	1	86	89.5
H/TOT	1	274	40	9	3	5	332	345	0	291	41	20	2	4	358	374.6
12:00	0	67	11	2	0	0	80	81	0	66	12	3	1	0	82	84.8
12:15	2	83	16	0	2	0	103	104	0	56	20	1	0	0	77	77.5
12:30	0	78	11	6	4	1	100	109	1	78	11	4	2	0	96	100
12:45	0	70	18	4	0	0	92	94	1	74	16	3	1	1	96	99.2
H/TOT	2	298	56	12	6	1	375	389	2	274	59	11	4	1	351	361.5
13:00	0	62	13	6	0	1	82	86	2	85	15	4	2	1	109	113.4
13:15	0	75	11	7	0	1	94	99	0	84	17	1	1	2	105	108.8
13:30	0	70	16	1	0	2	89	92	1	95	13	3	0	0	112	112.9
13:45	1	79	15	3	1	0	99	101	1	54	16	2	1	0	74	75.7
H/TOT	1	286	55	17	1	4	364	377	4	318	61	10	4	3	400	410.8
14:00	0	88	16	4	1	1	110	114	0	69	12	5	2	1	89	95.1
14:15	0	74	11	9	0	1	95	101	0	75	12	3	2	1	93	98.1
14:30	1	80	18	14	1	1	115	124	0	79	16	3	0	1	99	101.5
14:45	3	89	7	3	1	2	105	108	1	59	10	3	1	0	74	76.2
H/TOT	4	331	52	30	3	5	425	447	1	282	50	14	5	3	355	370.9
15:00	0	69	12	3	2	0	86	90	1	82	12	1	1	1	98	100.2
15:15	0	89	11	9	1	2	112	120	1	85	12	2	1	1	102	104.7
15:30	0	73	10	1	0	1	85	87	0	81	9	2	1	0	93	95.3
15:45	1	71	11	3	1	1	88	91	0	100	15	1	0	0	116	116.5
H/TOT	1	302	44	16	4	4	371	388	2	348	48	6	3	2	409	416.7
16:00	1	75	13	6	2	1	98	104	0	82	14	4	0	1	101	104
16:15	0	81	11	5	0	1	98	102	1	93	14	4	0	1	113	115.4
16:30	1	91	12	2	0	0	106	106	0	111	13	4	0	0	128	130
16:45	1	80	11	1	0	1	94	95	2	85	13	4	0	0	104	104.8
H/TOT	3	327	47	14	2	3	396	407	3	371	54	16	0	2	446	454.2
17:00	0	87	8	2	0	1	98	100	0	95	12	2	0	1	110	112
17:15	0	98	8	2	1	0	109	111	0	94	14	0	0	1	109	110

17:30	1	91	18	4	1	0	115	118	1	110	12	2	0	0	125	125.4
17:45	0	70	7	2	1	1	81	84	2	107	8	0	1	0	118	118.1
H/TOT	1	346	41	10	3	2	403	413	3	406	46	4	1	2	462	465.5
18:00	0	66	9	3	0	0	78	80	1	94	8	1	0	1	105	105.9
18:15	1	81	9	1	1	1	94	96	0	77	11	4	1	0	93	96.3
18:30	3	74	6	5	1	0	89	91	0	89	11	5	1	0	106	109.8
18:45	0	75	7	0	0	0	82	82	1	74	11	2	0	0	88	88.4
H/TOT	4	296	31	9	2	1	343	349	2	334	41	12	2	1	392	400.4
19:00	1	55	6	4	0	1	67	69	0	71	13	2	0	1	87	89
19:15	1	60	13	1	0	0	75	75	0	72	8	1	0	1	82	83.5
19:30	0	56	10	2	1	0	69	71	1	59	5	0	0	0	65	64.4
19:45	1	56	6	1	0	0	64	64	2	53	8	1	0	1	65	65.3
H/TOT	3	227	35	8	1	1	275	280	3	255	34	4	0	3	299	302.2
20:00	0	64	14	1	0	1	80	82	0	69	6	1	0	0	76	76.5
20:15	1	71	9	1	0	0	82	82	0	36	6	1	0	0	43	43.5
20:30	0	28	2	1	0	0	31	32	0	50	2	1	0	1	54	55.5
20:45	1	42	9	0	0	0	52	51	0	34	6	1	1	2	44	47.8
H/TOT	2	205	34	3	0	1	245	246	0	189	20	4	1	3	217	223.3
21:00	0	36	7	0	0	1	44	45	1	48	9	0	0	0	58	57.4
21:15	0	31	4	1	0	0	36	37	0	36	4	0	0	0	40	40
21:30	0	36	3	0	0	0	39	39	0	30	1	0	0	0	31	31
21:45	0	24	2	0	0	0	26	26	0	17	5	1	0	1	24	25.5
H/TOT	0	127	16	1	0	1	145	147	1	131	19	1	0	1	153	153.9
22:00	0	18	3	0	0	1	22	23	0	25	2	0	0	0	27	27
22:15	0	16	3	0	0	0	19	19	0	21	6	1	0	0	28	28.5
22:30	0	25	1	0	0	0	26	26	0	22	1	1	0	1	25	26.5
22:45	0	22	1	0	0	0	23	23	0	22	1	0	0	0	23	23
H/TOT	0	81	8	0	0	1	90	91	0	90	10	2	0	1	103	105
23:00	0	10	0	2	0	0	12	13	0	21	0	0	1	0	22	23.3
23:15	0	6	3	0	0	1	10	11	0	13	1	0	0	0	14	14
23:30	0	6	2	1	0	0	9	9.5	0	6	1	0	0	1	8	9
23:45	0	5	4	0	0	0	9	9	0	7	3	0	1	0	11	12.3
H/TOT	0	27	9	3	0	1	40	43	0	47	5	0	2	1	55	58.6
24 TOT	27	4540	691	219	59	54	5590	##	25	4661	706	202	39	41	5674	5851.7



IDASO

Survey Name: 030 21088 Ballymany, Newbridge
Site: ATC 1
Location: R445 Ballymany Newbridge
Date: Wed 14-Apr-2021

	Northbound (A => B)								Southbound (B => A)							
TIME	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
00:00	0	4	0	0	0	1	5	6	0	10	1	0	0	0	11	11
00:15	0	5	2	0	0	0	7	7	0	5	1	0	0	0	6	6
00:30	0	1	1	0	1	0	3	4.3	1	5	0	0	0	1	7	7.4
00:45	0	4	0	0	0	0	4	4	0	5	0	0	0	0	5	5
H/TOT	0	14	3	0	1	1	19	21	1	25	2	0	0	1	29	29.4
01:00	0	1	0	2	1	0	4	6.3	0	2	0	0	0	0	2	2
01:15	0	1	0	0	0	0	1	1	0	3	1	0	0	0	4	4
01:30	0	1	1	0	0	0	2	2	1	5	0	0	0	0	6	5.4
01:45	0	2	0	0	2	0	4	6.6	0	3	1	0	0	0	4	4
H/TOT	0	5	1	2	3	0	11	16	1	13	2	0	0	0	16	15.4
02:00	0	2	0	0	0	0	2	2	0	3	0	1	0	0	4	4.5
02:15	0	1	0	0	0	1	2	3	0	0	0	0	0	0	0	0
02:30	0	4	1	0	0	0	5	5	0	1	0	0	0	0	1	1
02:45	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0
H/TOT	0	10	1	0	0	1	12	13	0	4	0	1	0	0	5	5.5
03:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0.4
03:15	0	1	0	0	0	1	2	3	0	0	2	0	0	0	2	2
03:30	0	2	0	0	0	0	2	2	0	2	0	0	1	0	3	4.3
03:45	0	1	2	0	0	0	3	3	0	2	0	2	0	0	4	5
H/TOT	0	4	2	0	0	1	7	8	1	4	2	2	1	0	10	11.7
04:00	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3
04:15	0	0	0	0	0	1	1	2	0	0	1	1	0	0	2	2.5
04:30	0	4	0	1	0	0	5	5.5	0	3	1	0	0	1	5	6
04:45	0	2	3	0	1	0	6	7.3	0	2	0	1	1	0	4	5.8
H/TOT	0	6	3	1	1	1	12	15	0	8	2	2	1	1	14	17.3
05:00	1	7	0	0	2	0	10	12	0	3	1	1	0	0	5	5.5
05:15	1	8	1	0	0	1	11	11	0	8	0	0	0	0	8	8
05:30	1	14	3	1	0	0	19	19	0	9	1	2	2	0	14	17.6
05:45	0	10	2	1	1	1	15	18	0	23	4	1	0	1	29	30.5
H/TOT	3	39	6	2	3	2	55	60	0	43	6	4	2	1	56	61.6
06:00	0	13	3	1	1	2	20	24	0	28	2	2	0	0	32	33
06:15	0	26	2	3	0	0	31	33	0	33	4	2	0	0	39	40
06:30	0	36	5	3	1	0	45	48	0	25	6	4	0	1	36	39
06:45	0	77	13	3	0	0	93	95	0	42	3	0	1	0	46	47.3
H/TOT	0	152	23	10	2	2	189	199	0	128	15	8	1	1	153	159.3
07:00	1	54	12	3	3	1	74	80	0	53	14	3	0	0	70	71.5
07:15	0	66	12	2	0	1	81	83	0	59	12	4	2	1	78	83.6

07:30	0	71	13	6	0	0	90	93	0	75	8	2	1	0	86	88.3
07:45	0	83	14	7	1	2	107	114	0	55	11	7	0	3	76	82.5
H/TOT	1	274	51	18	4	4	352	370	0	242	45	16	3	4	310	325.9
08:00	1	102	16	8	2	2	131	139	0	74	12	5	0	0	91	93.5
08:15	0	96	20	9	4	0	129	139	0	100	12	5	2	1	120	126.1
08:30	0	107	6	8	1	0	122	127	0	95	13	6	1	0	115	119.3
08:45	0	97	14	8	2	1	122	130	0	80	13	1	1	3	98	102.8
H/TOT	1	402	56	33	9	3	504	535	0	349	50	17	4	4	424	441.7
09:00	1	70	15	4	1	3	94	100	0	85	7	5	1	0	98	101.8
09:15	1	73	11	5	1	0	91	94	1	67	13	9	0	2	92	97.9
09:30	0	70	16	6	0	1	93	97	5	56	11	6	1	0	79	80.3
09:45	0	64	14	5	2	0	85	90	0	52	7	2	1	0	62	64.3
H/TOT	2	277	56	20	4	4	363	381	6	260	38	22	3	2	331	344.3
10:00	0	60	4	3	3	0	70	75	0	58	6	1	1	0	66	67.8
10:15	1	47	6	4	0	2	60	63	0	56	6	3	1	2	68	72.8
10:30	1	54	13	3	2	2	75	81	1	70	10	3	1	0	85	87.2
10:45	2	69	11	4	2	1	89	93	0	71	2	4	0	0	77	79
H/TOT	4	230	34	14	7	5	294	313	1	255	24	11	3	2	296	306.8
11:00	1	71	15	4	1	1	93	97	0	61	13	8	0	0	82	86
11:15	0	80	16	3	1	0	100	103	0	63	15	4	2	0	84	88.6
11:30	1	66	12	2	1	0	82	84	0	64	12	3	2	1	82	87.1
11:45	0	75	11	7	3	2	98	107	0	66	13	5	0	0	84	86.5
H/TOT	2	292	54	16	6	3	373	391	0	254	53	20	4	1	332	348.2
12:00	0	58	9	6	1	0	74	78	0	72	21	10	1	0	104	110.3
12:15	0	82	12	2	2	1	99	104	1	61	10	1	1	1	75	77.2
12:30	1	101	13	1	0	0	116	116	0	67	14	2	1	1	85	88.3
12:45	1	90	12	5	1	1	110	114	0	101	9	3	2	0	115	119.1
H/TOT	2	331	46	14	4	2	399	412	1	301	54	16	5	2	379	394.9
13:00	1	84	11	6	1	0	103	107	1	85	16	5	1	0	108	111.2
13:15	0	81	15	4	4	1	105	113	0	80	11	3	1	2	97	101.8
13:30	0	78	10	4	0	0	92	94	0	111	9	1	0	1	122	123.5
13:45	0	90	12	3	0	2	107	111	0	82	12	4	0	1	99	102
H/TOT	1	333	48	17	5	3	407	424	1	358	48	13	2	4	426	438.5
14:00	0	66	9	3	1	0	79	82	0	84	11	1	2	0	98	101.1
14:15	0	72	13	4	0	1	90	93	0	79	11	0	2	1	93	96.6
14:30	0	61	12	10	0	0	83	88	0	96	11	3	0	0	110	111.5
14:45	0	74	10	9	3	2	98	108	1	75	12	5	0	0	93	94.9
H/TOT	0	273	44	26	4	3	350	371	1	334	45	9	4	1	394	404.1
15:00	0	99	9	2	1	1	112	115	1	97	12	1	1	1	113	115.2
15:15	0	85	15	2	1	0	103	105	0	109	9	9	1	0	128	133.8
15:30	1	86	8	4	1	0	100	103	0	77	6	1	1	0	85	86.8
15:45	0	74	9	2	0	1	86	88	1	101	14	3	2	0	121	124.5
H/TOT	1	344	41	10	3	2	401	411	2	384	41	14	5	1	447	460.3
16:00	0	96	12	6	0	0	114	117	0	91	10	6	0	0	107	110
16:15	1	92	13	4	1	1	112	116	1	104	13	3	1	1	123	126.2
16:30	1	87	9	4	0	0	101	102	0	103	8	3	1	0	115	117.8
16:45	2	115	14	2	0	2	135	137	0	94	13	5	1	0	113	116.8
H/TOT	4	390	48	16	1	3	462	472	1	392	44	17	3	1	458	470.8
17:00	1	95	18	4	1	0	119	122	1	104	17	1	0	1	124	124.9
17:15	1	103	12	2	0	0	118	118	2	94	10	3	1	1	111	113.6

17:30	0	83	12	3	0	2	100	104	1	96	14	0	0	0	111	110.4
17:45	0	83	14	3	0	1	101	104	1	107	10	2	1	0	121	122.7
H/TOT	2	364	56	12	1	3	438	447	5	401	51	6	2	2	467	471.6
18:00	1	83	11	5	2	0	102	107	0	111	12	2	0	1	126	128
18:15	3	73	10	2	0	0	88	87	2	82	18	3	0	1	106	107.3
18:30	0	81	13	3	0	0	97	99	0	82	11	1	0	0	94	94.5
18:45	0	85	10	1	0	0	96	97	1	80	12	3	2	0	98	101.5
H/TOT	4	322	44	11	2	0	383	389	3	355	53	9	2	2	424	431.3
19:00	0	70	10	0	1	1	82	84	1	86	13	0	0	1	101	101.4
19:15	1	56	8	1	0	0	66	66	1	71	5	0	0	1	78	78.4
19:30	0	49	10	3	0	0	62	64	1	84	6	0	0	0	91	90.4
19:45	0	45	5	3	1	0	54	57	0	49	6	2	0	1	58	60
H/TOT	1	220	33	7	2	1	264	271	3	290	30	2	0	3	328	330.2
20:00	0	57	6	2	1	0	66	68	0	51	1	0	0	0	52	52
20:15	1	46	7	3	0	1	58	60	0	50	3	2	0	0	55	56
20:30	0	37	12	0	0	0	49	49	0	40	4	1	0	0	45	45.5
20:45	0	59	5	0	0	0	64	64	1	40	11	3	0	1	56	57.9
H/TOT	1	199	30	5	1	1	237	241	1	181	19	6	0	1	208	211.4
21:00	0	35	2	0	1	0	38	39	0	39	4	1	0	0	44	44.5
21:15	0	26	6	2	0	1	35	37	1	31	5	0	0	0	37	36.4
21:30	0	20	2	0	0	0	22	22	0	27	2	1	1	1	32	34.8
21:45	1	31	2	1	0	0	35	35	0	20	0	0	0	0	20	20
H/TOT	1	112	12	3	1	1	130	133	1	117	11	2	1	1	133	135.7
22:00	0	23	2	0	0	0	25	25	0	39	1	2	0	0	42	43
22:15	0	16	1	0	2	1	20	24	0	21	1	0	0	0	22	22
22:30	0	17	0	0	0	0	17	17	0	20	0	1	0	0	21	21.5
22:45	0	14	2	0	0	0	16	16	0	14	0	0	0	0	14	14
H/TOT	0	70	5	0	2	1	78	82	0	94	2	3	0	0	99	100.5
23:00	0	13	0	0	1	1	15	17	1	12	0	0	0	0	13	12.4
23:15	0	11	0	0	0	1	12	13	0	15	1	0	0	0	16	16
23:30	0	8	1	0	0	0	9	9	0	7	0	2	2	1	12	16.6
23:45	0	10	1	0	0	0	11	11	1	9	2	1	0	0	13	12.9
H/TOT	0	42	2	0	1	2	47	50	2	43	3	3	2	1	54	57.9
24 TOT	30	4705	699	237	67	49	5787	##	31	4835	640	203	48	36	5793	5974.3



IDASO

Survey Name: 030 21088 Ballymany, Newbridge
Site: ATC 1
Location: R445 Ballymany Newbridge
Date: Thu 15-Apr-2021

	Northbound (A => B)								Southbound (B => A)							
TIME	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
00:00	0	4	1	0	0	0	5	5	0	10	0	0	0	0	10	10
00:15	0	3	0	0	0	2	5	7	0	13	1	0	0	0	14	14
00:30	0	4	3	0	0	0	7	7	0	5	2	1	0	0	8	8.5
00:45	0	0	0	0	0	0	0	0	0	8	0	0	0	1	9	10
H/TOT	0	11	4	0	0	2	17	19	0	36	3	1	0	1	41	42.5
01:00	0	2	0	1	0	0	3	3.5	0	5	0	0	0	0	5	5
01:15	0	3	1	0	0	1	5	6	0	1	1	0	0	0	2	2
01:30	0	3	1	1	0	0	5	5.5	0	7	0	2	0	1	10	12
01:45	0	2	0	0	0	0	2	2	0	5	0	1	0	0	6	6.5
H/TOT	0	10	2	2	0	1	15	17	0	18	1	3	0	1	23	25.5
02:00	0	1	0	0	0	0	1	1	1	1	0	0	0	0	2	1.4
02:15	0	5	0	0	0	1	6	7	0	1	0	0	0	0	1	1
02:30	0	4	0	0	0	0	4	4	0	1	0	0	1	0	2	3.3
02:45	0	2	0	0	0	0	2	2	0	1	0	0	0	0	1	1
H/TOT	0	12	0	0	0	1	13	14	1	4	0	0	1	0	6	6.7
03:00	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0
03:15	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0
03:30	0	2	0	0	0	0	2	2	0	3	1	0	0	0	4	4
03:45	0	1	1	1	1	0	4	5.8	0	3	0	1	0	0	4	4.5
H/TOT	0	6	1	1	1	0	9	11	0	6	1	1	0	0	8	8.5
04:00	0	4	0	0	0	0	4	4	0	5	0	0	0	0	5	5
04:15	0	2	0	0	0	0	2	2	0	2	0	2	0	0	4	5
04:30	0	4	1	0	1	0	6	7.3	0	2	0	0	0	1	3	4
04:45	0	5	1	0	0	0	6	6	0	1	0	1	0	0	2	2.5
H/TOT	0	15	2	0	1	0	18	19	0	10	0	3	0	1	14	16.5
05:00	0	1	1	0	1	0	3	4.3	0	5	1	2	0	0	8	9
05:15	1	10	0	1	0	1	13	14	0	9	1	1	1	0	12	13.8
05:30	2	14	1	0	2	0	19	20	1	9	0	2	0	0	12	12.4
05:45	0	17	2	2	0	0	21	22	0	19	1	2	1	1	24	27.3
H/TOT	3	42	4	3	3	1	56	61	1	42	3	7	2	1	56	62.5
06:00	0	8	0	1	0	1	10	12	0	14	2	1	3	0	20	24.4
06:15	0	19	4	2	0	1	26	28	0	29	9	3	1	0	42	44.8
06:30	0	42	7	1	1	0	51	53	1	32	6	2	0	0	41	41.4
06:45	0	64	14	1	1	0	80	82	0	48	16	4	0	1	69	72
H/TOT	0	133	25	5	2	2	167	174	1	123	33	10	4	1	172	182.6
07:00	1	64	13	2	1	1	82	85	0	54	10	2	0	0	66	67
07:15	0	77	11	3	1	0	92	95	0	54	11	3	1	0	69	71.8

07:30	2	73	10	4	3	1	93	99	0	64	10	4	0	0	78	80
07:45	0	93	15	6	0	1	115	119	0	72	9	4	0	0	85	87
H/TOT	3	307	49	15	5	3	382	397	0	244	40	13	1	0	298	305.8
08:00	1	97	16	8	0	2	124	129	0	77	12	5	0	0	94	96.5
08:15	0	108	6	6	1	0	121	125	0	104	10	7	0	0	121	124.5
08:30	0	101	10	6	0	0	117	120	0	87	11	8	0	0	106	110
08:45	0	89	14	5	1	1	110	115	0	76	8	3	0	0	87	88.5
H/TOT	1	395	46	25	2	3	472	490	0	344	41	23	0	0	408	419.5
09:00	0	82	12	14	1	2	111	121	0	82	6	7	0	1	96	100.5
09:15	2	70	9	5	0	3	89	93	1	66	12	6	1	0	86	89.7
09:30	0	78	6	2	1	1	88	91	0	75	9	5	1	1	91	95.8
09:45	0	73	13	3	1	1	91	95	0	57	9	5	0	0	71	73.5
H/TOT	2	303	40	24	3	7	379	401	1	280	36	23	2	2	344	359.5
10:00	0	49	3	3	1	1	57	61	0	81	5	2	0	1	89	91
10:15	0	71	9	4	1	0	85	88	0	63	8	0	0	2	73	75
10:30	0	64	7	4	0	0	75	77	0	60	12	5	0	2	79	83.5
10:45	0	59	5	4	0	4	72	78	0	64	9	3	0	1	77	79.5
H/TOT	0	243	24	15	2	5	289	304	0	268	34	10	0	6	318	329
11:00	1	82	8	5	1	1	98	102	1	54	10	4	0	1	70	72.4
11:15	0	72	10	6	2	2	92	100	0	71	8	5	0	1	85	88.5
11:30	0	79	9	2	1	1	92	95	0	74	6	2	0	1	83	85
11:45	0	75	13	3	2	0	93	97	0	71	17	5	0	1	94	97.5
H/TOT	1	308	40	16	6	4	375	394	1	270	41	16	0	4	332	343.4
12:00	0	78	12	4	0	2	96	100	0	89	15	2	2	0	108	111.6
12:15	0	63	11	1	1	2	78	82	0	76	7	4	0	0	87	89
12:30	0	75	18	4	0	1	98	101	0	101	11	3	0	2	117	120.5
12:45	0	93	11	3	1	1	109	113	0	71	16	5	3	2	97	105.4
H/TOT	0	309	52	12	2	6	381	396	0	337	49	14	5	4	409	426.5
13:00	0	77	10	4	1	1	93	97	0	86	16	6	2	0	110	115.6
13:15	0	69	17	1	2	1	90	94	0	99	13	7	1	0	120	124.8
13:30	1	81	11	3	1	0	97	99	0	74	13	8	0	0	95	99
13:45	0	73	12	3	1	0	89	92	0	77	10	5	2	1	95	101.1
H/TOT	1	300	50	11	5	2	369	382	0	336	52	26	5	1	420	440.5
14:00	0	58	6	3	2	0	69	73	0	90	14	8	1	1	114	120.3
14:15	0	91	10	5	0	1	107	111	0	92	7	4	0	0	103	105
14:30	1	76	10	14	1	0	102	110	0	86	15	3	3	0	107	112.4
14:45	0	73	11	6	0	2	92	97	1	90	12	2	0	1	106	107.4
H/TOT	1	298	37	28	3	3	370	390	1	358	48	17	4	2	430	445.1
15:00	0	91	15	3	2	0	111	115	0	103	12	4	0	0	119	121
15:15	0	99	9	4	0	0	112	114	0	91	15	2	0	0	108	109
15:30	0	88	11	2	1	1	103	106	2	81	9	2	1	0	95	96.1
15:45	1	76	17	2	1	1	98	101	0	106	11	6	1	1	125	130.3
H/TOT	1	354	52	11	4	2	424	436	2	381	47	14	2	1	447	456.4
16:00	0	89	17	3	1	0	110	113	0	81	9	3	1	0	94	96.8
16:15	0	96	11	1	1	0	109	111	1	107	16	6	0	1	131	134.4
16:30	0	88	7	3	0	2	100	104	1	115	13	3	0	2	134	136.9
16:45	0	107	12	3	1	1	124	128	0	98	9	1	1	1	110	112.8
H/TOT	0	380	47	10	3	3	443	455	2	401	47	13	2	4	469	480.9
17:00	0	107	17	4	0	1	129	132	0	96	13	0	0	0	109	109
17:15	1	91	16	2	1	1	112	115	1	88	8	1	1	0	99	100.2

17:30	0	92	23	4	1	1	121	125	1	103	12	2	1	0	119	120.7
17:45	1	71	10	4	4	1	91	99	2	108	20	3	0	0	133	133.3
H/TOT	2	361	66	14	6	4	453	471	4	395	53	6	2	0	460	463.2
18:00	0	98	13	5	1	0	117	121	1	94	12	3	0	0	110	110.9
18:15	2	87	7	1	1	0	98	99	1	110	18	2	0	0	131	131.4
18:30	1	94	10	3	0	1	109	111	0	76	17	3	0	0	96	97.5
18:45	0	94	11	2	1	0	108	110	1	89	6	2	0	0	98	98.4
H/TOT	3	373	41	11	3	1	432	441	3	369	53	10	0	0	435	438.2
19:00	3	90	7	2	0	0	102	101	1	101	9	3	0	2	116	118.9
19:15	1	77	5	1	0	1	85	86	0	85	6	0	0	0	91	91
19:30	0	64	9	3	2	0	78	82	2	78	9	0	1	0	90	90.1
19:45	1	66	5	1	0	0	73	73	0	73	10	0	0	0	83	83
H/TOT	5	297	26	7	2	1	338	342	3	337	34	3	1	2	380	383
20:00	0	70	10	1	0	0	81	82	0	67	2	0	0	0	69	69
20:15	1	49	4	0	0	1	55	55	0	49	3	0	1	0	53	54.3
20:30	0	60	6	1	1	0	68	70	0	33	5	4	1	0	43	46.3
20:45	0	43	10	2	0	0	55	56	1	64	1	2	0	1	69	70.4
H/TOT	1	222	30	4	1	1	259	263	1	213	11	6	2	1	234	240
21:00	0	43	2	1	1	0	47	49	0	50	2	2	0	0	54	55
21:15	0	35	1	0	0	2	38	40	0	47	5	1	0	0	53	53.5
21:30	0	40	5	1	1	0	47	49	0	31	1	1	0	0	33	33.5
21:45	0	24	2	1	0	0	27	28	0	34	4	2	0	0	40	41
H/TOT	0	142	10	3	2	2	159	165	0	162	12	6	0	0	180	183
22:00	0	16	1	2	0	0	19	20	0	40	4	2	0	0	46	47
22:15	1	21	2	1	0	1	26	27	0	21	0	0	0	0	21	21
22:30	0	18	1	0	0	0	19	19	0	16	0	0	1	1	18	20.3
22:45	0	11	1	0	0	0	12	12	0	12	0	1	0	0	13	13.5
H/TOT	1	66	5	3	0	1	76	78	0	89	4	3	1	1	98	101.8
23:00	0	12	1	1	0	1	15	17	0	19	0	0	0	0	19	19
23:15	0	10	1	0	0	0	11	11	0	14	1	2	1	0	18	20.3
23:30	0	10	3	1	0	0	14	15	0	11	0	0	0	0	11	11
23:45	0	5	1	0	0	0	6	6	0	14	0	0	0	1	15	16
H/TOT	0	37	6	2	0	1	46	48	0	58	1	2	1	1	63	66.3
24 TOT	25	4924	659	222	56	56	5942	##	21	5081	644	230	35	34	6045	6226.9



IDASO

Survey Name: 030 21088 Ballymany, Newbridge
Site: ATC 1
Location: R445 Ballymany Newbridge
Date: Fri 16-Apr-2021

	Northbound (A => B)								Southbound (B => A)							
TIME	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
00:00	0	6	0	0	0	0	6	6	0	15	1	0	0	0	16	16
00:15	0	4	1	0	0	0	5	5	0	12	0	0	0	0	12	12
00:30	0	2	0	0	1	0	3	4.3	0	4	1	0	0	0	5	5
00:45	0	3	0	0	0	0	3	3	0	3	1	0	0	0	4	4
H/TOT	0	15	1	0	1	0	17	18	0	34	3	0	0	0	37	37
01:00	0	2	1	0	0	1	4	5	0	2	0	1	1	0	4	5.8
01:15	0	3	0	1	0	0	4	4.5	0	2	0	0	0	0	2	2
01:30	0	1	0	0	0	0	1	1	1	8	1	0	0	0	10	9.4
01:45	0	2	0	0	2	0	4	6.6	0	1	0	0	0	0	1	1
H/TOT	0	8	1	1	2	1	13	17	1	13	1	1	1	0	17	18.2
02:00	0	3	0	0	0	0	3	3	0	7	1	0	0	0	8	8
02:15	0	2	1	0	0	1	4	5	1	3	0	1	0	0	5	4.9
02:30	0	1	0	0	0	0	1	1	0	1	0	0	0	0	1	1
02:45	0	3	0	0	2	0	5	7.6	0	0	1	0	0	0	1	1
H/TOT	0	9	1	0	2	1	13	17	1	11	2	1	0	0	15	14.9
03:00	0	1	0	0	0	0	1	1	0	4	1	0	0	0	5	5
03:15	0	0	0	0	0	1	1	2	0	2	0	0	1	0	3	4.3
03:30	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3
03:45	0	2	2	1	0	0	5	5.5	0	2	0	0	0	1	3	4
H/TOT	0	3	2	1	0	1	7	8.5	0	10	2	0	1	1	14	16.3
04:00	0	0	1	0	0	0	1	1	0	3	0	1	0	0	4	4.5
04:15	0	0	0	1	0	1	2	3.5	0	1	1	1	0	0	3	3.5
04:30	0	4	1	0	2	0	7	9.6	0	5	1	1	0	0	7	7.5
04:45	0	3	0	0	0	1	4	5	0	1	0	0	0	0	1	1
H/TOT	0	7	2	1	2	2	14	19	0	10	2	3	0	0	15	16.5
05:00	0	6	0	0	1	1	8	10	0	3	0	0	0	0	3	3
05:15	1	6	0	0	3	0	10	13	0	9	0	0	2	0	11	13.6
05:30	1	21	6	0	0	0	28	27	0	11	1	3	0	0	15	16.5
05:45	0	16	3	1	0	0	20	21	0	28	2	1	0	1	32	33.5
H/TOT	2	49	9	1	4	1	66	72	0	51	3	4	2	1	61	66.6
06:00	0	10	1	1	1	1	14	17	0	28	2	2	1	0	33	35.3
06:15	0	23	3	2	0	1	29	31	0	35	3	1	2	0	41	44.1
06:30	0	57	10	1	1	1	70	73	0	38	6	2	0	0	46	47
06:45	0	74	11	2	1	0	88	90	0	41	6	1	0	0	48	48.5
H/TOT	0	164	25	6	3	3	201	211	0	142	17	6	3	0	168	174.9
07:00	1	59	9	3	0	2	74	77	0	47	7	7	0	0	61	64.5
07:15	0	55	12	4	2	0	73	78	1	62	6	10	1	0	80	85.7

07:30	1	63	14	3	2	1	84	89	1	81	4	8	2	2	98	106
07:45	0	79	20	4	1	2	106	111	0	54	7	2	1	0	64	66.3
H/TOT	2	256	55	14	5	5	337	354	2	244	24	27	4	2	303	322.5
08:00	0	95	17	4	2	1	119	125	0	72	8	9	0	1	90	95.5
08:15	0	108	9	4	1	0	122	125	0	101	10	6	0	0	117	120
08:30	1	92	5	5	0	1	104	107	1	91	5	3	1	0	101	103.2
08:45	0	93	9	5	1	0	108	112	0	73	4	4	0	0	81	83
H/TOT	1	388	40	18	4	2	453	469	1	337	27	22	1	1	389	401.7
09:00	1	83	16	7	2	0	109	115	0	66	6	4	3	1	80	86.9
09:15	0	79	15	5	0	3	102	108	1	82	9	1	0	1	94	94.9
09:30	0	90	15	4	2	2	113	120	0	60	11	3	0	1	75	77.5
09:45	0	69	13	5	1	1	89	94	0	72	7	3	0	1	83	85.5
H/TOT	1	321	59	21	5	6	413	435	1	280	33	11	3	4	332	344.8
10:00	0	71	8	6	1	1	87	92	0	81	4	4	0	0	89	91
10:15	0	61	15	4	0	2	82	86	0	68	4	3	0	0	75	76.5
10:30	0	72	15	8	0	0	95	99	0	79	11	1	0	1	92	93.5
10:45	0	87	15	1	1	1	105	108	0	77	8	6	0	1	92	96
H/TOT	0	291	53	19	2	4	369	385	0	305	27	14	0	2	348	357
11:00	0	82	9	3	1	0	95	98	1	82	12	4	0	0	99	100.4
11:15	0	77	8	5	1	1	92	97	0	79	9	4	1	2	95	100.3
11:30	0	76	9	8	2	0	95	102	0	88	4	3	1	0	96	98.8
11:45	0	99	17	1	0	0	117	118	1	72	8	1	1	1	84	86.2
H/TOT	0	334	43	17	4	1	399	414	2	321	33	12	3	3	374	385.7
12:00	0	91	18	2	0	1	112	114	0	87	8	3	1	0	99	101.8
12:15	1	98	8	1	0	1	109	110	1	88	13	1	1	2	106	109.2
12:30	0	103	9	2	2	0	116	120	0	99	7	4	2	1	113	118.6
12:45	1	65	13	3	0	1	83	85	0	84	10	6	2	0	102	107.6
H/TOT	2	357	48	8	2	3	420	428	1	358	38	14	6	3	420	437.2
13:00	0	62	8	1	0	0	71	72	0	107	13	3	1	0	124	126.8
13:15	0	81	14	3	0	1	99	102	1	89	6	4	0	1	101	103.4
13:30	0	94	15	1	1	1	112	115	2	91	10	2	2	0	107	109.4
13:45	1	91	12	4	0	1	109	111	0	86	10	7	0	0	103	106.5
H/TOT	1	328	49	9	1	3	391	399	3	373	39	16	3	1	435	446.1
14:00	0	91	9	6	2	1	109	116	1	108	11	3	1	1	125	128.2
14:15	0	112	13	5	2	0	132	137	0	89	7	0	0	0	96	96
14:30	0	87	12	5	1	1	106	111	0	94	13	3	0	0	110	111.5
14:45	1	119	16	5	0	0	141	143	1	99	13	3	1	0	117	119.2
H/TOT	1	409	50	21	5	2	488	506	2	390	44	9	2	1	448	454.9
15:00	0	100	17	7	1	1	126	132	0	65	13	7	0	0	85	88.5
15:15	1	78	9	2	1	0	91	93	0	92	19	3	0	2	116	119.5
15:30	0	113	3	3	3	1	123	129	0	92	14	7	0	0	113	116.5
15:45	0	117	13	1	1	0	132	134	0	89	15	6	0	0	110	113
H/TOT	1	408	42	13	6	2	472	488	0	338	61	23	0	2	424	437.5
16:00	0	92	14	2	0	0	108	109	0	125	14	4	0	0	143	145
16:15	1	96	18	3	0	1	119	121	1	122	15	5	0	0	143	144.9
16:30	1	97	11	3	0	1	113	115	1	96	8	6	1	3	115	121.7
16:45	1	112	15	3	0	1	132	134	1	108	14	3	0	0	126	126.9
H/TOT	3	397	58	11	0	3	472	479	3	451	51	18	1	3	527	538.5
17:00	1	100	16	3	1	0	121	123	0	113	19	2	1	0	135	137.3
17:15	1	88	15	3	0	0	107	108	1	117	13	1	1	0	133	134.2

17:30	0	93	9	4	1	1	108	112	0	105	13	2	0	0	120	121
17:45	0	79	19	0	2	1	101	105	1	106	19	1	1	0	128	129.2
H/TOT	2	360	59	10	4	2	437	448	2	441	64	6	3	0	516	521.7
18:00	0	111	5	0	2	0	118	121	1	115	11	1	0	0	128	127.9
18:15	1	86	10	1	1	1	100	102	0	110	9	1	0	0	120	120.5
18:30	1	97	13	0	1	0	112	113	0	97	10	0	0	0	107	107
18:45	0	89	10	1	0	0	100	101	0	105	12	0	1	2	120	123.3
H/TOT	2	383	38	2	4	1	430	436	1	427	42	2	1	2	475	478.7
19:00	0	71	10	1	0	0	82	83	0	121	5	0	1	0	127	128.3
19:15	0	69	11	1	0	1	82	84	0	80	2	2	0	1	85	87
19:30	0	66	8	2	1	0	77	79	1	62	3	2	0	0	68	68.4
19:45	0	61	5	1	0	0	67	68	0	83	8	2	1	0	94	96.3
H/TOT	0	267	34	5	1	1	308	313	1	346	18	6	2	1	374	380
20:00	0	68	10	0	0	0	78	78	0	67	7	1	0	0	75	75.5
20:15	0	64	2	0	0	1	67	68	0	63	3	3	0	0	69	70.5
20:30	0	54	4	0	0	0	58	58	0	52	3	2	0	0	57	58
20:45	0	70	8	1	0	0	79	80	0	52	3	1	0	1	57	58.5
H/TOT	0	256	24	1	0	1	282	284	0	234	16	7	0	1	258	262.5
21:00	0	41	5	1	1	1	49	52	0	48	0	1	0	0	49	49.5
21:15	0	42	4	1	1	0	48	50	1	49	3	2	0	0	55	55.4
21:30	0	29	2	0	0	0	31	31	0	41	1	2	1	0	45	47.3
21:45	0	32	2	0	0	0	34	34	0	38	2	2	1	1	44	47.3
H/TOT	0	144	13	2	2	1	162	167	1	176	6	7	2	1	193	199.5
22:00	0	29	1	0	0	0	30	30	1	36	0	5	0	0	42	43.9
22:15	0	16	0	0	0	0	16	16	1	27	0	2	0	0	30	30.4
22:30	0	14	0	0	1	0	15	16	0	18	0	2	0	1	21	23
22:45	0	15	1	0	0	0	16	16	0	15	1	0	0	0	16	16
H/TOT	0	74	2	0	1	0	77	78	2	96	1	9	0	1	109	113.3
23:00	0	25	2	0	0	0	27	27	0	22	0	1	0	0	23	23.5
23:15	0	8	1	0	0	1	10	11	0	15	0	2	1	0	18	20.3
23:30	0	5	1	0	0	0	6	6	0	10	0	1	2	0	13	16.1
23:45	0	8	1	0	0	0	9	9	0	11	0	0	0	0	11	11
H/TOT	0	46	5	0	0	1	52	53	0	58	0	4	3	0	65	70.9
24 TOT	18	5274	713	181	60	47	6293	##	24	5446	554	222	41	30	6317	6496.9



IDASO

Survey Name: 030 21088 Ballymany, Newbridge
Site: ATC 1
Location: R445 Ballymany Newbridge
Date: Sat 17-Apr-2021

	Northbound (A => B)								Southbound (B => A)							
TIME	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
00:00	0	5	1	0	0	0	6	6	0	4	0	0	0	0	4	4
00:15	0	7	1	0	0	0	8	8	0	1	0	0	0	0	1	1
00:30	0	6	1	0	0	0	7	7	1	10	2	0	0	1	14	14.4
00:45	0	2	0	0	0	0	2	2	0	4	0	0	0	0	4	4
H/TOT	0	20	3	0	0	0	23	23	1	19	2	0	0	1	23	23.4
01:00	0	5	1	0	0	0	6	6	0	2	0	0	0	0	2	2
01:15	0	4	0	0	0	0	4	4	0	5	0	0	0	0	5	5
01:30	0	5	0	0	0	0	5	5	0	4	0	0	0	0	4	4
01:45	0	4	0	1	0	0	5	5.5	0	3	0	1	0	0	4	4.5
H/TOT	0	18	1	1	0	0	20	21	0	14	0	1	0	0	15	15.5
02:00	0	5	1	0	0	0	6	6	0	9	0	0	0	0	9	9
02:15	0	6	0	0	0	0	6	6	0	1	1	0	0	0	2	2
02:30	0	1	0	0	0	0	1	1	0	3	0	1	0	0	4	4.5
02:45	0	1	0	0	0	0	1	1	0	7	0	1	0	0	8	8.5
H/TOT	0	13	1	0	0	0	14	14	0	20	1	2	0	0	23	24
03:00	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3
03:15	0	1	0	0	0	1	2	3	0	2	0	0	0	0	2	2
03:30	0	0	0	0	0	0	0	0	0	2	0	0	0	1	3	4
03:45	0	3	0	0	0	0	3	3	0	1	0	0	0	0	1	1
H/TOT	0	4	0	0	0	1	5	6	0	8	0	0	0	1	9	10
04:00	0	2	0	2	1	0	5	7.3	0	3	0	0	0	0	3	3
04:15	0	2	0	1	0	0	3	3.5	0	3	0	0	0	0	3	3
04:30	0	4	0	0	0	0	4	4	0	7	0	1	0	0	8	8.5
04:45	0	3	0	0	0	0	3	3	0	4	1	0	0	0	5	5
H/TOT	0	11	0	3	1	0	15	18	0	17	1	1	0	0	19	19.5
05:00	0	4	1	0	0	0	5	5	0	4	0	0	1	0	5	6.3
05:15	0	8	0	0	0	0	8	8	0	2	0	1	0	0	3	3.5
05:30	0	11	1	1	1	0	14	16	0	3	0	0	0	0	3	3
05:45	0	9	0	0	0	0	9	9	0	6	4	1	0	0	11	11.5
H/TOT	0	32	2	1	1	0	36	38	0	15	4	2	1	0	22	24.3
06:00	0	4	1	0	0	0	5	5	0	11	1	0	0	0	12	12
06:15	0	12	2	0	1	0	15	16	0	10	1	0	0	0	11	11
06:30	0	12	3	0	1	1	17	19	0	15	1	2	2	0	20	23.6
06:45	0	32	1	0	0	0	33	33	0	22	0	1	0	0	23	23.5
H/TOT	0	60	7	0	2	1	70	74	0	58	3	3	2	0	66	70.1
07:00	0	10	3	0	0	1	14	15	0	16	4	4	0	0	24	26
07:15	0	17	2	0	0	0	19	19	0	13	2	2	0	1	18	20

07:30	0	20	7	0	1	1	29	31	1	22	5	2	0	0	30	30.4
07:45	0	32	4	0	0	0	36	36	0	24	4	4	1	0	33	36.3
H/TOT	0	79	16	0	1	2	98	101	1	75	15	12	1	1	105	112.7
08:00	0	23	8	3	0	0	34	36	0	25	8	1	0	0	34	34.5
08:15	0	44	2	2	2	0	50	54	0	24	5	1	1	0	31	32.8
08:30	0	43	9	1	0	1	54	56	0	27	3	4	0	0	34	36
08:45	0	67	5	2	0	0	74	75	0	31	6	0	0	0	37	37
H/TOT	0	177	24	8	2	1	212	220	0	107	22	6	1	0	136	140.3
09:00	0	48	9	1	2	0	60	63	0	43	5	1	1	1	51	53.8
09:15	2	43	5	1	1	1	53	55	0	51	7	2	0	0	60	61
09:30	0	68	8	1	0	1	78	80	0	60	7	1	0	0	68	68.5
09:45	0	74	9	0	1	0	84	85	1	63	4	3	1	0	72	74.2
H/TOT	2	233	31	3	4	2	275	283	1	217	23	7	2	1	251	257.5
10:00	1	71	8	2	0	1	83	84	1	75	3	0	0	0	79	78.4
10:15	1	78	10	1	1	0	91	92	0	87	6	2	1	0	96	98.3
10:30	1	67	9	4	0	1	82	84	0	81	10	2	0	0	93	94
10:45	0	81	11	3	0	0	95	97	1	89	7	0	0	0	97	96.4
H/TOT	3	297	38	10	1	2	351	358	2	332	26	4	1	0	365	367.1
11:00	0	80	12	4	1	1	98	102	1	100	14	2	0	0	117	117.4
11:15	0	85	8	1	1	0	95	97	0	95	10	6	0	0	111	114
11:30	2	79	6	1	0	0	88	87	0	101	12	2	0	0	115	116
11:45	1	90	10	1	0	1	103	104	0	110	8	2	0	1	121	123
H/TOT	3	334	36	7	2	2	384	390	1	406	44	12	0	1	464	470.4
12:00	0	97	15	3	2	0	117	121	0	75	15	0	0	0	90	90
12:15	0	88	9	2	0	0	99	100	0	120	12	4	2	1	139	144.6
12:30	1	93	10	2	0	1	107	108	0	95	9	2	0	0	106	107
12:45	2	100	6	1	0	1	110	110	0	103	9	1	1	0	114	115.8
H/TOT	3	378	40	8	2	2	433	440	0	393	45	7	3	1	449	457.4
13:00	0	77	15	2	0	0	94	95	1	104	12	4	0	1	122	124.4
13:15	1	108	8	1	2	0	120	123	1	102	8	1	0	1	113	113.9
13:30	2	79	9	1	0	1	92	92	0	112	10	1	1	0	124	125.8
13:45	1	86	7	0	3	1	98	102	1	106	5	1	0	0	113	112.9
H/TOT	4	350	39	4	5	2	404	412	3	424	35	7	1	2	472	477
14:00	0	111	7	0	0	0	118	118	0	126	14	4	0	0	144	146
14:15	0	108	13	2	0	1	124	126	0	100	5	1	0	1	107	108.5
14:30	0	97	10	3	0	1	111	114	2	107	11	2	1	0	123	124.1
14:45	0	103	14	1	0	0	118	119	0	86	16	2	0	1	105	107
H/TOT	0	419	44	6	0	2	471	476	2	419	46	9	1	2	479	485.6
15:00	1	77	9	1	0	0	88	88	1	116	13	2	0	0	132	132.4
15:15	0	95	14	1	0	0	110	111	1	109	18	2	0	0	130	130.4
15:30	1	96	9	2	0	1	109	110	1	103	11	2	0	0	117	117.4
15:45	3	134	14	1	0	0	152	151	0	85	7	1	0	0	93	93.5
H/TOT	5	402	46	5	0	1	459	460	3	413	49	7	0	0	472	473.7
16:00	0	94	11	0	1	0	106	107	0	98	13	1	0	0	112	112.5
16:15	1	83	15	2	0	0	101	101	3	103	12	0	0	0	118	116.2
16:30	2	98	10	1	0	1	112	112	0	87	5	1	1	0	94	95.8
16:45	1	75	9	0	0	0	85	84	0	97	8	2	0	1	108	110
H/TOT	4	350	45	3	1	1	404	405	3	385	38	4	1	1	432	434.5
17:00	0	87	20	1	0	0	108	109	0	96	9	3	0	0	108	109.5
17:15	1	87	13	1	0	1	103	104	0	87	13	1	1	0	102	103.8

17:30	0	106	11	1	0	0	118	119	0	94	11	2	0	0	107	108
17:45	0	78	11	1	0	1	91	93	0	87	12	0	0	0	99	99
H/TOT	1	358	55	4	0	2	420	423	0	364	45	6	1	0	416	420.3
18:00	0	83	4	2	1	0	90	92	0	98	9	0	1	1	109	111.3
18:15	0	64	8	0	0	1	73	74	0	90	8	0	0	0	98	98
18:30	0	78	6	0	0	0	84	84	0	90	2	0	1	0	93	94.3
18:45	0	72	9	3	0	0	84	86	0	81	2	0	0	0	83	83
H/TOT	0	297	27	5	1	1	331	336	0	359	21	0	2	1	383	386.6
19:00	0	64	8	0	0	0	72	72	0	74	6	2	0	1	83	85
19:15	1	77	12	0	0	0	90	89	0	72	11	0	0	0	83	83
19:30	0	58	4	1	0	0	63	64	0	60	4	0	0	0	64	64
19:45	0	63	3	0	0	0	66	66	0	70	1	0	0	1	72	73
H/TOT	1	262	27	1	0	0	291	291	0	276	22	2	0	2	302	305
20:00	0	56	4	2	0	1	63	65	0	66	6	0	0	0	72	72
20:15	0	61	4	0	0	0	65	65	0	54	4	0	0	0	58	58
20:30	0	44	1	1	0	0	46	47	0	41	5	0	0	0	46	46
20:45	0	46	2	1	1	0	50	52	0	42	2	2	0	0	46	47
H/TOT	0	207	11	4	1	1	224	228	0	203	17	2	0	0	222	223
21:00	0	28	8	1	0	0	37	38	0	36	2	0	0	0	38	38
21:15	1	46	7	0	0	1	55	55	0	44	1	0	0	0	45	45
21:30	0	34	5	0	0	0	39	39	1	40	2	0	0	0	43	42.4
21:45	0	27	1	0	0	0	28	28	0	29	1	0	1	0	31	32.3
H/TOT	1	135	21	1	0	1	159	160	1	149	6	0	1	0	157	157.7
22:00	0	30	4	0	0	0	34	34	0	29	3	1	0	0	33	33.5
22:15	0	17	2	0	1	1	21	23	0	17	1	0	0	0	18	18
22:30	0	15	3	0	0	0	18	18	0	17	1	0	0	0	18	18
22:45	0	13	3	0	0	0	16	16	0	12	2	1	0	0	15	15.5
H/TOT	0	75	12	0	1	1	89	91	0	75	7	2	0	0	84	85
23:00	1	11	1	1	0	0	14	14	0	15	3	1	0	0	19	19.5
23:15	1	12	2	0	0	1	16	16	0	13	0	0	0	0	13	13
23:30	0	7	2	0	0	0	9	9	0	5	1	1	1	0	8	9.8
23:45	0	15	3	0	0	0	18	18	0	12	0	0	0	0	12	12
H/TOT	2	45	8	1	0	1	57	57	0	45	4	2	1	0	52	54.3
24 TOT	29	4556	534	75	25	26	5245	##	18	4793	476	98	19	14	5418	5494.9



IDASO

Survey Name: 030 21088 Ballymany, Newbridge
Site: ATC 1
Location: R445 Ballymany Newbridge
Date: Sun 18-Apr-2021

	Northbound (A => B)								Southbound (B => A)							
TIME	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
00:00	0	6	0	0	0	0	6	6	0	12	2	0	0	0	14	14
00:15	0	8	3	0	0	1	12	13	0	9	1	0	0	0	10	10
00:30	0	7	0	0	0	0	7	7	0	7	0	1	0	1	9	10.5
00:45	0	7	0	0	0	0	7	7	0	5	0	0	0	0	5	5
H/TOT	0	28	3	0	0	1	32	33	0	33	3	1	0	1	38	39.5
01:00	0	7	0	1	0	0	8	8.5	0	4	0	2	1	0	7	9.3
01:15	0	8	3	0	0	0	11	11	0	7	1	0	0	0	8	8
01:30	0	7	1	0	0	0	8	8	0	6	1	0	0	0	7	7
01:45	0	5	0	0	0	0	5	5	0	1	0	0	0	0	1	1
H/TOT	0	27	4	1	0	0	32	33	0	18	2	2	1	0	23	25.3
02:00	0	2	0	0	0	0	2	2	0	5	0	0	0	0	5	5
02:15	0	6	1	0	0	1	8	9	0	3	0	0	0	0	3	3
02:30	0	3	0	0	0	0	3	3	0	5	0	0	0	0	5	5
02:45	0	5	0	0	0	0	5	5	0	1	0	0	0	0	1	1
H/TOT	0	16	1	0	0	1	18	19	0	14	0	0	0	0	14	14
03:00	0	1	0	0	0	1	2	3	0	2	1	0	0	0	3	3
03:15	0	3	0	0	0	0	3	3	0	5	0	0	0	0	5	5
03:30	0	1	0	0	0	0	1	1	0	5	0	0	0	0	5	5
03:45	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0
H/TOT	0	8	0	0	0	1	9	10	0	12	1	0	0	0	13	13
04:00	0	1	0	0	0	0	1	1	0	3	0	0	0	0	3	3
04:15	0	3	0	1	0	0	4	4.5	0	2	0	0	0	0	2	2
04:30	0	1	0	0	0	0	1	1	0	3	0	1	0	1	5	6.5
04:45	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0
H/TOT	0	7	0	1	0	0	8	8.5	0	8	0	1	0	1	10	11.5
05:00	0	2	0	0	0	1	3	4	0	1	0	0	0	0	1	1
05:15	0	3	0	0	0	0	3	3	0	1	1	1	0	0	3	3.5
05:30	0	3	0	0	1	0	4	5.3	0	5	0	1	0	0	6	6.5
05:45	0	5	0	0	0	0	5	5	0	1	0	0	0	0	1	1
H/TOT	0	13	0	0	1	1	15	17	0	8	1	2	0	0	11	12
06:00	0	5	0	1	0	1	7	8.5	0	5	0	0	0	0	5	5
06:15	0	7	1	0	0	0	8	8	0	3	1	2	0	0	6	7
06:30	0	7	0	1	0	2	10	13	0	7	0	0	0	1	8	9
06:45	0	14	1	0	0	0	15	15	0	18	0	0	0	0	18	18
H/TOT	0	33	2	2	0	3	40	44	0	33	1	2	0	1	37	39
07:00	0	10	0	2	1	1	14	17	0	7	1	0	0	0	8	8
07:15	0	9	0	0	0	0	9	9	0	14	0	0	0	0	14	14

07:30	0	10	1	0	0	0	11	11	0	18	2	2	0	1	23	25
07:45	0	15	1	0	0	1	17	18	0	15	0	0	0	0	15	15
H/TOT	0	44	2	2	1	2	51	55	0	54	3	2	0	1	60	62
08:00	0	16	1	0	0	1	18	19	0	9	1	2	0	0	12	13
08:15	0	18	1	2	0	0	21	22	0	18	2	0	0	0	20	20
08:30	0	12	2	0	0	1	15	16	0	21	1	1	0	0	23	23.5
08:45	0	25	2	0	0	0	27	27	0	19	0	1	0	1	21	22.5
H/TOT	0	71	6	2	0	2	81	84	0	67	4	4	0	1	76	79
09:00	1	24	2	2	1	1	31	34	0	20	2	1	0	0	23	23.5
09:15	1	28	3	0	0	0	32	31	2	23	1	2	0	0	28	27.8
09:30	0	27	3	1	0	0	31	32	0	34	1	0	0	0	35	35
09:45	1	37	4	1	1	1	45	47	3	48	3	1	0	0	55	53.7
H/TOT	3	116	12	4	2	2	139	144	5	125	7	4	0	0	141	140
10:00	1	46	0	0	1	1	49	51	0	42	3	0	0	0	45	45
10:15	1	55	7	2	0	0	65	65	0	40	4	2	0	0	46	47
10:30	0	60	8	1	0	1	70	72	0	50	7	0	0	0	57	57
10:45	1	75	8	1	1	1	87	89	0	67	3	3	0	1	74	76.5
H/TOT	3	236	23	4	2	3	271	277	0	199	17	5	0	1	222	225.5
11:00	0	61	4	1	1	1	68	71	0	62	2	1	0	0	65	65.5
11:15	0	59	5	0	1	0	65	66	0	75	4	1	1	0	81	82.8
11:30	0	68	8	1	0	1	78	80	0	87	8	0	0	0	95	95
11:45	0	71	13	2	0	0	86	87	0	72	8	0	2	0	82	84.6
H/TOT	0	259	30	4	2	2	297	304	0	296	22	2	3	0	323	327.9
12:00	0	83	9	2	0	1	95	97	0	79	5	2	0	0	86	87
12:15	0	83	12	0	1	0	96	97	1	90	2	1	0	1	95	95.9
12:30	0	90	6	0	0	0	96	96	0	93	1	2	0	0	96	97
12:45	0	95	8	1	0	0	104	105	0	95	8	0	0	1	104	105
H/TOT	0	351	35	3	1	1	391	395	1	357	16	5	0	2	381	384.9
13:00	0	88	9	0	1	1	99	101	0	109	16	2	0	0	127	128
13:15	0	99	6	2	0	0	107	108	1	99	8	1	0	0	109	108.9
13:30	0	92	14	0	1	1	108	110	1	91	8	3	0	0	103	103.9
13:45	1	87	11	0	0	0	99	98	0	99	10	1	2	0	112	115.1
H/TOT	1	366	40	2	2	2	413	418	2	398	42	7	2	0	451	455.9
14:00	0	97	8	1	0	1	107	109	0	103	12	1	0	0	116	116.5
14:15	0	111	13	1	0	0	125	126	0	89	5	0	1	1	96	98.3
14:30	0	92	8	2	1	0	103	105	3	80	8	1	0	0	92	90.7
14:45	0	93	10	0	0	0	103	103	0	120	7	1	0	0	128	128.5
H/TOT	0	393	39	4	1	1	438	442	3	392	32	3	1	1	432	434
15:00	0	105	4	0	0	1	110	111	0	112	6	2	1	0	121	123.3
15:15	0	81	5	1	0	0	87	88	0	105	5	0	0	1	111	112
15:30	0	97	6	1	0	1	105	107	0	93	7	1	0	0	101	101.5
15:45	0	97	8	0	1	0	106	107	1	85	8	1	0	1	96	96.9
H/TOT	0	380	23	2	1	2	408	412	1	395	26	4	1	2	429	433.7
16:00	0	107	7	3	1	0	118	121	0	111	4	0	0	0	115	115
16:15	0	80	6	1	0	0	87	88	0	94	7	0	0	0	101	101
16:30	0	81	8	1	0	0	90	91	0	97	11	1	0	0	109	109.5
16:45	0	77	9	2	1	0	89	91	0	88	3	1	0	1	93	94.5
H/TOT	0	345	30	7	2	0	384	390	0	390	25	2	0	1	418	420
17:00	0	65	2	1	0	0	68	69	0	86	6	1	1	0	94	95.8
17:15	0	69	6	0	0	0	75	75	0	74	7	2	0	1	84	86

17:30	1	67	7	0	0	0	75	74	0	81	7	0	0	0	88	88
17:45	0	85	7	2	1	0	95	97	0	81	3	1	0	0	85	85.5
H/TOT	1	286	22	3	1	0	313	315	0	322	23	4	1	1	351	355.3
18:00	0	67	8	0	0	0	75	75	0	80	10	1	0	0	91	91.5
18:15	0	67	6	1	1	1	76	79	0	63	4	0	1	0	68	69.3
18:30	0	58	4	0	0	0	62	62	0	71	8	0	0	0	79	79
18:45	0	84	5	0	0	0	89	89	0	69	8	2	0	1	80	82
H/TOT	0	276	23	1	1	1	302	305	0	283	30	3	1	1	318	321.8
19:00	0	60	6	1	1	0	68	70	0	84	2	0	1	0	87	88.3
19:15	0	61	7	0	2	0	70	73	0	43	2	1	0	0	46	46.5
19:30	0	48	7	1	0	0	56	57	0	47	3	0	0	0	50	50
19:45	0	45	6	1	0	0	52	53	0	50	5	1	0	0	56	56.5
H/TOT	0	214	26	3	3	0	246	251	0	224	12	2	1	0	239	241.3
20:00	0	38	10	0	0	1	49	50	0	46	1	0	0	0	47	47
20:15	0	47	9	0	0	0	56	56	0	50	3	1	0	0	54	54.5
20:30	1	35	4	0	0	0	40	39	0	40	3	1	0	0	44	44.5
20:45	0	53	7	0	0	0	60	60	0	44	3	0	0	0	47	47
H/TOT	1	173	30	0	0	1	205	205	0	180	10	2	0	0	192	193
21:00	0	46	2	0	0	0	48	48	0	38	2	0	0	0	40	40
21:15	0	36	1	2	0	0	39	40	0	41	2	0	0	0	43	43
21:30	0	33	2	0	0	0	35	35	0	34	1	0	0	0	35	35
21:45	0	22	1	0	0	0	23	23	0	32	1	0	0	0	33	33
H/TOT	0	137	6	2	0	0	145	146	0	145	6	0	0	0	151	151
22:00	0	19	0	0	0	0	19	19	0	25	0	0	0	0	25	25
22:15	0	19	1	0	0	0	20	20	0	16	0	0	0	0	16	16
22:30	0	17	0	0	0	0	17	17	0	16	1	3	0	0	20	21.5
22:45	0	18	0	0	0	0	18	18	0	12	0	0	0	0	12	12
H/TOT	0	73	1	0	0	0	74	74	0	69	1	3	0	0	73	74.5
23:00	0	9	1	0	0	0	10	10	0	7	0	0	0	0	7	7
23:15	0	7	0	0	0	0	7	7	0	4	1	0	0	0	5	5
23:30	0	5	0	0	0	0	5	5	0	9	0	0	0	0	9	9
23:45	0	9	1	0	0	0	10	10	0	6	0	0	0	0	6	6
H/TOT	0	30	2	0	0	0	32	32	0	26	1	0	0	0	27	27
24 TOT	9	3882	360	47	20	26	4344	##	12	4048	285	60	11	14	4430	4481.1



IDASO

Survey Name: 030 21088 Ballymany, Newbridge
Site: ATC 1
Location: R445 Ballymany Newbridge
Date: Mon 19-Apr-2021

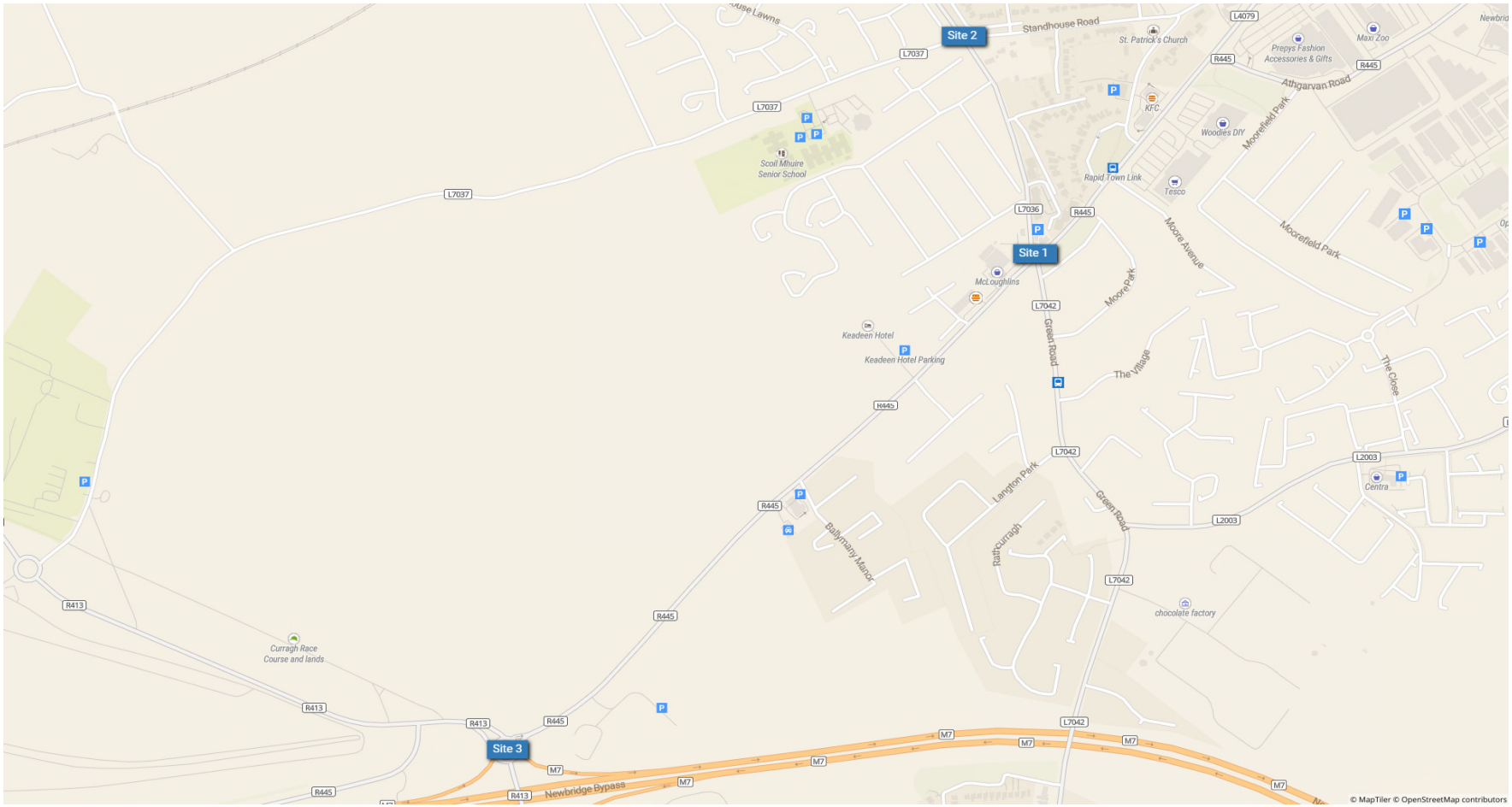
	Northbound (A => B)								Southbound (B => A)							
TIME	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
00:00	0	8	2	0	0	0	10	10	0	8	0	0	0	0	8	8
00:15	0	5	0	1	0	0	6	6.5	0	8	0	1	1	0	10	11.8
00:30	0	2	0	0	0	0	2	2	0	4	0	0	0	1	5	6
00:45	0	2	0	0	0	0	2	2	0	2	1	0	0	0	3	3
H/TOT	0	17	2	1	0	0	20	21	0	22	1	1	1	1	26	28.8
01:00	0	1	1	0	0	0	2	2	0	3	1	0	0	0	4	4
01:15	0	3	1	0	0	1	5	6	0	3	0	0	0	0	3	3
01:30	0	1	0	1	0	0	2	2.5	0	0	0	0	0	1	1	2
01:45	0	2	0	0	1	0	3	4.3	0	1	0	0	0	0	1	1
H/TOT	0	7	2	1	1	1	12	15	0	7	1	0	0	1	9	10
02:00	0	1	1	0	0	0	2	2	0	3	1	0	0	0	4	4
02:15	0	4	0	0	0	0	4	4	0	3	0	0	0	0	3	3
02:30	0	1	2	0	0	0	3	3	0	5	0	0	0	0	5	5
02:45	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0
H/TOT	0	7	3	0	0	0	10	10	0	11	1	0	0	0	12	12
03:00	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
03:30	0	1	0	0	0	0	1	1	0	1	0	0	0	0	1	1
03:45	0	1	1	0	0	0	2	2	0	3	0	0	0	0	3	3
H/TOT	0	2	1	0	0	1	4	5	0	5	0	0	0	0	5	5
04:00	0	0	0	1	0	0	1	1.5	0	4	0	1	0	0	5	5.5
04:15	0	1	0	0	0	1	2	3	0	3	0	0	0	0	3	3
04:30	0	2	2	0	0	0	4	4	0	4	0	0	0	0	4	4
04:45	0	4	0	1	0	0	5	5.5	0	2	0	2	0	0	4	5
H/TOT	0	7	2	2	0	1	12	14	0	13	0	3	0	0	16	17.5
05:00	0	3	2	0	1	0	6	7.3	0	10	0	1	0	0	11	11.5
05:15	0	8	0	0	2	0	10	13	0	6	0	2	0	0	8	9
05:30	0	16	3	0	1	0	20	21	0	22	0	0	0	0	22	22
05:45	1	14	2	2	1	0	20	22	0	12	0	0	0	0	12	12
H/TOT	1	41	7	2	5	0	56	63	0	50	0	3	0	0	53	54.5
06:00	0	15	2	1	0	2	20	23	0	25	2	1	1	0	29	30.8
06:15	0	35	2	1	0	0	38	39	0	22	4	2	2	0	30	33.6
06:30	0	51	6	1	3	0	61	65	1	24	5	3	0	1	34	35.9
06:45	0	67	11	3	0	0	81	83	0	40	6	7	0	0	53	56.5
H/TOT	0	168	21	6	3	2	200	209	1	111	17	13	3	1	146	156.8
07:00	0	68	7	2	0	1	78	80	0	50	6	8	0	0	64	68
07:15	1	65	16	1	1	1	85	87	0	52	13	2	2	0	69	72.6

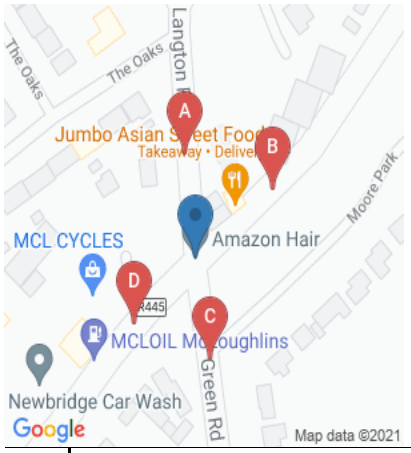
07:30	0	86	9	2	3	1	101	107	0	52	7	4	0	0	63	65
07:45	0	82	18	3	0	1	104	107	0	70	14	2	1	0	87	89.3
H/TOT	1	301	50	8	4	4	368	381	0	224	40	16	3	0	283	294.9
08:00	1	81	9	4	0	2	97	100	0	86	12	3	1	2	104	108.8
08:15	0	103	11	5	2	0	121	126	0	94	14	5	0	0	113	115.5
08:30	0	96	8	5	0	1	110	114	0	81	8	7	0	1	97	101.5
08:45	0	99	10	3	1	0	113	116	0	79	10	5	0	0	94	96.5
H/TOT	1	379	38	17	3	3	441	456	0	340	44	20	1	3	408	422.3
09:00	1	66	17	7	2	3	96	105	0	89	8	5	0	0	102	104.5
09:15	0	82	9	3	0	0	94	96	1	55	12	2	2	1	73	77
09:30	0	57	8	8	0	0	73	77	0	64	7	2	0	0	73	74
09:45	0	73	14	5	1	0	93	97	0	51	8	3	1	1	64	67.8
H/TOT	1	278	48	23	3	3	356	374	1	259	35	12	3	2	312	323.3
10:00	0	62	10	4	0	0	76	78	0	53	7	9	0	0	69	73.5
10:15	0	60	14	3	0	0	77	79	0	59	14	3	1	0	77	79.8
10:30	0	75	14	5	3	1	98	105	0	61	10	6	2	0	79	84.6
10:45	0	68	16	2	0	2	88	91	0	69	1	5	0	0	75	77.5
H/TOT	0	265	54	14	3	3	339	353	0	242	32	23	3	0	300	315.4
11:00	0	67	10	2	0	1	80	82	0	68	12	8	1	0	89	94.3
11:15	0	65	10	2	1	0	78	80	1	64	8	2	1	2	78	81.7
11:30	0	71	8	3	1	0	83	86	0	83	9	2	1	1	96	99.3
11:45	0	78	10	6	2	2	98	106	0	79	7	6	0	0	92	95
H/TOT	0	281	38	13	4	3	339	354	1	294	36	18	3	3	355	370.3
12:00	1	74	10	2	0	0	87	87	0	69	10	1	1	0	81	82.8
12:15	1	94	14	3	0	1	113	115	1	63	8	4	1	2	79	83.7
12:30	0	92	12	2	2	0	108	112	1	67	11	5	0	0	84	85.9
12:45	1	79	15	2	2	0	99	102	0	76	11	1	2	1	91	95.1
H/TOT	3	339	51	9	4	1	407	416	2	275	40	11	4	3	335	347.5
13:00	1	86	13	2	0	0	102	102	1	94	15	4	1	1	116	119.7
13:15	0	65	20	3	3	1	92	98	1	80	12	0	0	1	94	94.4
13:30	0	69	7	2	0	1	79	81	0	80	11	8	0	1	100	105
13:45	0	80	7	2	2	1	92	97	0	74	12	1	1	0	88	89.8
H/TOT	1	300	47	9	5	3	365	378	2	328	50	13	2	3	398	408.9
14:00	0	69	8	1	0	2	80	83	0	80	14	4	1	0	99	102.3
14:15	0	86	15	4	1	0	106	109	0	104	5	3	1	1	114	117.8
14:30	0	81	15	5	2	0	103	108	0	81	9	2	1	0	93	95.3
14:45	1	71	14	2	1	1	90	93	0	72	10	2	1	1	86	89.3
H/TOT	1	307	52	12	4	3	379	393	0	337	38	11	4	2	392	404.7
15:00	1	91	9	3	1	1	106	109	0	87	8	3	1	0	99	101.8
15:15	0	100	9	5	0	0	114	117	0	107	14	1	0	1	123	124.5
15:30	2	87	12	1	0	0	102	101	0	83	15	4	0	0	102	104
15:45	1	66	13	3	2	0	85	89	0	97	15	3	1	0	116	118.8
H/TOT	4	344	43	12	3	1	407	416	0	374	52	11	2	1	440	449.1
16:00	0	87	11	3	0	0	101	103	0	110	15	8	0	1	134	139
16:15	0	93	12	0	0	1	106	107	0	94	12	4	1	0	111	114.3
16:30	1	83	9	4	0	0	97	98	0	114	14	2	2	2	134	139.6
16:45	0	88	8	2	1	2	101	105	0	91	10	2	0	0	103	104
H/TOT	1	351	40	9	1	3	405	413	0	409	51	16	3	3	482	496.9
17:00	1	69	8	4	0	1	83	85	0	94	11	4	0	0	109	111
17:15	0	84	12	3	0	1	100	103	0	110	10	4	0	1	125	128

17:30	0	89	8	3	0	0	100	102	0	104	8	1	0	0	113	113.5
17:45	0	72	10	1	1	0	84	86	0	98	9	1	0	0	108	108.5
H/TOT	1	314	38	11	1	2	367	375	0	406	38	10	0	1	455	461
18:00	0	77	10	3	0	1	91	94	0	100	6	3	0	0	109	110.5
18:15	0	69	16	2	0	1	88	90	1	101	12	2	1	2	119	122.7
18:30	0	73	13	2	0	0	88	89	0	75	11	2	0	0	88	89
18:45	0	89	3	0	0	0	92	92	0	81	7	1	0	0	89	89.5
H/TOT	0	308	42	7	0	2	359	365	1	357	36	8	1	2	405	411.7
19:00	0	70	6	1	1	0	78	80	0	82	5	1	0	1	89	90.5
19:15	0	69	8	2	0	0	79	80	0	75	9	2	0	1	87	89
19:30	1	48	5	2	0	0	56	56	0	55	8	1	0	0	64	64.5
19:45	0	49	11	0	1	0	61	62	0	46	5	0	0	1	52	53
H/TOT	1	236	30	5	2	0	274	279	0	258	27	4	0	3	292	297
20:00	2	38	5	1	0	1	47	47	1	50	1	2	0	0	54	54.4
20:15	0	41	6	3	0	0	50	52	0	43	8	3	0	0	54	55.5
20:30	0	37	4	2	0	0	43	44	0	38	3	0	0	1	42	43
20:45	0	33	3	2	0	0	38	39	0	35	4	1	0	0	40	40.5
H/TOT	2	149	18	8	0	1	178	182	1	166	16	6	0	1	190	193.4
21:00	0	38	2	0	0	0	40	40	0	35	3	1	0	0	39	39.5
21:15	0	35	5	0	0	1	41	42	0	37	1	0	0	0	38	38
21:30	0	32	0	1	1	0	34	36	0	25	1	0	0	0	26	26
21:45	0	19	0	0	1	0	20	21	0	18	1	1	1	0	21	22.8
H/TOT	0	124	7	1	2	1	135	139	0	115	6	2	1	0	124	126.3
22:00	0	19	2	1	0	0	22	23	0	27	2	2	0	0	31	32
22:15	0	16	0	0	0	0	16	16	0	18	0	0	0	0	18	18
22:30	0	9	1	0	1	0	11	12	0	10	1	0	0	0	11	11
22:45	0	8	2	0	0	0	10	10	0	10	0	1	0	0	11	11.5
H/TOT	0	52	5	1	1	0	59	61	0	65	3	3	0	0	71	72.5
23:00	0	6	2	0	0	0	8	8	0	15	1	0	0	0	16	16
23:15	0	10	1	0	0	1	12	13	0	9	1	0	0	0	10	10
23:30	0	4	1	1	0	0	6	6.5	0	7	0	0	0	0	7	7
23:45	0	7	0	0	0	0	7	7	0	7	0	0	0	0	7	7
H/TOT	0	27	4	1	0	1	33	35	0	38	2	0	0	0	40	40
24 TOT	18	4604	643	172	49	39	5525	##	9	4706	566	204	34	30	5549	5719.8

IDASO

Survey Name: 030 21088 Ballymany, Newbridge
Date: Tue 13 Apr 2021





IDASO

Survey Name: 030 21088 Ballymany, Newbridge
Site: Site 1
Location: R445/Green Road
Date: Tue 13-Apr-2021

	A => A										A => B									
TIME	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
07:15	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
07:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
07:45	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	7	7
08:00	0	0	0	0	0	0	0	0	0	0	1	0	7	0	1	0	0	0	9	8.2
08:15	0	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0	4	3.2
08:30	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
08:45	0	0	0	0	0	0	0	0	0	0	1	0	4	0	1	0	0	0	6	5.2
H/TOT	0	0	0	0	0	0	0	0	0	0	3	0	16	0	2	0	0	0	21	18.6
09:00	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	3	3.5
09:15	0	0	0	0	0	0	0	0	0	0	2	0	5	0	0	0	0	0	7	5.4
09:30	0	0	0	0	0	0	0	0	0	0	0	0	6	0	1	0	0	0	7	7
09:45	0	0	0	0	0	0	0	0	0	0	0	0	4	0	2	0	0	0	6	6
H/TOT	0	0	0	0	0	0	0	0	0	0	2	0	17	0	3	1	0	0	23	21.9
10:00	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	5	5
10:15	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	3	3

10:30	0	0	0	0	0	0	0	0	0	0	0	0	5	0	1	0	0	0	6	6
10:45	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	7	7
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	19	0	2	0	0	0	21	21
11:00	0	0	0	0	0	0	0	0	0	0	0	0	7	0	1	0	0	0	8	8
11:15	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	7	7
11:30	0	0	0	0	0	0	0	0	0	0	0	0	5	0	2	0	0	0	7	7
11:45	0	0	0	0	0	0	0	0	0	0	1	0	9	0	2	0	0	0	12	11.2
H/TOT	0	0	0	0	0	0	0	0	0	0	1	0	28	0	5	0	0	0	34	33.2
12:00	0	0	0	0	0	0	0	0	0	0	0	0	5	0	2	0	0	0	7	7
12:15	0	0	0	0	0	0	0	0	0	0	1	0	3	0	2	1	0	0	7	6.7
12:30	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	7	7
12:45	0	0	0	0	0	0	0	0	0	0	0	0	6	0	1	0	0	0	7	7
H/TOT	0	0	0	0	0	0	0	0	0	0	1	0	21	0	5	1	0	0	28	27.7
13:00	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	5	5
13:15	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	7	7
13:30	0	0	0	0	0	0	0	0	0	0	1	0	5	0	0	1	0	0	7	6.7
13:45	0	0	0	0	0	0	0	0	0	0	1	0	6	0	0	0	0	0	7	6.2
H/TOT	0	0	0	0	0	0	0	0	0	0	2	0	23	0	0	1	0	0	26	24.9
14:00	0	0	0	0	0	0	0	0	0	0	0	0	8	1	1	1	0	0	11	11.5
14:15	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	0	4	4
14:30	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	9	9
14:45	0	0	0	0	0	0	0	0	0	0	0	0	4	0	1	0	0	0	5	5
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	24	1	3	1	0	0	29	29.5
15:00	0	0	0	0	0	0	0	0	0	0	1	0	8	0	1	1	0	0	11	10.7
15:15	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	6	6
15:30	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	4
15:45	0	0	0	0	0	0	0	0	0	0	0	1	8	0	1	0	0	0	10	9.4
H/TOT	0	0	0	0	0	0	0	0	0	0	1	1	26	0	2	1	0	0	31	30.1
16:00	0	0	0	0	0	0	0	0	0	0	1	0	8	0	0	0	0	0	9	8.2
16:15	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	1	0	0	7	7.5
16:30	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	0	4	4

16:45	0	0	0	0	0	0	0	0	0	0	1	0	9	0	1	0	0	0	11	10.2
H/TOT	0	0	0	0	0	0	0	0	0	0	2	0	26	0	2	1	0	0	31	29.9
17:00	0	0	0	0	0	0	0	0	0	0	0	0	4	0	1	0	0	0	5	5
17:15	0	0	0	0	0	0	0	0	0	0	0	0	5	0	1	0	0	0	6	6
17:30	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	0	4	4
17:45	0	0	0	0	0	0	0	0	0	0	0	0	5	0	2	0	0	0	7	7
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	17	0	5	0	0	0	22	22
18:00	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3
18:15	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	7	7
18:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
18:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	0	12	12
12 TOT	0	0	0	0	0	0	0	0	0	0	12	1	236	1	29	6	0	0	285	277.8

	A => C										A => D									
TIME	**P/C**	**M/C**	**CAR**	**TAXI**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**TAXI**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
07:00	0	0	4	0	1	0	0	0	5	5	0	0	23	0	4	1	0	0	28	28.5
07:15	0	0	27	0	2	0	0	0	29	29	0	0	27	0	7	1	1	0	36	37.8
07:30	0	0	14	0	6	0	0	0	20	20	0	0	26	0	4	0	0	0	30	30
07:45	0	0	25	0	1	0	0	0	26	26	0	0	24	0	5	3	0	0	32	33.5
H/TOT	0	0	70	0	10	0	0	0	80	80	0	0	100	0	20	5	1	0	126	129.8
08:00	0	0	35	0	2	0	0	1	38	39	0	0	34	0	5	0	0	0	39	39
08:15	1	0	38	0	2	0	0	0	41	40.2	0	0	44	0	6	0	0	0	50	50
08:30	1	0	36	0	0	0	0	1	38	38.2	0	0	38	0	3	1	1	0	43	44.8
08:45	0	0	49	0	1	0	0	0	50	50	0	0	36	0	5	0	0	0	41	41
H/TOT	2	0	158	0	5	0	0	2	167	167	0	0	152	0	19	1	1	0	173	174.8
09:00	1	0	40	0	4	0	0	0	45	44.2	0	0	56	0	3	0	0	0	59	59
09:15	0	0	20	0	1	0	0	0	21	21	0	0	20	0	3	4	0	0	27	29
09:30	0	0	14	0	3	0	0	0	17	17	0	0	21	0	5	3	0	0	29	30.5
09:45	1	0	13	0	1	0	0	0	15	14.2	0	0	17	0	2	0	0	0	19	19
H/TOT	2	0	87	0	9	0	0	0	98	96.4	0	0	114	0	13	7	0	0	134	137.5
10:00	0	0	9	0	1	0	0	0	10	10	0	0	14	0	1	0	0	0	15	15
10:15	0	0	8	0	0	0	0	1	9	10	0	0	12	0	1	1	0	0	14	14.5

10:30	0	0	11	0	2	0	1	0	14	15.3	0	0	13	0	4	0	0	0	17	17
10:45	0	0	13	0	0	2	0	0	15	16	0	0	23	0	2	0	0	0	25	25
H/TOT	0	0	41	0	3	2	1	1	48	51.3	0	0	62	0	8	1	0	0	71	71.5
11:00	0	1	9	0	3	2	0	0	15	15.4	0	0	15	0	3	0	0	0	18	18
11:15	0	0	12	0	3	1	0	0	16	16.5	0	0	6	0	4	1	0	0	11	11.5
11:30	0	0	14	1	3	1	0	0	19	19.5	0	0	13	0	3	0	0	0	16	16
11:45	0	0	21	0	0	0	1	0	22	23.3	0	0	21	0	4	1	0	0	26	26.5
H/TOT	0	1	56	1	9	4	1	0	72	74.7	0	0	55	0	14	2	0	0	71	72
12:00	0	0	15	0	0	1	0	0	16	16.5	0	0	18	0	2	1	0	0	21	21.5
12:15	1	0	16	0	0	0	0	0	17	16.2	0	0	21	0	4	0	0	0	25	25
12:30	0	0	14	0	1	0	0	0	15	15	0	0	19	0	2	0	0	0	21	21
12:45	0	0	22	0	0	0	0	0	22	22	0	0	13	0	6	1	0	0	20	20.5
H/TOT	1	0	67	0	1	1	0	0	70	69.7	0	0	71	0	14	2	0	0	87	88
13:00	2	0	27	0	0	0	0	0	29	27.4	0	0	25	0	7	0	0	0	32	32
13:15	0	0	22	0	2	0	0	0	24	24	0	0	20	0	1	0	0	0	21	21
13:30	0	0	30	0	3	0	0	0	33	33	0	0	21	0	1	0	0	0	22	22
13:45	0	0	32	1	3	0	0	0	36	36	0	0	25	0	2	0	0	0	27	27
H/TOT	2	0	111	1	8	0	0	0	122	120	0	0	91	0	11	0	0	0	102	102
14:00	0	0	24	0	0	1	0	0	25	25.5	0	0	18	0	5	1	0	0	24	24.5
14:15	0	0	22	0	2	0	0	0	24	24	0	0	22	0	2	0	2	0	26	28.6
14:30	0	0	35	0	2	0	1	0	38	39.3	0	0	26	0	1	1	0	0	28	28.5
14:45	2	0	60	1	3	2	0	1	69	69.4	0	0	16	0	3	0	0	0	19	19
H/TOT	2	0	141	1	7	3	1	1	156	158	0	0	82	0	11	2	2	0	97	100.6
15:00	0	1	16	0	1	1	0	0	19	18.9	0	1	24	0	3	0	0	0	28	27.4
15:15	0	0	21	0	4	3	0	0	28	29.5	0	0	26	0	1	0	0	0	27	27
15:30	1	0	14	0	2	0	1	0	18	18.5	1	0	21	0	2	0	0	0	24	23.2
15:45	0	0	18	0	1	1	1	0	21	22.8	1	0	27	0	5	0	0	0	33	32.2
H/TOT	1	1	69	0	8	5	2	0	86	89.7	2	1	98	0	11	0	0	0	112	109.8
16:00	0	0	38	0	3	0	0	0	41	41	1	0	27	0	5	1	0	0	34	33.7
16:15	1	0	19	0	5	0	0	0	25	24.2	0	1	26	2	3	0	0	0	32	31.4
16:30	0	0	16	0	2	0	0	0	18	18	0	0	30	0	5	0	0	0	35	35

16:45	0	0	27	0	6	0	0	0	33	33	0	0	20	0	4	1	0	0	25	25.5
H/TOT	1	0	100	0	16	0	0	0	117	116	1	1	103	2	17	2	0	0	126	125.6
17:00	0	0	18	1	5	0	0	0	24	24	0	0	28	0	1	0	0	0	29	29
17:15	0	0	21	0	1	1	0	0	23	23.5	0	0	30	0	7	1	0	0	38	38.5
17:30	0	0	15	0	2	0	0	0	17	17	0	0	28	0	4	0	0	0	32	32
17:45	2	0	20	0	3	0	0	0	25	23.4	0	0	29	0	2	1	0	0	32	32.5
H/TOT	2	0	74	1	11	1	0	0	89	87.9	0	0	115	0	14	2	0	0	131	132
18:00	1	0	22	0	1	0	0	0	24	23.2	0	0	23	1	4	0	0	0	28	28
18:15	0	0	22	0	1	0	0	0	23	23	0	0	17	1	8	0	0	0	26	26
18:30	1	0	16	0	2	0	0	0	19	18.2	0	0	16	0	2	0	0	0	18	18
18:45	0	0	19	0	3	0	0	0	22	22	0	1	25	0	1	1	0	0	28	27.9
H/TOT	2	0	79	0	7	0	0	0	88	86.4	0	1	81	2	15	1	0	0	100	99.9
L2 TOT	15	2	1053	4	94	16	5	4	1193	1198	3	3	1124	4	167	25	4	0	1330	1343.5

	B => A										B => B									
TIME	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU
07:00	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
07:30	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TO	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
08:00	0	0	3	0	1	1	0	0	5	5.5	0	0	0	0	0	0	0	0	0	0
08:15	0	0	4	0	2	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0
08:30	1	0	5	0	0	1	0	0	7	6.7	0	0	0	0	0	0	0	0	0	0
08:45	0	0	4	0	3	1	0	0	8	8.5	0	0	0	0	0	0	0	0	0	0
H/TO	1	0	16	0	6	3	0	0	26	27	0	0	0	0	0	0	0	0	0	0
09:00	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
09:15	0	0	4	0	1	0	0	1	6	7	0	0	0	0	0	0	0	0	0	0
09:30	1	0	3	0	0	0	0	0	4	3.2	0	0	0	0	0	0	0	0	0	0
09:45	0	0	2	0	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
H/TO	1	0	10	0	2	0	0	1	14	14	0	0	0	0	0	0	0	0	0	0
10:00	1	0	3	0	1	0	0	0	5	4.2	0	0	0	0	0	0	0	0	0	0
10:15	0	0	4	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0

10:30	1	0	1	0	0	0	0	0	2	1.2	0	0	0	0	0	0	0	0	0	0
10:45	0	0	4	0	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0
I/TO	2	0	12	0	2	0	0	0	16	14	0	0	0	0	0	0	0	0	0	0
11:00	0	0	4	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0
11:15	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
11:30	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
11:45	0	0	3	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
I/TO	0	0	11	0	0	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
12:15	0	0	1	0	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
12:30	0	0	4	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0
12:45	0	0	6	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0
I/TO	0	0	11	0	2	0	0	0	13	13	0	0	0	0	0	0	0	0	0	0
13:00	0	0	8	0	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0
13:15	0	0	3	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
13:30	0	0	4	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0
13:45	0	0	6	0	0	1	0	0	7	7.5	0	0	0	0	0	0	0	0	0	0
I/TO	0	0	21	0	0	1	0	0	22	23	0	0	0	0	0	0	0	0	0	0
14:00	1	0	4	1	1	0	0	0	7	6.2	0	0	0	0	0	0	0	0	0	0
14:15	0	0	4	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0
14:30	0	0	6	0	0	0	0	0	6	6	0	0	0	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
I/TO	1	0	14	1	1	0	0	0	17	16	0	0	0	0	0	0	0	0	0	0
15:00	0	0	5	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0
15:15	0	0	3	0	0	1	0	0	4	4.5	0	0	0	0	0	0	0	0	0	0
15:30	0	0	4	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0
15:45	1	0	2	0	1	0	0	0	4	3.2	0	0	0	0	0	0	0	0	0	0
I/TO	1	0	14	0	1	1	0	0	17	17	0	0	0	0	0	0	0	0	0	0
16:00	1	0	3	0	1	0	0	0	5	4.2	0	0	0	0	0	0	0	0	0	0
16:15	1	0	3	0	0	0	0	0	4	3.2	0	0	0	0	0	0	0	0	0	0
16:30	1	0	7	0	0	0	0	0	8	7.2	0	0	0	0	0	0	0	0	0	0

16:45	0	0	3	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
I/TO	3	0	16	0	1	0	0	0	20	18	0	0	0	0	0	0	0	0	0	0
17:00	0	0	6	0	2	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0
17:15	0	0	9	0	1	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0
17:30	0	0	9	0	1	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0
17:45	0	0	6	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0
I/TO	0	0	30	0	4	0	0	0	34	34	0	0	0	0	0	0	0	0	0	0
18:00	0	0	4	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0
18:15	0	0	5	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0
18:30	0	0	4	1	2	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0
18:45	0	0	7	0	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0
I/TO	0	0	20	1	2	0	0	0	23	23	0	0	0	0	0	0	0	0	0	0
2 TO	9	0	176	2	21	5	0	1	214	210	0	0	0	0	0	0	0	0	0	0

	B => C										B => D									
TIME	**P/C**	**M/C**	**CAR**	**TAXI**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**TAXI**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
07:00	1	0	1	0	0	0	0	0	2	1.2	2	0	16	1	9	2	1	2	33	35.7
07:15	0	0	4	0	0	0	1	0	5	6.3	0	0	25	0	9	4	1	0	39	42.3
07:30	0	0	8	0	3	0	0	0	11	11	0	0	26	0	8	2	1	0	37	39.3
07:45	0	0	10	0	3	1	0	0	14	14.5	1	0	32	0	6	4	1	1	45	48.5
H/TOT	1	0	23	0	6	1	1	0	32	33	3	0	99	1	32	12	4	3	154	165.8
08:00	0	0	8	0	3	0	0	0	11	11	1	0	49	2	7	4	0	0	63	64.2
08:15	0	0	21	0	2	0	0	0	23	23	0	0	51	0	8	2	0	0	61	62
08:30	0	0	17	0	1	0	0	0	18	18	1	0	65	0	10	5	0	2	83	86.7
08:45	2	0	21	0	2	0	0	1	26	25.4	0	0	56	1	8	3	0	1	69	71.5
H/TOT	2	0	67	0	8	0	0	1	78	77.4	2	0	221	3	33	14	0	3	276	284.4
09:00	0	0	26	0	2	0	1	0	29	30.3	0	0	45	1	6	1	1	1	55	57.8
09:15	0	0	17	0	3	0	1	0	21	22.3	0	1	51	0	5	2	0	1	60	61.4
09:30	0	0	16	0	2	0	0	0	18	18	1	0	43	0	5	3	0	1	53	54.7
09:45	0	0	13	0	1	0	1	0	15	16.3	1	0	38	0	4	3	2	1	49	53.3
H/TOT	0	0	72	0	8	0	3	0	83	86.9	2	1	177	1	20	9	3	4	217	227.2
10:00	0	0	17	0	3	0	0	0	20	20	0	0	36	1	7	4	0	0	48	50
10:15	0	0	14	0	2	1	0	0	17	17.5	0	0	46	1	6	4	0	0	57	59

10:30	1	0	18	0	0	0	0	1	20	20.2	0	3	64	2	11	6	1	1	88	91.5
10:45	0	0	17	0	0	2	0	0	19	20	0	0	52	0	6	6	4	1	69	78.2
H/TOT	1	0	66	0	5	3	0	1	76	77.7	0	3	198	4	30	20	5	2	262	278.7
11:00	0	0	24	0	1	0	1	0	26	27.3	0	0	57	1	7	1	3	0	69	73.4
11:15	0	0	19	0	0	0	1	0	20	21.3	0	0	71	0	12	1	0	1	85	86.5
11:30	0	0	26	0	2	0	0	0	28	28	0	0	66	1	7	2	3	0	79	83.9
11:45	0	0	22	0	2	0	0	0	24	24	0	0	65	0	8	1	1	1	76	78.8
H/TOT	0	0	91	0	5	0	2	0	98	101	0	0	259	2	34	5	7	2	309	322.6
12:00	0	0	21	0	2	0	1	0	24	25.3	0	0	62	0	11	1	0	0	74	74.5
12:15	0	0	22	0	2	2	0	0	26	27	0	3	46	0	6	2	0	1	58	58.2
12:30	0	0	15	0	2	0	0	1	18	19	0	1	80	0	3	1	1	0	86	87.2
12:45	0	0	27	0	2	0	0	0	29	29	0	1	65	0	8	2	2	1	79	83
H/TOT	0	0	85	0	8	2	1	1	97	100	0	5	253	0	28	6	3	2	297	302.9
13:00	0	0	23	0	0	0	0	0	23	23	0	2	65	0	12	2	1	1	83	85.1
13:15	0	0	30	0	0	1	1	0	32	33.8	0	0	70	0	9	0	1	2	82	85.3
13:30	0	0	30	0	3	0	0	1	34	35	0	1	72	1	4	0	1	0	79	79.7
13:45	0	0	25	0	1	0	0	0	26	26	2	1	57	1	5	2	1	0	69	69.1
H/TOT	0	0	108	0	4	1	1	1	115	118	2	4	264	2	30	4	4	3	313	319.2
14:00	1	0	24	0	1	1	0	0	27	26.7	0	0	54	2	4	2	0	1	63	65
14:15	1	0	23	0	2	1	0	0	27	26.7	0	0	57	1	10	3	0	1	72	74.5
14:30	0	0	24	0	1	0	0	0	25	25	0	0	72	1	10	0	0	0	83	83
14:45	0	0	17	0	2	0	1	0	20	21.3	1	1	59	0	3	3	1	0	68	69.4
H/TOT	2	0	88	0	6	2	1	0	99	99.7	1	1	242	4	27	8	1	2	286	291.9
15:00	1	0	26	1	3	0	0	0	31	30.2	1	0	73	1	2	1	0	1	79	79.7
15:15	0	0	29	0	1	0	0	0	30	30	2	0	69	0	7	1	1	1	81	82.2
15:30	0	0	21	0	2	0	0	0	23	23	1	0	65	2	6	0	0	0	74	73.2
15:45	1	0	28	0	1	0	0	0	30	29.2	1	0	80	1	2	1	0	0	85	84.7
H/TOT	2	0	104	1	7	0	0	0	114	112	5	0	287	4	17	3	1	2	319	319.8
16:00	0	0	23	0	0	0	1	1	25	27.3	1	0	65	0	8	1	0	1	76	76.7
16:15	0	0	29	0	2	1	0	1	33	34.5	0	0	77	1	5	1	0	3	87	90.5
16:30	0	0	27	0	0	0	2	1	30	33.6	2	0	89	0	9	0	0	2	102	102.4

16:45	0	0	27	0	3	0	0	0	30	30	0	0	72	0	10	2	1	0	85	87.3
H/TOT	0	0	106	0	5	1	3	3	118	125	3	0	303	1	32	4	1	6	350	356.9
17:00	0	0	36	0	2	0	0	0	38	38	1	0	84	0	8	1	0	1	95	95.7
17:15	0	0	34	0	0	0	0	1	35	36	0	0	85	2	9	3	0	1	100	102.5
17:30	0	0	34	0	0	1	0	0	35	35.5	0	1	94	0	10	1	0	0	106	105.9
17:45	0	0	26	0	2	0	0	0	28	28	4	2	74	0	6	0	0	0	86	81.6
H/TOT	0	0	130	0	4	1	0	1	136	138	5	3	337	2	33	5	0	2	387	385.7
18:00	0	0	28	0	2	0	0	0	30	30	0	1	74	1	7	1	2	1	87	90.5
18:15	2	0	29	0	2	1	0	1	35	34.9	1	0	67	0	5	1	1	1	76	78
18:30	0	0	31	0	1	0	0	0	32	32	0	0	72	0	6	1	0	0	79	79.5
18:45	0	0	20	0	0	0	0	0	20	20	0	0	67	1	3	0	0	0	71	71
H/TOT	2	0	108	0	5	1	0	1	117	117	1	1	280	2	21	3	3	2	313	319
L2 TOT	10	0	1048	1	71	12	12	9	1163	1186	24	18	2920	26	337	93	32	33	3483	3574.1

	C => A										C => B									
TIME	**P/C**	**M/C**	**CAR**	**TAXI**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**TAXI**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
07:00	0	0	4	0	0	0	0	0	4	4	0	0	7	0	1	0	0	0	8	8
07:15	0	0	11	0	0	0	0	0	11	11	0	0	15	0	1	0	0	1	17	18
07:30	0	0	9	0	0	0	0	0	9	9	1	0	8	0	3	0	0	0	12	11.2
07:45	0	0	13	0	2	0	0	0	15	15	0	0	10	0	1	1	1	1	14	16.8
H/TOT	0	0	37	0	2	0	0	0	39	39	1	0	40	0	6	1	1	2	51	54
08:00	0	0	29	0	5	1	0	0	35	35.5	0	0	15	0	2	0	0	2	19	21
08:15	0	0	36	0	3	0	0	0	39	39	0	0	21	0	2	0	0	0	23	23
08:30	0	0	44	0	2	0	0	1	47	48	0	0	20	0	1	0	0	0	21	21
08:45	0	0	49	0	2	1	0	0	52	52.5	0	0	14	0	1	0	0	1	16	17
H/TOT	0	0	158	0	12	2	0	1	173	175	0	0	70	0	6	0	0	3	79	82
09:00	0	0	21	0	1	2	0	0	24	25	0	0	22	0	1	1	0	0	24	24.5
09:15	0	0	9	0	1	1	0	0	11	11.5	0	0	10	0	2	0	0	0	12	12
09:30	0	0	6	0	2	1	1	0	10	11.8	0	0	17	1	2	0	0	0	20	20
09:45	0	0	9	0	5	1	0	0	15	15.5	0	0	17	0	2	0	0	0	19	19
H/TOT	0	0	45	0	9	5	1	0	60	63.8	0	0	66	1	7	1	0	0	75	75.5
10:00	0	0	5	0	2	0	0	0	7	7	0	0	17	0	2	0	0	0	19	19
10:15	0	0	8	0	1	0	0	0	9	9	0	0	11	0	1	0	0	1	13	14

10:30	0	0	11	0	1	0	0	0	12	12	0	0	10	0	1	0	0	0	11	11
10:45	0	0	5	0	0	1	0	0	6	6.5	0	0	13	0	2	0	1	0	16	17.3
H/TOT	0	0	29	0	4	1	0	0	34	34.5	0	0	51	0	6	0	1	1	59	61.3
11:00	0	0	12	1	1	1	1	0	16	17.8	0	0	16	0	1	0	0	0	17	17
11:15	0	0	15	0	0	0	0	0	15	15	0	0	20	0	0	0	0	0	20	20
11:30	0	0	5	0	1	0	1	0	7	8.3	0	0	21	0	1	0	2	0	24	26.6
11:45	0	1	14	0	0	0	0	0	15	14.4	0	0	10	0	1	0	0	0	11	11
H/TOT	0	1	46	1	2	1	2	0	53	55.5	0	0	67	0	3	0	2	0	72	74.6
12:00	0	0	16	0	0	0	1	0	17	18.3	0	0	17	0	0	0	0	1	18	19
12:15	1	0	17	0	2	0	0	0	20	19.2	0	0	10	0	1	0	0	0	11	11
12:30	0	0	22	0	1	0	0	0	23	23	0	0	19	0	1	0	0	0	20	20
12:45	1	0	11	0	1	1	0	0	14	13.7	0	0	6	0	1	0	0	0	7	7
H/TOT	2	0	66	0	4	1	1	0	74	74.2	0	0	52	0	3	0	0	1	56	57
13:00	0	0	11	0	2	1	0	0	14	14.5	0	0	12	0	0	0	0	0	12	12
13:15	0	1	21	0	2	0	0	0	24	23.4	0	0	20	0	0	0	0	0	20	20
13:30	0	0	16	0	2	0	0	0	18	18	1	0	12	0	2	0	0	0	15	14.2
13:45	0	0	21	0	3	0	0	0	24	24	0	0	14	0	0	0	0	0	14	14
H/TOT	0	1	69	0	9	1	0	0	80	79.9	1	0	58	0	2	0	0	0	61	60.2
14:00	0	0	26	0	1	0	1	1	29	31.3	0	0	13	0	1	0	1	1	16	18.3
14:15	0	0	42	0	1	0	0	1	44	45	0	0	21	0	0	0	0	0	21	21
14:30	0	0	27	0	1	1	0	0	29	29.5	0	0	17	0	1	0	0	0	18	18
14:45	0	0	23	0	1	0	0	0	24	24	0	0	23	0	1	0	0	0	24	24
H/TOT	0	0	118	0	4	1	1	2	126	130	0	0	74	0	3	0	1	1	79	81.3
15:00	1	0	19	0	4	0	0	0	24	23.2	0	0	13	0	1	0	1	0	15	16.3
15:15	0	0	15	0	3	1	1	0	20	21.8	0	0	18	0	0	0	0	1	19	20
15:30	0	0	20	0	2	0	0	0	22	22	0	0	18	0	3	0	0	0	21	21
15:45	0	0	16	0	0	0	0	0	16	16	0	0	9	0	2	1	0	0	12	12.5
H/TOT	1	0	70	0	9	1	1	0	82	83	0	0	58	0	6	1	1	1	67	69.8
16:00	0	0	16	0	3	0	1	0	20	21.3	1	0	13	0	0	1	0	0	15	14.7
16:15	1	1	17	1	1	0	0	0	21	19.6	0	0	23	0	2	0	0	0	25	25
16:30	1	0	17	0	1	1	0	0	20	19.7	0	0	15	0	3	0	0	0	18	18

16:45	1	0	25	0	3	1	0	0	30	29.7	1	0	17	0	0	0	1	0	19	19.5
H/TOT	3	1	75	1	8	2	1	0	91	90.3	2	0	68	0	5	1	1	0	77	77.2
17:00	0	0	31	0	1	0	0	0	32	32	0	0	10	0	1	0	0	0	11	11
17:15	1	0	14	0	0	1	0	0	16	15.7	1	0	11	0	0	0	0	1	13	13.2
17:30	1	0	30	0	6	0	0	0	37	36.2	0	0	19	0	1	0	0	0	20	20
17:45	0	0	15	0	0	0	0	0	15	15	0	0	18	0	0	0	0	0	18	18
H/TOT	2	0	90	0	7	1	0	0	100	98.9	1	0	58	0	2	0	0	1	62	62.2
18:00	1	0	16	0	0	0	0	0	17	16.2	1	0	14	0	1	0	0	0	16	15.2
18:15	0	0	13	0	2	0	0	0	15	15	0	0	15	0	1	0	0	1	17	18
18:30	0	0	10	0	2	0	0	0	12	12	0	0	12	0	0	0	0	0	12	12
18:45	0	0	15	0	4	0	0	0	19	19	0	0	16	0	1	1	0	0	18	18.5
H/TOT	1	0	54	0	8	0	0	0	63	62.2	1	0	57	0	3	1	0	1	63	63.7
12 TOT	9	3	857	2	78	16	7	3	975	986	6	0	719	1	52	5	7	11	801	818.8

	C => C										C => D									
TIME	**P/C**	**M/C**	**CAR**	**TAXI**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**TAXI**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
07:00	0	0	0	0	0	0	0	0	0	0	0	0	7	0	3	0	0	0	10	10
07:15	0	0	0	0	0	0	0	0	0	0	0	0	13	0	3	1	0	0	17	17.5
07:30	0	0	0	0	0	0	0	0	0	0	0	0	8	0	3	1	0	0	12	12.5
07:45	0	0	0	0	0	0	0	0	0	0	0	0	7	0	3	0	0	0	10	10
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	35	0	12	2	0	0	49	50
08:00	0	0	0	0	0	0	0	0	0	0	0	0	16	0	4	0	0	0	20	20
08:15	0	0	0	0	0	0	0	0	0	0	0	0	17	0	2	0	0	0	19	19
08:30	0	0	0	0	0	0	0	0	0	0	0	0	13	0	4	0	0	0	17	17
08:45	0	0	0	0	0	0	0	0	0	0	0	0	10	0	1	0	0	0	11	11
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	56	0	11	0	0	0	67	67
09:00	0	0	0	0	0	0	0	0	0	0	0	0	10	0	3	0	0	0	13	13
09:15	0	0	0	0	0	0	0	0	0	0	0	0	7	0	1	0	0	0	8	8
09:30	0	0	0	0	0	0	0	0	0	0	0	0	7	0	3	0	0	0	10	10
09:45	0	0	0	0	0	0	0	0	0	0	1	0	6	0	1	0	0	0	8	7.2
H/TOT	0	0	0	0	0	0	0	0	0	0	1	0	30	0	8	0	0	0	39	38.2
10:00	0	0	0	0	0	0	0	0	0	0	0	0	10	0	1	0	1	0	12	13.3
10:15	0	0	0	0	0	0	0	0	0	0	0	0	5	0	1	0	0	0	6	6

10:30	0	0	0	0	0	0	0	0	0	0	0	0	6	0	3	1	0	0	10	10.5
10:45	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	5	5
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	26	0	5	1	1	0	33	34.8
11:00	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	1	0	7	8.3
11:15	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	1	0	0	11	11.5
11:30	0	0	0	0	0	0	0	0	0	0	0	0	10	1	0	0	1	0	12	13.3
11:45	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	1	0	0	6	6.5
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	31	1	0	2	2	0	36	39.6
12:00	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	1	0	0	10	10.5
12:15	0	0	0	0	0	0	0	0	0	0	0	0	7	0	2	0	0	0	9	9
12:30	0	0	0	0	0	0	0	0	0	0	0	0	9	0	1	1	0	0	11	11.5
12:45	0	0	0	0	0	0	0	0	0	0	0	0	12	0	3	0	0	0	15	15
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	37	0	6	2	0	0	45	46
13:00	0	0	0	0	0	0	0	0	0	0	1	0	7	0	1	0	0	0	9	8.2
13:15	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	1	0	12	13.3
13:30	0	0	0	0	0	0	0	0	0	0	0	0	8	0	1	1	0	0	10	10.5
13:45	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	9	9
H/TOT	0	0	0	0	0	0	0	0	0	0	1	0	35	0	2	1	1	0	40	41
14:00	0	0	0	0	0	0	0	0	0	0	0	0	9	0	1	0	2	0	12	14.6
14:15	0	0	0	0	0	0	0	0	0	0	0	0	6	0	1	0	0	0	7	7
14:30	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	8	8
14:45	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	25	0	2	0	2	0	29	31.6
15:00	0	0	0	0	0	0	0	0	0	0	0	0	7	0	1	0	1	0	9	10.3
15:15	0	0	0	0	0	0	0	0	0	0	0	0	10	0	1	0	0	0	11	11
15:30	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	1	0	0	6	6.5
15:45	0	0	0	0	0	0	0	0	0	0	1	0	4	0	2	0	0	0	7	6.2
H/TOT	0	0	0	0	0	0	0	0	0	0	1	0	26	0	4	1	1	0	33	34
16:00	0	0	0	0	0	0	0	0	0	0	0	0	13	0	2	0	0	0	15	15
16:15	0	0	0	0	0	0	0	0	0	0	0	0	11	0	3	2	0	0	16	17
16:30	0	0	0	0	0	0	0	0	0	0	0	0	15	1	1	1	0	0	18	18.5

16:45	0	0	0	0	0	0	0	0	0	0	0	0	9	0	1	0	0	0	10	10
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	48	1	7	3	0	0	59	60.5
17:00	0	0	0	0	0	0	0	0	0	0	0	0	9	0	1	0	0	0	10	10
17:15	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	1	0	11	12.3
17:30	0	0	0	0	0	0	0	0	0	0	0	0	12	0	1	0	0	0	13	13
17:45	0	0	0	0	0	0	0	0	0	0	1	0	10	1	2	0	0	0	14	13.2
H/TOT	0	0	0	0	0	0	0	0	0	0	1	0	41	1	4	0	1	0	48	48.5
18:00	0	0	0	0	0	0	0	0	0	0	0	0	9	0	1	0	0	0	10	10
18:15	0	0	0	0	0	0	0	0	0	0	1	0	11	0	0	0	0	0	12	11.2
18:30	0	0	0	0	0	0	0	0	0	0	0	0	9	0	3	0	0	0	12	12
18:45	0	0	0	0	0	0	0	0	0	0	0	0	8	0	2	0	0	0	10	10
H/TOT	0	0	0	0	0	0	0	0	0	0	1	0	37	0	6	0	0	0	44	43.2
12 TOT	0	0	0	0	0	0	0	0	0	0	5	0	427	3	67	12	8	0	522	534.4

	D => A										D => B									
TIME	**P/C**	**M/C**	**CAR**	**TAXI**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**TAXI**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
07:00	0	0	2	0	4	0	0	0	6	6	0	0	48	0	16	1	1	1	67	69.8
07:15	0	0	3	0	6	0	0	1	10	11	0	0	66	0	9	1	0	2	78	80.5
07:30	0	0	7	0	7	0	0	0	14	14	0	0	64	0	12	2	2	1	81	85.6
07:45	0	0	21	0	5	0	0	0	26	26	1	0	84	1	12	4	2	0	104	107.8
H/TOT	0	0	33	0	22	0	0	1	56	57	1	0	262	1	49	8	5	4	330	343.7
08:00	0	0	23	0	2	1	0	0	26	27	1	1	69	2	9	2	1	4	89	93.9
08:15	0	0	28	0	2	0	0	0	30	30	0	0	81	0	11	1	1	1	95	97.8
08:30	0	0	31	0	3	0	0	0	34	34	0	0	83	0	8	0	0	0	91	91
08:45	0	0	35	0	4	0	1	0	40	41	0	0	70	1	8	1	1	0	81	82.8
H/TOT	0	0	117	0	11	1	1	0	130	132	1	1	303	3	36	4	3	5	356	365.5
09:00	0	0	27	0	4	1	0	0	32	33	0	0	70	0	7	1	0	1	79	80.5
09:15	0	0	16	0	5	1	0	0	22	23	0	0	70	1	9	5	3	2	90	98.4
09:30	0	0	15	0	1	1	0	0	17	18	0	0	59	1	9	4	0	1	74	77
09:45	2	0	16	0	0	0	0	0	18	16	0	0	52	0	8	3	1	0	64	66.8
H/TOT	2	0	74	0	10	3	0	0	89	89	0	0	251	2	33	13	4	4	307	322.7
10:00	0	0	11	0	2	0	0	0	13	13	0	0	54	0	9	0	3	0	66	69.9
10:15	0	0	9	0	1	0	0	0	10	10	0	0	53	2	12	2	0	1	70	72

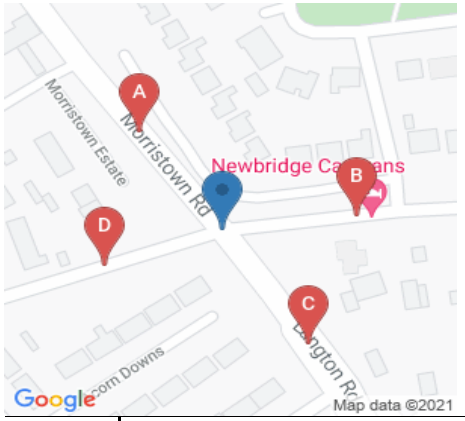
10:30	0	0	16	0	1	0	0	0	17	17	0	0	67	3	5	2	1	0	78	80.3
10:45	0	0	14	0	2	1	0	0	17	18	0	0	68	0	7	0	3	0	78	81.9
H/TOT	0	0	50	0	6	1	0	0	57	58	0	0	242	5	33	4	7	1	292	304.1
11:00	0	0	16	0	4	0	0	0	20	20	0	0	49	0	10	1	1	0	61	62.8
11:15	0	0	20	0	1	1	0	0	22	23	0	1	42	0	4	1	1	1	50	52.2
11:30	0	0	13	2	1	0	0	0	16	16	0	0	54	0	9	0	0	0	63	63
11:45	0	0	20	1	2	2	0	0	25	26	1	0	71	0	7	3	1	3	86	91
H/TOT	0	0	69	3	8	3	0	0	83	85	1	1	216	0	30	5	3	4	260	269
12:00	0	0	24	2	2	1	0	0	29	30	0	0	64	1	7	0	1	1	74	76.3
12:15	0	0	18	0	0	0	0	0	18	18	1	1	55	0	7	0	1	0	65	64.9
12:30	0	0	19	1	6	3	1	0	30	33	0	1	70	0	10	1	1	0	83	84.2
12:45	0	0	18	0	2	0	0	0	20	20	0	1	62	0	13	2	0	1	79	80.4
H/TOT	0	0	79	3	10	4	1	0	97	100	1	3	251	1	37	3	3	2	301	305.8
13:00	0	0	21	0	4	0	0	0	25	25	0	0	65	0	10	1	0	0	76	76.5
13:15	0	0	21	0	5	0	0	0	26	26	0	0	62	1	7	1	0	1	72	73.5
13:30	0	0	25	0	4	0	0	0	29	29	0	0	67	1	6	1	0	1	76	77.5
13:45	0	1	22	0	2	0	0	0	25	24	0	0	66	1	10	0	1	0	78	79.3
H/TOT	0	1	89	0	15	0	0	0	105	104	0	0	260	3	33	3	1	2	302	306.8
14:00	0	0	26	0	1	0	0	0	27	27	0	0	60	1	8	3	1	0	73	75.8
14:15	0	0	33	0	1	1	0	0	35	36	0	0	51	0	4	1	0	1	57	58.5
14:30	0	0	38	0	7	1	0	0	46	47	0	2	63	0	7	3	0	0	75	75.3
14:45	0	0	35	0	4	0	0	0	39	39	1	1	58	0	2	2	0	2	66	67.6
H/TOT	0	0	132	0	13	2	0	0	147	148	1	3	232	1	21	9	1	3	271	277.2
15:00	0	0	36	0	3	0	0	1	40	41	0	0	71	1	1	1	0	1	75	76.5
15:15	0	0	23	0	4	0	2	0	29	32	3	0	79	0	4	3	1	1	91	92.4
15:30	0	0	22	0	3	0	0	0	25	25	0	1	63	0	2	2	0	0	68	68.4
15:45	0	0	23	0	1	0	1	0	25	26	0	1	52	3	4	1	1	1	63	65.2
H/TOT	0	0	104	0	11	0	3	1	119	124	3	2	265	4	11	7	2	3	297	302.5
16:00	0	0	29	0	4	0	0	0	33	33	0	1	58	0	10	3	1	0	73	75.2
16:15	0	0	33	0	5	1	0	0	39	40	1	0	56	2	8	3	1	1	72	75
16:30	0	1	39	0	7	0	0	0	47	46	1	0	61	0	8	0	0	0	70	69.2

16:45	0	0	26	0	5	0	0	0	31	31	0	0	49	0	6	1	0	1	57	58.5
H/TOT	0	1	127	0	21	1	0	0	150	150	2	1	224	2	32	7	2	2	272	277.9
17:00	0	0	36	0	11	2	0	0	49	50	0	0	62	1	6	1	0	1	71	72.5
17:15	0	0	33	0	5	1	0	0	39	40	0	0	65	1	3	1	1	0	71	72.8
17:30	0	0	41	0	13	0	0	0	54	54	0	1	54	0	13	0	0	1	69	69.4
17:45	1	0	34	0	5	0	1	0	41	42	0	0	49	2	7	0	0	1	59	60
H/TOT	1	0	144	0	34	3	1	0	183	185	0	1	230	4	29	2	1	3	270	274.7
18:00	0	0	24	1	9	0	0	0	34	34	0	0	52	0	5	1	0	0	58	58.5
18:15	0	0	38	0	4	0	0	0	42	42	0	1	47	0	5	0	0	1	54	54.4
18:30	0	0	24	0	3	1	0	0	28	29	1	1	52	1	4	1	0	1	61	61.1
18:45	0	0	26	0	3	0	0	0	29	29	0	0	63	0	1	0	0	0	64	64
H/TOT	0	0	112	1	19	1	0	0	133	134	1	2	214	1	15	2	0	2	237	238
L2 TOT	3	2	1130	7	180	19	6	2	1349	##	11	14	2950	27	359	67	32	35	3495	3587.9

	D => C										D => D									
TIME	**P/C**	**M/C**	**CAR**	**TAXI**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**TAXI**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	3	0	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0
07:30	0	1	6	0	3	0	0	0	10	9.4	0	0	0	0	0	0	0	0	0	0
07:45	0	0	7	0	1	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0
H/TOT	0	1	16	0	5	0	0	0	22	21.4	0	0	0	0	0	0	0	0	0	0
08:00	0	0	5	0	3	0	1	0	9	10.3	0	0	0	0	0	0	0	0	0	0
08:15	0	0	8	0	1	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0
08:30	0	0	6	0	2	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0
08:45	0	0	8	0	1	1	1	0	11	12.8	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	27	0	7	1	2	0	37	40.1	0	0	0	0	0	0	0	0	0	0
09:00	0	0	11	0	3	0	0	0	14	14	0	0	0	0	0	0	0	0	0	0
09:15	0	0	14	0	3	0	0	0	17	17	0	0	0	0	0	0	0	0	0	0
09:30	0	0	6	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0
09:45	0	0	4	0	2	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	35	0	8	0	0	0	43	43	0	0	0	0	0	0	0	0	0	0
10:00	0	0	2	0	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
10:15	0	0	3	0	4	0	1	0	8	9.3	0	0	0	0	0	0	0	0	0	0

10:30	0	0	6	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0
10:45	0	0	1	0	3	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	12	0	8	0	1	0	21	22.3	0	0	0	0	0	0	0	0	0	0
11:00	0	0	8	0	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0
11:15	0	0	6	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0
11:30	0	0	11	0	0	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0
11:45	0	0	4	0	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	29	0	1	0	0	0	30	30	0	0	0	0	0	0	0	0	0	0
12:00	0	0	6	0	1	1	0	0	8	8.5	0	0	0	0	0	0	0	0	0	0
12:15	0	0	12	0	2	0	0	0	14	14	0	0	0	0	0	0	0	0	0	0
12:30	0	0	11	0	1	0	2	0	14	16.6	0	0	0	0	0	0	0	0	0	0
12:45	0	0	11	0	0	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	40	0	4	1	2	0	47	50.1	0	0	0	0	0	0	0	0	0	0
13:00	0	0	8	0	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0
13:15	0	0	7	0	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0
13:30	0	0	6	0	3	1	0	0	10	10.5	0	0	0	0	0	0	0	0	0	0
13:45	0	0	7	0	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	28	0	3	1	0	0	32	32.5	0	0	0	0	0	0	0	0	0	0
14:00	0	0	6	0	1	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0
14:15	0	0	5	0	1	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0
14:30	0	0	8	0	1	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0
14:45	0	1	6	0	2	0	0	0	9	8.4	0	0	0	0	0	0	0	0	0	0
H/TOT	0	1	25	0	5	0	0	0	31	30.4	0	0	0	0	0	0	0	0	0	0
15:00	0	0	9	0	1	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0
15:15	0	0	4	0	4	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0
15:30	0	0	10	0	1	1	0	0	12	12.5	0	0	0	0	0	0	0	0	0	0
15:45	0	0	4	0	2	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	27	0	8	1	0	0	36	36.5	0	0	0	0	0	0	0	0	0	0
16:00	1	0	8	0	3	0	0	0	12	11.2	0	0	0	0	0	0	0	0	0	0
16:15	0	0	14	0	2	0	0	0	16	16	0	0	0	0	0	0	0	0	0	0
16:30	0	0	8	0	2	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0

16:45	0	0	6	0	0	0	1	0	7	8.3	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	36	0	7	0	1	0	45	45.5	0	0	0	0	0	0	0	0	0	0
17:00	0	0	12	0	1	0	0	0	13	13	0	0	0	0	0	0	0	0	0	0
17:15	1	0	11	0	1	0	0	0	13	12.2	0	0	0	0	0	0	0	0	0	0
17:30	0	0	12	0	2	0	0	0	14	14	0	0	0	0	0	0	0	0	0	0
17:45	0	0	13	0	1	0	0	0	14	14	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	48	0	5	0	0	0	54	53.2	0	0	0	0	0	0	0	0	0	0
18:00	0	0	11	0	2	0	0	0	13	13	0	0	0	0	0	0	0	0	0	0
18:15	0	0	10	0	2	1	0	0	13	13.5	0	0	0	0	0	0	0	0	0	0
18:30	0	0	7	0	1	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0
18:45	0	0	16	0	0	0	0	0	16	16	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	44	0	5	1	0	0	50	50.5	0	0	0	0	0	0	0	0	0	0
12 TOT	2	2	367	0	66	5	6	0	448	456	0	0	0	0	0	0	0	0	0	0



IDASO

Survey Name: 030 21088 Ballymany, Newbridge
Site: Site 2
Location: Standhouse Road/Morristown (Langton) Road
Date: Tue 13-Apr-2021

	A => A										A => B									
TIME	**P/C**	**M/C**	**CAR**	**TAXI**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**TAXI**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
07:00	0	0	0	0	0	0	0	0	0	0	0	0	10	0	4	0	0	0	14	14
07:15	0	0	0	0	0	0	0	0	0	0	0	0	10	1	1	0	0	0	12	12
07:30	0	0	0	0	0	0	0	0	0	0	0	0	7	0	2	1	0	0	10	10.5
07:45	0	0	0	0	0	0	0	0	0	0	1	0	15	0	1	0	0	0	17	16.2
H/TOT	0	0	0	0	0	0	0	0	0	0	1	0	42	1	8	1	0	0	53	52.7
08:00	0	0	0	0	0	0	0	0	0	0	1	0	20	1	1	0	0	0	23	22.2
08:15	0	0	0	0	0	0	0	0	0	0	1	0	14	0	2	0	0	0	17	16.2
08:30	0	0	0	0	0	0	0	0	0	0	0	0	17	0	0	0	0	0	17	17
08:45	0	0	0	0	0	0	0	0	0	0	1	0	37	0	1	1	0	1	41	41.7
H/TOT	0	0	0	0	0	0	0	0	0	0	3	0	88	1	4	1	0	1	98	97.1
09:00	0	0	0	0	0	0	0	0	0	0	0	0	20	1	2	0	1	0	24	25.3
09:15	0	0	0	0	0	0	0	0	0	0	0	0	18	0	1	0	0	0	19	19
09:30	0	0	0	0	0	0	0	0	0	0	0	0	18	0	1	1	0	0	20	20.5
09:45	0	0	0	0	0	0	0	0	0	0	0	0	23	0	3	0	0	0	26	26
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	79	1	7	1	1	0	89	90.8
10:00	0	0	0	0	0	0	0	0	0	0	0	0	22	0	3	1	0	0	26	26.5
10:15	0	0	0	0	0	0	0	0	0	0	0	0	22	0	3	0	0	0	25	25
10:30	0	0	0	0	0	0	0	0	0	0	0	0	15	1	1	1	0	0	18	18.5
10:45	0	0	0	0	0	0	0	0	0	0	0	0	17	0	0	1	0	0	18	18.5
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	76	1	7	3	0	0	87	88.5
11:00	0	0	0	0	0	0	0	0	0	0	1	0	13	1	0	0	0	0	15	14.2

11:15	0	0	0	0	0	0	0	0	0	0	0	0	17	0	0	0	0	0	17	17
11:30	0	0	0	0	0	0	0	0	0	0	1	0	22	0	0	0	0	0	23	22.2
11:45	0	0	0	0	0	0	0	0	0	0	0	0	20	0	3	0	0	0	23	23
H/TOT	0	0	0	0	0	0	0	0	0	0	2	0	72	1	3	0	0	0	78	76.4
12:00	0	0	0	0	0	0	0	0	0	0	0	0	19	0	1	0	0	0	20	20
12:15	0	0	0	0	0	0	0	0	0	0	1	0	21	0	0	0	0	0	22	21.2
12:30	0	0	0	0	0	0	0	0	0	0	0	0	17	0	1	0	0	0	18	18
12:45	0	0	0	0	0	0	0	0	0	0	0	0	13	1	2	0	0	0	16	16
H/TOT	0	0	0	0	0	0	0	0	0	0	1	0	70	1	4	0	0	0	76	75.2
13:00	0	0	0	0	0	0	0	0	0	0	0	0	12	0	1	0	0	0	13	13
13:15	0	0	0	0	0	0	0	0	0	0	0	0	21	0	2	1	0	0	24	24.5
13:30	0	0	0	0	0	0	0	0	0	0	0	0	29	0	2	0	0	0	31	31
13:45	0	0	0	0	0	0	0	0	0	0	2	0	22	0	0	0	0	0	24	22.4
H/TOT	0	0	0	0	0	0	0	0	0	0	2	0	84	0	5	1	0	0	92	90.9
14:00	0	0	0	0	0	0	0	0	0	0	0	0	10	1	3	0	0	0	14	14
14:15	0	0	0	0	0	0	0	0	0	0	0	1	27	0	2	0	0	0	30	29.4
14:30	0	0	0	0	0	0	0	0	0	0	0	0	23	0	1	1	0	0	25	25.5
14:45	0	0	0	0	0	0	0	0	0	0	0	0	24	0	4	0	0	0	28	28
H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	84	1	10	1	0	0	97	96.9
15:00	0	0	0	0	0	0	0	0	0	0	0	0	30	0	1	0	0	0	31	31
15:15	0	0	0	0	0	0	0	0	0	0	2	0	23	0	1	1	0	0	27	25.9
15:30	0	0	0	0	0	0	0	0	0	0	0	0	23	0	2	0	0	0	25	25
15:45	0	0	0	0	0	0	0	0	0	0	0	0	18	1	3	0	0	0	22	22
H/TOT	0	0	0	0	0	0	0	0	0	0	2	0	94	1	7	1	0	0	105	103.9
16:00	0	0	0	0	0	0	0	0	0	0	0	0	19	0	0	0	0	0	19	19
16:15	0	0	0	0	0	0	0	0	0	0	0	0	17	0	3	0	0	0	20	20
16:30	0	0	0	0	0	0	0	0	0	0	0	0	26	0	1	0	0	0	27	27
16:45	0	0	0	0	0	0	0	0	0	0	0	0	23	0	4	0	0	0	27	27
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	85	0	8	0	0	0	93	93
17:00	0	0	0	0	0	0	0	0	0	0	0	0	19	0	2	0	0	0	21	21
17:15	0	0	0	0	0	0	0	0	0	0	0	0	16	0	2	0	0	0	18	18
17:30	0	0	0	0	0	0	0	0	0	0	0	0	9	0	8	0	0	0	17	17
17:45	0	0	0	0	0	0	0	0	0	0	0	0	21	0	4	0	0	0	25	25
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	65	0	16	0	0	0	81	81

18:00	0	0	0	0	0	0	0	0	0	0	2	0	17	0	1	0	0	0	20	18.4
18:15	0	0	0	0	0	0	0	0	0	0	0	0	16	0	4	0	0	0	20	20
18:30	0	0	0	0	0	0	0	0	0	0	1	0	17	1	1	0	0	0	20	19.2
18:45	0	0	0	0	0	0	0	0	0	0	0	0	22	0	3	0	0	0	25	25
H/TOT	0	0	0	0	0	0	0	0	0	0	3	0	72	1	9	0	0	0	85	82.6
12 TOT	0	0	0	0	0	0	0	0	0	0	14	1	911	9	88	9	1	1	1034	1029

	A => C										A => D									
TIME	**P/C**	**M/C**	**CAR**	**TAXI**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**TAXI**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
07:00	1	0	19	0	2	0	0	0	22	21.2	0	0	1	0	0	0	0	0	1	1
07:15	0	0	32	0	3	1	0	0	36	36.5	0	0	0	0	1	0	0	0	1	1
07:30	0	0	31	0	4	0	0	0	35	35	0	0	2	0	0	0	0	0	2	2
07:45	1	0	42	0	6	2	0	0	51	51.2	0	0	4	0	1	0	0	0	5	5
H/TOT	2	0	124	0	15	3	0	0	144	143.9	0	0	7	0	2	0	0	0	9	9
08:00	0	0	52	0	5	0	0	1	58	59	0	0	7	0	1	0	0	0	8	8
08:15	0	0	51	0	7	0	0	0	58	58	0	0	20	0	2	1	0	0	23	23.5
08:30	0	0	55	0	3	1	0	2	61	63.5	0	0	47	0	3	0	0	0	50	50
08:45	0	0	56	0	6	0	0	0	62	62	0	0	56	0	2	1	0	0	59	59.5
H/TOT	0	0	214	0	21	1	0	3	239	242.5	0	0	130	0	8	2	0	0	140	141
09:00	0	0	54	0	5	1	0	0	60	60.5	0	0	18	0	1	0	0	0	19	19
09:15	0	0	26	0	2	3	0	0	31	32.5	0	0	6	0	0	1	0	0	7	7.5
09:30	0	0	24	0	5	2	0	0	31	32	0	0	10	0	0	0	0	0	10	10
09:45	0	0	20	0	5	0	0	0	25	25	0	0	2	0	2	0	0	0	4	4
H/TOT	0	0	124	0	17	6	0	0	147	150	0	0	36	0	3	1	0	0	40	40.5
10:00	0	0	18	0	2	1	0	0	21	21.5	0	0	2	0	0	0	0	0	2	2
10:15	0	0	19	0	1	0	0	0	20	20	0	0	8	0	1	0	0	0	9	9
10:30	0	0	22	0	5	1	0	0	28	28.5	0	0	4	0	1	0	0	0	5	5
10:45	0	0	33	0	2	1	0	0	36	36.5	0	0	3	0	0	0	0	0	3	3
H/TOT	0	0	92	0	10	3	0	0	105	106.5	0	0	17	0	2	0	0	0	19	19
11:00	0	1	14	0	7	2	0	0	24	24.4	0	0	5	0	1	0	0	0	6	6

11:15	0	0	22	0	4	1	0	0	27	27.5	0	0	9	0	1	4	0	0	14	16
11:30	0	0	19	0	4	1	0	0	24	24.5	0	0	7	0	0	0	0	1	8	9
11:45	0	0	32	0	4	0	0	0	36	36	0	0	11	0	0	0	0	0	11	11
H/TOT	0	1	87	0	19	4	0	0	111	112.4	0	0	32	0	2	4	0	1	39	42
12:00	0	0	23	0	3	1	0	0	27	27.5	0	0	5	0	2	0	0	0	7	7
12:15	1	0	27	0	2	0	0	0	30	29.2	1	1	8	0	0	0	0	0	10	8.6
12:30	0	0	37	0	4	0	0	0	41	41	0	0	14	0	1	0	0	0	15	15
12:45	0	0	23	0	8	1	0	0	32	32.5	0	0	6	0	0	1	0	0	7	7.5
H/TOT	1	0	110	0	17	2	0	0	130	130.2	1	1	33	0	3	1	0	0	39	38.1
13:00	1	0	45	2	5	0	0	0	53	52.2	1	0	13	0	0	1	0	0	15	14.7
13:15	1	0	36	0	2	0	0	0	39	38.2	0	0	31	2	3	0	0	0	36	36
13:30	0	0	43	0	2	0	0	0	45	45	0	0	25	0	0	0	0	0	25	25
13:45	0	0	37	1	5	0	0	0	43	43	0	0	12	0	0	0	0	0	12	12
H/TOT	2	0	161	3	14	0	0	0	180	178.4	1	0	81	2	3	1	0	0	88	87.7
14:00	0	0	33	1	5	1	0	0	40	40.5	0	0	14	0	2	0	0	0	16	16
14:15	0	0	38	1	3	0	2	0	44	46.6	2	0	31	0	1	1	0	0	35	33.9
14:30	0	0	56	0	1	0	0	0	57	57	0	0	30	0	0	0	0	0	30	30
14:45	2	0	44	0	4	2	0	1	53	53.4	0	0	22	0	4	0	0	0	26	26
H/TOT	2	0	171	2	13	3	2	1	194	197.5	2	0	97	0	7	1	0	0	107	105.9
15:00	0	0	27	0	4	2	0	0	33	34	0	0	12	0	2	0	0	0	14	14
15:15	0	0	43	0	5	1	1	0	50	51.8	0	0	20	0	4	0	0	0	24	24
15:30	2	0	31	1	4	1	0	0	39	37.9	0	0	7	1	2	0	0	0	10	10
15:45	0	1	40	0	6	0	0	0	47	46.4	0	0	21	0	2	1	0	0	24	24.5
H/TOT	2	1	141	1	19	4	1	0	169	170.1	0	0	60	1	10	1	0	0	72	72.5
16:00	1	0	62	0	7	1	0	0	71	70.7	0	0	32	0	1	0	0	0	33	33
16:15	0	0	35	2	8	1	0	0	46	46.5	0	0	20	1	0	0	0	0	21	21
16:30	0	0	42	0	7	0	0	0	49	49	0	0	18	0	1	1	0	0	20	20.5
16:45	2	0	32	1	7	1	0	0	43	41.9	0	0	21	0	2	0	0	0	23	23
H/TOT	3	0	171	3	29	3	0	0	209	208.1	0	0	91	1	4	1	0	0	97	97.5
17:00	0	0	39	1	6	0	0	0	46	46	0	0	18	0	3	0	0	0	21	21
17:15	0	0	42	0	7	0	0	0	49	49	0	0	15	0	3	0	0	0	18	18
17:30	0	0	38	0	7	1	0	0	46	46.5	0	0	12	0	0	0	0	0	12	12
17:45	1	0	40	1	4	0	0	0	46	45.2	0	0	10	0	1	0	0	0	11	11
H/TOT	1	0	159	2	24	1	0	0	187	186.7	0	0	55	0	7	0	0	0	62	62

18:00	1	0	40	1	4	0	0	0	46	45.2	0	0	13	0	0	0	0	0	13	13
18:15	1	0	33	1	8	0	0	0	43	42.2	0	0	9	0	1	0	0	0	10	10
18:30	0	0	29	0	3	0	0	0	32	32	0	0	9	0	0	0	0	0	9	9
18:45	0	1	39	0	5	0	0	0	45	44.4	0	0	12	0	2	0	0	0	14	14
H/TOT	2	1	141	2	20	0	0	0	166	163.8	0	0	43	0	3	0	0	0	46	46
12 TOT	15	3	1695	13	218	30	3	4	1981	1990.1	4	1	682	4	54	12	0	1	758	761.2

	B => A										B => B									
TIME	**P/C**	**M/C**	**CAR**	**TAXI**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**TAXI**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
07:00	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
07:15	0	0	6	0	2	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0
07:30	0	0	2	0	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
07:45	0	0	5	0	2	2	0	0	9	10	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	15	0	5	2	0	0	22	23	0	0	0	0	0	0	0	0	0	0
08:00	0	0	9	0	2	1	0	0	12	12.5	0	0	0	0	0	0	0	0	0	0
08:15	0	0	10	0	2	1	0	0	13	13.5	0	0	0	0	0	0	0	0	0	0
08:30	0	0	17	0	0	0	0	0	17	17	0	0	0	0	0	0	0	0	0	0
08:45	0	0	12	0	2	0	0	0	14	14	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	48	0	6	2	0	0	56	57	0	0	0	0	0	0	0	0	0	0
09:00	0	0	23	0	2	0	0	0	25	25	0	0	0	0	0	0	0	0	0	0
09:15	0	0	16	0	4	0	0	0	20	20	0	0	0	0	0	0	0	0	0	0
09:30	1	0	12	0	2	0	0	0	15	14.2	0	0	0	0	0	0	0	0	0	0
09:45	0	0	17	0	3	0	0	0	20	20	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	68	0	11	0	0	0	80	79.2	0	0	0	0	0	0	0	0	0	0
10:00	0	0	16	0	0	0	0	0	16	16	0	0	0	0	0	0	0	0	0	0
10:15	0	0	14	1	2	0	0	0	17	17	0	0	0	0	0	0	0	0	0	0
10:30	0	0	14	0	2	1	0	0	17	17.5	0	0	0	0	0	0	0	0	0	0
10:45	0	0	19	0	1	0	0	0	20	20	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	63	1	5	1	0	0	70	70.5	0	0	0	0	0	0	0	0	0	0
11:00	0	0	22	0	2	0	0	0	24	24	0	0	0	0	0	0	0	0	0	0

11:15	1	0	17	0	0	1	0	0	19	18.7	0	0	0	0	0	0	0	0	0	0
11:30	0	0	20	0	0	0	0	0	20	20	0	0	0	0	0	0	0	0	0	0
11:45	0	0	18	0	0	0	0	0	18	18	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	77	0	2	1	0	0	81	80.7	0	0	0	0	0	0	0	0	0	0
12:00	0	0	24	0	3	0	0	0	27	27	0	0	0	0	0	0	0	0	0	0
12:15	0	0	27	0	5	1	0	0	33	33.5	0	0	0	0	0	0	0	0	0	0
12:30	0	0	26	1	3	0	0	0	30	30	0	0	0	0	0	0	0	0	0	0
12:45	0	0	21	0	3	2	0	0	26	27	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	98	1	14	3	0	0	116	117.5	0	0	0	0	0	0	0	0	0	0
13:00	0	0	32	1	0	0	0	0	33	33	0	0	0	0	0	0	0	0	0	0
13:15	0	0	19	0	1	0	0	0	20	20	0	0	0	0	0	0	0	0	0	0
13:30	0	0	25	0	1	0	0	0	26	26	0	0	0	0	0	0	0	0	0	0
13:45	0	0	20	0	3	0	0	0	23	23	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	96	1	5	0	0	0	102	102	0	0	0	0	0	0	0	0	0	0
14:00	0	0	24	1	0	1	0	0	26	26.5	0	0	0	0	0	0	0	0	0	0
14:15	1	0	27	0	1	0	0	0	29	28.2	0	0	0	0	0	0	0	0	0	0
14:30	0	0	28	0	1	0	0	0	29	29	0	0	0	0	0	0	0	0	0	0
14:45	0	0	22	0	1	0	0	0	23	23	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	101	1	3	1	0	0	107	106.7	0	0	0	0	0	0	0	0	0	0
15:00	0	0	23	0	2	0	0	0	25	25	0	0	0	0	0	0	0	0	0	0
15:15	0	0	32	1	1	1	0	0	35	35.5	0	0	0	0	0	0	0	0	0	0
15:30	1	0	31	1	2	1	0	0	36	35.7	0	0	0	0	0	0	0	0	0	0
15:45	0	0	22	0	3	0	0	0	25	25	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	108	2	8	2	0	0	121	121.2	0	0	0	0	0	0	0	0	0	0
16:00	0	0	30	0	2	1	0	0	33	33.5	0	0	0	0	0	0	0	0	0	0
16:15	0	0	31	0	2	0	0	0	33	33	0	0	0	0	0	0	0	0	0	0
16:30	2	1	24	0	1	0	0	0	28	25.8	0	0	0	0	0	0	0	0	0	0
16:45	0	0	17	0	3	0	1	0	21	22.3	0	0	0	0	0	0	0	0	0	0
H/TOT	2	1	102	0	8	1	1	0	115	114.6	0	0	0	0	0	0	0	0	0	0
17:00	1	0	33	0	5	0	0	0	39	38.2	0	0	0	0	0	0	0	0	0	0
17:15	1	0	20	0	7	0	0	0	28	27.2	0	0	0	0	0	0	0	0	0	0
17:30	0	0	27	0	1	0	0	0	28	28	0	0	0	0	0	0	0	0	0	0
17:45	0	0	28	0	5	0	0	0	33	33	0	0	0	0	0	0	0	0	0	0
H/TOT	2	0	108	0	18	0	0	0	128	126.4	0	0	0	0	0	0	0	0	0	0

18:00	0	0	30	0	2	0	0	0	32	32	0	0	0	0	0	0	0	0	0	0
18:15	0	0	13	0	2	0	0	0	15	15	0	0	0	0	0	0	0	0	0	0
18:30	0	0	22	0	3	0	0	0	25	25	0	0	0	0	0	0	0	0	0	0
18:45	0	0	23	0	1	0	0	0	24	24	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	88	0	8	0	0	0	96	96	0	0	0	0	0	0	0	0	0	0
12 TOT	8	1	972	6	93	13	1	0	1094	1094.8	0	0	0	0	0	0	0	0	0	0

	B => C										B => D									
TIME	**P/C**	**M/C**	**CAR**	**TAXI**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**TAXI**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
07:00	0	0	1	0	1	0	0	0	2	2	0	0	6	0	1	0	0	0	7	7
07:15	0	0	3	1	0	0	0	0	4	4	0	0	4	0	0	0	0	0	4	4
07:30	0	0	1	0	1	0	0	0	2	2	0	0	5	0	2	0	0	0	7	7
07:45	0	0	0	0	0	0	0	0	0	0	0	0	6	0	2	0	0	0	8	8
H/TOT	0	0	5	1	2	0	0	0	8	8	0	0	21	0	5	0	0	0	26	26
08:00	0	0	7	0	1	0	0	0	8	8	0	0	11	0	1	1	0	0	13	13.5
08:15	0	0	9	0	0	0	0	0	9	9	0	0	12	1	0	0	0	0	13	13
08:30	0	0	10	0	1	1	0	0	12	12.5	0	0	38	0	1	0	0	0	39	39
08:45	1	0	12	0	0	0	0	0	13	12.2	0	0	30	0	4	1	0	0	35	35.5
H/TOT	1	0	38	0	2	1	0	0	42	41.7	0	0	91	1	6	2	0	0	100	101
09:00	0	0	7	0	1	0	0	0	8	8	0	0	11	0	2	1	0	0	14	14.5
09:15	0	0	11	0	2	0	0	0	13	13	0	0	7	0	2	0	0	0	9	9
09:30	0	0	5	0	2	0	0	0	7	7	1	0	7	0	0	0	0	0	8	7.2
09:45	0	0	7	0	0	0	0	0	7	7	0	0	6	1	2	0	0	0	9	9
H/TOT	0	0	30	0	5	0	0	0	35	35	1	0	31	1	6	1	0	0	40	39.7
10:00	0	0	6	0	1	0	0	0	7	7	0	0	5	0	1	0	0	0	6	6
10:15	0	0	5	0	1	0	0	0	6	6	0	0	11	0	1	0	0	0	12	12
10:30	0	0	4	0	1	0	0	0	5	5	0	0	14	0	1	0	0	0	15	15
10:45	0	0	8	0	0	0	0	0	8	8	0	0	12	0	0	2	0	0	14	15
H/TOT	0	0	23	0	3	0	0	0	26	26	0	0	42	0	3	2	0	0	47	48
11:00	0	0	6	0	1	0	0	0	7	7	0	0	12	0	2	0	0	0	14	14

11:15	0	0	2	0	1	0	0	0	3	3	0	0	17	0	2	0	0	0	19	19
11:30	1	0	3	0	3	0	0	0	7	6.2	0	0	14	0	1	1	0	0	16	16.5
11:45	0	0	10	0	1	1	0	0	12	12.5	0	0	16	0	0	0	0	0	16	16
H/TOT	1	0	21	0	6	1	0	0	29	28.7	0	0	59	0	5	1	0	0	65	65.5
12:00	0	0	11	0	1	1	0	0	13	13.5	0	0	15	0	1	0	0	0	16	16
12:15	0	0	17	0	3	0	0	0	20	20	0	0	10	0	0	0	0	0	10	10
12:30	0	0	7	0	0	0	0	0	7	7	0	0	17	0	0	1	0	0	18	18.5
12:45	0	0	9	0	0	0	0	0	9	9	0	0	10	1	2	0	0	0	13	13
H/TOT	0	0	44	0	4	1	0	0	49	49.5	0	0	52	1	3	1	0	0	57	57.5
13:00	0	0	13	0	2	0	0	0	15	15	0	0	17	0	2	0	0	0	19	19
13:15	0	0	11	0	1	0	0	0	12	12	0	0	18	0	0	0	0	0	18	18
13:30	0	0	14	0	1	0	0	0	15	15	0	0	20	1	2	0	0	0	23	23
13:45	0	0	10	0	2	0	0	0	12	12	0	0	13	0	0	0	0	0	13	13
H/TOT	0	0	48	0	6	0	0	0	54	54	0	0	68	1	4	0	0	0	73	73
14:00	0	0	7	0	1	0	0	0	8	8	0	0	18	4	1	0	0	0	23	23
14:15	0	0	16	0	0	2	0	0	18	19	0	0	43	0	0	0	0	0	43	43
14:30	1	0	6	0	2	1	0	0	10	9.7	1	0	23	0	4	0	0	0	28	27.2
14:45	0	0	8	0	2	0	0	0	10	10	0	0	16	0	0	0	0	0	16	16
H/TOT	1	0	37	0	5	3	0	0	46	46.7	1	0	100	4	5	0	0	0	110	109.2
15:00	0	0	8	0	0	0	0	0	8	8	0	0	26	0	3	0	0	0	29	29
15:15	2	0	9	0	0	1	0	0	12	10.9	0	0	24	0	2	0	0	0	26	26
15:30	2	0	6	0	2	0	0	0	10	8.4	0	0	20	0	1	0	0	0	21	21
15:45	0	0	9	0	0	0	0	0	9	9	0	0	17	0	1	0	0	0	18	18
H/TOT	4	0	32	0	2	1	0	0	39	36.3	0	0	87	0	7	0	0	0	94	94
16:00	2	0	13	0	0	0	0	0	15	13.4	0	0	29	0	1	0	0	0	30	30
16:15	0	0	8	0	2	0	0	0	10	10	0	0	24	0	4	0	0	0	28	28
16:30	0	0	14	0	0	0	0	0	14	14	1	0	14	0	1	0	0	0	16	15.2
16:45	0	0	8	0	2	0	0	0	10	10	0	0	21	1	2	0	0	0	24	24
H/TOT	2	0	43	0	4	0	0	0	49	47.4	1	0	88	1	8	0	0	0	98	97.2
17:00	0	0	8	0	1	0	0	0	9	9	0	0	26	0	2	0	0	0	28	28
17:15	1	0	21	0	2	0	0	0	24	23.2	1	0	13	0	5	0	0	0	19	18.2
17:30	0	0	17	0	0	0	0	0	17	17	1	0	22	1	2	0	0	0	26	25.2
17:45	0	0	7	1	1	0	0	0	9	9	0	0	17	0	2	0	0	0	19	19
H/TOT	1	0	53	1	4	0	0	0	59	58.2	2	0	78	1	11	0	0	0	92	90.4

18:00	0	0	17	0	2	0	0	0	19	19	0	0	25	1	0	0	0	0	26	26
18:15	0	0	10	0	2	0	0	0	12	12	0	1	26	0	3	1	0	0	31	30.9
18:30	1	1	11	0	0	0	0	0	13	11.6	1	0	15	0	1	0	0	0	17	16.2
18:45	0	0	6	0	0	0	0	0	6	6	0	0	13	0	1	0	0	0	14	14
H/TOT	1	1	44	0	4	0	0	0	50	48.6	1	1	79	1	5	1	0	0	88	87.1
12 TOT	11	1	418	2	47	7	0	0	486	480.1	6	1	796	11	68	8	0	0	890	888.6

	C => A										C => B									
TIME	**P/C**	**M/C**	**CAR**	**TAXI**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**TAXI**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
07:00	0	0	7	0	4	0	0	0	11	11	0	0	0	0	1	0	0	0	1	1
07:15	0	0	13	0	7	0	0	0	20	20	0	0	2	0	1	0	0	0	3	3
07:30	0	0	13	0	6	0	0	0	19	19	0	0	10	1	1	0	0	0	12	12
07:45	0	0	31	0	7	0	0	0	38	38	0	0	11	0	0	0	0	0	11	11
H/TOT	0	0	64	0	24	0	0	0	88	88	0	0	23	1	3	0	0	0	27	27
08:00	0	0	45	0	4	2	0	0	51	52	0	0	14	0	0	0	0	0	14	14
08:15	2	0	54	0	5	0	0	0	61	59.4	2	0	17	0	0	0	0	0	19	17.4
08:30	0	0	50	0	5	1	0	1	57	58.5	1	0	6	0	0	1	0	0	8	7.7
08:45	0	0	46	0	3	2	1	0	52	54.3	3	0	18	0	3	0	0	0	24	21.6
H/TOT	2	0	195	0	17	5	1	1	221	224.2	6	0	55	0	3	1	0	0	65	60.7
09:00	0	0	42	1	5	3	0	0	51	52.5	0	0	8	0	2	0	0	0	10	10
09:15	0	0	15	0	6	0	0	0	21	21	0	0	4	0	0	0	0	1	5	6
09:30	0	0	15	0	2	2	0	0	19	20	1	0	4	0	1	0	0	0	6	5.2
09:45	2	0	21	0	7	2	1	0	33	33.7	0	0	5	0	1	1	0	0	7	7.5
H/TOT	2	0	93	1	20	7	1	0	124	127.2	1	0	21	0	4	1	0	1	28	28.7
10:00	0	0	15	0	3	0	0	0	18	18	1	0	4	0	0	0	0	0	5	4.2
10:15	0	0	16	0	0	0	0	0	16	16	0	0	3	1	1	0	0	0	5	5
10:30	0	0	18	0	2	0	0	0	20	20	1	0	5	0	0	0	0	0	6	5.2
10:45	0	0	16	0	1	1	0	0	18	18.5	0	0	4	0	1	0	0	0	5	5
H/TOT	0	0	65	0	6	1	0	0	72	72.5	2	0	16	1	2	0	0	0	21	19.4
11:00	0	0	19	1	2	1	0	0	23	23.5	0	0	4	0	1	0	0	0	5	5

11:15	0	0	24	0	1	0	0	0	25	25	0	0	6	0	0	1	0	0	7	7.5
11:30	0	0	13	0	3	0	0	0	16	16	0	0	7	0	1	1	0	0	9	9.5
11:45	0	1	25	0	3	1	0	0	30	29.9	0	0	10	0	1	0	0	0	11	11
H/TOT	0	1	81	1	9	2	0	0	94	94.4	0	0	27	0	3	2	0	0	32	33
12:00	0	0	27	0	3	1	0	0	31	31.5	0	0	7	0	0	0	0	0	7	7
12:15	0	0	30	0	4	0	0	0	34	34	0	0	8	0	0	0	0	0	8	8
12:30	0	0	29	0	4	3	2	0	38	42.1	0	0	4	0	0	0	0	0	4	4
12:45	2	0	26	0	3	1	0	0	32	30.9	0	0	6	0	0	0	0	0	6	6
H/TOT	2	0	112	0	14	5	2	0	135	138.5	0	0	25	0	0	0	0	0	25	25
13:00	0	0	26	0	4	0	0	0	30	30	0	0	8	0	0	0	0	0	8	8
13:15	0	0	30	1	8	0	0	0	39	39	0	0	9	0	2	0	0	0	11	11
13:30	0	0	21	1	5	1	0	0	28	28.5	0	0	10	0	1	0	0	0	11	11
13:45	0	0	40	0	2	0	0	0	42	42	0	0	6	1	2	0	0	0	9	9
H/TOT	0	0	117	2	19	1	0	0	139	139.5	0	0	33	1	5	0	0	0	39	39
14:00	1	0	36	0	3	0	0	1	41	41.2	1	0	6	0	2	0	0	0	9	8.2
14:15	0	0	36	0	3	0	0	0	39	39	0	0	11	0	0	0	0	0	11	11
14:30	0	0	50	1	3	2	0	1	57	59	2	0	5	0	1	0	0	0	8	6.4
14:45	0	0	50	0	4	1	0	1	56	57.5	0	0	14	0	0	0	0	0	14	14
H/TOT	1	0	172	1	13	3	0	3	193	196.7	3	0	36	0	3	0	0	0	42	39.6
15:00	0	1	47	0	7	0	0	0	55	54.4	1	0	7	0	0	0	0	0	8	7.2
15:15	0	0	38	0	5	4	0	0	47	49	0	0	10	0	0	0	0	0	10	10
15:30	0	0	26	0	5	0	0	0	31	31	1	0	12	0	1	0	0	0	14	13.2
15:45	1	0	37	2	2	1	0	0	43	42.7	0	0	6	0	0	0	0	0	6	6
H/TOT	1	1	148	2	19	5	0	0	176	177.1	2	0	35	0	1	0	0	0	38	36.4
16:00	1	0	28	0	5	1	0	0	35	34.7	0	0	8	0	0	0	1	0	9	10.3
16:15	1	0	37	1	3	1	0	0	43	42.7	0	0	6	0	3	0	0	0	9	9
16:30	0	0	44	1	5	0	0	0	50	50	1	0	3	0	1	0	0	0	5	4.2
16:45	0	0	33	0	5	0	0	0	38	38	0	0	4	0	0	0	0	0	4	4
H/TOT	2	0	142	2	18	2	0	0	166	165.4	1	0	21	0	4	0	1	0	27	27.5
17:00	0	0	47	0	10	0	0	0	57	57	0	0	10	0	1	1	0	0	12	12.5
17:15	2	0	35	0	5	0	0	0	42	40.4	0	0	8	0	2	2	0	0	12	13
17:30	0	0	51	0	15	0	0	0	66	66	1	0	7	0	1	0	0	0	9	8.2
17:45	0	0	31	0	4	0	0	0	35	35	0	0	6	0	0	0	0	0	6	6
H/TOT	2	0	164	0	34	0	0	0	200	198.4	1	0	31	0	4	3	0	0	39	39.7

18:00	1	0	33	1	5	0	1	0	41	41.5	0	0	8	0	3	0	0	0	11	11
18:15	0	0	36	1	4	0	0	0	41	41	0	0	6	0	1	0	0	0	7	7
18:30	0	0	28	0	5	0	0	0	33	33	0	0	10	0	0	0	0	0	10	10
18:45	1	0	25	0	5	0	0	0	31	30.2	0	0	5	0	0	0	0	0	5	5
H/TOT	2	0	122	2	19	0	1	0	146	145.7	0	0	29	0	4	0	0	0	33	33
12 TOT	14	2	1475	11	212	31	5	4	1754	1767.6	16	0	352	3	36	7	1	1	416	409

	C => C										C => D									
TIME	**P/C**	**M/C**	**CAR**	**TAXI**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**TAXI**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
07:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
07:15	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
07:30	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	4
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	7	0	2	0	0	0	9	9
08:00	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	6	6
08:15	0	0	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0	0	13	13
08:30	0	0	0	0	0	0	0	0	0	0	0	0	16	0	1	0	0	0	17	17
08:45	0	0	0	0	0	0	0	0	0	0	2	0	28	0	0	0	0	0	30	28.4
H/TOT	0	0	0	0	0	0	0	0	0	0	2	0	63	0	1	0	0	0	66	64.4
09:00	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	0	4	4
09:15	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	4
09:30	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	6	6
09:45	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	7	7
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	20	0	1	0	0	0	21	21
10:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
10:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2	2
10:30	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3
10:45	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	4
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	9	0	1	0	0	0	10	10
11:00	0	0	0	0	0	0	0	0	0	0	0	0	4	0	2	0	1	0	7	8.3

11:15	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	0	4	4
11:30	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	4	4
11:45	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	8	8
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	16	1	5	0	1	0	23	24.3
12:00	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	4	5.3
12:15	0	0	0	0	0	0	0	0	0	0	1	0	6	0	0	1	0	0	8	7.7
12:30	0	0	0	0	0	0	0	0	0	0	0	0	9	0	2	1	0	0	12	12.5
12:45	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	7	7
H/TOT	0	0	0	0	0	0	0	0	0	0	1	0	25	0	2	2	1	0	31	32.5
13:00	0	0	0	0	0	0	0	0	0	0	0	0	6	0	1	1	0	0	8	8.5
13:15	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	0	12	12
13:30	0	0	0	0	0	0	0	0	0	0	0	0	12	0	1	0	0	0	13	13
13:45	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	7	7
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	37	0	2	1	0	0	40	40.5
14:00	0	0	0	0	0	0	0	0	0	0	0	0	10	0	1	0	1	0	12	13.3
14:15	0	0	0	0	0	0	0	0	0	0	0	0	21	0	1	0	0	0	22	22
14:30	0	0	0	0	0	0	0	0	0	0	0	0	15	0	1	2	0	0	18	19
14:45	0	0	0	0	0	0	0	0	0	0	0	0	5	0	1	0	0	0	6	6
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	51	0	4	2	1	0	58	60.3
15:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2	2
15:15	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	1	0	6	7.3
15:30	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	4
15:45	0	0	0	0	0	0	0	0	0	0	0	0	4	0	1	0	0	0	5	5
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	14	0	2	0	1	0	17	18.3
16:00	0	0	0	0	0	0	0	0	0	0	0	0	5	0	1	0	0	0	6	6
16:15	0	0	0	0	0	0	0	0	0	0	0	1	6	0	0	0	0	0	7	6.4
16:30	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	3	4.3
16:45	0	0	0	0	0	0	0	0	0	0	0	0	7	0	1	0	0	0	8	8
H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	20	0	2	0	1	0	24	24.7
17:00	0	0	0	0	0	0	0	0	0	0	0	0	11	0	1	1	0	0	13	13.5
17:15	0	0	0	0	0	0	0	0	0	0	2	0	10	0	1	0	0	0	13	11.4
17:30	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	0	12	12
17:45	0	0	0	0	0	0	0	0	0	0	2	0	8	0	0	0	0	0	10	8.4
H/TOT	0	0	0	0	0	0	0	0	0	0	4	0	41	0	2	1	0	0	48	45.3

18:00	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	6	6
18:15	0	0	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0	0	13	13
18:30	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	3	3
18:45	0	0	0	0	0	0	0	0	0	0	0	0	8	0	2	0	0	0	10	10
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	28	1	3	0	0	0	32	32
12 TOT	0	0	0	0	0	0	0	0	0	0	7	1	331	2	27	6	5	0	379	382.3

	D => A										D => B									
TIME	**P/C**	**M/C**	**CAR**	**TAXI**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**TAXI**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
07:00	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	0	11	11
07:15	0	0	4	0	0	0	0	0	4	4	0	0	9	0	0	2	0	0	11	12
07:30	0	0	2	0	1	0	0	0	3	3	0	0	10	0	2	0	0	0	12	12
07:45	0	0	9	0	2	0	0	0	11	11	0	0	17	0	4	0	0	0	21	21
H/TOT	0	0	15	0	3	0	0	0	18	18	0	0	47	0	6	2	0	0	55	56
08:00	0	0	8	0	1	0	0	0	9	9	0	0	21	1	2	0	0	0	24	24
08:15	0	0	22	0	2	0	0	0	24	24	0	0	25	0	2	0	0	0	27	27
08:30	0	0	27	0	2	1	0	0	30	30.5	0	0	28	0	2	0	0	0	30	30
08:45	0	0	45	2	2	0	0	0	49	49	0	0	42	1	3	0	0	0	46	46
H/TOT	0	0	102	2	7	1	0	0	112	112.5	0	0	116	2	9	0	0	0	127	127
09:00	1	0	52	0	1	0	0	0	54	53.2	0	0	54	0	4	0	0	0	58	58
09:15	0	0	9	0	2	0	0	0	11	11	2	0	21	0	2	1	0	0	26	24.9
09:30	0	0	6	0	0	0	0	0	6	6	0	0	12	0	2	1	0	0	15	15.5
09:45	0	0	5	0	1	0	0	0	6	6	0	0	12	0	2	0	0	0	14	14
H/TOT	1	0	72	0	4	0	0	0	77	76.2	2	0	99	0	10	2	0	0	113	112.4
10:00	0	0	6	0	2	0	0	0	8	8	0	0	10	1	2	0	0	0	13	13
10:15	0	0	5	0	1	0	0	0	6	6	0	0	9	0	1	0	0	0	10	10
10:30	0	0	5	0	2	0	0	0	7	7	0	0	9	0	2	0	0	0	11	11
10:45	0	0	5	0	0	0	0	0	5	5	0	0	20	0	3	0	0	0	23	23
H/TOT	0	0	21	0	5	0	0	0	26	26	0	0	48	1	8	0	0	0	57	57
11:00	0	0	7	0	0	1	0	0	8	8.5	0	0	10	0	1	0	0	0	11	11

11:15	0	0	4	0	0	0	0	0	4	4	0	0	19	0	0	2	0	0	21	22
11:30	0	0	5	0	1	0	0	0	6	6	0	0	8	0	0	1	0	0	9	9.5
11:45	0	0	7	0	2	0	0	0	9	9	1	0	12	0	2	0	0	0	15	14.2
H/TOT	0	0	23	0	3	1	0	0	27	27.5	1	0	49	0	3	3	0	0	56	56.7
12:00	0	0	5	0	0	0	0	0	5	5	1	0	17	0	1	1	0	0	20	19.7
12:15	0	0	12	0	0	0	0	0	12	12	0	0	14	0	0	0	0	0	14	14
12:30	0	0	6	0	2	0	0	0	8	8	0	0	12	0	0	0	0	0	12	12
12:45	0	0	11	0	0	0	0	0	11	11	0	0	12	0	2	0	0	0	14	14
H/TOT	0	0	34	0	2	0	0	0	36	36	1	0	55	0	3	1	0	0	60	59.7
13:00	0	0	13	0	0	1	0	0	14	14.5	0	0	24	0	0	0	0	0	24	24
13:15	0	0	9	0	1	0	0	0	10	10	0	0	14	0	0	0	0	0	14	14
13:30	0	0	12	0	0	0	0	0	12	12	0	0	15	0	0	0	0	0	15	15
13:45	1	0	33	0	1	0	0	0	35	34.2	2	0	36	0	1	1	0	0	40	38.9
H/TOT	1	0	67	0	2	1	0	0	71	70.7	2	0	89	0	1	1	0	0	93	91.9
14:00	0	0	10	0	0	0	0	0	10	10	0	0	15	0	0	1	0	0	16	16.5
14:15	0	0	16	0	2	0	0	0	18	18	0	0	25	2	3	0	0	0	30	30
14:30	0	0	21	0	3	0	0	0	24	24	0	0	29	0	1	0	0	0	30	30
14:45	0	0	7	0	2	0	0	0	9	9	1	0	12	0	2	0	0	0	15	14.2
H/TOT	0	0	54	0	7	0	0	0	61	61	1	0	81	2	6	1	0	0	91	90.7
15:00	0	0	21	0	1	0	0	0	22	22	0	0	19	0	2	0	0	0	21	21
15:15	0	0	16	0	0	0	0	0	16	16	0	0	16	0	2	0	0	0	18	18
15:30	0	0	16	0	2	0	0	0	18	18	2	0	16	0	4	0	0	0	22	20.4
15:45	0	0	12	0	1	0	0	0	13	13	1	0	24	0	0	0	0	0	25	24.2
H/TOT	0	0	65	0	4	0	0	0	69	69	3	0	75	0	8	0	0	0	86	83.6
16:00	0	0	13	0	1	0	0	0	14	14	0	0	18	0	0	0	0	0	18	18
16:15	0	0	18	0	4	0	0	0	22	22	0	0	17	0	1	0	0	0	18	18
16:30	0	0	18	0	1	0	0	0	19	19	1	0	20	0	0	0	0	0	21	20.2
16:45	0	0	13	0	1	0	0	0	14	14	1	0	22	0	4	0	0	0	27	26.2
H/TOT	0	0	62	0	7	0	0	0	69	69	2	0	77	0	5	0	0	0	84	82.4
17:00	0	0	17	0	2	1	0	0	20	20.5	0	0	16	0	2	0	0	0	18	18
17:15	0	0	24	0	4	1	0	0	29	29.5	1	0	15	0	2	0	0	0	18	17.2
17:30	0	0	15	0	3	1	0	0	19	19.5	0	0	15	0	0	0	0	0	15	15
17:45	0	0	20	0	1	0	0	0	21	21	1	0	19	0	1	0	0	0	21	20.2
H/TOT	0	0	76	0	10	3	0	0	89	90.5	2	0	65	0	5	0	0	0	72	70.4

18:00	3	0	5	0	0	0	0	0	8	5.6	0	0	14	0	2	0	0	0	16	16
18:15	0	0	8	0	1	0	0	0	9	9	1	0	14	1	0	0	0	0	16	15.2
18:30	0	0	6	0	4	0	0	0	10	10	0	0	13	0	0	0	0	0	13	13
18:45	0	0	4	0	2	0	0	0	6	6	0	0	9	0	1	0	0	0	10	10
H/TOT	3	0	23	0	7	0	0	0	33	30.6	1	0	50	1	3	0	0	0	55	54.2
12 TOT	5	0	614	2	61	6	0	0	688	687	15	0	851	6	67	10	0	0	949	942

	D => C										D => D									
TIME	**P/C**	**M/C**	**CAR**	**TAXI**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**TAXI**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
07:00	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
07:15	0	0	4	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0
07:30	0	0	4	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0
07:45	0	0	3	0	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	12	0	1	0	0	0	13	13	0	0	0	0	0	0	0	0	0	0
08:00	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
08:15	0	0	6	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0
08:30	0	0	8	1	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0
08:45	0	0	17	0	0	0	0	0	17	17	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	33	1	0	0	0	0	34	34	0	0	0	0	0	0	0	0	0	0
09:00	0	0	18	0	1	1	0	0	20	20.5	0	0	0	0	0	0	0	0	0	0
09:15	0	0	6	0	1	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0
09:30	0	0	3	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
09:45	0	0	9	0	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	36	0	2	1	0	0	39	39.5	0	0	0	0	0	0	0	0	0	0
10:00	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	1	1	0	0	2	2.5	0	0	0	0	0	0	0	0	0	0
10:30	0	0	2	0	1	0	1	0	4	5.3	0	0	0	0	0	0	0	0	0	0
10:45	0	0	4	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	8	0	2	1	1	0	12	13.8	0	0	0	0	0	0	0	0	0	0
11:00	0	0	1	0	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0

11:15	0	0	1	0	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
11:30	0	0	1	1	0	1	1	0	4	5.8	0	0	0	0	0	0	0	0	0	0
11:45	0	0	4	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	7	1	2	1	1	0	12	13.8	0	0	0	0	0	0	0	0	0	0
12:00	0	0	4	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0
12:15	0	0	6	0	0	1	0	0	7	7.5	0	0	0	0	0	0	0	0	0	0
12:30	0	0	5	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0
12:45	0	0	4	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	19	0	0	1	0	0	20	20.5	0	0	0	0	0	0	0	0	0	0
13:00	0	0	5	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0
13:15	0	0	3	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
13:30	0	0	5	1	1	1	0	0	8	8.5	0	0	0	0	0	0	0	0	0	0
13:45	0	0	11	0	1	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	24	1	2	1	0	0	28	28.5	0	0	0	0	0	0	0	0	0	0
14:00	0	0	6	0	1	1	0	0	8	8.5	0	0	0	0	0	0	0	0	0	0
14:15	0	0	7	0	1	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0
14:30	0	0	14	0	2	0	1	0	17	18.3	0	0	0	0	0	0	0	0	0	0
14:45	0	0	4	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	31	0	4	1	1	0	37	38.8	0	0	0	0	0	0	0	0	0	0
15:00	0	0	8	0	1	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0
15:15	0	0	7	0	1	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0
15:30	0	0	3	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
15:45	0	0	3	0	1	1	1	0	6	7.8	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	21	0	3	1	1	0	26	27.8	0	0	0	0	0	0	0	0	0	0
16:00	0	0	10	0	0	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0
16:15	0	0	12	0	1	0	0	0	13	13	0	0	0	0	0	0	0	0	0	0
16:30	0	0	4	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0
16:45	0	0	6	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	32	0	1	0	0	0	33	33	0	0	0	0	0	0	0	0	0	0
17:00	0	0	5	0	1	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0
17:15	0	0	9	0	0	1	1	0	11	12.8	0	0	0	0	0	0	0	0	0	0
17:30	0	0	6	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0
17:45	0	0	5	0	1	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	25	0	2	1	1	0	29	30.8	0	0	0	0	0	0	0	0	0	0

18:00	0	0	6	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0
18:15	0	0	6	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0
18:30	0	0	3	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
18:45	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	17	0	0	0	0	0	17	17	0	0	0	0	0	0	0	0	0	0
12 TOT	0	0	265	3	19	8	5	0	300	310.5	0	0	0	0	0	0	0	0	0	0



IDASO

Survey Name: 030 21088 Ballymany, Newbridge
Site: Site 3
Location: R413 / R445 / M7
Date: Tue 13-Apr-2021

	A => A										A => B									
TIME	**P/C**	**M/C**	**CAR**	**TAXI**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**TAXI**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
07:00	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	1	0	0	7	7.5
07:15	0	0	0	0	0	0	0	0	0	0	0	0	15	0	1	0	0	1	17	18
07:30	0	0	0	0	1	0	0	0	1	1	0	0	20	0	0	1	0	1	22	23.5
07:45	0	0	0	0	0	0	0	0	0	0	0	0	22	0	0	0	0	0	22	22
H/TOT	0	0	0	0	1	0	0	0	1	1	0	0	63	0	1	2	0	2	68	71
08:00	0	0	0	0	0	0	0	0	0	0	0	1	17	0	2	0	1	2	23	25.7
08:15	0	0	1	0	1	0	0	0	2	2	0	0	21	0	3	0	0	0	24	24
08:30	0	0	0	0	0	0	0	0	0	0	0	0	21	0	1	0	0	0	22	22
08:45	0	0	0	0	0	0	0	0	0	0	0	0	18	0	2	0	0	0	20	20
H/TOT	0	0	1	0	1	0	0	0	2	2	0	1	77	0	8	0	1	2	89	91.7
09:00	0	0	0	0	0	0	0	0	0	0	0	0	23	0	1	1	0	2	27	29.5
09:15	0	0	0	0	0	0	0	0	0	0	0	0	21	0	5	0	0	0	26	26
09:30	0	0	0	0	0	0	0	0	0	0	0	0	20	0	2	1	0	1	24	25.5
09:45	0	0	0	0	0	0	0	0	0	0	0	0	21	0	2	0	0	0	23	23
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	85	0	10	2	0	3	100	104
10:00	0	0	0	0	0	0	0	0	0	0	0	0	18	0	6	0	0	1	25	26
10:15	0	0	0	0	0	0	0	0	0	0	0	0	31	0	6	0	0	0	37	37
10:30	0	0	0	0	0	0	0	0	0	0	0	0	27	0	3	0	0	0	30	30
10:45	0	0	0	0	0	0	0	0	0	0	0	0	29	0	4	0	1	0	34	35.3
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	105	0	19	0	1	1	126	128.3
11:00	0	0	0	0	0	0	0	0	0	0	0	0	20	0	2	1	0	0	23	23.5

11:15	0	0	0	0	0	0	0	0	0	0	0	0	14	0	3	0	0	1	18	19
11:30	0	0	1	0	0	0	0	0	1	1	1	0	21	0	2	0	0	0	24	23.2
11:45	0	0	1	0	0	0	0	0	1	1	0	0	32	0	7	0	0	3	42	45
H/TOT	0	0	2	0	0	0	0	0	2	2	1	0	87	0	14	1	0	4	107	110.7
12:00	0	0	0	0	0	0	0	0	0	0	0	0	20	0	2	1	0	1	24	25.5
12:15	0	0	1	0	0	0	0	0	1	1	0	2	25	0	3	1	1	0	32	32.6
12:30	0	0	0	0	1	0	0	0	1	1	0	0	33	0	6	0	0	1	40	41
12:45	0	0	0	0	0	0	0	0	0	0	1	0	33	0	3	1	0	0	38	37.7
H/TOT	0	0	1	0	1	0	0	0	2	2	1	2	111	0	14	3	1	2	134	136.8
13:00	0	0	1	0	0	0	0	0	1	1	0	0	30	0	4	0	0	0	34	34
13:15	0	0	0	0	0	0	0	0	0	0	0	0	33	1	6	1	0	1	42	43.5
13:30	0	0	0	0	0	0	0	0	0	0	0	0	26	0	1	0	0	1	28	29
13:45	0	0	0	0	0	0	0	0	0	0	0	1	26	0	6	0	0	0	33	32.4
H/TOT	0	0	1	0	0	0	0	0	1	1	0	1	115	1	17	1	0	2	137	138.9
14:00	0	0	0	0	0	0	0	0	0	0	0	0	21	0	6	0	0	1	28	29
14:15	0	0	0	0	0	0	0	0	0	0	0	0	26	0	3	2	0	0	31	32
14:30	0	0	0	0	0	0	0	0	0	0	0	1	30	0	0	0	0	0	31	30.4
14:45	0	0	0	0	0	0	0	0	0	0	2	1	38	0	0	0	0	2	43	42.8
H/TOT	0	0	0	0	0	0	0	0	0	0	2	2	115	0	9	2	0	3	133	134.2
15:00	0	0	0	0	0	0	0	0	0	0	0	0	25	1	0	1	0	0	27	27.5
15:15	0	0	0	0	0	0	0	0	0	0	0	0	37	0	4	1	0	2	44	46.5
15:30	0	0	0	0	0	0	0	0	0	0	0	0	25	0	2	0	0	0	27	27
15:45	0	0	0	0	0	0	0	0	0	0	0	1	20	0	3	1	0	1	26	26.9
H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	107	1	9	3	0	3	124	127.9
16:00	0	0	0	0	0	0	0	0	0	0	0	0	18	0	2	2	2	1	25	29.6
16:15	0	0	0	0	0	0	0	0	0	0	0	0	25	0	2	4	0	0	31	33
16:30	0	0	0	0	0	0	0	0	0	0	0	0	28	0	3	0	0	0	31	31
16:45	0	0	0	0	0	0	0	0	0	0	0	1	24	0	2	0	1	1	29	30.7
H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	95	0	9	6	3	2	116	124.3
17:00	0	0	0	0	0	0	0	0	0	0	0	0	34	1	2	0	0	1	38	39
17:15	0	0	0	0	0	0	0	0	0	0	2	0	20	2	3	0	0	0	27	25.4
17:30	0	0	0	0	0	0	0	0	0	0	0	1	26	0	6	1	0	0	34	33.9
17:45	0	0	0	0	0	0	0	0	0	0	0	0	18	0	2	0	0	1	21	22
H/TOT	0	0	0	0	0	0	0	0	0	0	2	1	98	3	13	1	0	2	120	120.3

18:00	0	0	0	0	0	0	0	0	0	0	1	0	16	0	3	0	0	0	20	19.2
18:15	0	0	0	0	0	0	0	0	0	0	0	0	13	0	3	0	0	1	17	18
18:30	0	0	0	0	0	0	0	0	0	0	2	1	12	0	1	0	0	0	16	13.8
18:45	0	0	0	0	0	0	0	0	0	0	0	0	22	0	3	0	0	0	25	25
H/TOT	0	0	0	0	0	0	0	0	0	0	3	1	63	0	10	0	0	1	78	76
12 TOT	0	0	5	0	3	0	0	0	8	8	9	10	1121	5	133	21	6	27	1332	1364.1

	A => C										A => D										
TIME	**P/C**	**M/C**	**CAR**	**TAXI**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**TAXI**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**TIME**
07:00	0	0	26	0	4	0	0	0	30	30	0	0	24	0	11	0	2	1	38	41.6	07:00
07:15	0	0	29	0	3	2	0	0	34	35	0	0	42	0	8	1	3	0	54	58.4	07:15
07:30	0	0	26	0	3	0	0	0	29	29	0	0	49	0	10	0	0	0	59	59	07:30
07:45	0	0	33	0	6	1	0	0	40	40.5	0	0	53	1	8	4	1	0	67	70.3	07:45
H/TOT	0	0	114	0	16	3	0	0	133	134.5	0	0	168	1	37	5	6	1	218	229.3	**H/TOT**
08:00	0	0	38	0	13	0	1	0	52	53.3	0	0	51	0	11	1	1	1	65	67.8	08:00
08:15	0	0	39	0	2	1	0	0	42	42.5	0	0	50	1	5	0	1	0	57	58.3	08:15
08:30	0	0	29	0	8	1	0	0	38	38.5	0	0	65	0	11	3	0	1	80	82.5	08:30
08:45	0	0	31	1	4	2	0	0	38	39	0	0	81	0	9	1	4	0	95	100.7	08:45
H/TOT	0	0	137	1	27	4	1	0	170	173.3	0	0	247	1	36	5	6	2	297	309.3	**H/TOT**
09:00	0	0	42	0	11	0	0	0	53	53	0	0	56	0	12	1	6	1	76	85.3	09:00
09:15	0	0	23	1	4	0	0	1	29	30	0	0	21	0	2	2	3	0	28	32.9	09:15
09:30	0	0	28	1	13	0	2	0	44	46.6	0	0	27	0	8	1	4	0	40	45.7	09:30
09:45	0	0	24	0	7	1	0	0	32	32.5	0	0	16	0	4	1	1	0	22	23.8	09:45
H/TOT	0	0	117	2	35	1	2	1	158	162.1	0	0	120	0	26	5	14	1	166	187.7	**H/TOT**
10:00	0	0	23	0	4	0	2	0	29	31.6	0	0	24	0	5	1	0	0	30	30.5	10:00
10:15	0	0	14	0	6	0	0	0	20	20	1	0	23	0	5	3	4	0	36	41.9	10:15
10:30	0	0	17	0	4	4	1	0	26	29.3	0	0	22	0	3	1	1	0	27	28.8	10:30
10:45	0	0	16	0	4	1	1	0	22	23.8	0	0	19	1	3	3	1	0	27	29.8	10:45
H/TOT	0	0	70	0	18	5	4	0	97	104.7	1	0	88	1	16	8	6	0	120	131	**H/TOT**
11:00	0	0	22	1	2	0	0	0	25	25	1	0	19	1	1	3	4	1	30	36.9	11:00

11:15	0	0	10	0	1	2	1	0	14	16.3	1	0	31	0	4	2	1	0	39	40.5	11:15
11:30	0	0	14	0	8	2	0	0	24	25	0	0	20	0	6	3	0	0	29	30.5	11:30
11:45	0	0	18	0	3	4	0	0	25	27	0	0	23	1	3	0	3	0	30	33.9	11:45
H/TOT	0	0	64	1	14	8	1	0	88	93.3	2	0	93	2	14	8	8	1	128	141.8	**H/TOT**
12:00	0	1	10	2	6	0	0	0	19	18.4	0	0	31	1	6	3	3	0	44	49.4	12:00
12:15	0	0	18	1	0	2	0	0	21	22	1	3	24	0	8	2	2	0	40	41	12:15
12:30	0	0	21	2	6	2	0	0	31	32	0	0	32	1	3	1	3	0	40	44.4	12:30
12:45	0	0	14	0	2	1	1	0	18	19.8	1	0	31	0	3	5	2	0	42	46.3	12:45
H/TOT	0	1	63	5	14	5	1	0	89	92.2	2	3	118	2	20	11	10	0	166	181.1	**H/TOT**
13:00	0	0	19	1	3	3	1	0	27	29.8	0	0	33	0	3	6	1	0	43	47.3	13:00
13:15	0	0	18	1	9	1	0	0	29	29.5	0	0	38	0	4	4	1	0	47	50.3	13:15
13:30	0	0	18	0	2	5	2	0	27	32.1	1	1	31	0	8	0	2	0	43	44.2	13:30
13:45	0	0	21	0	3	0	1	0	25	26.3	1	0	35	0	8	2	3	0	49	53.1	13:45
H/TOT	0	0	76	2	17	9	4	0	108	117.7	2	1	137	0	23	12	7	0	182	194.9	**H/TOT**
14:00	0	0	18	0	2	1	1	0	22	23.8	0	0	38	0	4	1	0	0	43	43.5	14:00
14:15	0	0	19	0	2	0	2	0	23	25.6	0	0	42	0	9	2	3	0	56	60.9	14:15
14:30	0	0	25	1	6	4	1	0	37	40.3	0	0	40	1	5	2	2	0	50	53.6	14:30
14:45	0	0	17	0	4	1	1	1	24	26.8	0	2	45	0	5	3	1	0	56	57.6	14:45
H/TOT	0	0	79	1	14	6	5	1	106	116.5	0	2	165	1	23	8	6	0	205	215.6	**H/TOT**
15:00	0	0	30	1	7	4	0	0	42	44	0	0	37	1	5	0	1	0	44	45.3	15:00
15:15	0	0	38	2	5	2	0	0	47	48	0	0	35	1	4	3	0	0	43	44.5	15:15
15:30	0	0	29	0	7	2	1	0	39	41.3	1	0	30	0	6	2	1	0	40	41.5	15:30
15:45	0	0	27	0	6	0	1	0	34	35.3	0	0	41	1	6	2	0	0	50	51	15:45
H/TOT	0	0	124	3	25	8	2	0	162	168.6	1	0	143	3	21	7	2	0	177	182.3	**H/TOT**
16:00	0	0	21	2	11	1	2	0	37	40.1	0	1	46	0	10	2	2	0	61	64	16:00
16:15	0	0	14	0	8	1	1	0	24	25.8	0	1	49	0	7	3	1	0	61	63.2	16:15
16:30	0	0	32	1	2	1	1	0	37	38.8	0	1	37	0	5	2	1	0	46	47.7	16:30
16:45	0	0	15	1	8	0	1	0	25	26.3	1	0	36	0	11	2	2	0	52	54.8	16:45
H/TOT	0	0	82	4	29	3	5	0	123	131	1	3	168	0	33	9	6	0	220	229.7	**H/TOT**
17:00	0	0	25	0	4	3	0	0	32	33.5	0	0	40	0	11	0	5	0	56	62.5	17:00
17:15	0	0	27	0	4	2	0	0	33	34	1	0	41	0	8	0	1	0	51	51.5	17:15
17:30	0	0	18	0	2	1	1	0	22	23.8	0	1	34	0	5	3	1	0	44	46.2	17:30
17:45	0	0	25	0	2	1	0	0	28	28.5	0	0	45	0	7	0	0	0	52	52	17:45
H/TOT	0	0	95	0	12	7	1	0	115	119.8	1	1	160	0	31	3	7	0	203	212.2	**H/TOT**

18:00	0	1	26	0	5	0	0	0	32	31.4	1	1	36	0	2	0	1	0	41	40.9	18:00
18:15	0	0	13	0	3	0	1	0	17	18.3	2	2	36	0	2	2	0	0	44	42.2	18:15
18:30	0	0	12	0	1	0	0	0	13	13	0	0	21	0	3	1	0	0	25	25.5	18:30
18:45	0	0	14	0	2	0	0	0	16	16	0	0	32	0	2	0	0	0	34	34	18:45
H/TOT	0	1	65	0	11	0	1	0	78	78.7	3	3	125	0	9	3	1	0	144	142.6	**H/TOT**
12 TOT	0	2	1086	19	232	59	27	2	1427	1492.4	13	13	1732	11	289	84	79	5	2226	2357.5	**12 TOT**

A => E										B => A											
P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	TIME	P/C
0	0	0	0	0	0	0	0	0	0	0	0	11	0	2	0	0	1	14	15	07:00	0
0	0	0	0	0	0	0	0	0	0	1	0	11	0	3	1	1	0	17	18	07:15	0
0	0	0	0	0	0	0	0	0	0	0	0	10	0	3	0	0	0	13	13	07:30	0
0	0	0	0	0	0	0	0	0	0	0	0	11	0	5	3	0	1	20	22.5	07:45	0
0	0	0	0	0	0	0	0	0	0	1	0	43	0	13	4	1	2	64	68.5	**H/TOT**	0
0	0	0	0	0	0	0	0	0	0	0	0	14	0	2	2	0	0	18	19	08:00	0
0	0	0	0	0	0	0	0	0	0	0	0	19	1	5	0	0	0	25	25	08:15	0
0	0	0	0	0	0	0	0	0	0	0	0	17	0	4	0	0	0	21	21	08:30	0
0	0	0	0	0	0	0	0	0	0	0	0	18	0	4	0	0	2	24	26	08:45	0
0	0	0	0	0	0	0	0	0	0	0	0	68	1	15	2	0	2	88	91	**H/TOT**	0
0	0	0	0	0	0	0	0	0	0	0	0	18	0	8	0	0	2	28	30	09:00	0
0	0	0	0	0	0	0	0	0	0	0	0	21	0	7	1	0	1	30	31.5	09:15	0
0	0	0	0	0	0	0	0	0	0	0	0	25	0	7	2	0	0	34	35	09:30	0
0	0	0	0	0	0	0	0	0	0	0	0	17	0	3	0	0	1	21	22	09:45	0
0	0	0	0	0	0	0	0	0	0	0	0	81	0	25	3	0	4	113	118.5	**H/TOT**	0
0	0	0	0	0	0	0	0	0	0	0	0	16	0	3	0	0	0	19	19	10:00	0
0	0	0	0	0	0	0	0	0	0	0	0	15	0	2	0	1	0	18	19.3	10:15	0
0	0	0	0	0	0	0	0	0	0	0	0	21	0	4	2	0	1	28	30	10:30	0
0	0	0	0	0	0	0	0	0	0	0	0	25	1	3	2	2	0	33	36.6	10:45	0
0	0	0	0	0	0	0	0	0	0	0	0	77	1	12	4	3	1	98	104.9	**H/TOT**	0
0	0	0	0	0	0	0	0	0	0	0	0	29	1	1	2	2	1	36	40.6	11:00	0

0	0	0	0	0	0	0	0	0	0	0	0	26	0	7	0	1	1	35	37.3	11:15	0
0	0	0	0	0	0	0	0	0	0	0	0	24	1	6	1	1	0	33	34.8	11:30	0
0	0	0	0	0	0	0	0	0	0	0	0	27	0	10	0	0	1	38	39	11:45	0
0	0	0	0	0	0	0	0	0	0	0	0	106	2	24	3	4	3	142	151.7	**H/TOT**	0
0	0	0	0	0	0	0	0	0	0	0	0	24	0	4	0	0	0	28	28	12:00	0
0	0	0	0	0	0	0	0	0	0	0	0	28	0	2	1	0	1	32	33.5	12:15	0
0	0	0	0	0	0	0	0	0	0	0	1	26	0	1	0	0	0	28	27.4	12:30	0
0	0	0	0	0	0	0	0	0	0	0	1	33	1	5	0	0	1	41	41.4	12:45	0
0	0	0	0	0	0	0	0	0	0	0	2	111	1	12	1	0	2	129	130.3	**H/TOT**	0
0	0	0	0	0	0	0	0	0	0	1	1	33	0	2	0	0	1	38	37.6	13:00	0
0	0	0	0	0	0	0	0	0	0	0	0	32	0	5	0	0	2	39	41	13:15	0
0	0	0	0	0	0	0	0	0	0	0	1	28	1	8	0	0	0	38	37.4	13:30	0
0	0	0	0	0	0	0	0	0	0	0	1	31	1	2	0	0	0	35	34.4	13:45	0
0	0	0	0	0	0	0	0	0	0	1	3	124	2	17	0	0	3	150	150.4	**H/TOT**	0
0	0	0	0	0	0	0	0	0	0	2	0	21	0	3	1	0	1	28	27.9	14:00	0
0	0	0	0	0	0	0	0	0	0	0	0	22	2	2	0	0	1	27	28	14:15	0
0	0	0	0	0	0	0	0	0	0	0	0	31	0	3	0	0	0	34	34	14:30	0
0	0	0	0	0	0	0	0	0	0	1	1	28	0	0	1	1	0	32	32.4	14:45	0
0	0	0	0	0	0	0	0	0	0	3	1	102	2	8	2	1	2	121	122.3	**H/TOT**	0
0	0	0	0	0	0	0	0	0	0	0	1	21	1	3	0	0	1	27	27.4	15:00	0
0	0	0	0	0	0	0	0	0	0	1	0	34	0	2	0	0	1	38	38.2	15:15	0
0	0	0	0	0	0	0	0	0	0	0	0	28	1	0	0	0	0	29	29	15:30	0
0	0	0	0	0	0	0	0	0	0	0	0	25	0	3	1	0	0	29	29.5	15:45	0
0	0	0	0	0	0	0	0	0	0	1	1	108	2	8	1	0	2	123	124.1	**H/TOT**	0
0	0	0	0	0	0	0	0	0	0	0	0	25	1	2	0	0	1	29	30	16:00	0
0	0	0	0	0	0	0	0	0	0	0	1	40	1	6	0	0	0	48	47.4	16:15	0
0	0	0	0	0	0	0	0	0	0	1	0	39	0	6	0	0	2	48	49.2	16:30	0
0	0	0	0	0	0	0	0	0	0	0	0	31	0	4	0	1	0	36	37.3	16:45	0
0	0	0	0	0	0	0	0	0	0	1	1	135	2	18	0	1	3	161	163.9	**H/TOT**	0
0	0	0	0	0	0	0	0	0	0	1	0	23	0	4	0	0	1	29	29.2	17:00	0
0	0	0	0	0	0	0	0	0	0	0	0	27	0	2	1	0	1	31	32.5	17:15	0
0	0	0	0	0	0	0	0	0	0	0	1	23	0	8	0	0	0	32	31.4	17:30	0
0	0	0	0	0	0	0	0	0	0	0	1	36	0	1	0	0	0	38	37.4	17:45	0
0	0	0	0	0	0	0	0	0	0	1	2	109	0	15	1	0	2	130	130.5	**H/TOT**	0

0	0	0	0	0	0	0	0	0	0	1	1	19	0	3	0	1	1	26	26.9	18:00	0
0	0	0	0	0	0	0	0	0	0	0	0	28	0	1	1	0	1	31	32.5	18:15	0
0	0	0	0	0	0	0	0	0	0	0	0	31	0	5	0	0	0	36	36	18:30	0
0	0	0	0	0	0	0	0	0	0	0	0	17	0	2	0	0	0	19	19	18:45	0
0	0	0	0	0	0	0	0	0	0	1	1	95	0	11	1	1	2	112	114.4	**H/TOT**	0
0	0	0	0	0	0	0	0	0	0	9	11	1159	13	178	22	11	28	1431	1470.5	**12 TOT**	0

B => B									B => C												
M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	TIME	P/C	M/C
0	0	0	0	0	0	0	0	0	0	0	24	0	11	0	1	0	36	37.3	07:00	0	0
0	0	0	0	0	0	0	0	0	0	0	28	1	11	0	1	0	41	42.3	07:15	0	0
0	0	0	0	0	0	0	0	0	0	0	29	0	2	1	0	0	32	32.5	07:30	0	0
0	0	0	0	0	0	0	0	0	0	0	25	0	6	1	1	0	33	34.8	07:45	1	0
0	0	0	0	0	0	0	0	0	0	0	106	1	30	2	3	0	142	146.9	**H/TOT**	1	0
0	0	0	0	0	0	0	0	0	0	0	33	0	9	0	0	0	42	42	08:00	0	0
0	0	0	0	0	0	0	0	0	0	0	35	1	4	1	0	0	41	41.5	08:15	0	0
0	0	0	0	0	0	0	0	0	0	0	25	0	6	0	0	0	31	31	08:30	0	0
0	0	0	0	0	0	0	0	0	0	0	18	0	4	2	0	0	24	25	08:45	0	0
0	0	0	0	0	0	0	0	0	0	0	111	1	23	3	0	0	138	139.5	**H/TOT**	0	0
0	0	0	0	0	0	0	0	0	0	0	27	0	5	1	0	0	33	33.5	09:00	0	0
0	0	0	0	0	0	0	0	0	0	0	9	0	5	1	0	0	15	15.5	09:15	0	1
0	0	0	0	1	0	0	1	1.5	0	0	14	0	4	1	0	1	20	21.5	09:30	1	0
0	0	0	0	0	0	0	0	0	0	0	4	0	1	1	1	0	7	8.8	09:45	0	0
0	0	0	0	1	0	0	1	1.5	0	0	54	0	15	4	1	1	75	79.3	**H/TOT**	1	1
0	0	0	0	0	0	0	0	0	0	0	6	0	2	1	0	0	9	9.5	10:00	0	0
0	0	0	0	0	0	0	0	0	0	0	8	0	1	3	0	0	12	13.5	10:15	0	0
0	0	0	0	0	0	0	0	0	0	0	14	0	2	2	0	0	18	19	10:30	0	3
0	0	0	0	0	0	0	0	0	0	0	5	0	2	1	0	0	8	8.5	10:45	0	0
0	0	0	0	0	0	0	0	0	0	0	33	0	7	7	0	0	47	50.5	**H/TOT**	0	3
0	0	0	0	0	0	0	0	0	0	0	10	0	1	0	1	0	12	13.3	11:00	0	0

0	0	0	0	0	0	0	0	0	0	0	7	0	3	1	0	0	11	11.5	11:15	0	0
0	0	0	0	0	0	0	0	0	0	0	16	0	3	0	2	0	21	23.6	11:30	0	0
0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	10	10	11:45	0	0
0	0	0	0	0	0	0	0	0	0	0	43	0	7	1	3	0	54	58.4	**H/TOT**	0	0
0	0	0	0	0	0	0	0	0	0	0	12	0	5	0	1	0	18	19.3	12:00	0	0
0	0	0	0	0	0	0	0	0	0	0	16	0	0	0	0	0	16	16	12:15	0	3
0	0	0	0	0	0	0	0	0	0	0	12	0	1	0	0	0	13	13	12:30	0	0
0	0	0	0	0	0	0	0	0	0	0	12	0	1	0	1	0	14	15.3	12:45	0	0
0	0	0	0	0	0	0	0	0	0	0	52	0	7	0	2	0	61	63.6	**H/TOT**	0	3
0	0	0	0	0	0	0	0	0	0	0	10	0	3	0	0	0	13	13	13:00	0	2
0	0	0	0	0	0	0	0	0	0	0	10	0	2	0	1	0	13	14.3	13:15	0	0
0	0	0	0	0	0	0	0	0	0	0	15	0	0	2	1	0	18	20.3	13:30	1	0
0	0	0	0	0	0	0	0	0	0	0	10	0	3	0	0	0	13	13	13:45	0	0
0	0	0	0	0	0	0	0	0	0	0	45	0	8	2	2	0	57	60.6	**H/TOT**	1	2
0	0	0	0	0	0	0	0	0	0	0	15	0	4	1	3	0	23	27.4	14:00	0	0
0	0	0	0	0	0	0	0	0	0	0	6	0	4	3	2	0	15	19.1	14:15	0	0
0	0	0	0	0	0	0	0	0	0	0	10	2	3	1	0	0	16	16.5	14:30	0	0
0	0	0	0	0	0	0	0	0	0	0	10	0	1	1	0	0	12	12.5	14:45	0	0
0	0	0	0	0	0	0	0	0	0	0	41	2	12	6	5	0	66	75.5	**H/TOT**	0	0
0	0	0	0	0	0	0	0	0	0	0	12	0	1	1	0	0	14	14.5	15:00	0	0
0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	1	0	10	11.3	15:15	0	0
0	0	0	0	0	0	0	0	0	0	0	12	0	3	0	0	0	15	15	15:30	0	0
0	0	0	0	0	0	0	0	0	0	0	10	0	2	0	0	0	12	12	15:45	0	0
0	0	0	0	0	0	0	0	0	0	0	43	0	6	1	1	0	51	52.8	**H/TOT**	0	0
0	0	0	0	0	0	0	0	0	0	0	6	0	3	0	0	0	9	9	16:00	0	0
0	0	0	0	0	0	0	0	0	0	0	8	0	1	1	0	0	10	10.5	16:15	0	0
0	0	0	0	0	0	0	0	0	0	0	10	0	3	1	0	0	14	14.5	16:30	0	0
0	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0	0	13	13	16:45	1	1
0	0	0	0	0	0	0	0	0	0	0	37	0	7	2	0	0	46	47	**H/TOT**	1	1
0	0	0	0	0	0	0	0	0	0	0	12	0	1	0	0	0	13	13	17:00	0	0
0	0	0	0	0	0	0	0	0	0	0	11	0	2	1	1	0	15	16.8	17:15	1	0
0	0	0	0	0	0	0	0	0	0	0	9	0	2	0	0	0	11	11	17:30	0	0
0	0	0	0	0	0	0	0	0	0	0	10	1	1	0	0	0	12	12	17:45	0	0
0	0	0	0	0	0	0	0	0	0	0	42	1	6	1	1	0	51	52.8	**H/TOT**	1	0

0	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0	0	13	13	18:00	0	0
0	0	0	0	0	0	0	0	0	0	0	6	0	2	0	1	0	9	10.3	18:15	0	0
0	0	0	0	0	0	0	0	0	0	0	9	0	1	1	1	0	12	13.8	18:30	0	0
0	0	0	0	0	0	0	0	0	0	0	5	0	1	1	0	0	7	7.5	18:45	0	1
0	0	0	0	0	0	0	0	0	0	0	33	0	4	2	2	0	41	44.6	**H/TOT**	0	1
0	0	0	0	1	0	0	1	1.5	0	0	640	5	132	31	20	1	829	871.5	**12 TOT**	5	11

B => D								B => E												
CAR	**TAXI**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**TAXI**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**TIME**	**P/C**	**M/C**	**CAR**
21	0	10	2	0	0	33	34	0	0	0	0	0	0	0	0	0	0	07:00	0	0	0
18	0	8	3	0	0	29	30.5	0	0	0	0	0	0	0	0	0	0	07:15	0	0	0
32	1	6	3	1	0	43	45.8	0	0	0	0	0	0	0	0	0	0	07:30	0	0	0
32	0	5	1	1	0	40	41	0	0	0	0	0	0	0	0	0	0	07:45	0	0	0
103	1	29	9	2	0	145	151.3	0	0	0	0	0	0	0	0	0	0	**H/TOT**	0	0	0
36	1	2	0	0	0	39	39	0	0	0	0	0	0	0	0	0	0	08:00	0	0	0
64	1	9	2	0	0	76	77	0	0	0	0	0	0	0	0	0	0	08:15	0	0	0
62	0	6	4	0	1	73	76	0	0	0	0	0	0	0	0	0	0	08:30	0	0	0
58	0	5	4	0	0	67	69	0	0	0	0	0	0	0	0	0	0	08:45	0	0	0
220	2	22	10	0	1	255	261	0	0	0	0	0	0	0	0	0	0	**H/TOT**	0	0	0
47	1	0	0	0	0	48	48	0	0	0	0	0	0	0	0	0	0	09:00	0	0	0
38	0	3	2	1	0	45	46.7	0	0	0	0	0	0	0	0	0	0	09:15	0	0	0
31	0	6	5	0	0	43	44.7	0	0	0	0	0	0	0	0	0	0	09:30	0	0	0
25	0	4	2	2	0	33	36.6	0	0	0	0	0	0	0	0	0	0	09:45	0	0	0
141	1	13	9	3	0	169	176	0	0	0	0	0	0	0	0	0	0	**H/TOT**	0	0	0
33	1	4	3	0	0	41	42.5	0	0	0	0	0	0	0	0	0	0	10:00	0	0	0
35	1	4	1	0	0	41	41.5	0	0	0	0	0	0	0	0	0	0	10:15	0	0	0
39	0	8	1	1	0	52	52	0	0	0	0	0	0	0	0	0	0	10:30	0	0	0
32	0	3	2	1	0	38	40.3	0	0	0	0	0	0	0	0	0	0	10:45	0	0	0
139	2	19	7	2	0	172	176.3	0	0	0	0	0	0	0	0	0	0	**H/TOT**	0	0	0
46	0	4	0	0	0	50	50	0	0	0	0	0	0	0	0	0	0	11:00	0	0	0

32	0	6	4	0	0	42	44	0	0	0	0	0	0	0	0	0	0	11:15	0	0	0
37	0	4	2	2	0	45	48.6	0	0	0	0	0	0	0	0	0	0	11:30	0	0	0
37	0	7	2	0	0	46	47	0	0	0	0	0	0	0	0	0	0	11:45	0	0	0
152	0	21	8	2	0	183	189.6	0	0	0	0	0	0	0	0	0	0	**H/TOT**	0	0	0
33	0	8	3	0	0	44	45.5	0	0	0	0	0	0	0	0	0	0	12:00	0	0	0
31	1	8	1	0	0	44	42.7	0	0	0	0	0	0	0	0	0	0	12:15	0	0	0
46	0	4	2	0	0	52	53	0	0	0	0	0	0	0	0	0	0	12:30	0	0	0
50	0	12	3	2	0	67	71.1	0	0	0	0	0	0	0	0	0	0	12:45	0	0	0
160	1	32	9	2	0	207	212.3	0	0	0	0	0	0	0	0	0	0	**H/TOT**	0	0	0
42	0	5	2	1	0	52	53.1	0	0	0	0	0	0	0	0	0	0	13:00	0	0	0
56	0	9	1	2	0	68	71.1	0	0	0	0	0	0	0	0	0	0	13:15	0	0	0
67	0	2	0	0	0	70	69.2	0	0	0	0	0	0	0	0	0	0	13:30	0	0	0
41	0	1	4	0	0	46	48	0	0	0	0	0	0	0	0	0	0	13:45	0	0	0
206	0	17	7	3	0	236	241.4	0	0	0	0	0	0	0	0	0	0	**H/TOT**	0	0	0
44	2	3	1	0	0	50	50.5	0	0	0	0	0	0	0	0	0	0	14:00	0	0	0
46	0	6	2	0	0	54	55	0	0	0	0	0	0	0	0	0	0	14:15	0	0	0
46	0	10	3	0	0	59	60.5	0	0	0	0	0	0	0	0	0	0	14:30	0	0	0
31	0	5	2	0	0	38	39	0	0	0	0	0	0	0	0	0	0	14:45	0	0	0
167	2	24	8	0	0	201	205	0	0	0	0	0	0	0	0	0	0	**H/TOT**	0	0	0
62	0	2	0	1	0	65	66.3	0	0	0	0	0	0	0	0	0	0	15:00	0	0	0
53	0	6	2	0	0	61	62	0	0	0	0	0	0	0	0	0	0	15:15	0	0	0
51	1	3	0	0	1	56	57	0	0	0	0	0	0	0	0	0	0	15:30	0	0	0
66	0	7	0	0	0	73	73	0	0	0	0	0	0	0	0	0	0	15:45	0	0	0
232	1	18	2	1	1	255	258.3	0	0	0	0	0	0	0	0	0	0	**H/TOT**	0	0	0
53	0	4	2	0	0	59	60	0	0	0	0	0	0	0	0	0	0	16:00	0	0	0
62	2	5	1	0	3	73	76.5	0	0	0	0	0	0	0	0	0	0	16:15	0	0	0
64	0	8	1	0	0	73	73.5	0	0	0	0	0	0	0	0	0	0	16:30	0	0	0
63	0	7	4	0	0	76	76.6	0	0	0	0	0	0	0	0	0	0	16:45	0	0	0
242	2	24	8	0	3	281	286.6	0	0	0	0	0	0	0	0	0	0	**H/TOT**	0	0	0
72	0	5	3	0	0	80	81.5	0	0	0	0	0	0	0	0	0	0	17:00	0	0	0
75	1	10	0	0	0	87	86.2	0	0	0	0	0	0	0	0	0	0	17:15	0	0	0
68	0	7	1	0	0	76	76.5	0	0	0	0	0	0	0	0	0	0	17:30	0	0	0
75	0	5	0	0	0	80	80	0	0	0	0	0	0	0	0	0	0	17:45	0	0	0
290	1	27	4	0	0	323	324.2	0	0	0	0	0	0	0	0	0	0	**H/TOT**	0	0	0

61	1	7	1	1	0	71	72.8	0	0	0	0	0	0	0	0	0	0	18:00	0	0	0
50	1	6	0	0	0	57	57	0	0	0	0	0	0	0	0	0	0	18:15	0	0	0
58	0	10	0	0	0	68	68	0	0	0	0	0	0	0	0	0	0	18:30	0	0	0
61	0	3	0	0	0	65	64.4	0	0	0	0	0	0	0	0	0	0	18:45	0	0	0
230	2	26	1	1	0	261	262.2	0	0	0	0	0	0	0	0	0	0	**H/TOT**	0	0	0
2282	15	272	82	16	5	2688	2744.2	0	0	0	0	0	0	0	0	0	0	**12 TOT**	0	0	0

C => A							C => B											C =			
TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	TIME	P/C	M/C	CAR	TAXI
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	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	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	**H/TOT**	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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**	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	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	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	0	0	0	0	0	0	0	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	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	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	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	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	0	0	0	0	0	0	0	14:00	0	0	0	0
0	0	0	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	0	0	0	0	0	0	0	14:30	0	0	0	0
0	0	0	0	0	0	0	0	0	0	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	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	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**	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0
0	0	0	0	0	0	0	0	0	0	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**	0	0	0	0
0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	17:30	0	0	0	0
0	0	0	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**	0	0	0	0

0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**12 TOT**	0	0	0	0

> C						C => D											C => E				
LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	TIME	P/C	M/C	CAR	TAXI	LGV
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	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	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	**H/TOT**	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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**	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	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	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	0	0	0	0	0	0	0	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	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	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	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	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	0	0	0	0	0	0	0	14:00	0	0	0	0	0
0	0	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	0	0	0	0	0	0	0	14:30	0	0	0	0	0
0	0	0	0	0	0	0	0	0	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	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	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**	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0
0	0	0	0	0	0	0	0	0	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**	0	0	0	0	0
0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	17:30	0	0	0	0	0
0	0	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**	0	0	0	0	0

0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**12 TOT**	0	0	0	0	0

					D => A											D => B					
OGV1	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**TAXI**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**TIME**	**P/C**	**M/C**	**CAR**	**TAXI**	**LGV**	**OGV1**
0	0	0	0	0	0	0	12	0	1	0	0	0	13	13	07:00	0	0	9	0	2	0
0	0	0	0	0	0	0	20	0	1	2	2	0	25	28.6	07:15	0	0	11	0	0	0
0	0	0	0	0	0	0	29	0	1	0	1	0	31	32.3	07:30	0	0	10	0	2	1
0	0	0	0	0	0	0	35	0	4	4	0	0	43	45	07:45	0	0	19	0	7	1
0	0	0	0	0	0	0	96	0	7	6	3	0	112	118.9	**H/TOT**	0	0	49	0	11	2
0	0	0	0	0	0	0	42	0	14	4	1	1	62	66.3	08:00	0	0	25	0	3	3
0	0	0	0	0	0	0	76	3	10	2	5	0	96	103.5	08:15	0	0	37	0	7	0
0	0	0	0	0	0	0	71	0	5	3	3	0	82	87.4	08:30	0	0	38	0	10	2
0	0	0	0	0	0	0	82	1	8	2	2	0	95	98.6	08:45	0	0	34	0	7	1
0	0	0	0	0	0	0	271	4	37	11	11	1	335	355.8	**H/TOT**	0	0	134	0	27	6
0	0	0	0	0	0	0	61	0	2	1	1	0	65	66.8	09:00	0	0	64	0	11	0
0	0	0	0	0	0	0	35	0	7	2	3	0	47	51.9	09:15	0	0	24	0	10	4
0	0	0	0	0	0	0	32	0	5	3	3	0	43	48.4	09:30	0	0	27	0	7	3
0	0	0	0	0	0	0	35	1	6	4	1	0	47	50.3	09:45	0	0	22	0	6	0
0	0	0	0	0	0	0	163	1	20	10	8	0	202	217.4	**H/TOT**	0	0	137	0	34	7
0	0	0	0	0	0	0	25	0	12	1	2	0	40	43.1	10:00	0	0	23	0	1	0
0	0	0	0	0	0	0	30	0	5	3	0	0	38	39.5	10:15	0	0	33	2	1	0
0	0	0	0	0	0	0	24	0	5	1	5	0	35	42	10:30	0	0	23	1	1	0
0	0	0	0	0	0	0	35	0	6	4	0	0	45	47	10:45	0	0	31	0	6	1
0	0	0	0	0	0	0	114	0	28	9	7	0	158	171.6	**H/TOT**	0	0	110	3	9	1
0	0	0	0	0	0	0	28	0	7	5	1	0	41	44.8	11:00	0	0	38	0	3	1

0	0	0	0	0	0	1	28	0	4	2	2	0	37	40	11:15	0	0	36	0	4	1
0	0	0	0	0	0	2	30	0	8	5	1	0	46	48.6	11:30	0	1	28	1	3	0
0	0	0	0	0	0	0	40	1	2	3	4	0	50	56.7	11:45	0	0	40	0	5	1
0	0	0	0	0	0	3	126	1	21	15	8	0	174	190.1	**H/TOT**	0	1	142	1	15	3
0	0	0	0	0	0	0	52	0	2	4	3	0	61	66.9	12:00	0	0	44	1	3	0
0	0	0	0	0	0	1	41	1	9	3	3	0	58	62.8	12:15	0	0	42	0	8	0
0	0	0	0	0	1	0	49	1	5	4	0	0	60	61.2	12:30	0	0	43	0	2	2
0	0	0	0	0	1	1	48	0	11	4	5	0	70	77.1	12:45	0	0	43	0	4	1
0	0	0	0	0	2	2	190	2	27	15	11	0	249	268	**H/TOT**	0	0	172	1	17	3
0	0	0	0	0	0	0	38	0	12	3	4	0	57	63.7	13:00	0	1	27	0	5	0
0	0	0	0	0	0	0	40	0	6	0	2	0	48	50.6	13:15	0	0	40	0	4	1
0	0	0	0	0	0	1	43	0	10	2	0	0	56	56.4	13:30	0	0	37	1	11	1
0	0	0	0	0	0	0	56	0	12	1	4	0	73	78.7	13:45	0	0	46	0	3	4
0	0	0	0	0	0	1	177	0	40	6	10	0	234	249.4	**H/TOT**	0	1	150	1	23	6
0	0	0	0	0	0	0	47	1	6	3	1	0	58	60.8	14:00	0	0	45	0	5	1
0	0	0	0	0	0	0	64	0	5	1	2	0	72	75.1	14:15	0	0	41	0	4	2
0	0	0	0	0	0	0	60	0	4	2	2	1	69	73.6	14:30	0	1	60	1	6	2
0	0	0	0	0	0	0	52	2	9	5	2	0	70	75.1	14:45	0	2	43	0	8	0
0	0	0	0	0	0	0	223	3	24	11	7	1	269	284.6	**H/TOT**	0	3	189	1	23	5
0	0	0	0	0	0	0	57	0	11	2	0	0	70	71	15:00	1	0	45	0	1	3
0	0	0	0	0	0	0	65	0	11	3	1	0	80	82.8	15:15	0	0	43	0	4	1
0	0	0	0	0	0	0	59	0	9	2	2	0	72	75.6	15:30	1	0	45	0	0	0
0	0	0	0	0	0	1	56	0	9	1	1	0	68	69.2	15:45	0	1	39	0	3	0
0	0	0	0	0	0	1	237	0	40	8	4	0	290	298.6	**H/TOT**	2	1	172	0	8	4
0	0	0	0	0	0	1	84	0	9	1	1	1	97	99.2	16:00	0	0	52	0	13	1
0	0	0	0	0	1	0	102	0	21	0	1	0	125	125.5	16:15	0	0	42	0	6	1
0	0	0	0	0	0	0	100	0	12	3	1	0	116	118.8	16:30	0	1	53	0	7	1
0	0	0	0	0	0	0	92	0	19	4	2	0	117	121.6	16:45	0	1	61	0	5	2
0	0	0	0	0	1	1	378	0	61	8	5	1	455	465.1	**H/TOT**	0	2	208	0	31	5
0	0	0	0	0	0	0	93	0	28	1	1	0	123	124.8	17:00	0	0	45	1	3	0
0	0	0	0	0	1	0	114	2	11	5	1	0	134	137	17:15	0	0	52	0	15	1
0	0	0	0	0	1	0	91	0	17	1	2	0	112	114.3	17:30	0	0	51	1	10	0
0	0	0	0	0	1	0	84	1	18	1	0	0	105	104.7	17:45	0	0	48	0	3	0
0	0	0	0	0	3	0	382	3	74	8	4	0	474	480.8	**H/TOT**	0	0	196	2	31	1

0	0	0	0	0	4	0	80	0	15	0	0	0	99	95.8	18:00	0	0	45	0	14	0
0	0	0	0	0	1	1	63	0	16	2	2	0	85	87.2	18:15	0	0	57	0	2	2
0	0	0	0	0	0	2	68	0	7	0	1	0	78	78.1	18:30	1	1	39	0	5	2
0	0	0	0	0	0	0	55	0	5	1	0	0	61	61.5	18:45	0	0	42	0	0	1
0	0	0	0	0	5	3	266	0	43	3	3	0	323	322.6	**H/TOT**	1	1	183	0	21	5
0	0	0	0	0	11	11	2623	14	422	110	81	3	3275	3422.9	**12 TOT**	3	9	1842	9	250	48

				D => C											D => D						
OGV2	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**TAXI**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**TIME**	**P/C**	**M/C**	**CAR**	**TAXI**	**LGV**	**OGV1**	**OGV2**
0	0	11	11	0	0	22	0	3	1	1	0	27	28.8	07:00	0	0	0	0	0	0	0
0	0	11	11	0	0	23	0	2	1	0	0	26	26.5	07:15	0	0	0	0	0	0	0
1	0	14	15.8	0	0	33	0	2	0	0	0	35	35	07:30	0	0	0	0	0	0	0
1	0	28	29.8	0	0	35	0	3	0	0	0	38	38	07:45	0	0	0	0	0	0	0
2	0	64	67.6	0	0	113	0	10	2	1	0	126	128.3	**H/TOT**	0	0	0	0	0	0	0
0	1	32	34.5	0	0	52	0	2	0	0	1	55	56	08:00	0	0	0	0	0	0	0
0	0	44	44	0	0	64	0	3	1	0	0	68	68.5	08:15	0	0	0	0	0	0	0
1	0	51	53.3	0	1	61	0	4	1	0	0	67	66.9	08:30	0	0	0	0	0	0	0
3	0	45	49.4	0	1	44	0	1	1	0	0	47	46.9	08:45	0	0	0	0	0	0	0
4	1	172	181.2	0	2	221	0	10	3	0	1	237	238.3	**H/TOT**	0	0	0	0	0	0	0
1	0	76	77.3	0	0	40	0	1	2	1	0	44	46.3	09:00	0	0	0	0	0	0	0
1	0	39	42.3	0	0	22	0	2	4	0	0	28	30	09:15	0	0	0	0	0	0	0
0	0	37	38.5	0	0	18	0	5	1	0	0	24	24.5	09:30	0	0	0	0	0	0	0
0	0	28	28	0	1	18	0	2	0	0	0	21	20.4	09:45	0	0	0	0	0	0	0
2	0	180	186.1	0	1	98	0	10	7	1	0	117	121.2	**H/TOT**	0	0	0	0	0	0	0
1	0	25	26.3	0	0	22	0	2	0	1	0	25	26.3	10:00	0	0	0	0	0	0	0
1	0	37	38.3	0	0	11	1	3	0	0	0	15	15	10:15	0	0	0	0	0	0	0
0	0	25	25	0	0	20	0	4	1	0	0	25	25.5	10:30	0	0	0	0	0	0	0
0	0	38	38.5	0	0	18	0	2	2	1	0	23	25.3	10:45	0	0	0	0	0	0	0
2	0	125	128.1	0	0	71	1	11	3	2	0	88	92.1	**H/TOT**	0	0	0	0	0	0	0
0	0	42	42.5	0	0	7	1	11	2	0	0	21	22	11:00	0	0	0	0	0	0	0

1	0	42	43.8	0	0	16	0	3	1	1	0	21	22.8	11:15	0	0	0	0	0	0	0
1	0	34	34.7	0	0	10	1	5	0	1	0	17	18.3	11:30	0	0	0	0	0	0	0
0	0	46	46.5	0	0	17	0	5	1	2	0	25	28.1	11:45	0	0	0	0	0	0	0
2	0	164	167.5	0	0	50	2	24	4	4	0	84	91.2	**H/TOT**	0	0	0	0	0	0	0
1	0	49	50.3	0	0	23	0	0	2	1	0	26	28.3	12:00	0	0	0	0	0	0	0
1	0	51	52.3	0	0	11	0	6	1	2	0	20	23.1	12:15	0	0	0	0	0	0	0
2	0	49	52.6	0	0	13	1	2	0	0	0	16	16	12:30	0	0	0	0	0	0	0
0	0	48	48.5	0	0	20	0	6	1	0	0	27	27.5	12:45	0	0	0	0	0	0	0
4	0	197	203.7	0	0	67	1	14	4	3	0	89	94.9	**H/TOT**	0	0	0	0	0	0	0
0	0	33	32.4	0	0	28	0	3	2	1	0	34	36.3	13:00	0	0	0	0	0	0	0
0	0	45	45.5	0	0	17	0	1	2	0	0	20	21	13:15	0	0	0	0	0	0	0
0	0	50	50.5	0	0	18	0	3	0	0	0	21	21	13:30	0	0	0	0	0	0	0
1	0	54	57.3	0	0	12	0	1	0	1	0	14	15.3	13:45	0	0	0	0	0	0	0
1	0	182	185.7	0	0	75	0	8	4	2	0	89	93.6	**H/TOT**	0	0	0	0	0	0	0
0	0	51	51.5	0	0	10	0	4	1	1	0	16	17.8	14:00	0	0	0	0	0	0	0
0	0	47	48	0	0	25	0	7	3	0	0	35	36.5	14:15	0	0	0	0	0	0	0
0	1	71	72.4	0	0	13	0	3	1	0	0	17	17.5	14:30	0	0	0	0	0	0	0
1	0	54	54.1	0	0	15	0	4	1	0	0	20	20.5	14:45	0	0	0	0	0	0	0
1	1	223	226	0	0	63	0	18	6	1	0	88	92.3	**H/TOT**	0	0	0	0	0	0	0
0	0	50	50.7	0	0	19	0	2	2	1	0	24	26.3	15:00	0	0	0	0	0	0	0
0	0	48	48.5	0	0	19	0	4	0	1	0	24	25.3	15:15	0	0	0	0	0	0	0
0	0	46	45.2	0	0	25	0	3	0	0	0	28	28	15:30	0	0	0	0	0	0	0
1	0	44	44.7	0	0	11	1	2	1	1	0	16	17.8	15:45	0	0	0	0	0	0	0
1	0	188	189.1	0	0	74	1	11	3	3	0	92	97.4	**H/TOT**	0	0	0	0	0	0	0
0	0	66	66.5	0	0	21	0	5	2	0	0	28	29	16:00	0	0	0	0	0	0	0
0	0	49	49.5	0	0	20	0	2	3	0	0	25	26.5	16:15	0	0	0	0	0	0	0
0	0	62	61.9	0	0	31	0	3	0	1	0	35	36.3	16:30	0	0	0	0	0	0	0
0	0	69	69.4	0	0	18	0	9	0	0	0	27	27	16:45	0	0	0	0	0	0	0
0	0	246	247.3	0	0	90	0	19	5	1	0	115	118.8	**H/TOT**	0	0	0	0	0	0	0
0	0	49	49	0	0	23	0	0	0	0	0	23	23	17:00	0	0	0	0	0	0	0
1	0	69	70.8	0	0	29	0	5	1	0	0	35	35.5	17:15	0	0	0	0	0	0	0
0	0	62	62	0	0	19	0	4	1	0	0	24	24.5	17:30	0	0	0	0	0	0	0
1	0	52	53.3	0	0	14	0	1	0	0	0	15	15	17:45	0	0	0	0	0	0	0
2	0	232	235.1	0	0	85	0	10	2	0	0	97	98	**H/TOT**	0	0	0	0	0	0	0

0	0	59	59	0	0	9	0	2	1	0	0	12	12.5	18:00	0	0	0	0	0	0	0
0	0	61	62	0	1	22	0	0	0	0	0	23	22.4	18:15	0	0	0	0	0	0	0
0	0	48	47.6	0	0	13	0	0	0	0	0	13	13	18:30	0	0	0	0	0	0	0
0	0	43	43.5	0	0	9	0	2	2	0	0	13	14	18:45	0	0	0	0	0	0	0
0	0	211	212.1	0	1	53	0	4	3	0	0	61	61.9	**H/TOT**	0	0	0	0	0	0	0
21	2	2184	2229.5	0	4	1060	5	149	46	18	1	1283	1328	**12 TOT**	0	0	0	0	0	0	0

			D => E											E => A							
PSV	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**TAXI**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**TIME**	**P/C**	**M/C**	**CAR**	**TAXI**	**LGV**	**OGV1**	**OGV2**	**PSV**
0	0	0	0	0	0	0	0	0	0	0	0	0	07:00	0	0	0	0	1	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	07:15	0	0	1	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	07:30	0	0	8	0	1	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	07:45	0	0	6	0	1	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	**H/TOT**	0	0	15	0	3	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	08:00	0	0	8	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	08:15	0	0	11	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	08:30	0	0	9	0	1	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	08:45	0	0	11	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	**H/TOT**	0	0	39	0	1	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	09:00	0	0	2	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	09:15	0	0	2	0	0	0	1	0
0	0	0	0	0	0	0	0	0	0	0	0	0	09:30	0	0	1	0	1	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	09:45	0	0	5	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	**H/TOT**	0	0	10	0	1	0	1	0
0	0	0	0	0	0	0	0	0	0	0	0	0	10:00	0	0	3	0	0	1	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	10:15	0	0	3	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	10:30	0	0	1	0	0	1	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	10:45	0	0	2	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	**H/TOT**	0	0	9	0	0	2	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	11:00	0	0	1	0	1	0	0	0

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

0	0	0	0	0	0	0	0	0	0	0	0	0	18:00	0	0	5	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	18:15	0	0	1	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	18:30	0	0	2	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	18:45	0	0	2	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	**H/TOT**	0	0	10	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	**12 TOT**	0	0	164	0	18	8	4	0

		E => B											E => C								
TOT	**PCU**	**P/C**	**M/C**	**CAR**	**TAXI**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**TIME**	**P/C**	**M/C**	**CAR**	**TAXI**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**
1	1	0	0	13	0	3	0	0	0	16	16	07:00	0	0	0	0	0	0	0	0	0
1	1	0	0	27	0	5	0	0	0	32	32	07:15	0	0	0	0	0	0	0	0	0
9	9	0	0	31	1	5	0	1	0	38	39.3	07:30	0	0	1	0	0	0	0	0	1
7	7	0	0	29	1	4	0	0	0	34	34	07:45	0	0	0	0	0	0	0	0	0
18	18	0	0	100	2	17	0	1	0	120	121.3	**H/TOT**	0	0	1	0	0	0	0	0	1
8	8	0	0	53	0	7	0	0	0	60	60	08:00	0	0	0	0	0	0	0	0	0
11	11	0	0	45	0	9	0	0	0	54	54	08:15	0	0	0	0	0	0	0	0	0
10	10	0	0	44	0	4	0	0	0	48	48	08:30	0	0	0	0	0	0	0	0	0
11	11	0	0	44	1	4	0	0	0	49	49	08:45	0	0	0	0	0	0	0	0	0
40	40	0	0	186	1	24	0	0	0	211	211	**H/TOT**	0	0	0	0	0	0	0	0	0
2	2	0	0	24	0	11	0	0	1	36	37	09:00	0	0	2	0	0	0	0	0	2
3	4.3	0	0	25	0	6	2	1	0	34	36.3	09:15	0	0	0	0	0	0	0	0	0
2	2	0	0	27	0	6	1	0	0	34	34.5	09:30	0	0	1	0	0	0	0	0	1
5	5	0	0	15	0	3	2	3	0	23	27.9	09:45	0	0	0	0	0	0	0	0	0
12	13.3	0	0	91	0	26	5	4	1	127	135.7	**H/TOT**	0	0	3	0	0	0	0	0	3
4	4.5	0	0	21	0	4	0	1	0	26	27.3	10:00	0	0	0	0	0	0	0	0	0
3	3	0	0	12	0	2	1	1	0	16	17.8	10:15	0	0	1	0	0	0	0	0	1
2	2.5	0	0	16	0	3	1	1	0	21	22.8	10:30	0	0	0	0	0	0	0	0	0
2	2	0	0	22	0	4	0	1	0	27	28.3	10:45	0	0	0	0	0	0	0	0	0
11	12	0	0	71	0	13	2	4	0	90	96.2	**H/TOT**	0	0	1	0	0	0	0	0	1
2	2	0	0	16	0	1	1	0	0	18	18.5	11:00	0	0	0	0	0	0	0	0	0

5	5	0	0	14	0	0	1	1	0	16	17.8	11:15	0	0	0	0	0	0	0	0	0
3	3	0	0	17	0	4	1	0	0	22	22.5	11:30	0	0	0	0	0	0	0	0	0
0	0	0	0	19	0	1	1	0	0	21	21.5	11:45	0	0	0	0	0	0	0	0	0
10	10	0	0	66	0	6	4	1	0	77	80.3	**H/TOT**	0	0	0	0	0	0	0	0	0
7	7.5	0	0	16	0	0	0	1	0	17	18.3	12:00	0	0	0	0	0	0	0	0	0
1	1	0	0	28	0	3	2	1	0	34	36.3	12:15	0	0	1	0	0	0	0	0	1
2	2	0	0	13	0	1	0	0	0	14	14	12:30	0	0	0	0	1	0	0	0	1
3	3	0	0	12	0	4	0	0	0	16	16	12:45	0	0	0	0	0	0	0	0	0
13	13.5	0	0	69	0	8	2	2	0	81	84.6	**H/TOT**	0	0	1	0	1	0	0	0	2
5	5	0	0	16	0	7	0	0	0	23	23	13:00	0	0	0	0	0	0	0	0	0
7	8.8	0	0	13	0	2	0	0	0	15	15	13:15	0	0	0	0	0	0	0	0	0
3	3.5	0	0	22	0	4	2	0	0	28	29	13:30	0	0	0	0	0	0	0	0	0
4	5.3	0	0	23	1	4	0	0	0	28	28	13:45	0	0	0	0	0	0	0	0	0
19	22.6	0	0	74	1	17	2	0	0	94	95	**H/TOT**	0	0	0	0	0	0	0	0	0
8	8.5	0	0	24	0	1	2	1	0	28	30.3	14:00	0	0	0	0	0	0	0	0	0
1	1	0	0	32	0	3	2	0	0	37	38	14:15	0	0	0	0	0	0	0	0	0
4	4.5	0	0	16	0	0	3	0	0	19	20.5	14:30	0	0	0	0	0	0	0	0	0
1	1	0	0	17	0	0	0	0	0	17	17	14:45	0	0	0	0	0	0	0	0	0
14	15	0	0	89	0	4	7	1	0	101	105.8	**H/TOT**	0	0	0	0	0	0	0	0	0
5	5	0	0	24	0	0	1	0	1	26	27.5	15:00	0	0	0	0	0	0	0	0	0
6	6	0	0	19	0	1	1	1	0	22	23.8	15:15	0	0	0	0	0	0	0	0	0
4	5.3	0	1	13	0	5	2	0	0	21	21.4	15:30	0	0	0	0	0	0	1	0	1
5	5.5	0	0	18	1	2	1	0	0	22	22.5	15:45	0	0	0	0	0	0	0	0	0
20	21.8	0	1	74	1	8	5	1	1	91	95.2	**H/TOT**	0	0	0	0	0	0	1	0	1
5	5	0	0	16	1	5	2	0	0	24	25	16:00	0	0	0	0	0	0	0	0	0
1	1	0	0	22	1	3	1	0	0	27	27.5	16:15	0	0	0	0	0	0	0	0	0
4	4	0	0	25	0	6	0	0	0	31	31	16:30	0	0	0	0	0	0	0	0	0
3	3	0	0	18	0	2	2	1	0	23	25.3	16:45	0	0	0	0	0	0	0	0	0
13	13	0	0	81	2	16	5	1	0	105	108.8	**H/TOT**	0	0	0	0	0	0	0	0	0
5	5	0	0	15	0	5	0	0	0	20	20	17:00	0	0	0	0	0	0	0	0	0
7	7	0	0	24	0	4	2	0	1	31	33	17:15	0	0	0	0	0	0	0	0	0
1	1	0	0	17	0	4	0	0	0	21	21	17:30	0	0	0	0	0	0	0	0	0
1	1	0	0	21	0	1	0	1	0	23	24.3	17:45	0	0	0	0	0	0	0	0	0
14	14	0	0	77	0	14	2	1	1	95	98.3	**H/TOT**	0	0	0	0	0	0	0	0	0

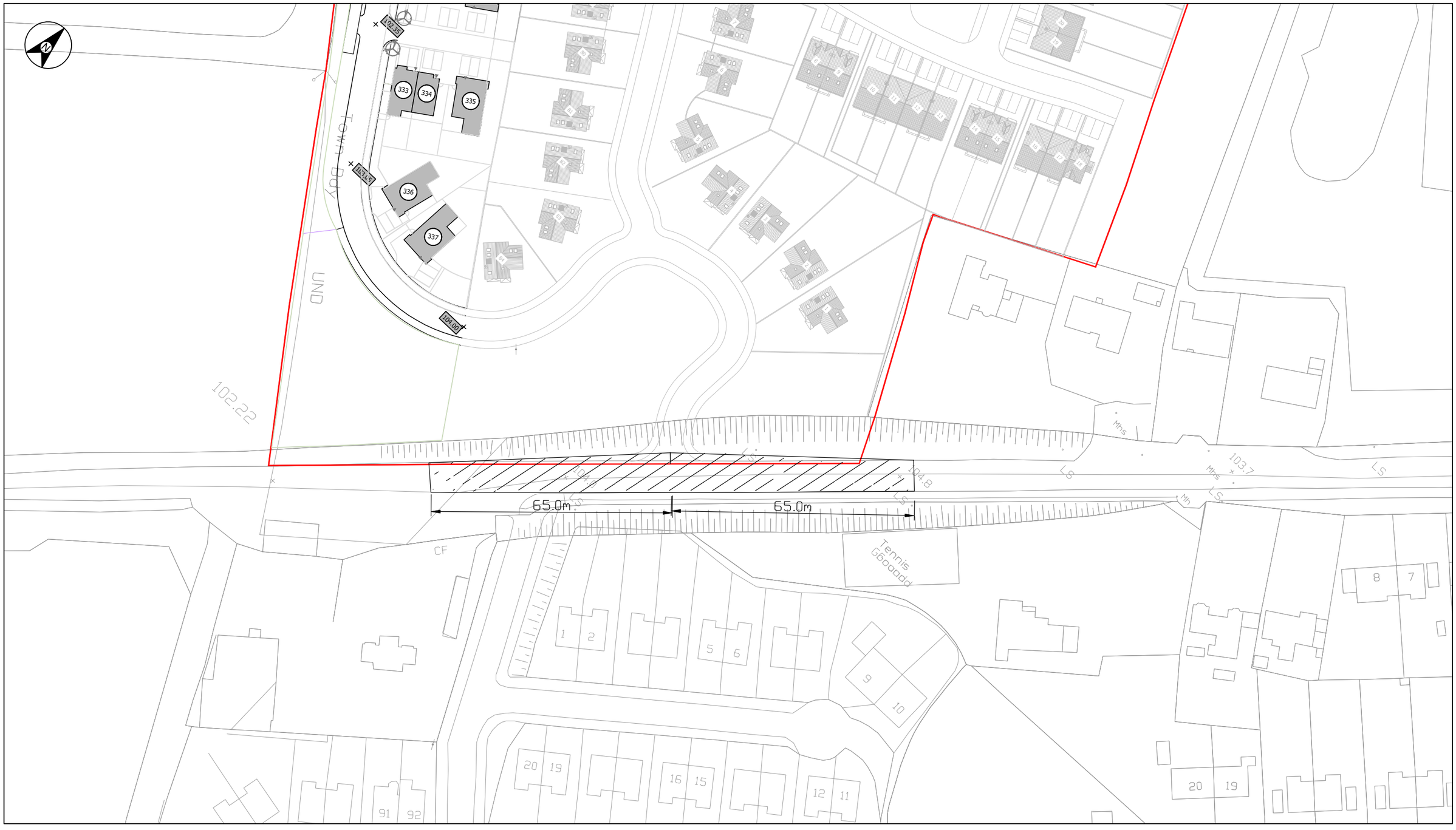
5	5	0	0	11	0	1	1	0	0	13	13.5	18:00	0	0	0	0	0	0	0	0	0
1	1	0	0	16	0	0	0	0	1	17	18	18:15	0	0	0	0	0	0	0	0	0
2	2	0	0	20	0	3	1	0	0	24	24.5	18:30	0	0	0	0	0	0	0	0	0
2	2	0	0	24	0	1	0	0	0	25	25	18:45	0	0	0	0	0	0	0	0	0
10	10	0	0	71	0	5	2	0	1	79	81	**H/TOT**	0	0	0	0	0	0	0	0	0
194	203.2	0	1	1049	7	158	36	16	4	1271	1313.2	**12 TOT**	0	0	6	0	1	0	1	0	8

	E => D											E => E									
PCU	**P/C**	**M/C**	**CAR**	**TAXI**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**TIME**	**P/C**	**M/C**	**CAR**	**TAXI**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
0	0	0	16	0	4	0	1	0	21	22.3	07:00	0	0	0	0	0	0	0	0	0	0
0	0	0	17	0	5	2	1	0	25	27.3	07:15	0	0	0	0	0	0	0	0	0	0
1	0	0	33	0	3	1	1	0	38	39.8	07:30	0	0	0	0	0	0	0	0	0	0
0	0	0	26	0	10	1	1	0	38	39.8	07:45	0	0	0	0	0	0	0	0	0	0
1	0	0	92	0	22	4	4	0	122	129.2	**H/TOT**	0	0	0	0	0	0	0	0	0	0
0	0	0	28	0	2	2	0	0	32	33	08:00	0	0	0	0	0	0	0	0	0	0
0	0	0	48	0	4	2	1	0	55	57.3	08:15	0	0	0	0	0	0	0	0	0	0
0	0	0	70	1	8	1	2	0	82	85.1	08:30	0	0	0	0	0	0	0	0	0	0
0	0	0	64	0	6	1	1	0	72	73.8	08:45	0	0	0	0	0	0	0	0	0	0
0	0	0	210	1	20	6	4	0	241	249.2	**H/TOT**	0	0	0	0	0	0	0	0	0	0
2	0	0	26	0	4	0	1	0	31	32.3	09:00	0	0	0	0	0	0	0	0	0	0
0	0	0	18	0	2	0	1	0	21	22.3	09:15	0	0	0	0	0	0	0	0	0	0
1	0	0	13	0	2	2	0	0	17	18	09:30	0	0	0	0	0	0	0	0	0	0
0	0	0	11	0	6	1	1	0	19	20.8	09:45	0	0	0	0	0	0	0	0	0	0
3	0	0	68	0	14	3	3	0	88	93.4	**H/TOT**	0	0	0	0	0	0	0	0	0	0
0	0	0	12	0	3	3	1	0	19	21.8	10:00	0	0	0	0	0	0	0	0	0	0
1	0	0	6	0	2	3	0	0	11	12.5	10:15	0	0	0	0	0	0	0	0	0	0
0	0	0	6	0	1	0	0	0	7	7	10:30	0	0	0	0	0	0	0	0	0	0
0	0	0	9	0	0	0	1	0	10	11.3	10:45	0	0	0	0	0	0	0	0	0	0
1	0	0	33	0	6	6	2	0	47	52.6	**H/TOT**	0	0	0	0	0	0	0	0	0	0
0	0	0	10	0	1	2	0	0	13	14	11:00	0	0	0	0	0	0	0	0	0	0

0	0	0	10	0	2	1	1	0	14	15.8	11:15	0	0	0	0	0	0	0	0	0	0
0	0	0	10	0	0	0	0	0	10	10	11:30	0	0	0	0	0	0	0	0	0	0
0	0	0	11	0	5	1	1	0	18	19.8	11:45	0	0	0	0	0	0	0	0	0	0
0	0	0	41	0	8	4	2	0	55	59.6	**H/TOT**	0	0	0	0	0	0	0	0	0	0
0	0	0	7	0	1	0	0	0	8	8	12:00	0	0	0	0	0	0	0	0	0	0
1	0	0	8	0	3	2	1	0	14	16.3	12:15	0	0	0	0	0	0	0	0	0	0
1	0	0	10	0	4	0	2	0	16	18.6	12:30	0	0	0	0	0	0	0	0	0	0
0	0	0	18	0	2	2	1	0	23	25.3	12:45	0	0	0	0	0	0	0	0	0	0
2	0	0	43	0	10	4	4	0	61	68.2	**H/TOT**	0	0	0	0	0	0	0	0	0	0
0	0	0	8	0	2	1	0	0	11	11.5	13:00	0	0	0	0	0	0	0	0	0	0
0	0	0	17	0	0	1	0	0	18	18.5	13:15	0	0	0	0	0	0	0	0	0	0
0	0	0	13	0	2	1	1	1	18	20.8	13:30	0	0	0	0	0	0	0	0	0	0
0	0	0	16	0	4	0	0	0	20	20	13:45	0	0	0	0	0	0	0	0	0	0
0	0	0	54	0	8	3	1	1	67	70.8	**H/TOT**	0	0	0	0	0	0	0	0	0	0
0	0	0	20	0	1	0	1	0	22	23.3	14:00	0	0	0	0	0	0	0	0	0	0
0	0	0	18	0	4	1	0	1	24	25.5	14:15	0	0	0	0	0	0	0	0	0	0
0	0	0	8	0	3	2	0	0	13	14	14:30	0	0	0	0	0	0	0	0	0	0
0	0	0	15	0	1	1	0	0	17	17.5	14:45	0	0	0	0	0	0	0	0	0	0
0	0	0	61	0	9	4	1	1	76	80.3	**H/TOT**	0	0	0	0	0	0	0	0	0	0
0	0	0	18	0	3	1	0	0	22	22.5	15:00	0	0	0	0	0	0	0	0	0	0
0	0	0	16	0	3	0	1	0	20	21.3	15:15	0	0	0	0	0	0	0	0	0	0
2.3	0	0	14	0	4	1	0	0	19	19.5	15:30	0	0	0	0	0	0	0	0	0	0
0	0	1	30	0	3	2	1	0	37	38.7	15:45	0	0	0	0	0	0	0	0	0	0
2.3	0	1	78	0	13	4	2	0	98	102	**H/TOT**	0	0	0	0	0	0	0	0	0	0
0	0	0	20	0	5	2	0	1	28	30	16:00	0	0	0	0	0	0	0	0	0	0
0	0	0	20	0	2	1	0	0	23	23.5	16:15	0	0	0	0	0	0	0	0	0	0
0	0	0	12	0	3	0	0	0	15	15	16:30	0	0	0	0	0	0	0	0	0	0
0	0	0	20	0	4	1	2	1	28	32.1	16:45	0	0	0	0	0	0	0	0	0	0
0	0	0	72	0	14	4	2	2	94	100.6	**H/TOT**	0	0	0	0	0	0	0	0	0	0
0	0	0	23	0	3	0	2	0	28	30.6	17:00	0	0	0	0	0	0	0	0	0	0
0	0	0	17	0	6	0	0	0	23	23	17:15	0	0	0	0	0	0	0	0	0	0
0	0	0	24	0	3	0	0	0	27	27	17:30	0	0	0	0	0	0	0	0	0	0
0	0	0	12	0	1	1	1	0	15	16.8	17:45	0	0	0	0	0	0	0	0	0	0
0	0	0	76	0	13	1	3	0	93	97.4	**H/TOT**	0	0	0	0	0	0	0	0	0	0

0	0	0	12	0	4	0	1	0	17	18.3	18:00	0	0	0	0	0	0	0	0	0	0
0	0	0	19	0	2	0	0	0	21	21	18:15	0	0	0	0	0	0	0	0	0	0
0	0	0	22	0	2	0	1	0	25	26.3	18:30	0	0	0	0	0	0	0	0	0	0
0	0	0	17	0	1	0	0	0	18	18	18:45	0	0	0	0	0	0	0	0	0	0
0	0	0	70	0	9	0	2	0	81	83.6	**H/TOT**	0	0	0	0	0	0	0	0	0	0
9.3	0	1	898	1	146	43	30	4	1123	1186.9	**12 TOT**	0	0	0	0	0	0	0	0	0	0

Appendix C- Sightlines



P·M·C·E

PMCE Ltd.
Mona Villa
Lower Commons Road
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Dublin 22

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Email: info@pmce.ie
Web: www.PMCE.ie

Client:

Rev.	Comment	Date
1.0	Draft	11/05/21

Notes:

1 Do Not Scale - use figured dimensions only.
2. Drawing is the property of PMCE Ltd.
3. In accordance with DMURS, section 4.4.4, the development should achieve unobstructed visibility splays of 65m at a 2.4m setback from the junction. The proposed development meets this criteria.

Project:
Ballymany Development
Newbridge, Co Kildare

Drawing Title:
Ballymany Development Site Sightlines

Drawn: AP	Date: 11/05/2021
Checked: AOR	Scale: 1:1000 A3
Approved: AOR	Status: Draft
Drawing No: P21-034-DG-001	Revision: 1.0

Appendix D – JUNCTIONS 9 Outputs

Junctions 9

OSCADY 9 - Signalised Intersection Module

Version: 9.5.0.6896
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For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk

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

Filename: Junction 1- Standhouse rd Access (1).j9
Path: W:\2021\P21-034
Report generation date: 11/05/2021 15:42:19

»Base year,
»Opening year+ Adj,
»+5+Adj,
»+15+Adj,
»Opening year+ Adj+ Dev,
»+5+Adj+Dev,
»+15+Adj+Dev,

Summary of junction performance

	Queue (Veh)	Delay (s)	DOS	LOS
	Base year			
A - Standhouse Rd East	4.7	13.81	0.31	B
B - Development Access	0.0	0.00	0.00	A
C - Standhouse Rd West	4.8	13.86	0.31	B
	Opening year+ Adj			
A - Standhouse Rd East	6.6	15.55	0.42	B
B - Development Access	0.2	33.50	0.01	C
C - Standhouse Rd West	6.6	15.57	0.43	B
	+5+Adj			
A - Standhouse Rd East	7.4	16.36	0.47	B
B - Development Access	0.2	33.50	0.01	C
C - Standhouse Rd West	7.4	16.39	0.47	B
	+15+Adj			
A - Standhouse Rd East	7.9	17.00	0.50	B
B - Development Access	0.2	33.50	0.01	C
C - Standhouse Rd West	7.9	17.04	0.50	B
	Opening year+ Adj+ Dev			
A - Standhouse Rd East	7.1	16.05	0.45	B
B - Development Access	1.4	34.34	0.08	C
C - Standhouse Rd West	6.6	15.57	0.43	B
	+5+Adj+Dev			
A - Standhouse Rd East	7.8	16.91	0.50	B
B - Development Access	1.4	34.34	0.08	C
C - Standhouse Rd West	7.4	16.39	0.47	B
	+15+Adj+Dev			
A - Standhouse Rd East	8.4	17.60	0.53	B
B - Development Access	1.4	34.34	0.08	C
C - Standhouse Rd West	7.9	17.04	0.50	B

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

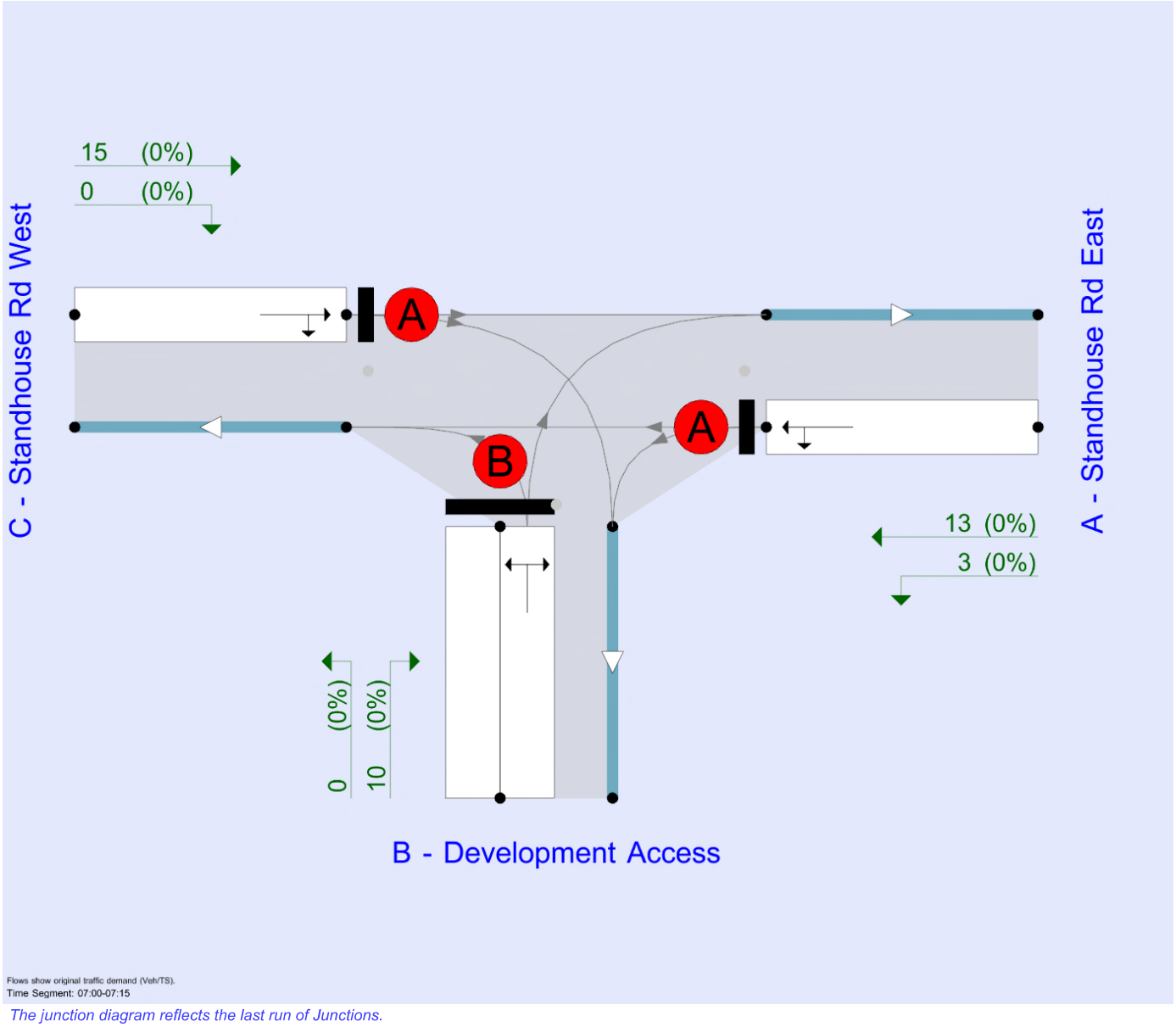
File summary

File Description

Title	
Location	
Site number	
Date	14/04/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	PMCE\papadakisa
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

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
D1	Base year	DIRECT	07:00	19:00	720	15	✓		
D2	Opening year	DIRECT	07:00	19:00	720	15			
D3	+5	DIRECT	07:00	19:00	720	15			
D4	+15	DIRECT	07:00	19:00	720	15			
D5	Dev traffic	DIRECT	07:00	19:00	720	15			
D6	Adj traffic	DIRECT	07:00	19:00	720	15			
D7	Opening year+ Adj	DIRECT	07:00	19:00	720	15	✓	Simple	D2+D6
D8	+5+Adj	DIRECT	07:00	19:00	720	15	✓	Simple	D3+D6
D9	+15+Adj	DIRECT	07:00	19:00	720	15	✓	Simple	D4+D6
D10	Opening year+ Adj+ Dev	DIRECT	07:00	19:00	720	15	✓	Simple	D2+D6+D5
D11	+5+Adj+Dev	DIRECT	07:00	19:00	720	15	✓	Simple	D3+D5+D6
D12	+15+Adj+Dev	DIRECT	07:00	19:00	720	15	✓	Simple	D4+D5+D6

Analysis Set Details

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

Base year,

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Junction 1	Signalised		13.83	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
A	Standhouse Rd East	
B	Development Access	
C	Standhouse Rd West	

OSCADY Traffic Streams

Arm	Traffic Stream	Phase	Notional EEG (s)	Signals EEG (s)	Destination arms	Straight move
A - Standhouse Rd East	1	A	0.00	0.00	B, C	C
B - Development Access	1	B	0.00	0.00	A, C	
C - Standhouse Rd West	1	A	0.00	0.00	A, B	A

OSCADY Lanes

Arm	Traffic Stream	Destination arms	Gradient (%)	Width (m)	Turning radius (m)	Nearside lane	Has bay	Bay position	Bay storage (PCU)	Bay saturation flow ratio
A - Standhouse Rd East	1	B, C	0	3.00	10.00	✓				
B - Development Access	1	A, C	0	3.00	10.00	✓	✓	Left	9.00	1.00
C - Standhouse Rd West	1	A, B	0	3.00	10.00	✓				

Signal Timings

Junction 1

Junction	Sequence to use	Cycle time (s)	Maximum cycle time (s)	Start displacement (s)	End displacement (s)
1	1	120	300	1.40	2.90

Optimisation options

Junction	Optimise stage lengths	Optimise cycle time	Optimiser demand source	Optimiser message
1			Average	(Optimiser not used)

Phases

Junction	Phase	Name	Minimum green (s)
1	A		7
	B		7
	C		7

Library Stages

Junction	Library Stage	Phases in stage	User stage minimum (s)	Run every N cycles	Probability of running (%)
1	1	A	1		
	2	B	1		
	3	C	1		

Stage Sequences

Junction	Sequence	Name	Stage IDs	Stage ends
1	1		3, 1, 2	114, 67, 101

Intergreen Matrix for Junction 1

		To		
		A	B	C
From	A		5	5
	B	5		5
	C	5	5	

Interstage Matrix for Junction 1

		To		
		1	2	3
From	1	0	5	5
	2	5	0	5
	3	5	5	0

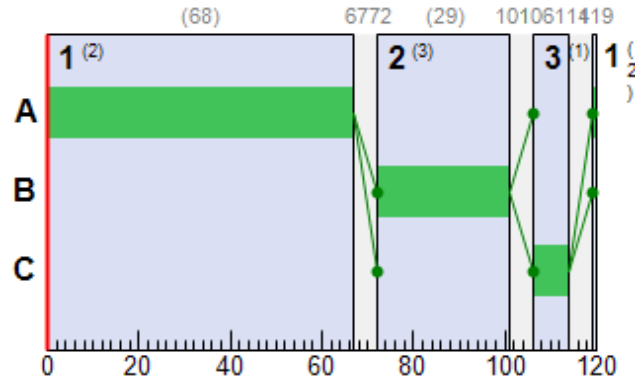
Resultant Stages

Junction	Resultant Stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	3	C	106	114	8	1	7
	2	1	A	119	67	68	1	7
	3	2	B	72	101	29	1	7

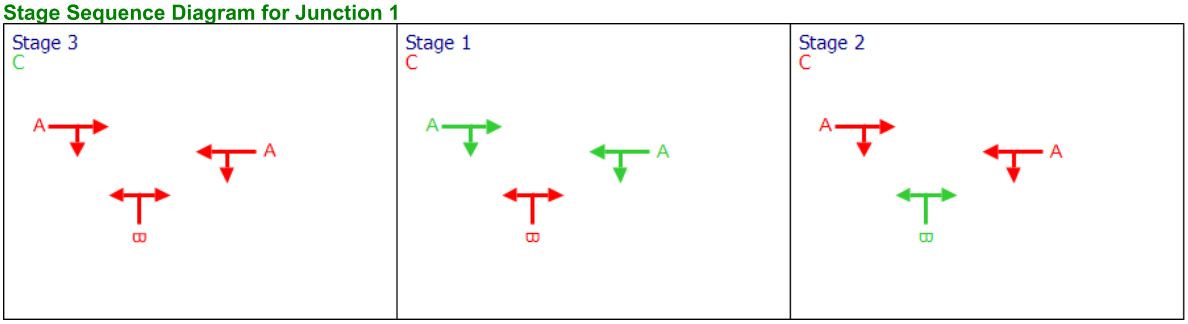
Resultant Phase Green Periods

Junction	Phase	Green period	Start time (s)	End time (s)	Duration (s)
1	A	1	119	67	68
	B	1	72	101	29
	C	1	106	114	8

Phase Timings Diagram for Junction 1



Stage Sequence Diagram for Junction 1



Traffic Demand

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
D1	Base year	DIRECT	07:00	19:00	720	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Standhouse Rd East		DIRECT	✓	100.000
B - Development Access		DIRECT	✓	100.000
C - Standhouse Rd West		DIRECT	✓	100.000

Origin-Destination Data

07:00 - 07:15

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.00	8.00
	B - Development Access	0.00	0.00	0.00
	C - Standhouse Rd West	9.00	0.00	0.00

07:15 - 07:30

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.00	11.00
	B - Development Access	0.00	0.00	0.00
	C - Standhouse Rd West	14.00	0.00	0.00

07:30 - 07:45

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.00	12.00
	B - Development Access	0.00	0.00	0.00
	C - Standhouse Rd West	9.00	0.00	0.00

07:45 - 08:00

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.00	22.00
	B - Development Access	0.00	0.00	0.00
	C - Standhouse Rd West	22.00	0.00	0.00

08:00 - 08:15

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.00	31.00
	B - Development Access	0.00	0.00	0.00
	C - Standhouse Rd West	38.00	0.00	0.00

08:15 - 08:30

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.00	35.00
	B - Development Access	0.00	0.00	0.00
	C - Standhouse Rd West	65.00	0.00	0.00

08:30 - 08:45

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.00	35.00
	B - Development Access	0.00	0.00	0.00
	C - Standhouse Rd West	83.00	0.00	0.00

08:45 - 09:00

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.00	47.00
	B - Development Access	0.00	0.00	0.00
	C - Standhouse Rd West	73.00	0.00	0.00

09:00 - 09:15

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.00	56.00
	B - Development Access	0.00	0.00	0.00
	C - Standhouse Rd West	37.00	0.00	0.00

09:15 - 09:30

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.00	25.00
	B - Development Access	0.00	0.00	0.00
	C - Standhouse Rd West	28.00	0.00	0.00

09:30 - 09:45

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.00	15.00
	B - Development Access	0.00	0.00	0.00
	C - Standhouse Rd West	22.00	0.00	0.00

09:45 - 10:00

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.00	18.00
	B - Development Access	0.00	0.00	0.00
	C - Standhouse Rd West	12.00	0.00	0.00

10:00 - 10:15

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.00	25.00
	B - Development Access	0.00	0.00	0.00
	C - Standhouse Rd West	25.00	0.00	0.00

10:15 - 10:30

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.00	19.00
	B - Development Access	0.00	0.00	0.00
	C - Standhouse Rd West	20.00	0.00	0.00

10:30 - 10:45

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.00	15.00
	B - Development Access	0.00	0.00	0.00
	C - Standhouse Rd West	29.00	0.00	0.00

10:45 - 11:00

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.00	25.00
	B - Development Access	0.00	0.00	0.00
	C - Standhouse Rd West	21.00	0.00	0.00

11:00 - 11:15

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.00	23.00
	B - Development Access	0.00	0.00	0.00
	C - Standhouse Rd West	16.00	0.00	0.00

11:15 - 11:30

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.00	26.00
	B - Development Access	0.00	0.00	0.00
	C - Standhouse Rd West	17.00	0.00	0.00

11:30 - 11:45

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.00	19.00
	B - Development Access	0.00	0.00	0.00
	C - Standhouse Rd West	21.00	0.00	0.00

11:45 - 12:00

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.00	27.00
	B - Development Access	0.00	0.00	0.00
	C - Standhouse Rd West	26.00	0.00	0.00

12:00 - 12:15

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.00	26.00
	B - Development Access	0.00	0.00	0.00
	C - Standhouse Rd West	19.00	0.00	0.00

12:15 - 12:30

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.00	22.00
	B - Development Access	0.00	0.00	0.00
	C - Standhouse Rd West	26.00	0.00	0.00

12:30 - 12:45

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.00	30.00
	B - Development Access	0.00	0.00	0.00
	C - Standhouse Rd West	21.00	0.00	0.00

12:45 - 13:00

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.00	21.00
	B - Development Access	0.00	0.00	0.00
	C - Standhouse Rd West	28.00	0.00	0.00

13:00 - 13:15

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.00	25.00
	B - Development Access	0.00	0.00	0.00
	C - Standhouse Rd West	22.00	0.00	0.00

13:15 - 13:30

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.00	29.00
	B - Development Access	0.00	0.00	0.00
	C - Standhouse Rd West	37.00	0.00	0.00

13:30 - 13:45

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.00	30.00
	B - Development Access	0.00	0.00	0.00
	C - Standhouse Rd West	31.00	0.00	0.00

13:45 - 14:00

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.00	39.00
	B - Development Access	0.00	0.00	0.00
	C - Standhouse Rd West	28.00	0.00	0.00

14:00 - 14:15

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.00	34.00
	B - Development Access	0.00	0.00	0.00
	C - Standhouse Rd West	31.00	0.00	0.00

Demand (Veh/TS)

14:15 - 14:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.00	32.00
	B - Development Access	0.00	0.00	0.00
	C - Standhouse Rd West	51.00	0.00	0.00

Demand (Veh/TS)

14:30 - 14:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.00	46.00
	B - Development Access	0.00	0.00	0.00
	C - Standhouse Rd West	39.00	0.00	0.00

Demand (Veh/TS)

14:45 - 15:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.00	82.00
	B - Development Access	0.00	0.00	0.00
	C - Standhouse Rd West	40.00	0.00	0.00

Demand (Veh/TS)

15:00 - 15:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.00	65.00
	B - Development Access	0.00	0.00	0.00
	C - Standhouse Rd West	38.00	0.00	0.00

Demand (Veh/TS)

15:15 - 15:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.00	48.00
	B - Development Access	0.00	0.00	0.00
	C - Standhouse Rd West	70.00	0.00	0.00

Demand (Veh/TS)

15:30 - 15:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.00	33.00
	B - Development Access	0.00	0.00	0.00
	C - Standhouse Rd West	40.00	0.00	0.00

Demand (Veh/TS)

15:45 - 16:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.00	48.00
	B - Development Access	0.00	0.00	0.00
	C - Standhouse Rd West	41.00	0.00	0.00

Demand (Veh/TS)

16:00 - 16:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.00	48.00
	B - Development Access	0.00	0.00	0.00
	C - Standhouse Rd West	48.00	0.00	0.00

Demand (Veh/TS)

16:15 - 16:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.00	56.00
	B - Development Access	0.00	0.00	0.00
	C - Standhouse Rd West	39.00	0.00	0.00

16:30 - 16:45

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.00	52.00
	B - Development Access	0.00	0.00	0.00
	C - Standhouse Rd West	40.00	0.00	0.00

16:45 - 17:00

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.00	43.00
	B - Development Access	0.00	0.00	0.00
	C - Standhouse Rd West	44.00	0.00	0.00

17:00 - 17:15

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.00	34.00
	B - Development Access	0.00	0.00	0.00
	C - Standhouse Rd West	29.00	0.00	0.00

17:15 - 17:30

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.00	41.00
	B - Development Access	0.00	0.00	0.00
	C - Standhouse Rd West	35.00	0.00	0.00

17:30 - 17:45

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.00	43.00
	B - Development Access	0.00	0.00	0.00
	C - Standhouse Rd West	41.00	0.00	0.00

17:45 - 18:00

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.00	25.00
	B - Development Access	0.00	0.00	0.00
	C - Standhouse Rd West	52.00	0.00	0.00

18:00 - 18:15

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.00	36.00
	B - Development Access	0.00	0.00	0.00
	C - Standhouse Rd West	45.00	0.00	0.00

18:15 - 18:30

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.00	45.00
	B - Development Access	0.00	0.00	0.00
	C - Standhouse Rd West	28.00	0.00	0.00

18:30 - 18:45

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.00	44.00
	B - Development Access	0.00	0.00	0.00
	C - Standhouse Rd West	22.00	0.00	0.00

18:45 - 19:00

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.00	24.00
	B - Development Access	0.00	0.00	0.00
	C - Standhouse Rd West	34.00	0.00	0.00

Vehicle Mix

07:00 - 07:15

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

07:15 - 07:30

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	9
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

07:30 - 07:45

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	8
	B - Development Access	0	0	0
	C - Standhouse Rd West	22	0	0

07:45 - 08:00

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	5	0	0

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	3
	B - Development Access	0	0	0
	C - Standhouse Rd West	8	0	0

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	3
	B - Development Access	0	0	0
	C - Standhouse Rd West	5	0	0

08:30 - 08:45

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	4	0	0

08:45 - 09:00

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	3	0	0

09:00 - 09:15

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	7
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

09:15 - 09:30

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	8
	B - Development Access	0	0	0
	C - Standhouse Rd West	7	0	0

09:30 - 09:45

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

09:45 - 10:00

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	8	0	0

10:00 - 10:15

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	4
	B - Development Access	0	0	0
	C - Standhouse Rd West	4	0	0

10:15 - 10:30

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	5
	B - Development Access	0	0	0
	C - Standhouse Rd West	5	0	0

10:30 - 10:45

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	3	0	0

10:45 - 11:00

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

11:00 - 11:15

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	4
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

11:15 - 11:30

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	4
	B - Development Access	0	0	0
	C - Standhouse Rd West	6	0	0

11:30 - 11:45

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	5
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

11:45 - 12:00

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	4
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

12:00 - 12:15

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	5	0	0

Heavy Vehicle Percentages

12:15 - 12:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	5
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Heavy Vehicle Percentages

12:30 - 12:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Heavy Vehicle Percentages

12:45 - 13:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	5
	B - Development Access	0	0	0
	C - Standhouse Rd West	4	0	0

Heavy Vehicle Percentages

13:00 - 13:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	5	0	0

Heavy Vehicle Percentages

13:15 - 13:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	3
	B - Development Access	0	0	0
	C - Standhouse Rd West	3	0	0

Heavy Vehicle Percentages

13:30 - 13:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	7
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Heavy Vehicle Percentages

13:45 - 14:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	5
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Heavy Vehicle Percentages

14:00 - 14:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	3	0	0

Heavy Vehicle Percentages

14:15 - 14:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	3
	B - Development Access	0	0	0
	C - Standhouse Rd West	8	0	0

14:30 - 14:45

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	7
	B - Development Access	0	0	0
	C - Standhouse Rd West	5	0	0

Heavy Vehicle Percentages

14:45 - 15:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	4
	B - Development Access	0	0	0
	C - Standhouse Rd West	5	0	0

Heavy Vehicle Percentages

15:00 - 15:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	3
	B - Development Access	0	0	0
	C - Standhouse Rd West	5	0	0

Heavy Vehicle Percentages

15:15 - 15:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	4
	B - Development Access	0	0	0
	C - Standhouse Rd West	4	0	0

Heavy Vehicle Percentages

15:30 - 15:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	3
	B - Development Access	0	0	0
	C - Standhouse Rd West	5	0	0

Heavy Vehicle Percentages

15:45 - 16:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	2	0	0

Heavy Vehicle Percentages

16:00 - 16:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Heavy Vehicle Percentages

16:15 - 16:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	2
	B - Development Access	0	0	0
	C - Standhouse Rd West	5	0	0

Heavy Vehicle Percentages

16:30 - 16:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	4
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Heavy Vehicle Percentages

16:45 - 17:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	7	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	7
	B - Development Access	0	0	0
	C - Standhouse Rd West	9	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	2	0	0

Heavy Vehicle Percentages

17:45 - 18:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	2	0	0

Heavy Vehicle Percentages

18:00 - 18:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	3
	B - Development Access	0	0	0
	C - Standhouse Rd West	2	0	0

Heavy Vehicle Percentages

18:15 - 18:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	2
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Heavy Vehicle Percentages

18:30 - 18:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Heavy Vehicle Percentages

18:45 - 19:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Results

Results Summary for whole modelled period

Arm	Max DOS	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
A - Standhouse Rd East	0.31	13.81	4.7	B	33.23	1595.03
B - Development Access	0.00	0.00	0.0	A	0.00	0.00
C - Standhouse Rd West	0.31	13.86	4.8	B	33.46	1606.11

Main Results for each time segment

07:00 - 07:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	8.00	8.00	478.75	69.50	0.00	277.28	0.029	7.55	0.0	0.4	10.864	B
B - Development Access	1	0.00	0.00	416.30	30.50	19.46	173.31	0.000	0.00	0.0	0.0	0.000	A
C - Standhouse Rd West	1	9.00	9.00	478.75	69.50	0.00	277.28	0.032	8.49	0.0	0.5	10.895	B

07:15 - 07:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	11.00	11.00	438.85	69.50	0.00	254.17	0.043	10.79	0.4	0.6	10.995	B
B - Development Access	1	0.00	0.00	416.30	30.50	19.46	173.31	0.000	0.00	0.0	0.0	0.000	A
C - Standhouse Rd West	1	14.00	14.00	478.75	69.50	0.00	277.28	0.050	13.72	0.5	0.8	11.050	B

07:30 - 07:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	12.00	12.00	441.92	69.50	0.00	255.95	0.047	11.95	0.6	0.7	11.026	B
B - Development Access	1	0.00	0.00	416.30	30.50	19.46	173.31	0.000	0.00	0.0	0.0	0.000	A
C - Standhouse Rd West	1	9.00	9.00	391.71	69.50	0.00	226.86	0.040	9.14	0.8	0.5	10.974	B

07:45 - 08:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	22.00	22.00	478.75	69.50	0.00	277.28	0.079	21.49	0.7	1.2	11.306	B
B - Development Access	1	0.00	0.00	416.30	30.50	19.46	173.31	0.000	0.00	0.0	0.0	0.000	A
C - Standhouse Rd West	1	22.00	22.00	457.94	69.50	0.00	265.22	0.083	21.35	0.5	1.2	11.346	B

08:00 - 08:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	31.00	31.00	463.79	69.50	0.00	268.61	0.115	30.45	1.2	1.7	11.649	B
B - Development Access	1	0.00	0.00	416.30	30.50	19.46	173.31	0.000	0.00	0.0	0.0	0.000	A
C - Standhouse Rd West	1	38.00	38.00	443.72	69.50	0.00	256.99	0.148	37.05	1.2	2.1	11.985	B

08:15 - 08:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	35.00	35.00	465.45	69.50	0.00	269.57	0.130	34.78	1.7	2.0	11.789	B
B - Development Access	1	0.00	0.00	416.30	30.50	19.46	173.31	0.000	0.00	0.0	0.0	0.000	A
C - Standhouse Rd West	1	65.00	65.00	457.63	69.50	0.00	265.04	0.245	63.52	2.1	3.7	13.045	B

08:30 - 08:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	35.00	35.00	478.75	69.50	0.00	277.28	0.126	35.06	2.0	2.0	11.746	B
B - Development Access	1	0.00	0.00	416.30	30.50	19.46	173.31	0.000	0.00	0.0	0.0	0.000	A
C - Standhouse Rd West	1	83.00	83.00	462.05	69.50	0.00	267.60	0.310	81.99	3.7	4.7	13.857	B

08:45 - 09:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	47.00	47.00	478.75	69.50	0.00	277.28	0.170	46.32	2.0	2.7	12.180	B
B - Development Access	1	0.00	0.00	416.30	30.50	19.46	173.31	0.000	0.00	0.0	0.0	0.000	A
C - Standhouse Rd West	1	73.00	73.00	465.98	69.50	0.00	269.88	0.270	73.62	4.7	4.2	13.344	B

09:00 - 09:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	56.00	56.00	446.83	69.50	0.00	258.79	0.216	55.30	2.7	3.2	12.724	B
B - Development Access	1	0.00	0.00	416.30	30.50	19.46	173.31	0.000	0.00	0.0	0.0	0.000	A
C - Standhouse Rd West	1	37.00	37.00	478.75	69.50	0.00	277.28	0.133	39.18	4.2	2.1	11.816	B

09:15 - 09:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	25.00	25.00	441.92	69.50	0.00	255.95	0.098	26.73	3.2	1.4	11.492	B
B - Development Access	1	0.00	0.00	416.30	30.50	19.46	173.31	0.000	0.00	0.0	0.0	0.000	A
C - Standhouse Rd West	1	28.00	28.00	446.83	69.50	0.00	258.79	0.108	28.37	2.1	1.6	11.590	B

09:30 - 09:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	15.00	15.00	478.75	69.50	0.00	277.28	0.054	15.68	1.4	0.8	11.081	B
B - Development Access	1	0.00	0.00	416.30	30.50	19.46	173.31	0.000	0.00	0.0	0.0	0.000	A
C - Standhouse Rd West	1	22.00	22.00	478.75	69.50	0.00	277.28	0.079	22.45	1.6	1.2	11.306	B

09:45 - 10:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	18.00	18.00	478.75	69.50	0.00	277.28	0.065	17.83	0.8	1.0	11.176	B
B - Development Access	1	0.00	0.00	416.30	30.50	19.46	173.31	0.000	0.00	0.0	0.0	0.000	A
C - Standhouse Rd West	1	12.00	12.00	441.92	69.50	0.00	255.95	0.047	12.47	1.2	0.7	11.026	B

10:00 - 10:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	25.00	25.00	460.34	69.50	0.00	266.61	0.094	24.57	1.0	1.4	11.446	B
B - Development Access	1	0.00	0.00	416.30	30.50	19.46	173.31	0.000	0.00	0.0	0.0	0.000	A
C - Standhouse Rd West	1	25.00	25.00	460.34	69.50	0.00	266.61	0.094	24.29	0.7	1.4	11.446	B

10:15 - 10:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	19.00	19.00	454.81	69.50	0.00	263.41	0.072	19.32	1.4	1.1	11.249	B
B - Development Access	1	0.00	0.00	416.30	30.50	19.46	173.31	0.000	0.00	0.0	0.0	0.000	A
C - Standhouse Rd West	1	20.00	20.00	457.94	69.50	0.00	265.22	0.075	20.28	1.4	1.1	11.277	B

10:30 - 10:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	15.00	15.00	478.75	69.50	0.00	277.28	0.054	15.28	1.1	0.8	11.081	B
B - Development Access	1	0.00	0.00	416.30	30.50	19.46	173.31	0.000	0.00	0.0	0.0	0.000	A
C - Standhouse Rd West	1	29.00	29.00	462.79	69.50	0.00	268.03	0.108	28.50	1.1	1.6	11.581	B

10:45 - 11:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	25.00	25.00	478.75	69.50	0.00	277.28	0.090	24.44	0.8	1.4	11.404	B
B - Development Access	1	0.00	0.00	416.30	30.50	19.46	173.31	0.000	0.00	0.0	0.0	0.000	A
C - Standhouse Rd West	1	21.00	21.00	478.75	69.50	0.00	277.28	0.076	21.51	1.6	1.2	11.273	B

11:00 - 11:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	23.00	23.00	458.80	69.50	0.00	265.72	0.087	23.05	1.4	1.3	11.379	B
B - Development Access	1	0.00	0.00	416.30	30.50	19.46	173.31	0.000	0.00	0.0	0.0	0.000	A
C - Standhouse Rd West	1	16.00	16.00	478.75	69.50	0.00	277.28	0.058	16.28	1.2	0.9	11.113	B

11:15 - 11:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	26.00	26.00	461.02	69.50	0.00	267.01	0.097	25.84	1.3	1.5	11.479	B
B - Development Access	1	0.00	0.00	416.30	30.50	19.46	173.31	0.000	0.00	0.0	0.0	0.000	A
C - Standhouse Rd West	1	17.00	17.00	452.15	69.50	0.00	261.87	0.065	16.89	0.9	1.0	11.184	B

11:30 - 11:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	19.00	19.00	454.81	69.50	0.00	263.41	0.072	19.38	1.5	1.1	11.249	B
B - Development Access	1	0.00	0.00	416.30	30.50	19.46	173.31	0.000	0.00	0.0	0.0	0.000	A
C - Standhouse Rd West	1	21.00	21.00	478.75	69.50	0.00	277.28	0.076	20.83	1.0	1.2	11.273	B

11:45 - 12:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	27.00	27.00	461.65	69.50	0.00	267.37	0.101	26.56	1.1	1.5	11.513	B
B - Development Access	1	0.00	0.00	416.30	30.50	19.46	173.31	0.000	0.00	0.0	0.0	0.000	A
C - Standhouse Rd West	1	26.00	26.00	478.75	69.50	0.00	277.28	0.094	25.72	1.2	1.5	11.438	B

12:00 - 12:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	26.00	26.00	478.75	69.50	0.00	277.28	0.094	26.11	1.5	1.5	11.438	B
B - Development Access	1	0.00	0.00	416.30	30.50	19.46	173.31	0.000	0.00	0.0	0.0	0.000	A
C - Standhouse Rd West	1	19.00	19.00	454.81	69.50	0.00	263.41	0.072	19.32	1.5	1.1	11.249	B

12:15 - 12:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	22.00	22.00	457.94	69.50	0.00	265.22	0.083	22.16	1.5	1.2	11.347	B
B - Development Access	1	0.00	0.00	416.30	30.50	19.46	173.31	0.000	0.00	0.0	0.0	0.000	A
C - Standhouse Rd West	1	26.00	26.00	478.75	69.50	0.00	277.28	0.094	25.66	1.1	1.5	11.438	B

12:30 - 12:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	30.00	30.00	478.75	69.50	0.00	277.28	0.108	29.60	1.2	1.7	11.573	B
B - Development Access	1	0.00	0.00	416.30	30.50	19.46	173.31	0.000	0.00	0.0	0.0	0.000	A
C - Standhouse Rd West	1	21.00	21.00	478.75	69.50	0.00	277.28	0.076	21.28	1.5	1.2	11.273	B

12:45 - 13:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	21.00	21.00	456.99	69.50	0.00	264.67	0.079	21.43	1.7	1.2	11.314	B
B - Development Access	1	0.00	0.00	416.30	30.50	19.46	173.31	0.000	0.00	0.0	0.0	0.000	A
C - Standhouse Rd West	1	28.00	28.00	462.24	69.50	0.00	267.72	0.105	27.56	1.2	1.6	11.547	B

13:00 - 13:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	25.00	25.00	478.75	69.50	0.00	277.28	0.090	24.83	1.2	1.4	11.404	B
B - Development Access	1	0.00	0.00	416.30	30.50	19.46	173.31	0.000	0.00	0.0	0.0	0.000	A
C - Standhouse Rd West	1	22.00	22.00	457.94	69.50	0.00	265.22	0.083	22.32	1.6	1.2	11.347	B

13:15 - 13:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	29.00	29.00	462.79	69.50	0.00	268.03	0.108	28.73	1.4	1.6	11.581	B
B - Development Access	1	0.00	0.00	416.30	30.50	19.46	173.31	0.000	0.00	0.0	0.0	0.000	A
C - Standhouse Rd West	1	37.00	37.00	466.15	69.50	0.00	269.98	0.137	36.17	1.2	2.1	11.859	B

13:30 - 13:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	30.00	30.00	448.83	69.50	0.00	259.95	0.115	29.89	1.6	1.7	11.658	B
B - Development Access	1	0.00	0.00	416.30	30.50	19.46	173.31	0.000	0.00	0.0	0.0	0.000	A
C - Standhouse Rd West	1	31.00	31.00	478.75	69.50	0.00	277.28	0.112	31.40	2.1	1.7	11.607	B

13:45 - 14:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	39.00	39.00	455.40	69.50	0.00	263.75	0.148	38.51	1.7	2.2	11.976	B
B - Development Access	1	0.00	0.00	416.30	30.50	19.46	173.31	0.000	0.00	0.0	0.0	0.000	A
C - Standhouse Rd West	1	28.00	28.00	478.75	69.50	0.00	277.28	0.101	28.17	1.7	1.6	11.505	B

14:00 - 14:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	34.00	34.00	478.75	69.50	0.00	277.28	0.123	34.40	2.2	1.9	11.711	B
B - Development Access	1	0.00	0.00	416.30	30.50	19.46	173.31	0.000	0.00	0.0	0.0	0.000	A
C - Standhouse Rd West	1	31.00	31.00	463.79	69.50	0.00	268.61	0.115	30.78	1.6	1.7	11.649	B

14:15 - 14:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	32.00	32.00	464.24	69.50	0.00	268.87	0.119	32.05	1.9	1.8	11.684	B
B - Development Access	1	0.00	0.00	416.30	30.50	19.46	173.31	0.000	0.00	0.0	0.0	0.000	A
C - Standhouse Rd West	1	51.00	51.00	443.93	69.50	0.00	257.11	0.198	49.78	1.7	2.9	12.524	B

14:30 - 14:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	46.00	46.00	449.44	69.50	0.00	260.30	0.177	45.14	1.8	2.6	12.282	B
B - Development Access	1	0.00	0.00	416.30	30.50	19.46	173.31	0.000	0.00	0.0	0.0	0.000	A
C - Standhouse Rd West	1	39.00	39.00	455.40	69.50	0.00	263.75	0.148	39.76	2.9	2.2	11.977	B

14:45 - 15:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	82.00	82.00	461.85	69.50	0.00	267.49	0.307	79.99	2.6	4.7	13.809	B
B - Development Access	1	0.00	0.00	416.30	30.50	19.46	173.31	0.000	0.00	0.0	0.0	0.000	A
C - Standhouse Rd West	1	40.00	40.00	455.95	69.50	0.00	264.07	0.151	39.95	2.2	2.3	12.013	B

15:00 - 15:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	65.00	65.00	464.46	69.50	0.00	269.00	0.242	66.02	4.7	3.7	12.997	B
B - Development Access	1	0.00	0.00	416.30	30.50	19.46	173.31	0.000	0.00	0.0	0.0	0.000	A
C - Standhouse Rd West	1	38.00	38.00	454.81	69.50	0.00	263.41	0.144	38.11	2.3	2.1	11.941	B

15:15 - 15:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	48.00	48.00	459.60	69.50	0.00	266.18	0.180	48.94	3.7	2.7	12.312	B
B - Development Access	1	0.00	0.00	416.30	30.50	19.46	173.31	0.000	0.00	0.0	0.0	0.000	A
C - Standhouse Rd West	1	70.00	70.00	459.07	69.50	0.00	265.88	0.263	68.18	2.1	4.0	13.261	B

15:30 - 15:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	33.00	33.00	464.67	69.50	0.00	269.12	0.123	33.89	2.7	1.9	11.719	B
B - Development Access	1	0.00	0.00	416.30	30.50	19.46	173.31	0.000	0.00	0.0	0.0	0.000	A
C - Standhouse Rd West	1	40.00	40.00	455.95	69.50	0.00	264.07	0.151	41.70	4.0	2.3	12.014	B

15:45 - 16:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	48.00	48.00	478.75	69.50	0.00	277.28	0.173	47.20	1.9	2.7	12.217	B
B - Development Access	1	0.00	0.00	416.30	30.50	19.46	173.31	0.000	0.00	0.0	0.0	0.000	A
C - Standhouse Rd West	1	41.00	41.00	467.35	69.50	0.00	270.67	0.151	41.00	2.3	2.3	12.004	B

16:00 - 16:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	48.00	48.00	478.75	69.50	0.00	277.28	0.173	48.00	2.7	2.7	12.218	B
B - Development Access	1	0.00	0.00	416.30	30.50	19.46	173.31	0.000	0.00	0.0	0.0	0.000	A
C - Standhouse Rd West	1	48.00	48.00	478.75	69.50	0.00	277.28	0.173	47.66	2.3	2.7	12.217	B

16:15 - 16:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	56.00	56.00	470.35	69.50	0.00	272.41	0.206	55.49	2.7	3.2	12.574	B
B - Development Access	1	0.00	0.00	416.30	30.50	19.46	173.31	0.000	0.00	0.0	0.0	0.000	A
C - Standhouse Rd West	1	39.00	39.00	455.40	69.50	0.00	263.75	0.148	39.38	2.7	2.2	11.977	B

16:30 - 16:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	52.00	52.00	461.02	69.50	0.00	267.01	0.195	52.17	3.2	2.9	12.466	B
B - Development Access	1	0.00	0.00	416.30	30.50	19.46	173.31	0.000	0.00	0.0	0.0	0.000	A
C - Standhouse Rd West	1	40.00	40.00	478.75	69.50	0.00	277.28	0.144	40.06	2.2	2.3	11.923	B

16:45 - 17:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	43.00	43.00	478.75	69.50	0.00	277.28	0.155	43.63	2.9	2.4	12.033	B
B - Development Access	1	0.00	0.00	416.30	30.50	19.46	173.31	0.000	0.00	0.0	0.0	0.000	A
C - Standhouse Rd West	1	44.00	44.00	478.75	69.50	0.00	277.28	0.159	43.77	2.3	2.5	12.069	B

17:00 - 17:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	34.00	34.00	478.75	69.50	0.00	277.28	0.123	34.51	2.4	1.9	11.711	B
B - Development Access	1	0.00	0.00	416.30	30.50	19.46	173.31	0.000	0.00	0.0	0.0	0.000	A
C - Standhouse Rd West	1	29.00	29.00	447.86	69.50	0.00	259.39	0.112	29.69	2.5	1.6	11.624	B

17:15 - 17:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	41.00	41.00	446.11	69.50	0.00	258.37	0.159	40.47	1.9	2.3	12.095	B
B - Development Access	1	0.00	0.00	416.30	30.50	19.46	173.31	0.000	0.00	0.0	0.0	0.000	A
C - Standhouse Rd West	1	35.00	35.00	440.96	69.50	0.00	255.39	0.137	34.63	1.6	2.0	11.878	B

17:30 - 17:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	43.00	43.00	478.75	69.50	0.00	277.28	0.155	43.06	2.3	2.4	12.032	B
B - Development Access	1	0.00	0.00	416.30	30.50	19.46	173.31	0.000	0.00	0.0	0.0	0.000	A
C - Standhouse Rd West	1	41.00	41.00	467.35	69.50	0.00	270.67	0.151	40.78	2.0	2.3	12.004	B

17:45 - 18:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	25.00	25.00	478.75	69.50	0.00	277.28	0.090	26.02	2.4	1.4	11.405	B
B - Development Access	1	0.00	0.00	416.30	30.50	19.46	173.31	0.000	0.00	0.0	0.0	0.000	A
C - Standhouse Rd West	1	52.00	52.00	469.72	69.50	0.00	272.04	0.191	51.38	2.3	2.9	12.417	B

18:00 - 18:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	36.00	36.00	465.81	69.50	0.00	269.78	0.133	35.34	1.4	2.0	11.824	B
B - Development Access	1	0.00	0.00	416.30	30.50	19.46	173.31	0.000	0.00	0.0	0.0	0.000	A
C - Standhouse Rd West	1	45.00	45.00	468.34	69.50	0.00	271.25	0.166	45.39	2.9	2.5	12.152	B

18:15 - 18:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	45.00	45.00	468.34	69.50	0.00	271.25	0.166	44.50	2.0	2.5	12.151	B
B - Development Access	1	0.00	0.00	416.30	30.50	19.46	173.31	0.000	0.00	0.0	0.0	0.000	A
C - Standhouse Rd West	1	28.00	28.00	478.75	69.50	0.00	277.28	0.101	29.02	2.5	1.6	11.505	B

18:30 - 18:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	44.00	44.00	478.75	69.50	0.00	277.28	0.159	44.11	2.5	2.5	12.069	B
B - Development Access	1	0.00	0.00	416.30	30.50	19.46	173.31	0.000	0.00	0.0	0.0	0.000	A
C - Standhouse Rd West	1	22.00	22.00	478.75	69.50	0.00	277.28	0.079	22.34	1.6	1.2	11.306	B

18:45 - 19:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	24.00	24.00	478.75	69.50	0.00	277.28	0.087	25.14	2.5	1.4	11.372	B
B - Development Access	1	0.00	0.00	416.30	30.50	19.46	173.31	0.000	0.00	0.0	0.0	0.000	A
C - Standhouse Rd West	1	34.00	34.00	478.75	69.50	0.00	277.28	0.123	33.32	1.2	1.9	11.710	B

Opening year+ Adj,

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Junction 1	Signalised		15.74	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

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
D7	Opening year+ Adj	DIRECT	07:00	19:00	720	15	✓	Simple	D2+D6

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 - Standhouse Rd East		DIRECT	✓	100.000
B - Development Access		DIRECT	✓	100.000
C - Standhouse Rd West		DIRECT	✓	100.000

Origin-Destination Data

07:00 - 07:15

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.34	11.12
	B - Development Access	1.41	0.00	0.00
	C - Standhouse Rd West	12.50	0.00	0.00

07:15 - 07:30

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.34	15.01
	B - Development Access	1.41	0.00	0.00
	C - Standhouse Rd West	19.45	0.00	0.00

07:30 - 07:45

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.34	16.40
	B - Development Access	1.41	0.00	0.00
	C - Standhouse Rd West	11.96	0.00	0.00

07:45 - 08:00

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.34	30.57
	B - Development Access	1.41	0.00	0.00
	C - Standhouse Rd West	30.29	0.00	0.00

08:00 - 08:15

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.60	42.80
	B - Development Access	1.84	0.00	0.00
	C - Standhouse Rd West	51.98	0.00	0.00

Demand (Veh/TS)

08:15 - 08:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.60	48.36
	B - Development Access	1.84	0.00	0.00
	C - Standhouse Rd West	89.49	0.00	0.00

Demand (Veh/TS)

08:30 - 08:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.60	48.63
	B - Development Access	1.84	0.00	0.00
	C - Standhouse Rd West	114.50	0.00	0.00

Demand (Veh/TS)

08:45 - 09:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.60	65.30
	B - Development Access	1.84	0.00	0.00
	C - Standhouse Rd West	100.88	0.00	0.00

Demand (Veh/TS)

09:00 - 09:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.59	76.72
	B - Development Access	0.85	0.00	0.00
	C - Standhouse Rd West	51.41	0.00	0.00

Demand (Veh/TS)

09:15 - 09:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.59	34.19
	B - Development Access	0.85	0.00	0.00
	C - Standhouse Rd West	38.36	0.00	0.00

Demand (Veh/TS)

09:30 - 09:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.59	20.84
	B - Development Access	0.85	0.00	0.00
	C - Standhouse Rd West	30.57	0.00	0.00

Demand (Veh/TS)

09:45 - 10:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.59	25.01
	B - Development Access	0.85	0.00	0.00
	C - Standhouse Rd West	16.40	0.00	0.00

Demand (Veh/TS)

10:00 - 10:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.56	34.46
	B - Development Access	0.69	0.00	0.00
	C - Standhouse Rd West	34.46	0.00	0.00

Demand (Veh/TS)

10:15 - 10:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.56	26.13
	B - Development Access	0.69	0.00	0.00
	C - Standhouse Rd West	27.52	0.00	0.00

10:30 - 10:45 **Demand (Veh/TS)**

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.56	20.84
	B - Development Access	0.69	0.00	0.00
	C - Standhouse Rd West	40.02	0.00	0.00

Demand (Veh/TS)

10:45 - 11:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.56	34.73
	B - Development Access	0.69	0.00	0.00
	C - Standhouse Rd West	29.18	0.00	0.00

Demand (Veh/TS)

11:00 - 11:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.62	31.68
	B - Development Access	0.73	0.00	0.00
	C - Standhouse Rd West	22.23	0.00	0.00

Demand (Veh/TS)

11:15 - 11:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.62	35.85
	B - Development Access	0.73	0.00	0.00
	C - Standhouse Rd West	23.35	0.00	0.00

Demand (Veh/TS)

11:30 - 11:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.62	26.13
	B - Development Access	0.73	0.00	0.00
	C - Standhouse Rd West	29.18	0.00	0.00

Demand (Veh/TS)

11:45 - 12:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.62	37.24
	B - Development Access	0.73	0.00	0.00
	C - Standhouse Rd West	36.12	0.00	0.00

Demand (Veh/TS)

12:00 - 12:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.81	36.12
	B - Development Access	0.79	0.00	0.00
	C - Standhouse Rd West	26.13	0.00	0.00

Demand (Veh/TS)

12:15 - 12:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.81	30.29
	B - Development Access	0.79	0.00	0.00
	C - Standhouse Rd West	36.12	0.00	0.00

Demand (Veh/TS)

12:30 - 12:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.81	41.68
	B - Development Access	0.79	0.00	0.00
	C - Standhouse Rd West	29.18	0.00	0.00

Demand (Veh/TS)

12:45 - 13:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.81	28.91
	B - Development Access	0.79	0.00	0.00
	C - Standhouse Rd West	38.63	0.00	0.00

13:00 - 13:15 **Demand (Veh/TS)**

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.81	34.73
	B - Development Access	0.79	0.00	0.00
	C - Standhouse Rd West	30.29	0.00	0.00

Demand (Veh/TS)

13:15 - 13:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.81	40.02
	B - Development Access	0.79	0.00	0.00
	C - Standhouse Rd West	51.14	0.00	0.00

Demand (Veh/TS)

13:30 - 13:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.81	41.14
	B - Development Access	0.79	0.00	0.00
	C - Standhouse Rd West	43.07	0.00	0.00

Demand (Veh/TS)

13:45 - 14:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.81	53.64
	B - Development Access	0.79	0.00	0.00
	C - Standhouse Rd West	38.90	0.00	0.00

Demand (Veh/TS)

14:00 - 14:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.97	47.24
	B - Development Access	0.91	0.00	0.00
	C - Standhouse Rd West	42.80	0.00	0.00

Demand (Veh/TS)

14:15 - 14:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.97	44.19
	B - Development Access	0.91	0.00	0.00
	C - Standhouse Rd West	69.77	0.00	0.00

Demand (Veh/TS)

14:30 - 14:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.97	63.10
	B - Development Access	0.91	0.00	0.00
	C - Standhouse Rd West	53.64	0.00	0.00

Demand (Veh/TS)

14:45 - 15:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.97	113.11
	B - Development Access	0.91	0.00	0.00
	C - Standhouse Rd West	55.03	0.00	0.00

Demand (Veh/TS)

15:00 - 15:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	1.28	89.77
	B - Development Access	0.81	0.00	0.00
	C - Standhouse Rd West	52.25	0.00	0.00

Demand (Veh/TS)

15:15 - 15:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	1.28	66.15
	B - Development Access	0.81	0.00	0.00
	C - Standhouse Rd West	96.44	0.00	0.00

15:30 - 15:45

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	1.28	45.58
	B - Development Access	0.81	0.00	0.00
	C - Standhouse Rd West	55.03	0.00	0.00

15:45 - 16:00

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	1.28	66.69
	B - Development Access	0.81	0.00	0.00
	C - Standhouse Rd West	56.69	0.00	0.00

16:00 - 16:15

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	1.38	66.69
	B - Development Access	0.79	0.00	0.00
	C - Standhouse Rd West	66.69	0.00	0.00

16:15 - 16:30

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	1.38	77.53
	B - Development Access	0.79	0.00	0.00
	C - Standhouse Rd West	53.64	0.00	0.00

16:30 - 16:45

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	1.38	71.70
	B - Development Access	0.79	0.00	0.00
	C - Standhouse Rd West	55.58	0.00	0.00

16:45 - 17:00

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	1.38	59.74
	B - Development Access	0.79	0.00	0.00
	C - Standhouse Rd West	61.13	0.00	0.00

17:00 - 17:15

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	1.85	47.24
	B - Development Access	0.79	0.00	0.00
	C - Standhouse Rd West	39.75	0.00	0.00

17:15 - 17:30

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	1.85	56.15
	B - Development Access	0.79	0.00	0.00
	C - Standhouse Rd West	47.81	0.00	0.00

17:30 - 17:45

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	1.85	59.74
	B - Development Access	0.79	0.00	0.00
	C - Standhouse Rd West	56.69	0.00	0.00

17:45 - 18:00

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	1.85	34.73
	B - Development Access	0.79	0.00	0.00
	C - Standhouse Rd West	71.98	0.00	0.00

18:00 - 18:15

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	1.44	49.75
	B - Development Access	0.87	0.00	0.00
	C - Standhouse Rd West	62.25	0.00	0.00

18:15 - 18:30

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	1.44	62.25
	B - Development Access	0.87	0.00	0.00
	C - Standhouse Rd West	38.90	0.00	0.00

18:30 - 18:45

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	1.44	61.13
	B - Development Access	0.87	0.00	0.00
	C - Standhouse Rd West	30.57	0.00	0.00

18:45 - 19:00

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	1.44	33.35
	B - Development Access	0.87	0.00	0.00
	C - Standhouse Rd West	47.24	0.00	0.00

Vehicle Mix

07:00 - 07:15

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

07:15 - 07:30

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	7
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

07:30 - 07:45

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	7
	B - Development Access	0	0	0
	C - Standhouse Rd West	19	0	0

07:45 - 08:00

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	4	0	0

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	3
	B - Development Access	0	0	0
	C - Standhouse Rd West	6	0	0

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	2
	B - Development Access	0	0	0
	C - Standhouse Rd West	4	0	0

Heavy Vehicle Percentages

08:30 - 08:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	3	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	2	0	0

Heavy Vehicle Percentages

09:00 - 09:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	6
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Heavy Vehicle Percentages

09:15 - 09:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	7
	B - Development Access	0	0	0
	C - Standhouse Rd West	6	0	0

Heavy Vehicle Percentages

09:30 - 09:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Heavy Vehicle Percentages

09:45 - 10:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	7	0	0

Heavy Vehicle Percentages

10:00 - 10:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	3
	B - Development Access	0	0	0
	C - Standhouse Rd West	3	0	0

Heavy Vehicle Percentages

10:15 - 10:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	4
	B - Development Access	0	0	0
	C - Standhouse Rd West	4	0	0

Heavy Vehicle Percentages

10:30 - 10:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	3	0	0

10:45 - 11:00 **Heavy Vehicle Percentages**

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

11:00 - 11:15

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	4
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

11:15 - 11:30

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	3
	B - Development Access	0	0	0
	C - Standhouse Rd West	5	0	0

11:30 - 11:45

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	4
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

11:45 - 12:00

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	3
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

12:00 - 12:15

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	4	0	0

12:15 - 12:30

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	4
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

12:30 - 12:45

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

12:45 - 13:00

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	4
	B - Development Access	0	0	0
	C - Standhouse Rd West	3	0	0

13:00 - 13:15

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	4	0	0

13:15 - 13:30

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	3
	B - Development Access	0	0	0
	C - Standhouse Rd West	2	0	0

Heavy Vehicle Percentages

13:30 - 13:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	5
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Heavy Vehicle Percentages

13:45 - 14:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	4
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Heavy Vehicle Percentages

14:00 - 14:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	3	0	0

Heavy Vehicle Percentages

14:15 - 14:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	3
	B - Development Access	0	0	0
	C - Standhouse Rd West	6	0	0

Heavy Vehicle Percentages

14:30 - 14:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	5
	B - Development Access	0	0	0
	C - Standhouse Rd West	4	0	0

Heavy Vehicle Percentages

14:45 - 15:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	3
	B - Development Access	0	0	0
	C - Standhouse Rd West	4	0	0

Heavy Vehicle Percentages

15:00 - 15:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	2
	B - Development Access	0	0	0
	C - Standhouse Rd West	4	0	0

Heavy Vehicle Percentages

15:15 - 15:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	3
	B - Development Access	0	0	0
	C - Standhouse Rd West	3	0	0

Heavy Vehicle Percentages

15:30 - 15:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	2
	B - Development Access	0	0	0
	C - Standhouse Rd West	4	0	0

15:45 - 16:00

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	2	0	0

Heavy Vehicle Percentages

16:00 - 16:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Heavy Vehicle Percentages

16:15 - 16:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	1
	B - Development Access	0	0	0
	C - Standhouse Rd West	4	0	0

Heavy Vehicle Percentages

16:30 - 16:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	3
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Heavy Vehicle Percentages

16:45 - 17:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Heavy Vehicle Percentages

17:00 - 17:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	6	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	6
	B - Development Access	0	0	0
	C - Standhouse Rd West	7	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	2	0	0

Heavy Vehicle Percentages

17:45 - 18:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	2	0	0

Heavy Vehicle Percentages

18:00 - 18:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	2
	B - Development Access	0	0	0
	C - Standhouse Rd West	2	0	0

18:15 - 18:30

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	2
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Heavy Vehicle Percentages

18:30 - 18:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Heavy Vehicle Percentages

18:45 - 19:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Results

Results Summary for whole modelled period

Arm	Max DOS	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
A - Standhouse Rd East	0.42	15.55	6.6	B	46.86	2249.34
B - Development Access	0.01	33.50	0.2	C	0.94	45.10
C - Standhouse Rd West	0.43	15.57	6.6	B	46.19	2217.31

Main Results for each time segment

07:00 - 07:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	11.46	11.46	477.16	69.50	0.00	276.35	0.041	10.81	0.0	0.6	10.972	B
B - Development Access	1	1.41	1.41	416.30	30.50	19.46	173.31	0.008	1.27	0.0	0.1	33.471	C
C - Standhouse Rd West	1	12.50	12.50	478.75	69.50	0.00	277.28	0.045	11.80	0.0	0.7	11.003	B

07:15 - 07:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	15.35	15.35	445.25	69.50	0.00	257.87	0.060	15.09	0.6	0.9	11.138	B
B - Development Access	1	1.41	1.41	416.30	30.50	19.46	173.31	0.008	1.41	0.1	0.1	33.471	C
C - Standhouse Rd West	1	19.45	19.45	478.75	69.50	0.00	277.28	0.070	19.06	0.7	1.1	11.223	B

07:30 - 07:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	16.74	16.74	447.84	69.50	0.00	259.37	0.065	16.67	0.9	0.9	11.182	B
B - Development Access	1	1.41	1.41	416.30	30.50	19.46	173.31	0.008	1.41	0.1	0.1	33.471	C
C - Standhouse Rd West	1	11.96	11.96	403.36	69.50	0.00	233.61	0.051	12.21	1.1	0.7	11.076	B

07:45 - 08:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	30.91	30.91	478.17	69.50	0.00	276.94	0.112	30.17	0.9	1.7	11.605	B
B - Development Access	1	1.41	1.41	416.30	30.50	19.46	173.31	0.008	1.41	0.1	0.1	33.471	C
C - Standhouse Rd West	1	30.29	30.29	461.71	69.50	0.00	267.41	0.113	29.36	0.7	1.7	11.630	B

08:00 - 08:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	43.39	43.39	465.94	69.50	0.00	269.86	0.161	42.64	1.7	2.5	12.100	B
B - Development Access	1	1.84	1.84	416.30	30.50	19.46	173.31	0.011	1.80	0.1	0.2	33.500	C
C - Standhouse Rd West	1	51.98	51.98	449.74	69.50	0.00	260.47	0.200	50.70	1.7	2.9	12.530	B

08:15 - 08:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	48.95	48.95	467.36	69.50	0.00	270.68	0.181	48.64	2.5	2.8	12.309	B
B - Development Access	1	1.84	1.84	416.30	30.50	19.46	173.31	0.011	1.84	0.2	0.2	33.500	C
C - Standhouse Rd West	1	89.49	89.49	461.46	69.50	0.00	267.26	0.335	87.40	2.9	5.1	14.195	B

08:30 - 08:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	49.22	49.22	478.02	69.50	0.00	276.85	0.178	49.27	2.8	2.8	12.268	B
B - Development Access	1	1.84	1.84	416.30	30.50	19.46	173.31	0.011	1.84	0.2	0.2	33.500	C
C - Standhouse Rd West	1	114.50	114.50	465.13	69.50	0.00	269.39	0.425	113.05	5.1	6.6	15.569	B

08:45 - 09:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	65.90	65.90	478.20	69.50	0.00	276.96	0.238	64.94	2.8	3.7	12.932	B
B - Development Access	1	1.84	1.84	416.30	30.50	19.46	173.31	0.011	1.84	0.2	0.2	33.500	C
C - Standhouse Rd West	1	100.88	100.88	468.37	69.50	0.00	271.26	0.372	101.75	6.6	5.8	14.727	B

09:00 - 09:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	77.31	77.31	452.16	69.50	0.00	261.88	0.295	76.44	3.7	4.4	13.679	B
B - Development Access	1	0.85	0.85	416.30	30.50	19.46	173.31	0.005	0.95	0.2	0.1	33.433	C
C - Standhouse Rd West	1	51.41	51.41	478.75	69.50	0.00	277.28	0.185	54.42	5.8	2.9	12.349	B

09:15 - 09:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	34.78	34.78	448.93	69.50	0.00	260.00	0.134	37.20	4.4	2.0	11.840	B
B - Development Access	1	0.85	0.85	416.30	30.50	19.46	173.31	0.005	0.85	0.1	0.1	33.433	C
C - Standhouse Rd West	1	38.36	38.36	452.39	69.50	0.00	262.01	0.146	38.94	2.9	2.2	11.965	B

09:30 - 09:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	21.43	21.43	477.07	69.50	0.00	276.30	0.078	22.32	2.0	1.2	11.290	B
B - Development Access	1	0.85	0.85	416.30	30.50	19.46	173.31	0.005	0.85	0.1	0.1	33.433	C
C - Standhouse Rd West	1	30.57	30.57	478.75	69.50	0.00	277.28	0.110	31.14	2.2	1.7	11.592	B

09:45 - 10:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	25.60	25.60	477.35	69.50	0.00	276.46	0.093	25.36	1.2	1.4	11.427	B
B - Development Access	1	0.85	0.85	416.30	30.50	19.46	173.31	0.005	0.85	0.1	0.1	33.433	C
C - Standhouse Rd West	1	16.40	16.40	448.20	69.50	0.00	259.59	0.063	17.09	1.7	0.9	11.170	B

10:00 - 10:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	35.02	35.02	462.98	69.50	0.00	268.14	0.131	34.44	1.4	2.0	11.798	B
B - Development Access	1	0.69	0.69	416.30	30.50	19.46	173.31	0.004	0.71	0.1	0.1	33.423	C
C - Standhouse Rd West	1	34.46	34.46	463.71	69.50	0.00	268.57	0.128	33.47	0.9	1.9	11.775	B

10:15 - 10:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	26.68	26.68	458.26	69.50	0.00	265.41	0.101	27.14	2.0	1.5	11.511	B
B - Development Access	1	0.69	0.69	416.30	30.50	19.46	173.31	0.004	0.69	0.1	0.1	33.423	C
C - Standhouse Rd West	1	27.52	27.52	460.06	69.50	0.00	266.45	0.103	27.89	1.9	1.6	11.536	B

10:30 - 10:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	21.40	21.40	477.07	69.50	0.00	276.30	0.077	21.76	1.5	1.2	11.289	B
B - Development Access	1	0.69	0.69	416.30	30.50	19.46	173.31	0.004	0.69	0.1	0.1	33.423	C
C - Standhouse Rd West	1	40.02	40.02	465.74	69.50	0.00	269.74	0.148	39.33	1.6	2.3	11.973	B

10:45 - 11:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	35.29	35.29	477.73	69.50	0.00	276.69	0.128	34.51	1.2	2.0	11.759	B
B - Development Access	1	0.69	0.69	416.30	30.50	19.46	173.31	0.004	0.69	0.1	0.1	33.423	C
C - Standhouse Rd West	1	29.18	29.18	478.75	69.50	0.00	277.28	0.105	29.86	2.3	1.6	11.545	B

11:00 - 11:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	32.30	32.30	461.70	69.50	0.00	267.40	0.121	32.41	2.0	1.8	11.703	B
B - Development Access	1	0.73	0.73	416.30	30.50	19.46	173.31	0.004	0.72	0.1	0.1	33.425	C
C - Standhouse Rd West	1	22.23	22.23	478.75	69.50	0.00	277.28	0.080	22.62	1.6	1.3	11.313	B

11:15 - 11:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	36.47	36.47	463.59	69.50	0.00	268.49	0.136	36.24	1.8	2.1	11.849	B
B - Development Access	1	0.73	0.73	416.30	30.50	19.46	173.31	0.004	0.73	0.1	0.1	33.425	C
C - Standhouse Rd West	1	23.35	23.35	456.88	69.50	0.00	264.61	0.088	23.23	1.3	1.3	11.396	B

11:30 - 11:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	26.75	26.75	458.31	69.50	0.00	265.44	0.101	27.28	2.1	1.5	11.513	B
B - Development Access	1	0.73	0.73	416.30	30.50	19.46	173.31	0.004	0.73	0.1	0.1	33.425	C
C - Standhouse Rd West	1	29.18	29.18	478.75	69.50	0.00	277.28	0.105	28.91	1.3	1.6	11.545	B

11:45 - 12:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	37.86	37.86	464.12	69.50	0.00	268.81	0.141	37.25	1.5	2.1	11.899	B
B - Development Access	1	0.73	0.73	416.30	30.50	19.46	173.31	0.004	0.73	0.1	0.1	33.425	C
C - Standhouse Rd West	1	36.12	36.12	478.75	69.50	0.00	277.28	0.130	35.73	1.6	2.0	11.785	B

12:00 - 12:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	36.93	36.93	477.29	69.50	0.00	276.43	0.134	37.05	2.1	2.1	11.819	B
B - Development Access	1	0.79	0.79	416.30	30.50	19.46	173.31	0.005	0.78	0.1	0.1	33.429	C
C - Standhouse Rd West	1	26.13	26.13	459.11	69.50	0.00	265.90	0.098	26.61	2.0	1.5	11.489	B

12:15 - 12:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	31.10	31.10	460.53	69.50	0.00	266.73	0.117	31.36	2.1	1.8	11.663	B
B - Development Access	1	0.79	0.79	416.30	30.50	19.46	173.31	0.005	0.79	0.1	0.1	33.429	C
C - Standhouse Rd West	1	36.12	36.12	478.75	69.50	0.00	277.28	0.130	35.62	1.5	2.0	11.785	B

12:30 - 12:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	42.49	42.49	477.49	69.50	0.00	276.54	0.154	41.91	1.8	2.4	12.018	B
B - Development Access	1	0.79	0.79	416.30	30.50	19.46	173.31	0.005	0.79	0.1	0.1	33.429	C
C - Standhouse Rd West	1	29.18	29.18	478.75	69.50	0.00	277.28	0.105	29.57	2.0	1.6	11.545	B

12:45 - 13:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	29.71	29.71	459.71	69.50	0.00	266.25	0.112	30.35	2.4	1.7	11.615	B
B - Development Access	1	0.79	0.79	416.30	30.50	19.46	173.31	0.005	0.79	0.1	0.1	33.429	C
C - Standhouse Rd West	1	38.63	38.63	465.29	69.50	0.00	269.48	0.143	38.05	1.6	2.2	11.923	B

13:00 - 13:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	35.55	35.55	477.24	69.50	0.00	276.40	0.129	35.28	1.7	2.0	11.769	B
B - Development Access	1	0.79	0.79	416.30	30.50	19.46	173.31	0.005	0.79	0.1	0.1	33.429	C
C - Standhouse Rd West	1	30.29	30.29	461.71	69.50	0.00	267.41	0.113	30.75	2.2	1.7	11.630	B

13:15 - 13:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	40.83	40.83	464.75	69.50	0.00	269.17	0.152	40.48	2.0	2.3	12.008	B
B - Development Access	1	0.79	0.79	416.30	30.50	19.46	173.31	0.005	0.79	0.1	0.1	33.429	C
C - Standhouse Rd West	1	51.14	51.14	468.51	69.50	0.00	271.34	0.188	49.97	1.7	2.9	12.389	B

13:30 - 13:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	41.95	41.95	453.37	69.50	0.00	262.58	0.160	41.83	2.3	2.4	12.100	B
B - Development Access	1	0.79	0.79	416.30	30.50	19.46	173.31	0.005	0.79	0.1	0.1	33.429	C
C - Standhouse Rd West	1	43.07	43.07	478.75	69.50	0.00	277.28	0.155	43.60	2.9	2.4	12.035	B

13:45 - 14:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	54.46	54.46	458.96	69.50	0.00	265.82	0.205	53.77	2.4	3.1	12.579	B
B - Development Access	1	0.79	0.79	416.30	30.50	19.46	173.31	0.005	0.79	0.1	0.1	33.429	C
C - Standhouse Rd West	1	38.90	38.90	478.75	69.50	0.00	277.28	0.140	39.14	2.4	2.2	11.884	B

14:00 - 14:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	48.21	48.21	477.27	69.50	0.00	276.42	0.174	48.69	3.1	2.7	12.233	B
B - Development Access	1	0.91	0.91	416.30	30.50	19.46	173.31	0.005	0.90	0.1	0.1	33.437	C
C - Standhouse Rd West	1	42.80	42.80	466.56	69.50	0.00	270.22	0.158	42.52	2.2	2.4	12.075	B

14:15 - 14:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	45.16	45.16	465.68	69.50	0.00	269.70	0.167	45.26	2.7	2.6	12.170	B
B - Development Access	1	0.91	0.91	416.30	30.50	19.46	173.31	0.005	0.91	0.1	0.1	33.437	C
C - Standhouse Rd West	1	69.77	69.77	449.92	69.50	0.00	260.58	0.268	68.13	2.4	4.0	13.331	B

14:30 - 14:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	64.07	64.07	453.93	69.50	0.00	262.90	0.244	62.91	2.6	3.6	13.032	B
B - Development Access	1	0.91	0.91	416.30	30.50	19.46	173.31	0.005	0.91	0.1	0.1	33.437	C
C - Standhouse Rd West	1	53.64	53.64	459.60	69.50	0.00	266.18	0.202	54.66	4.0	3.0	12.543	B

14:45 - 15:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	114.08	114.08	464.49	69.50	0.00	269.02	0.424	111.22	3.6	6.6	15.552	B
B - Development Access	1	0.91	0.91	416.30	30.50	19.46	173.31	0.005	0.91	0.1	0.1	33.437	C
C - Standhouse Rd West	1	55.03	55.03	460.06	69.50	0.00	266.45	0.207	54.96	3.0	3.1	12.597	B

15:00 - 15:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	91.04	91.04	466.34	69.50	0.00	270.09	0.337	92.45	6.6	5.2	14.226	B
B - Development Access	1	0.81	0.81	416.30	30.50	19.46	173.31	0.005	0.82	0.1	0.1	33.431	C
C - Standhouse Rd West	1	52.25	52.25	459.11	69.50	0.00	265.90	0.197	52.41	3.1	3.0	12.488	B

15:15 - 15:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	67.42	67.42	462.14	69.50	0.00	267.66	0.252	68.76	5.2	3.8	13.123	B
B - Development Access	1	0.81	0.81	416.30	30.50	19.46	173.31	0.005	0.81	0.1	0.1	33.431	C
C - Standhouse Rd West	1	96.44	96.44	462.66	69.50	0.00	267.96	0.360	93.89	3.0	5.5	14.551	B

15:30 - 15:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	46.85	46.85	465.77	69.50	0.00	269.76	0.174	48.07	3.8	2.7	12.236	B
B - Development Access	1	0.81	0.81	416.30	30.50	19.46	173.31	0.005	0.81	0.1	0.1	33.431	C
C - Standhouse Rd West	1	55.03	55.03	460.06	69.50	0.00	266.45	0.207	57.41	5.5	3.1	12.599	B

15:45 - 16:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	67.97	67.97	477.43	69.50	0.00	276.51	0.246	66.82	2.7	3.9	13.025	B
B - Development Access	1	0.81	0.81	416.30	30.50	19.46	173.31	0.005	0.81	0.1	0.1	33.431	C
C - Standhouse Rd West	1	56.69	56.69	469.49	69.50	0.00	271.91	0.209	56.66	3.1	3.2	12.609	B

16:00 - 16:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	68.07	68.07	477.18	69.50	0.00	276.36	0.246	68.07	3.9	3.9	13.033	B
B - Development Access	1	0.79	0.79	416.30	30.50	19.46	173.31	0.005	0.80	0.1	0.1	33.429	C
C - Standhouse Rd West	1	66.69	66.69	478.75	69.50	0.00	277.28	0.241	66.18	3.2	3.8	12.962	B

16:15 - 16:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	78.92	78.92	470.75	69.50	0.00	272.64	0.289	78.23	3.9	4.5	13.571	B
B - Development Access	1	0.79	0.79	416.30	30.50	19.46	173.31	0.005	0.79	0.1	0.1	33.429	C
C - Standhouse Rd West	1	53.64	53.64	459.60	69.50	0.00	266.18	0.202	54.24	3.8	3.0	12.543	B

16:30 - 16:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	73.09	73.09	463.16	69.50	0.00	268.25	0.272	73.35	4.5	4.2	13.372	B
B - Development Access	1	0.79	0.79	416.30	30.50	19.46	173.31	0.005	0.79	0.1	0.1	33.429	C
C - Standhouse Rd West	1	55.58	55.58	478.75	69.50	0.00	277.28	0.200	55.59	3.0	3.1	12.510	B

16:45 - 17:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	61.13	61.13	477.00	69.50	0.00	276.26	0.221	61.95	4.2	3.5	12.745	B
B - Development Access	1	0.79	0.79	416.30	30.50	19.46	173.31	0.005	0.79	0.1	0.1	33.429	C
C - Standhouse Rd West	1	61.13	61.13	478.75	69.50	0.00	277.28	0.220	60.81	3.1	3.5	12.732	B

17:00 - 17:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	49.09	49.09	476.20	69.50	0.00	275.80	0.178	49.78	3.5	2.8	12.272	B
B - Development Access	1	0.79	0.79	416.30	30.50	19.46	173.31	0.005	0.79	0.1	0.1	33.429	C
C - Standhouse Rd West	1	39.75	39.75	453.26	69.50	0.00	262.51	0.151	40.79	3.5	2.2	12.015	B

17:15 - 17:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	58.00	58.00	450.65	69.50	0.00	261.00	0.222	57.33	2.8	3.3	12.786	B
B - Development Access	1	0.79	0.79	416.30	30.50	19.46	173.31	0.005	0.79	0.1	0.1	33.429	C
C - Standhouse Rd West	1	47.81	47.81	447.38	69.50	0.00	259.11	0.185	47.32	2.2	2.7	12.369	B

17:30 - 17:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	61.59	61.59	476.72	69.50	0.00	276.10	0.223	61.58	3.3	3.5	12.764	B
B - Development Access	1	0.79	0.79	416.30	30.50	19.46	173.31	0.005	0.79	0.1	0.1	33.429	C
C - Standhouse Rd West	1	56.69	56.69	469.49	69.50	0.00	271.91	0.209	56.32	2.7	3.2	12.608	B

17:45 - 18:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	36.58	36.58	475.33	69.50	0.00	275.30	0.133	38.01	3.5	2.1	11.813	B
B - Development Access	1	0.79	0.79	416.30	30.50	19.46	173.31	0.005	0.79	0.1	0.1	33.429	C
C - Standhouse Rd West	1	71.98	71.98	471.43	69.50	0.00	273.04	0.264	71.11	3.2	4.1	13.247	B

18:00 - 18:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	51.18	51.18	466.51	69.50	0.00	270.19	0.189	50.30	2.1	2.9	12.402	B
B - Development Access	1	0.87	0.87	416.30	30.50	19.46	173.31	0.005	0.86	0.1	0.1	33.434	C
C - Standhouse Rd West	1	62.25	62.25	470.30	69.50	0.00	272.38	0.229	62.80	4.1	3.5	12.835	B

18:15 - 18:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	63.69	63.69	468.86	69.50	0.00	271.55	0.235	62.98	2.9	3.6	12.904	B
B - Development Access	1	0.87	0.87	416.30	30.50	19.46	173.31	0.005	0.87	0.1	0.1	33.434	C
C - Standhouse Rd West	1	38.90	38.90	478.75	69.50	0.00	277.28	0.140	40.30	3.5	2.2	11.884	B

18:30 - 18:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	62.57	62.57	477.04	69.50	0.00	276.29	0.226	62.70	3.6	3.6	12.803	B
B - Development Access	1	0.87	0.87	416.30	30.50	19.46	173.31	0.005	0.87	0.1	0.1	33.434	C
C - Standhouse Rd West	1	30.57	30.57	478.75	69.50	0.00	277.28	0.110	31.04	2.2	1.7	11.592	B

18:45 - 19:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	34.78	34.78	475.67	69.50	0.00	275.49	0.126	36.37	3.6	2.0	11.748	B
B - Development Access	1	0.87	0.87	416.30	30.50	19.46	173.31	0.005	0.87	0.1	0.1	33.434	C
C - Standhouse Rd West	1	47.24	47.24	478.75	69.50	0.00	277.28	0.170	46.29	1.7	2.7	12.189	B

+5+Adj,

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Junction 1	Signalised		16.52	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

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	+5+Adj	DIRECT	07:00	19:00	720	15	✓	Simple	D3+D6

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 - Standhouse Rd East		DIRECT	✓	100.000
B - Development Access		DIRECT	✓	100.000
C - Standhouse Rd West		DIRECT	✓	100.000

Origin-Destination Data

07:00 - 07:15

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.34	12.25
	B - Development Access	1.41	0.00	0.00
	C - Standhouse Rd West	13.79	0.00	0.00

07:15 - 07:30

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.34	16.66
	B - Development Access	1.41	0.00	0.00
	C - Standhouse Rd West	21.44	0.00	0.00

07:30 - 07:45

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.34	18.19
	B - Development Access	1.41	0.00	0.00
	C - Standhouse Rd West	13.41	0.00	0.00

07:45 - 08:00

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.34	33.70
	B - Development Access	1.41	0.00	0.00
	C - Standhouse Rd West	33.51	0.00	0.00

08:00 - 08:15

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.60	47.30
	B - Development Access	1.84	0.00	0.00
	C - Standhouse Rd West	57.65	0.00	0.00

Demand (Veh/TS)

08:15 - 08:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.60	53.42
	B - Development Access	1.84	0.00	0.00
	C - Standhouse Rd West	99.00	0.00	0.00

Demand (Veh/TS)

08:30 - 08:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.60	53.61
	B - Development Access	1.84	0.00	0.00
	C - Standhouse Rd West	126.58	0.00	0.00

Demand (Veh/TS)

08:45 - 09:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.60	71.99
	B - Development Access	1.84	0.00	0.00
	C - Standhouse Rd West	111.44	0.00	0.00

Demand (Veh/TS)

09:00 - 09:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.59	85.03
	B - Development Access	0.85	0.00	0.00
	C - Standhouse Rd West	56.67	0.00	0.00

Demand (Veh/TS)

09:15 - 09:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.59	37.92
	B - Development Access	0.85	0.00	0.00
	C - Standhouse Rd West	42.52	0.00	0.00

Demand (Veh/TS)

09:30 - 09:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.59	22.98
	B - Development Access	0.85	0.00	0.00
	C - Standhouse Rd West	33.70	0.00	0.00

Demand (Veh/TS)

09:45 - 10:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.59	27.57
	B - Development Access	0.85	0.00	0.00
	C - Standhouse Rd West	18.19	0.00	0.00

Demand (Veh/TS)

10:00 - 10:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.56	38.11
	B - Development Access	0.69	0.00	0.00
	C - Standhouse Rd West	38.11	0.00	0.00

Demand (Veh/TS)

10:15 - 10:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.56	28.92
	B - Development Access	0.69	0.00	0.00
	C - Standhouse Rd West	30.45	0.00	0.00

10:30 - 10:45 **Demand (Veh/TS)**

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.56	22.98
	B - Development Access	0.69	0.00	0.00
	C - Standhouse Rd West	44.23	0.00	0.00

Demand (Veh/TS)

10:45 - 11:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.56	38.29
	B - Development Access	0.69	0.00	0.00
	C - Standhouse Rd West	32.17	0.00	0.00

Demand (Veh/TS)

11:00 - 11:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.62	35.04
	B - Development Access	0.73	0.00	0.00
	C - Standhouse Rd West	24.51	0.00	0.00

Demand (Veh/TS)

11:15 - 11:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.62	39.64
	B - Development Access	0.73	0.00	0.00
	C - Standhouse Rd West	25.85	0.00	0.00

Demand (Veh/TS)

11:30 - 11:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.62	28.92
	B - Development Access	0.73	0.00	0.00
	C - Standhouse Rd West	32.17	0.00	0.00

Demand (Veh/TS)

11:45 - 12:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.62	41.17
	B - Development Access	0.73	0.00	0.00
	C - Standhouse Rd West	39.83	0.00	0.00

Demand (Veh/TS)

12:00 - 12:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.81	39.83
	B - Development Access	0.79	0.00	0.00
	C - Standhouse Rd West	28.92	0.00	0.00

Demand (Veh/TS)

12:15 - 12:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.81	33.51
	B - Development Access	0.79	0.00	0.00
	C - Standhouse Rd West	39.83	0.00	0.00

Demand (Veh/TS)

12:30 - 12:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.81	45.95
	B - Development Access	0.79	0.00	0.00
	C - Standhouse Rd West	32.17	0.00	0.00

Demand (Veh/TS)

12:45 - 13:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.81	31.98
	B - Development Access	0.79	0.00	0.00
	C - Standhouse Rd West	42.70	0.00	0.00

13:00 - 13:15 **Demand (Veh/TS)**

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.81	38.29
	B - Development Access	0.79	0.00	0.00
	C - Standhouse Rd West	33.51	0.00	0.00

Demand (Veh/TS)

13:15 - 13:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.81	44.23
	B - Development Access	0.79	0.00	0.00
	C - Standhouse Rd West	56.49	0.00	0.00

Demand (Veh/TS)

13:30 - 13:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.81	45.58
	B - Development Access	0.79	0.00	0.00
	C - Standhouse Rd West	47.48	0.00	0.00

Demand (Veh/TS)

13:45 - 14:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.81	59.37
	B - Development Access	0.79	0.00	0.00
	C - Standhouse Rd West	42.89	0.00	0.00

Demand (Veh/TS)

14:00 - 14:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.97	52.08
	B - Development Access	0.91	0.00	0.00
	C - Standhouse Rd West	47.30	0.00	0.00

Demand (Veh/TS)

14:15 - 14:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.97	48.83
	B - Development Access	0.91	0.00	0.00
	C - Standhouse Rd West	77.37	0.00	0.00

Demand (Veh/TS)

14:30 - 14:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.97	69.90
	B - Development Access	0.91	0.00	0.00
	C - Standhouse Rd West	59.37	0.00	0.00

Demand (Veh/TS)

14:45 - 15:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.97	125.04
	B - Development Access	0.91	0.00	0.00
	C - Standhouse Rd West	60.90	0.00	0.00

Demand (Veh/TS)

15:00 - 15:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	1.28	99.19
	B - Development Access	0.81	0.00	0.00
	C - Standhouse Rd West	57.83	0.00	0.00

Demand (Veh/TS)

15:15 - 15:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	1.28	73.15
	B - Development Access	0.81	0.00	0.00
	C - Standhouse Rd West	106.66	0.00	0.00

15:30 - 15:45 **Demand (Veh/TS)**

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	1.28	50.36
	B - Development Access	0.81	0.00	0.00
	C - Standhouse Rd West	60.90	0.00	0.00

15:45 - 16:00

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	1.28	73.52
	B - Development Access	0.81	0.00	0.00
	C - Standhouse Rd West	62.61	0.00	0.00

16:00 - 16:15

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	1.38	73.52
	B - Development Access	0.79	0.00	0.00
	C - Standhouse Rd West	73.52	0.00	0.00

16:15 - 16:30

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	1.38	85.59
	B - Development Access	0.79	0.00	0.00
	C - Standhouse Rd West	59.37	0.00	0.00

16:30 - 16:45

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	1.38	79.28
	B - Development Access	0.79	0.00	0.00
	C - Standhouse Rd West	61.27	0.00	0.00

16:45 - 17:00

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	1.38	65.86
	B - Development Access	0.79	0.00	0.00
	C - Standhouse Rd West	67.40	0.00	0.00

17:00 - 17:15

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	1.85	52.08
	B - Development Access	0.79	0.00	0.00
	C - Standhouse Rd West	44.05	0.00	0.00

17:15 - 17:30

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	1.85	62.24
	B - Development Access	0.79	0.00	0.00
	C - Standhouse Rd West	53.05	0.00	0.00

17:30 - 17:45

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	1.85	65.86
	B - Development Access	0.79	0.00	0.00
	C - Standhouse Rd West	62.61	0.00	0.00

17:45 - 18:00

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	1.85	38.29
	B - Development Access	0.79	0.00	0.00
	C - Standhouse Rd West	79.46	0.00	0.00

18:00 - 18:15

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	1.44	54.96
	B - Development Access	0.87	0.00	0.00
	C - Standhouse Rd West	68.74	0.00	0.00

18:15 - 18:30

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	1.44	68.74
	B - Development Access	0.87	0.00	0.00
	C - Standhouse Rd West	42.89	0.00	0.00

18:30 - 18:45

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	1.44	67.40
	B - Development Access	0.87	0.00	0.00
	C - Standhouse Rd West	33.70	0.00	0.00

18:45 - 19:00

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	1.44	36.76
	B - Development Access	0.87	0.00	0.00
	C - Standhouse Rd West	52.08	0.00	0.00

Vehicle Mix

07:00 - 07:15

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

07:15 - 07:30

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	8
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

07:30 - 07:45

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	7
	B - Development Access	0	0	0
	C - Standhouse Rd West	20	0	0

07:45 - 08:00

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	4	0	0

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	3
	B - Development Access	0	0	0
	C - Standhouse Rd West	7	0	0

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	3
	B - Development Access	0	0	0
	C - Standhouse Rd West	4	0	0

Heavy Vehicle Percentages

08:30 - 08:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	3	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	2	0	0

Heavy Vehicle Percentages

09:00 - 09:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	6
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Heavy Vehicle Percentages

09:15 - 09:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	7
	B - Development Access	0	0	0
	C - Standhouse Rd West	6	0	0

Heavy Vehicle Percentages

09:30 - 09:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Heavy Vehicle Percentages

09:45 - 10:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	7	0	0

Heavy Vehicle Percentages

10:00 - 10:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	4
	B - Development Access	0	0	0
	C - Standhouse Rd West	4	0	0

Heavy Vehicle Percentages

10:15 - 10:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	5
	B - Development Access	0	0	0
	C - Standhouse Rd West	4	0	0

Heavy Vehicle Percentages

10:30 - 10:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	3	0	0

10:45 - 11:00 **Heavy Vehicle Percentages**

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

11:00 - 11:15

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	4
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

11:15 - 11:30

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	3
	B - Development Access	0	0	0
	C - Standhouse Rd West	5	0	0

11:30 - 11:45

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	5
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

11:45 - 12:00

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	3
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

12:00 - 12:15

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	5	0	0

12:15 - 12:30

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	4
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

12:30 - 12:45

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

12:45 - 13:00

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	4
	B - Development Access	0	0	0
	C - Standhouse Rd West	3	0	0

13:00 - 13:15

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	4	0	0

13:15 - 13:30

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	3
	B - Development Access	0	0	0
	C - Standhouse Rd West	2	0	0

Heavy Vehicle Percentages

13:30 - 13:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	6
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Heavy Vehicle Percentages

13:45 - 14:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	5
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Heavy Vehicle Percentages

14:00 - 14:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	3	0	0

Heavy Vehicle Percentages

14:15 - 14:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	3
	B - Development Access	0	0	0
	C - Standhouse Rd West	7	0	0

Heavy Vehicle Percentages

14:30 - 14:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	6
	B - Development Access	0	0	0
	C - Standhouse Rd West	5	0	0

Heavy Vehicle Percentages

14:45 - 15:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	3
	B - Development Access	0	0	0
	C - Standhouse Rd West	4	0	0

Heavy Vehicle Percentages

15:00 - 15:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	3
	B - Development Access	0	0	0
	C - Standhouse Rd West	5	0	0

Heavy Vehicle Percentages

15:15 - 15:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	4
	B - Development Access	0	0	0
	C - Standhouse Rd West	4	0	0

Heavy Vehicle Percentages

15:30 - 15:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	3
	B - Development Access	0	0	0
	C - Standhouse Rd West	4	0	0

15:45 - 16:00

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	2	0	0

Heavy Vehicle Percentages

16:00 - 16:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Heavy Vehicle Percentages

16:15 - 16:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	2
	B - Development Access	0	0	0
	C - Standhouse Rd West	5	0	0

Heavy Vehicle Percentages

16:30 - 16:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	3
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Heavy Vehicle Percentages

16:45 - 17:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Heavy Vehicle Percentages

17:00 - 17:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	6	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	6
	B - Development Access	0	0	0
	C - Standhouse Rd West	8	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	2	0	0

Heavy Vehicle Percentages

17:45 - 18:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	2	0	0

Heavy Vehicle Percentages

18:00 - 18:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	2
	B - Development Access	0	0	0
	C - Standhouse Rd West	2	0	0

18:15 - 18:30

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	2
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Heavy Vehicle Percentages

18:30 - 18:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Heavy Vehicle Percentages

18:45 - 19:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Results

Results Summary for whole modelled period

Arm	Max DOS	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
A - Standhouse Rd East	0.47	16.36	7.4	B	51.67	2480.08
B - Development Access	0.01	33.50	0.2	C	0.94	45.10
C - Standhouse Rd West	0.47	16.39	7.4	B	51.05	2450.42

Main Results for each time segment

07:00 - 07:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	12.59	12.59	477.32	69.50	0.00	276.45	0.046	11.89	0.0	0.7	11.007	B
B - Development Access	1	1.41	1.41	416.30	30.50	19.46	173.31	0.008	1.27	0.0	0.1	33.471	C
C - Standhouse Rd West	1	13.79	13.79	478.75	69.50	0.00	277.28	0.050	13.01	0.0	0.8	11.043	B

07:15 - 07:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	17.00	17.00	442.73	69.50	0.00	256.41	0.066	16.70	0.7	1.0	11.200	B
B - Development Access	1	1.41	1.41	416.30	30.50	19.46	173.31	0.008	1.41	0.1	0.1	33.471	C
C - Standhouse Rd West	1	21.44	21.44	478.75	69.50	0.00	277.28	0.077	21.01	0.8	1.2	11.287	B

07:30 - 07:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	18.53	18.53	445.50	69.50	0.00	258.02	0.072	18.45	1.0	1.0	11.249	B
B - Development Access	1	1.41	1.41	416.30	30.50	19.46	173.31	0.008	1.41	0.1	0.1	33.471	C
C - Standhouse Rd West	1	13.41	13.41	398.75	69.50	0.00	230.94	0.058	13.66	1.2	0.8	11.140	B

07:45 - 08:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	34.04	34.04	478.22	69.50	0.00	276.97	0.123	33.24	1.0	1.9	11.713	B
B - Development Access	1	1.41	1.41	416.30	30.50	19.46	173.31	0.008	1.41	0.1	0.1	33.471	C
C - Standhouse Rd West	1	33.51	33.51	460.27	69.50	0.00	266.57	0.126	32.49	0.8	1.9	11.751	B

08:00 - 08:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	47.89	47.89	464.96	69.50	0.00	269.29	0.178	47.05	1.9	2.7	12.279	B
B - Development Access	1	1.84	1.84	416.30	30.50	19.46	173.31	0.011	1.80	0.1	0.2	33.500	C
C - Standhouse Rd West	1	57.65	57.65	447.42	69.50	0.00	259.13	0.222	56.21	1.9	3.3	12.792	B

08:15 - 08:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	54.02	54.02	466.48	69.50	0.00	270.17	0.200	53.68	2.7	3.1	12.517	B
B - Development Access	1	1.84	1.84	416.30	30.50	19.46	173.31	0.011	1.84	0.2	0.2	33.500	C
C - Standhouse Rd West	1	99.00	99.00	460.00	69.50	0.00	266.41	0.372	96.68	3.3	5.7	14.732	B

08:30 - 08:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	54.21	54.21	478.09	69.50	0.00	276.89	0.196	54.27	3.1	3.1	12.460	B
B - Development Access	1	1.84	1.84	416.30	30.50	19.46	173.31	0.011	1.84	0.2	0.2	33.500	C
C - Standhouse Rd West	1	126.58	126.58	463.95	69.50	0.00	268.71	0.471	124.96	5.7	7.4	16.388	B

08:45 - 09:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	72.59	72.59	478.26	69.50	0.00	276.99	0.262	71.53	3.1	4.1	13.218	B
B - Development Access	1	1.84	1.84	416.30	30.50	19.46	173.31	0.011	1.84	0.2	0.2	33.500	C
C - Standhouse Rd West	1	111.44	111.44	467.46	69.50	0.00	270.74	0.412	112.43	7.4	6.4	15.356	B

09:00 - 09:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	85.62	85.62	450.06	69.50	0.00	260.66	0.328	84.61	4.1	4.9	14.132	B
B - Development Access	1	0.85	0.85	416.30	30.50	19.46	173.31	0.005	0.95	0.2	0.1	33.433	C
C - Standhouse Rd West	1	56.67	56.67	478.75	69.50	0.00	277.28	0.204	60.04	6.4	3.2	12.555	B

09:15 - 09:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	38.51	38.51	446.66	69.50	0.00	258.69	0.149	41.20	4.9	2.2	11.995	B
B - Development Access	1	0.85	0.85	416.30	30.50	19.46	173.31	0.005	0.85	0.1	0.1	33.433	C
C - Standhouse Rd West	1	42.52	42.52	450.25	69.50	0.00	260.77	0.163	43.13	3.2	2.4	12.138	B

09:30 - 09:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	23.57	23.57	477.23	69.50	0.00	276.39	0.085	24.57	2.2	1.3	11.360	B
B - Development Access	1	0.85	0.85	416.30	30.50	19.46	173.31	0.005	0.85	0.1	0.1	33.433	C
C - Standhouse Rd West	1	33.70	33.70	478.75	69.50	0.00	277.28	0.122	34.35	2.4	1.9	11.700	B

09:45 - 10:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	28.16	28.16	477.47	69.50	0.00	276.54	0.102	27.90	1.3	1.6	11.513	B
B - Development Access	1	0.85	0.85	416.30	30.50	19.46	173.31	0.005	0.85	0.1	0.1	33.433	C
C - Standhouse Rd West	1	18.19	18.19	445.78	69.50	0.00	258.18	0.070	18.94	1.9	1.0	11.237	B

10:00 - 10:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	38.66	38.66	461.78	69.50	0.00	267.45	0.145	38.01	1.6	2.2	11.938	B
B - Development Access	1	0.69	0.69	416.30	30.50	19.46	173.31	0.004	0.71	0.1	0.1	33.423	C
C - Standhouse Rd West	1	38.11	38.11	462.42	69.50	0.00	267.82	0.142	37.02	1.0	2.2	11.914	B

10:15 - 10:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	29.47	29.47	456.74	69.50	0.00	264.53	0.111	29.97	2.2	1.7	11.615	B
B - Development Access	1	0.69	0.69	416.30	30.50	19.46	173.31	0.004	0.69	0.1	0.1	33.423	C
C - Standhouse Rd West	1	30.45	30.45	458.49	69.50	0.00	265.54	0.115	30.87	2.2	1.7	11.646	B

10:30 - 10:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	23.53	23.53	477.23	69.50	0.00	276.39	0.085	23.95	1.7	1.3	11.359	B
B - Development Access	1	0.69	0.69	416.30	30.50	19.46	173.31	0.004	0.69	0.1	0.1	33.423	C
C - Standhouse Rd West	1	44.23	44.23	464.62	69.50	0.00	269.09	0.164	43.47	1.7	2.5	12.138	B

10:45 - 11:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	38.85	38.85	477.83	69.50	0.00	276.74	0.140	37.98	1.3	2.2	11.885	B
B - Development Access	1	0.69	0.69	416.30	30.50	19.46	173.31	0.004	0.69	0.1	0.1	33.423	C
C - Standhouse Rd West	1	32.17	32.17	478.75	69.50	0.00	277.28	0.116	32.93	2.5	1.8	11.647	B

11:00 - 11:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	35.66	35.66	460.41	69.50	0.00	266.65	0.134	35.76	2.2	2.0	11.831	B
B - Development Access	1	0.73	0.73	416.30	30.50	19.46	173.31	0.004	0.72	0.1	0.1	33.425	C
C - Standhouse Rd West	1	24.51	24.51	478.75	69.50	0.00	277.28	0.088	24.94	1.8	1.4	11.388	B

11:15 - 11:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	40.26	40.26	462.43	69.50	0.00	267.83	0.150	40.01	2.0	2.3	11.996	B
B - Development Access	1	0.73	0.73	416.30	30.50	19.46	173.31	0.004	0.73	0.1	0.1	33.425	C
C - Standhouse Rd West	1	25.85	25.85	455.06	69.50	0.00	263.56	0.098	25.71	1.4	1.5	11.489	B

11:30 - 11:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	29.54	29.54	456.77	69.50	0.00	264.55	0.112	30.12	2.3	1.7	11.617	B
B - Development Access	1	0.73	0.73	416.30	30.50	19.46	173.31	0.004	0.73	0.1	0.1	33.425	C
C - Standhouse Rd West	1	32.17	32.17	478.75	69.50	0.00	277.28	0.116	31.89	1.5	1.8	11.647	B

11:45 - 12:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	41.79	41.79	463.01	69.50	0.00	268.16	0.156	41.11	1.7	2.4	12.052	B
B - Development Access	1	0.73	0.73	416.30	30.50	19.46	173.31	0.004	0.73	0.1	0.1	33.425	C
C - Standhouse Rd West	1	39.83	39.83	478.75	69.50	0.00	277.28	0.144	39.39	1.8	2.2	11.917	B

12:00 - 12:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	40.63	40.63	477.42	69.50	0.00	276.51	0.147	40.78	2.4	2.3	11.951	B
B - Development Access	1	0.79	0.79	416.30	30.50	19.46	173.31	0.005	0.78	0.1	0.1	33.429	C
C - Standhouse Rd West	1	28.92	28.92	457.46	69.50	0.00	264.95	0.109	29.44	2.2	1.6	11.593	B

12:15 - 12:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	34.32	34.32	459.23	69.50	0.00	265.97	0.129	34.59	2.3	1.9	11.785	B
B - Development Access	1	0.79	0.79	416.30	30.50	19.46	173.31	0.005	0.79	0.1	0.1	33.429	C
C - Standhouse Rd West	1	39.83	39.83	478.75	69.50	0.00	277.28	0.144	39.28	1.6	2.2	11.916	B

12:30 - 12:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	46.76	46.76	477.60	69.50	0.00	276.61	0.169	46.13	1.9	2.6	12.176	B
B - Development Access	1	0.79	0.79	416.30	30.50	19.46	173.31	0.005	0.79	0.1	0.1	33.429	C
C - Standhouse Rd West	1	32.17	32.17	478.75	69.50	0.00	277.28	0.116	32.60	2.2	1.8	11.647	B

12:45 - 13:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	32.79	32.79	458.36	69.50	0.00	265.47	0.124	33.48	2.6	1.9	11.732	B
B - Development Access	1	0.79	0.79	416.30	30.50	19.46	173.31	0.005	0.79	0.1	0.1	33.429	C
C - Standhouse Rd West	1	42.70	42.70	464.13	69.50	0.00	268.81	0.159	42.05	1.8	2.4	12.082	B

13:00 - 13:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	39.11	39.11	477.37	69.50	0.00	276.48	0.141	38.82	1.9	2.2	11.896	B
B - Development Access	1	0.79	0.79	416.30	30.50	19.46	173.31	0.005	0.79	0.1	0.1	33.429	C
C - Standhouse Rd West	1	33.51	33.51	460.27	69.50	0.00	266.57	0.126	34.01	2.4	1.9	11.752	B

13:15 - 13:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	45.05	45.05	463.74	69.50	0.00	268.58	0.168	44.64	2.2	2.5	12.174	B
B - Development Access	1	0.79	0.79	416.30	30.50	19.46	173.31	0.005	0.79	0.1	0.1	33.429	C
C - Standhouse Rd West	1	56.49	56.49	467.61	69.50	0.00	270.82	0.209	55.21	1.9	3.2	12.610	B

13:30 - 13:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	46.39	46.39	451.46	69.50	0.00	261.47	0.177	46.25	2.5	2.6	12.288	B
B - Development Access	1	0.79	0.79	416.30	30.50	19.46	173.31	0.005	0.79	0.1	0.1	33.429	C
C - Standhouse Rd West	1	47.48	47.48	478.75	69.50	0.00	277.28	0.171	48.08	3.2	2.7	12.199	B

13:45 - 14:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	60.18	60.18	457.44	69.50	0.00	264.93	0.227	59.42	2.6	3.4	12.834	B
B - Development Access	1	0.79	0.79	416.30	30.50	19.46	173.31	0.005	0.79	0.1	0.1	33.429	C
C - Standhouse Rd West	1	42.89	42.89	478.75	69.50	0.00	277.28	0.155	43.15	2.7	2.4	12.028	B

14:00 - 14:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	53.05	53.05	477.40	69.50	0.00	276.49	0.192	53.61	3.4	3.0	12.419	B
B - Development Access	1	0.91	0.91	416.30	30.50	19.46	173.31	0.005	0.90	0.1	0.1	33.437	C
C - Standhouse Rd West	1	47.30	47.30	465.51	69.50	0.00	269.61	0.175	46.98	2.4	2.7	12.254	B

14:15 - 14:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	49.80	49.80	464.79	69.50	0.00	269.19	0.185	49.90	3.0	2.8	12.357	B
B - Development Access	1	0.91	0.91	416.30	30.50	19.46	173.31	0.005	0.91	0.1	0.1	33.437	C
C - Standhouse Rd West	1	77.37	77.37	447.61	69.50	0.00	259.24	0.298	75.53	2.7	4.4	13.729	B

14:30 - 14:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	70.87	70.87	452.05	69.50	0.00	261.81	0.271	69.57	2.8	4.0	13.365	B
B - Development Access	1	0.91	0.91	416.30	30.50	19.46	173.31	0.005	0.91	0.1	0.1	33.437	C
C - Standhouse Rd West	1	59.37	59.37	457.99	69.50	0.00	265.25	0.224	60.52	4.4	3.4	12.797	B

14:45 - 15:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	126.01	126.01	463.36	69.50	0.00	268.36	0.470	122.83	4.0	7.3	16.358	B
B - Development Access	1	0.91	0.91	416.30	30.50	19.46	173.31	0.005	0.91	0.1	0.1	33.437	C
C - Standhouse Rd West	1	60.90	60.90	458.49	69.50	0.00	265.54	0.229	60.81	3.4	3.5	12.858	B

15:00 - 15:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	100.47	100.47	465.41	69.50	0.00	269.55	0.373	102.05	7.3	5.8	14.749	B
B - Development Access	1	0.81	0.81	416.30	30.50	19.46	173.31	0.005	0.82	0.1	0.1	33.431	C
C - Standhouse Rd West	1	57.83	57.83	457.46	69.50	0.00	264.95	0.218	58.00	3.5	3.3	12.733	B

15:15 - 15:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	74.43	74.43	460.92	69.50	0.00	266.95	0.279	75.90	5.8	4.2	13.458	B
B - Development Access	1	0.81	0.81	416.30	30.50	19.46	173.31	0.005	0.81	0.1	0.1	33.431	C
C - Standhouse Rd West	1	106.66	106.66	461.29	69.50	0.00	267.16	0.399	103.83	3.3	6.1	15.156	B

15:30 - 15:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	51.64	51.64	464.95	69.50	0.00	269.28	0.192	52.99	4.2	2.9	12.431	B
B - Development Access	1	0.81	0.81	416.30	30.50	19.46	173.31	0.005	0.81	0.1	0.1	33.431	C
C - Standhouse Rd West	1	60.90	60.90	458.49	69.50	0.00	265.54	0.229	63.55	6.1	3.5	12.861	B

15:45 - 16:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	74.80	74.80	477.55	69.50	0.00	276.58	0.270	73.54	2.9	4.3	13.321	B
B - Development Access	1	0.81	0.81	416.30	30.50	19.46	173.31	0.005	0.81	0.1	0.1	33.431	C
C - Standhouse Rd West	1	62.61	62.61	468.68	69.50	0.00	271.44	0.231	62.59	3.5	3.6	12.861	B

16:00 - 16:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	74.91	74.91	477.32	69.50	0.00	276.45	0.271	74.90	4.3	4.3	13.330	B
B - Development Access	1	0.79	0.79	416.30	30.50	19.46	173.31	0.005	0.80	0.1	0.1	33.429	C
C - Standhouse Rd West	1	73.52	73.52	478.75	69.50	0.00	277.28	0.265	72.97	3.6	4.2	13.255	B

16:15 - 16:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	86.98	86.98	470.26	69.50	0.00	272.36	0.319	86.20	4.3	5.0	13.965	B
B - Development Access	1	0.79	0.79	416.30	30.50	19.46	173.31	0.005	0.79	0.1	0.1	33.429	C
C - Standhouse Rd West	1	59.37	59.37	457.99	69.50	0.00	265.25	0.224	60.00	4.2	3.4	12.797	B

16:30 - 16:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	80.66	80.66	462.05	69.50	0.00	267.60	0.301	80.94	5.0	4.6	13.745	B
B - Development Access	1	0.79	0.79	416.30	30.50	19.46	173.31	0.005	0.79	0.1	0.1	33.429	C
C - Standhouse Rd West	1	61.27	61.27	478.75	69.50	0.00	277.28	0.221	61.32	3.4	3.5	12.738	B

16:45 - 17:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	67.25	67.25	477.15	69.50	0.00	276.35	0.243	68.19	4.6	3.8	13.000	B
B - Development Access	1	0.79	0.79	416.30	30.50	19.46	173.31	0.005	0.79	0.1	0.1	33.429	C
C - Standhouse Rd West	1	67.40	67.40	478.75	69.50	0.00	277.28	0.243	67.04	3.5	3.8	12.992	B

17:00 - 17:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	53.93	53.93	476.42	69.50	0.00	275.93	0.195	54.69	3.8	3.1	12.459	B
B - Development Access	1	0.79	0.79	416.30	30.50	19.46	173.31	0.005	0.79	0.1	0.1	33.429	C
C - Standhouse Rd West	1	44.05	44.05	451.18	69.50	0.00	261.31	0.169	45.16	3.8	2.5	12.196	B

17:15 - 17:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	64.09	64.09	448.65	69.50	0.00	259.84	0.247	63.32	3.1	3.6	13.076	B
B - Development Access	1	0.79	0.79	416.30	30.50	19.46	173.31	0.005	0.79	0.1	0.1	33.429	C
C - Standhouse Rd West	1	53.05	53.05	444.90	69.50	0.00	257.67	0.206	52.50	2.5	3.0	12.607	B

17:30 - 17:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	67.71	67.71	476.90	69.50	0.00	276.20	0.245	67.74	3.6	3.8	13.019	B
B - Development Access	1	0.79	0.79	416.30	30.50	19.46	173.31	0.005	0.79	0.1	0.1	33.429	C
C - Standhouse Rd West	1	62.61	62.61	468.68	69.50	0.00	271.44	0.231	62.23	3.0	3.6	12.860	B

17:45 - 18:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	40.14	40.14	475.63	69.50	0.00	275.47	0.146	41.72	3.8	2.3	11.940	B
B - Development Access	1	0.79	0.79	416.30	30.50	19.46	173.31	0.005	0.79	0.1	0.1	33.429	C
C - Standhouse Rd West	1	79.46	79.46	470.78	69.50	0.00	272.66	0.291	78.50	3.6	4.5	13.596	B

18:00 - 18:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	56.39	56.39	465.78	69.50	0.00	269.76	0.209	55.41	2.3	3.2	12.618	B
B - Development Access	1	0.87	0.87	416.30	30.50	19.46	173.31	0.005	0.86	0.1	0.1	33.434	C
C - Standhouse Rd West	1	68.74	68.74	469.56	69.50	0.00	271.95	0.253	69.35	4.5	3.9	13.122	B

18:15 - 18:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	70.18	70.18	468.27	69.50	0.00	271.21	0.259	69.40	3.2	4.0	13.193	B
B - Development Access	1	0.87	0.87	416.30	30.50	19.46	173.31	0.005	0.87	0.1	0.1	33.434	C
C - Standhouse Rd West	1	42.89	42.89	478.75	69.50	0.00	277.28	0.155	44.45	3.9	2.4	12.029	B

18:30 - 18:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	68.83	68.83	477.19	69.50	0.00	276.37	0.249	68.99	4.0	3.9	13.066	B
B - Development Access	1	0.87	0.87	416.30	30.50	19.46	173.31	0.005	0.87	0.1	0.1	33.434	C
C - Standhouse Rd West	1	33.70	33.70	478.75	69.50	0.00	277.28	0.122	34.22	2.4	1.9	11.700	B

18:45 - 19:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	38.20	38.20	475.95	69.50	0.00	275.65	0.139	39.95	3.9	2.2	11.869	B
B - Development Access	1	0.87	0.87	416.30	30.50	19.46	173.31	0.005	0.87	0.1	0.1	33.434	C
C - Standhouse Rd West	1	52.08	52.08	478.75	69.50	0.00	277.28	0.188	51.03	1.9	2.9	12.373	B

+15+Adj,

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Junction 1	Signalised		17.15	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

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
D9	+15+Adj	DIRECT	07:00	19:00	720	15	✓	Simple	D4+D6

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 - Standhouse Rd East		DIRECT	✓	100.000
B - Development Access		DIRECT	✓	100.000
C - Standhouse Rd West		DIRECT	✓	100.000

Origin-Destination Data

07:00 - 07:15

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.34	13.04
	B - Development Access	1.41	0.00	0.00
	C - Standhouse Rd West	14.66	0.00	0.00

07:15 - 07:30

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.34	17.86
	B - Development Access	1.41	0.00	0.00
	C - Standhouse Rd West	22.81	0.00	0.00

07:30 - 07:45

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.34	19.49
	B - Development Access	1.41	0.00	0.00
	C - Standhouse Rd West	14.54	0.00	0.00

07:45 - 08:00

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.34	35.85
	B - Development Access	1.41	0.00	0.00
	C - Standhouse Rd West	35.79	0.00	0.00

08:00 - 08:15

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.60	50.45
	B - Development Access	1.84	0.00	0.00
	C - Standhouse Rd West	61.74	0.00	0.00

Demand (Veh/TS)

08:15 - 08:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.60	56.97
	B - Development Access	1.84	0.00	0.00
	C - Standhouse Rd West	105.73	0.00	0.00

Demand (Veh/TS)

08:30 - 08:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.60	57.03
	B - Development Access	1.84	0.00	0.00
	C - Standhouse Rd West	135.06	0.00	0.00

Demand (Veh/TS)

08:45 - 09:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.60	76.58
	B - Development Access	1.84	0.00	0.00
	C - Standhouse Rd West	118.83	0.00	0.00

Demand (Veh/TS)

09:00 - 09:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.59	91.01
	B - Development Access	0.85	0.00	0.00
	C - Standhouse Rd West	60.29	0.00	0.00

Demand (Veh/TS)

09:15 - 09:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.59	40.61
	B - Development Access	0.85	0.00	0.00
	C - Standhouse Rd West	45.50	0.00	0.00

Demand (Veh/TS)

09:30 - 09:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.59	24.44
	B - Development Access	0.85	0.00	0.00
	C - Standhouse Rd West	35.85	0.00	0.00

Demand (Veh/TS)

09:45 - 10:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.59	29.33
	B - Development Access	0.85	0.00	0.00
	C - Standhouse Rd West	19.49	0.00	0.00

Demand (Veh/TS)

10:00 - 10:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.56	40.67
	B - Development Access	0.69	0.00	0.00
	C - Standhouse Rd West	40.67	0.00	0.00

Demand (Veh/TS)

10:15 - 10:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.56	30.90
	B - Development Access	0.69	0.00	0.00
	C - Standhouse Rd West	32.53	0.00	0.00

10:30 - 10:45 **Demand (Veh/TS)**

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.56	24.44
	B - Development Access	0.69	0.00	0.00
	C - Standhouse Rd West	47.19	0.00	0.00

Demand (Veh/TS)

10:45 - 11:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.56	40.73
	B - Development Access	0.69	0.00	0.00
	C - Standhouse Rd West	34.22	0.00	0.00

Demand (Veh/TS)

11:00 - 11:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.62	37.42
	B - Development Access	0.73	0.00	0.00
	C - Standhouse Rd West	26.07	0.00	0.00

Demand (Veh/TS)

11:15 - 11:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.62	42.30
	B - Development Access	0.73	0.00	0.00
	C - Standhouse Rd West	27.64	0.00	0.00

Demand (Veh/TS)

11:30 - 11:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.62	30.90
	B - Development Access	0.73	0.00	0.00
	C - Standhouse Rd West	34.22	0.00	0.00

Demand (Veh/TS)

11:45 - 12:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.62	43.93
	B - Development Access	0.73	0.00	0.00
	C - Standhouse Rd West	42.36	0.00	0.00

Demand (Veh/TS)

12:00 - 12:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.81	42.36
	B - Development Access	0.79	0.00	0.00
	C - Standhouse Rd West	30.90	0.00	0.00

Demand (Veh/TS)

12:15 - 12:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.81	35.79
	B - Development Access	0.79	0.00	0.00
	C - Standhouse Rd West	42.36	0.00	0.00

Demand (Veh/TS)

12:30 - 12:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.81	48.88
	B - Development Access	0.79	0.00	0.00
	C - Standhouse Rd West	34.22	0.00	0.00

Demand (Veh/TS)

12:45 - 13:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.81	34.16
	B - Development Access	0.79	0.00	0.00
	C - Standhouse Rd West	45.56	0.00	0.00

13:00 - 13:15 **Demand (Veh/TS)**

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.81	40.73
	B - Development Access	0.79	0.00	0.00
	C - Standhouse Rd West	35.79	0.00	0.00

Demand (Veh/TS)

13:15 - 13:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.81	47.19
	B - Development Access	0.79	0.00	0.00
	C - Standhouse Rd West	60.23	0.00	0.00

Demand (Veh/TS)

13:30 - 13:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.81	48.76
	B - Development Access	0.79	0.00	0.00
	C - Standhouse Rd West	50.51	0.00	0.00

Demand (Veh/TS)

13:45 - 14:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.81	63.43
	B - Development Access	0.79	0.00	0.00
	C - Standhouse Rd West	45.62	0.00	0.00

Demand (Veh/TS)

14:00 - 14:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.97	55.40
	B - Development Access	0.91	0.00	0.00
	C - Standhouse Rd West	50.45	0.00	0.00

Demand (Veh/TS)

14:15 - 14:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.97	52.08
	B - Development Access	0.91	0.00	0.00
	C - Standhouse Rd West	82.86	0.00	0.00

Demand (Veh/TS)

14:30 - 14:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.97	74.77
	B - Development Access	0.91	0.00	0.00
	C - Standhouse Rd West	63.43	0.00	0.00

Demand (Veh/TS)

14:45 - 15:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	0.97	133.43
	B - Development Access	0.91	0.00	0.00
	C - Standhouse Rd West	65.06	0.00	0.00

Demand (Veh/TS)

15:00 - 15:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	1.28	105.79
	B - Development Access	0.81	0.00	0.00
	C - Standhouse Rd West	61.80	0.00	0.00

Demand (Veh/TS)

15:15 - 15:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	1.28	78.09
	B - Development Access	0.81	0.00	0.00
	C - Standhouse Rd West	113.88	0.00	0.00

15:30 - 15:45 **Demand (Veh/TS)**

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	1.28	53.71
	B - Development Access	0.81	0.00	0.00
	C - Standhouse Rd West	65.06	0.00	0.00

Demand (Veh/TS)

15:45 - 16:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	1.28	78.21
	B - Development Access	0.81	0.00	0.00
	C - Standhouse Rd West	66.75	0.00	0.00

Demand (Veh/TS)

16:00 - 16:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	1.38	78.21
	B - Development Access	0.79	0.00	0.00
	C - Standhouse Rd West	78.21	0.00	0.00

Demand (Veh/TS)

16:15 - 16:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	1.38	91.19
	B - Development Access	0.79	0.00	0.00
	C - Standhouse Rd West	63.43	0.00	0.00

Demand (Veh/TS)

16:30 - 16:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	1.38	84.61
	B - Development Access	0.79	0.00	0.00
	C - Standhouse Rd West	65.18	0.00	0.00

Demand (Veh/TS)

16:45 - 17:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	1.38	70.06
	B - Development Access	0.79	0.00	0.00
	C - Standhouse Rd West	71.69	0.00	0.00

Demand (Veh/TS)

17:00 - 17:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	1.85	55.40
	B - Development Access	0.79	0.00	0.00
	C - Standhouse Rd West	47.13	0.00	0.00

Demand (Veh/TS)

17:15 - 17:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	1.85	66.62
	B - Development Access	0.79	0.00	0.00
	C - Standhouse Rd West	56.85	0.00	0.00

Demand (Veh/TS)

17:30 - 17:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	1.85	70.06
	B - Development Access	0.79	0.00	0.00
	C - Standhouse Rd West	66.75	0.00	0.00

Demand (Veh/TS)

17:45 - 18:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	1.85	40.73
	B - Development Access	0.79	0.00	0.00
	C - Standhouse Rd West	84.67	0.00	0.00

18:00 - 18:15 **Demand (Veh/TS)**

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	1.44	58.60
	B - Development Access	0.87	0.00	0.00
	C - Standhouse Rd West	73.26	0.00	0.00

Demand (Veh/TS)

18:15 - 18:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	1.44	73.26
	B - Development Access	0.87	0.00	0.00
	C - Standhouse Rd West	45.62	0.00	0.00

Demand (Veh/TS)

18:30 - 18:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	1.44	71.69
	B - Development Access	0.87	0.00	0.00
	C - Standhouse Rd West	35.85	0.00	0.00

Demand (Veh/TS)

18:45 - 19:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	1.44	39.11
	B - Development Access	0.87	0.00	0.00
	C - Standhouse Rd West	55.40	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

07:00 - 07:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Heavy Vehicle Percentages

07:15 - 07:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	9
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Heavy Vehicle Percentages

07:30 - 07:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	8
	B - Development Access	0	0	0
	C - Standhouse Rd West	22	0	0

Heavy Vehicle Percentages

07:45 - 08:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	4	0	0

Heavy Vehicle Percentages

08:00 - 08:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	3
	B - Development Access	0	0	0
	C - Standhouse Rd West	8	0	0

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	3
	B - Development Access	0	0	0
	C - Standhouse Rd West	4	0	0

Heavy Vehicle Percentages

08:30 - 08:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	3	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	3	0	0

Heavy Vehicle Percentages

09:00 - 09:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	7
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Heavy Vehicle Percentages

09:15 - 09:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	8
	B - Development Access	0	0	0
	C - Standhouse Rd West	7	0	0

Heavy Vehicle Percentages

09:30 - 09:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Heavy Vehicle Percentages

09:45 - 10:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	8	0	0

Heavy Vehicle Percentages

10:00 - 10:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	4
	B - Development Access	0	0	0
	C - Standhouse Rd West	4	0	0

Heavy Vehicle Percentages

10:15 - 10:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	5
	B - Development Access	0	0	0
	C - Standhouse Rd West	5	0	0

Heavy Vehicle Percentages

10:30 - 10:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	3	0	0

10:45 - 11:00 **Heavy Vehicle Percentages**

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

11:00 - 11:15

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	4
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

11:15 - 11:30

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	4
	B - Development Access	0	0	0
	C - Standhouse Rd West	6	0	0

11:30 - 11:45

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	5
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

11:45 - 12:00

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	4
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

12:00 - 12:15

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	5	0	0

12:15 - 12:30

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	4
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

12:30 - 12:45

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

12:45 - 13:00

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	5
	B - Development Access	0	0	0
	C - Standhouse Rd West	3	0	0

13:00 - 13:15

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	4	0	0

13:15 - 13:30

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	3
	B - Development Access	0	0	0
	C - Standhouse Rd West	3	0	0

Heavy Vehicle Percentages

13:30 - 13:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	6
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Heavy Vehicle Percentages

13:45 - 14:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	5
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Heavy Vehicle Percentages

14:00 - 14:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	3	0	0

Heavy Vehicle Percentages

14:15 - 14:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	3
	B - Development Access	0	0	0
	C - Standhouse Rd West	8	0	0

Heavy Vehicle Percentages

14:30 - 14:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	6
	B - Development Access	0	0	0
	C - Standhouse Rd West	5	0	0

Heavy Vehicle Percentages

14:45 - 15:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	4
	B - Development Access	0	0	0
	C - Standhouse Rd West	5	0	0

Heavy Vehicle Percentages

15:00 - 15:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	3
	B - Development Access	0	0	0
	C - Standhouse Rd West	5	0	0

Heavy Vehicle Percentages

15:15 - 15:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	4
	B - Development Access	0	0	0
	C - Standhouse Rd West	4	0	0

Heavy Vehicle Percentages

15:30 - 15:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	3
	B - Development Access	0	0	0
	C - Standhouse Rd West	5	0	0

15:45 - 16:00

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	2	0	0

Heavy Vehicle Percentages

16:00 - 16:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Heavy Vehicle Percentages

16:15 - 16:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	2
	B - Development Access	0	0	0
	C - Standhouse Rd West	5	0	0

Heavy Vehicle Percentages

16:30 - 16:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	4
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Heavy Vehicle Percentages

16:45 - 17:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Heavy Vehicle Percentages

17:00 - 17:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	7	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	7
	B - Development Access	0	0	0
	C - Standhouse Rd West	8	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	2	0	0

Heavy Vehicle Percentages

17:45 - 18:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	2	0	0

Heavy Vehicle Percentages

18:00 - 18:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	3
	B - Development Access	0	0	0
	C - Standhouse Rd West	2	0	0

18:15 - 18:30

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	2
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Heavy Vehicle Percentages

18:30 - 18:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Heavy Vehicle Percentages

18:45 - 19:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Results

Results Summary for whole modelled period

Arm	Max DOS	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
A - Standhouse Rd East	0.50	17.00	7.9	B	55.03	2641.29
B - Development Access	0.01	33.50	0.2	C	0.94	45.10
C - Standhouse Rd West	0.50	17.04	7.9	B	54.46	2613.84

Main Results for each time segment

07:00 - 07:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	13.38	13.38	477.40	69.50	0.00	276.49	0.048	12.62	0.0	0.8	11.032	B
B - Development Access	1	1.41	1.41	416.30	30.50	19.46	173.31	0.008	1.27	0.0	0.1	33.471	C
C - Standhouse Rd West	1	14.66	14.66	478.75	69.50	0.00	277.28	0.053	13.84	0.0	0.8	11.071	B

07:15 - 07:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	18.20	18.20	439.92	69.50	0.00	254.79	0.071	17.87	0.8	1.0	11.248	B
B - Development Access	1	1.41	1.41	416.30	30.50	19.46	173.31	0.008	1.41	0.1	0.1	33.471	C
C - Standhouse Rd West	1	22.81	22.81	478.75	69.50	0.00	277.28	0.082	22.35	0.8	1.3	11.332	B

07:30 - 07:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	19.83	19.83	442.86	69.50	0.00	256.49	0.077	19.75	1.0	1.1	11.301	B
B - Development Access	1	1.41	1.41	416.30	30.50	19.46	173.31	0.008	1.41	0.1	0.1	33.471	C
C - Standhouse Rd West	1	14.54	14.54	393.77	69.50	0.00	228.06	0.064	14.78	1.3	0.8	11.195	B

07:45 - 08:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	36.19	36.19	478.25	69.50	0.00	276.99	0.131	35.35	1.1	2.0	11.789	B
B - Development Access	1	1.41	1.41	416.30	30.50	19.46	173.31	0.008	1.41	0.1	0.1	33.471	C
C - Standhouse Rd West	1	35.79	35.79	458.64	69.50	0.00	265.63	0.135	34.72	0.8	2.0	11.841	B

08:00 - 08:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	51.05	51.05	463.81	69.50	0.00	268.62	0.190	50.14	2.0	2.9	12.411	B
B - Development Access	1	1.84	1.84	416.30	30.50	19.46	173.31	0.011	1.80	0.1	0.2	33.500	C
C - Standhouse Rd West	1	61.74	61.74	444.83	69.50	0.00	257.63	0.240	60.19	2.0	3.5	12.997	B

08:15 - 08:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	57.56	57.56	465.45	69.50	0.00	269.58	0.214	57.20	2.9	3.3	12.669	B
B - Development Access	1	1.84	1.84	416.30	30.50	19.46	173.31	0.011	1.84	0.2	0.2	33.500	C
C - Standhouse Rd West	1	105.73	105.73	458.34	69.50	0.00	265.46	0.398	103.26	3.5	6.1	15.149	B

08:30 - 08:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	57.62	57.62	478.13	69.50	0.00	276.91	0.208	57.71	3.3	3.3	12.595	B
B - Development Access	1	1.84	1.84	416.30	30.50	19.46	173.31	0.011	1.84	0.2	0.2	33.500	C
C - Standhouse Rd West	1	135.06	135.06	462.62	69.50	0.00	267.94	0.504	133.32	6.1	7.9	17.035	B

08:45 - 09:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	77.18	77.18	478.28	69.50	0.00	277.01	0.279	76.05	3.3	4.4	13.421	B
B - Development Access	1	1.84	1.84	416.30	30.50	19.46	173.31	0.011	1.84	0.2	0.2	33.500	C
C - Standhouse Rd West	1	118.83	118.83	466.43	69.50	0.00	270.14	0.440	119.90	7.9	6.9	15.839	B

09:00 - 09:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	91.60	91.60	447.70	69.50	0.00	259.29	0.353	90.45	4.4	5.3	14.492	B
B - Development Access	1	0.85	0.85	416.30	30.50	19.46	173.31	0.005	0.95	0.2	0.1	33.433	C
C - Standhouse Rd West	1	60.29	60.29	478.75	69.50	0.00	277.28	0.217	63.93	6.9	3.4	12.700	B

09:15 - 09:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	41.21	41.21	444.11	69.50	0.00	257.21	0.160	44.09	5.3	2.3	12.114	B
B - Development Access	1	0.85	0.85	416.30	30.50	19.46	173.31	0.005	0.85	0.1	0.1	33.433	C
C - Standhouse Rd West	1	45.50	45.50	447.86	69.50	0.00	259.38	0.175	46.13	3.4	2.6	12.271	B

09:30 - 09:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	25.03	25.03	477.32	69.50	0.00	276.45	0.091	26.13	2.3	1.4	11.409	B
B - Development Access	1	0.85	0.85	416.30	30.50	19.46	173.31	0.005	0.85	0.1	0.1	33.433	C
C - Standhouse Rd West	1	35.85	35.85	478.75	69.50	0.00	277.28	0.129	36.58	2.6	2.0	11.776	B

09:45 - 10:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	29.92	29.92	477.55	69.50	0.00	276.58	0.108	29.64	1.4	1.7	11.573	B
B - Development Access	1	0.85	0.85	416.30	30.50	19.46	173.31	0.005	0.85	0.1	0.1	33.433	C
C - Standhouse Rd West	1	19.49	19.49	443.08	69.50	0.00	256.62	0.076	20.27	2.0	1.1	11.288	B

10:00 - 10:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	41.23	41.23	460.39	69.50	0.00	266.64	0.155	40.53	1.7	2.3	12.041	B
B - Development Access	1	0.69	0.69	416.30	30.50	19.46	173.31	0.004	0.71	0.1	0.1	33.423	C
C - Standhouse Rd West	1	40.67	40.67	460.97	69.50	0.00	266.98	0.152	39.52	1.1	2.3	12.017	B

10:15 - 10:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	31.46	31.46	454.97	69.50	0.00	263.50	0.119	31.99	2.3	1.8	11.693	B
B - Development Access	1	0.69	0.69	416.30	30.50	19.46	173.31	0.004	0.69	0.1	0.1	33.423	C
C - Standhouse Rd West	1	32.53	32.53	456.71	69.50	0.00	264.51	0.123	32.97	2.3	1.8	11.727	B

10:30 - 10:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	25.00	25.00	477.32	69.50	0.00	276.45	0.090	25.45	1.8	1.4	11.408	B
B - Development Access	1	0.69	0.69	416.30	30.50	19.46	173.31	0.004	0.69	0.1	0.1	33.423	C
C - Standhouse Rd West	1	47.19	47.19	463.34	69.50	0.00	268.35	0.176	46.38	1.8	2.7	12.260	B

10:45 - 11:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	41.29	41.29	477.88	69.50	0.00	276.77	0.149	40.37	1.4	2.3	11.973	B
B - Development Access	1	0.69	0.69	416.30	30.50	19.46	173.31	0.004	0.69	0.1	0.1	33.423	C
C - Standhouse Rd West	1	34.22	34.22	478.75	69.50	0.00	277.28	0.123	35.05	2.7	1.9	11.718	B

11:00 - 11:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	38.03	38.03	458.91	69.50	0.00	265.78	0.143	38.13	2.3	2.1	11.926	B
B - Development Access	1	0.73	0.73	416.30	30.50	19.46	173.31	0.004	0.72	0.1	0.1	33.425	C
C - Standhouse Rd West	1	26.07	26.07	478.75	69.50	0.00	277.28	0.094	26.53	1.9	1.5	11.440	B

11:15 - 11:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	42.92	42.92	461.08	69.50	0.00	267.04	0.161	42.65	2.1	2.4	12.104	B
B - Development Access	1	0.73	0.73	416.30	30.50	19.46	173.31	0.004	0.73	0.1	0.1	33.425	C
C - Standhouse Rd West	1	27.64	27.64	453.03	69.50	0.00	262.38	0.105	27.47	1.5	1.6	11.559	B

11:30 - 11:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	31.52	31.52	455.01	69.50	0.00	263.53	0.120	32.14	2.4	1.8	11.696	B
B - Development Access	1	0.73	0.73	416.30	30.50	19.46	173.31	0.004	0.73	0.1	0.1	33.425	C
C - Standhouse Rd West	1	34.22	34.22	478.75	69.50	0.00	277.28	0.123	33.93	1.6	1.9	11.718	B

11:45 - 12:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	44.55	44.55	461.71	69.50	0.00	267.41	0.167	43.84	1.8	2.5	12.164	B
B - Development Access	1	0.73	0.73	416.30	30.50	19.46	173.31	0.004	0.73	0.1	0.1	33.425	C
C - Standhouse Rd West	1	42.36	42.36	478.75	69.50	0.00	277.28	0.153	41.90	1.9	2.4	12.008	B

12:00 - 12:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	43.17	43.17	477.50	69.50	0.00	276.55	0.156	43.34	2.5	2.4	12.044	B
B - Development Access	1	0.79	0.79	416.30	30.50	19.46	173.31	0.005	0.78	0.1	0.1	33.429	C
C - Standhouse Rd West	1	30.90	30.90	455.61	69.50	0.00	263.87	0.117	31.43	2.4	1.7	11.671	B

12:15 - 12:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	36.59	36.59	457.71	69.50	0.00	265.09	0.138	36.87	2.4	2.1	11.876	B
B - Development Access	1	0.79	0.79	416.30	30.50	19.46	173.31	0.005	0.79	0.1	0.1	33.429	C
C - Standhouse Rd West	1	42.36	42.36	478.75	69.50	0.00	277.28	0.153	41.80	1.7	2.4	12.008	B

12:30 - 12:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	49.69	49.69	477.67	69.50	0.00	276.65	0.180	49.03	2.1	2.8	12.287	B
B - Development Access	1	0.79	0.79	416.30	30.50	19.46	173.31	0.005	0.79	0.1	0.1	33.429	C
C - Standhouse Rd West	1	34.22	34.22	478.75	69.50	0.00	277.28	0.123	34.68	2.4	1.9	11.718	B

12:45 - 13:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	34.97	34.97	456.78	69.50	0.00	264.55	0.132	35.68	2.8	2.0	11.818	B
B - Development Access	1	0.79	0.79	416.30	30.50	19.46	173.31	0.005	0.79	0.1	0.1	33.429	C
C - Standhouse Rd West	1	45.56	45.56	462.81	69.50	0.00	268.04	0.170	44.85	1.9	2.6	12.198	B

13:00 - 13:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	41.55	41.55	477.46	69.50	0.00	276.53	0.150	41.26	2.0	2.3	11.984	B
B - Development Access	1	0.79	0.79	416.30	30.50	19.46	173.31	0.005	0.79	0.1	0.1	33.429	C
C - Standhouse Rd West	1	35.79	35.79	458.64	69.50	0.00	265.63	0.135	36.32	2.6	2.0	11.842	B

13:15 - 13:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	48.01	48.01	462.54	69.50	0.00	267.89	0.179	47.56	2.3	2.7	12.296	B
B - Development Access	1	0.79	0.79	416.30	30.50	19.46	173.31	0.005	0.79	0.1	0.1	33.429	C
C - Standhouse Rd West	1	60.23	60.23	466.59	69.50	0.00	270.23	0.223	58.87	2.0	3.4	12.773	B

13:30 - 13:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	49.57	49.57	449.29	69.50	0.00	260.21	0.191	49.40	2.7	2.8	12.432	B
B - Development Access	1	0.79	0.79	416.30	30.50	19.46	173.31	0.005	0.79	0.1	0.1	33.429	C
C - Standhouse Rd West	1	50.51	50.51	478.75	69.50	0.00	277.28	0.182	51.16	3.4	2.9	12.314	B

13:45 - 14:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	64.24	64.24	455.69	69.50	0.00	263.92	0.243	63.43	2.8	3.7	13.027	B
B - Development Access	1	0.79	0.79	416.30	30.50	19.46	173.31	0.005	0.79	0.1	0.1	33.429	C
C - Standhouse Rd West	1	45.62	45.62	478.75	69.50	0.00	277.28	0.165	45.90	2.9	2.6	12.129	B

14:00 - 14:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	56.37	56.37	477.48	69.50	0.00	276.54	0.204	57.00	3.7	3.2	12.549	B
B - Development Access	1	0.91	0.91	416.30	30.50	19.46	173.31	0.005	0.90	0.1	0.1	33.437	C
C - Standhouse Rd West	1	50.45	50.45	464.31	69.50	0.00	268.91	0.188	50.10	2.6	2.9	12.385	B

14:15 - 14:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	53.05	53.05	463.72	69.50	0.00	268.57	0.198	53.15	3.2	3.0	12.494	B
B - Development Access	1	0.91	0.91	416.30	30.50	19.46	173.31	0.005	0.91	0.1	0.1	33.437	C
C - Standhouse Rd West	1	82.86	82.86	445.03	69.50	0.00	257.75	0.321	80.86	2.9	4.7	14.045	B

14:30 - 14:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	75.74	75.74	449.89	69.50	0.00	260.56	0.291	74.33	3.0	4.3	13.623	B
B - Development Access	1	0.91	0.91	416.30	30.50	19.46	173.31	0.005	0.91	0.1	0.1	33.437	C
C - Standhouse Rd West	1	63.43	63.43	456.18	69.50	0.00	264.20	0.240	64.68	4.7	3.6	12.990	B

14:45 - 15:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	134.40	134.40	462.05	69.50	0.00	267.60	0.502	130.99	4.3	7.8	16.996	B
B - Development Access	1	0.91	0.91	416.30	30.50	19.46	173.31	0.005	0.91	0.1	0.1	33.437	C
C - Standhouse Rd West	1	65.06	65.06	456.71	69.50	0.00	264.51	0.246	64.97	3.6	3.7	13.057	B

15:00 - 15:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	107.07	107.07	464.33	69.50	0.00	268.92	0.398	108.79	7.8	6.2	15.149	B
B - Development Access	1	0.81	0.81	416.30	30.50	19.46	173.31	0.005	0.82	0.1	0.1	33.431	C
C - Standhouse Rd West	1	61.80	61.80	455.61	69.50	0.00	263.87	0.234	61.98	3.7	3.5	12.920	B

15:15 - 15:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	79.37	79.37	459.49	69.50	0.00	266.12	0.298	80.94	6.2	4.5	13.711	B
B - Development Access	1	0.81	0.81	416.30	30.50	19.46	173.31	0.005	0.81	0.1	0.1	33.431	C
C - Standhouse Rd West	1	113.88	113.88	459.74	69.50	0.00	266.27	0.428	110.84	3.5	6.6	15.627	B

15:30 - 15:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	54.99	54.99	463.93	69.50	0.00	268.69	0.205	56.45	4.5	3.1	12.573	B
B - Development Access	1	0.81	0.81	416.30	30.50	19.46	173.31	0.005	0.81	0.1	0.1	33.431	C
C - Standhouse Rd West	1	65.06	65.06	456.71	69.50	0.00	264.51	0.246	67.89	6.6	3.7	13.060	B

15:45 - 16:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	79.49	79.49	477.62	69.50	0.00	276.62	0.287	78.16	3.1	4.5	13.532	B
B - Development Access	1	0.81	0.81	416.30	30.50	19.46	173.31	0.005	0.81	0.1	0.1	33.431	C
C - Standhouse Rd West	1	66.75	66.75	467.75	69.50	0.00	270.91	0.246	66.74	3.7	3.8	13.046	B

16:00 - 16:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	79.60	79.60	477.40	69.50	0.00	276.50	0.288	79.59	4.5	4.5	13.542	B
B - Development Access	1	0.79	0.79	416.30	30.50	19.46	173.31	0.005	0.80	0.1	0.1	33.429	C
C - Standhouse Rd West	1	78.21	78.21	478.75	69.50	0.00	277.28	0.282	77.64	3.8	4.5	13.465	B

16:15 - 16:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	92.57	92.57	469.65	69.50	0.00	272.01	0.340	91.73	4.5	5.3	14.255	B
B - Development Access	1	0.79	0.79	416.30	30.50	19.46	173.31	0.005	0.79	0.1	0.1	33.429	C
C - Standhouse Rd West	1	63.43	63.43	456.18	69.50	0.00	264.20	0.240	64.07	4.5	3.6	12.989	B

16:30 - 16:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	85.99	85.99	460.73	69.50	0.00	266.84	0.322	86.27	5.3	4.9	14.028	B
B - Development Access	1	0.79	0.79	416.30	30.50	19.46	173.31	0.005	0.79	0.1	0.1	33.429	C
C - Standhouse Rd West	1	65.18	65.18	478.75	69.50	0.00	277.28	0.235	65.26	3.6	3.7	12.899	B

16:45 - 17:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	71.45	71.45	477.25	69.50	0.00	276.41	0.258	72.48	4.9	4.1	13.180	B
B - Development Access	1	0.79	0.79	416.30	30.50	19.46	173.31	0.005	0.79	0.1	0.1	33.429	C
C - Standhouse Rd West	1	71.69	71.69	478.75	69.50	0.00	277.28	0.259	71.32	3.7	4.1	13.176	B

17:00 - 17:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	57.25	57.25	476.56	69.50	0.00	276.01	0.207	58.07	4.1	3.2	12.590	B
B - Development Access	1	0.79	0.79	416.30	30.50	19.46	173.31	0.005	0.79	0.1	0.1	33.429	C
C - Standhouse Rd West	1	47.13	47.13	448.86	69.50	0.00	259.96	0.181	48.29	4.1	2.7	12.334	B

17:15 - 17:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	68.47	68.47	446.34	69.50	0.00	258.51	0.265	67.61	3.2	3.9	13.302	B
B - Development Access	1	0.79	0.79	416.30	30.50	19.46	173.31	0.005	0.79	0.1	0.1	33.429	C
C - Standhouse Rd West	1	56.85	56.85	442.13	69.50	0.00	256.07	0.222	56.25	2.7	3.2	12.795	B

17:30 - 17:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	71.91	71.91	477.00	69.50	0.00	276.27	0.260	71.99	3.9	4.1	13.200	B
B - Development Access	1	0.79	0.79	416.30	30.50	19.46	173.31	0.005	0.79	0.1	0.1	33.429	C
C - Standhouse Rd West	1	66.75	66.75	467.75	69.50	0.00	270.91	0.246	66.37	3.2	3.8	13.045	B

17:45 - 18:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	42.58	42.58	475.81	69.50	0.00	275.57	0.155	44.27	4.1	2.4	12.029	B
B - Development Access	1	0.79	0.79	416.30	30.50	19.46	173.31	0.005	0.79	0.1	0.1	33.429	C
C - Standhouse Rd West	1	84.67	84.67	470.04	69.50	0.00	272.23	0.311	83.65	3.8	4.8	13.853	B

18:00 - 18:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	60.03	60.03	464.86	69.50	0.00	269.23	0.223	58.97	2.4	3.4	12.776	B
B - Development Access	1	0.87	0.87	416.30	30.50	19.46	173.31	0.005	0.86	0.1	0.1	33.434	C
C - Standhouse Rd West	1	73.26	73.26	468.71	69.50	0.00	271.46	0.270	73.91	4.8	4.2	13.332	B

18:15 - 18:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	74.70	74.70	467.52	69.50	0.00	270.77	0.276	73.87	3.4	4.3	13.405	B
B - Development Access	1	0.87	0.87	416.30	30.50	19.46	173.31	0.005	0.87	0.1	0.1	33.434	C
C - Standhouse Rd West	1	45.62	45.62	478.75	69.50	0.00	277.28	0.165	47.30	4.2	2.6	12.130	B

18:30 - 18:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	73.13	73.13	477.28	69.50	0.00	276.43	0.265	73.31	4.3	4.2	13.252	B
B - Development Access	1	0.87	0.87	416.30	30.50	19.46	173.31	0.005	0.87	0.1	0.1	33.434	C
C - Standhouse Rd West	1	35.85	35.85	478.75	69.50	0.00	277.28	0.129	36.40	2.6	2.0	11.776	B

18:45 - 19:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	40.54	40.54	476.10	69.50	0.00	275.74	0.147	42.41	4.2	2.3	11.953	B
B - Development Access	1	0.87	0.87	416.30	30.50	19.46	173.31	0.005	0.87	0.1	0.1	33.434	C
C - Standhouse Rd West	1	55.40	55.40	478.75	69.50	0.00	277.28	0.200	54.28	2.0	3.1	12.502	B

Opening year+ Adj+ Dev,

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Junction 1	Signalised		17.08	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

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
D10	Opening year+ Adj+ Dev	DIRECT	07:00	19:00	720	15	✓	Simple	D2+D6+D5

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Standhouse Rd East		DIRECT	✓	100.000
B - Development Access		DIRECT	✓	100.000
C - Standhouse Rd West		DIRECT	✓	100.000

Origin-Destination Data

07:00 - 07:15

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	2.79	11.12
	B - Development Access	10.31	0.00	0.00
	C - Standhouse Rd West	12.50	0.00	0.00

07:15 - 07:30

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	2.79	15.01
	B - Development Access	10.31	0.00	0.00
	C - Standhouse Rd West	19.45	0.00	0.00

07:30 - 07:45

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	2.79	16.40
	B - Development Access	10.31	0.00	0.00
	C - Standhouse Rd West	11.96	0.00	0.00

07:45 - 08:00

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	2.79	30.57
	B - Development Access	10.31	0.00	0.00
	C - Standhouse Rd West	30.29	0.00	0.00

08:00 - 08:15

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	5.69	42.80
	B - Development Access	13.85	0.00	0.00
	C - Standhouse Rd West	51.98	0.00	0.00

08:15 - 08:30

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	5.69	48.36
	B - Development Access	13.85	0.00	0.00
	C - Standhouse Rd West	89.49	0.00	0.00

08:30 - 08:45

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	5.69	48.63
	B - Development Access	13.85	0.00	0.00
	C - Standhouse Rd West	114.50	0.00	0.00

08:45 - 09:00

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	5.69	65.30
	B - Development Access	13.85	0.00	0.00
	C - Standhouse Rd West	100.88	0.00	0.00

09:00 - 09:15

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	5.36	76.72
	B - Development Access	7.33	0.00	0.00
	C - Standhouse Rd West	51.41	0.00	0.00

09:15 - 09:30

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	5.36	34.19
	B - Development Access	7.33	0.00	0.00
	C - Standhouse Rd West	38.36	0.00	0.00

09:30 - 09:45

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	5.36	20.84
	B - Development Access	7.33	0.00	0.00
	C - Standhouse Rd West	30.57	0.00	0.00

09:45 - 10:00

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	5.36	25.01
	B - Development Access	7.33	0.00	0.00
	C - Standhouse Rd West	16.40	0.00	0.00

10:00 - 10:15

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	4.12	34.46
	B - Development Access	5.23	0.00	0.00
	C - Standhouse Rd West	34.46	0.00	0.00

10:15 - 10:30

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	4.12	26.13
	B - Development Access	5.23	0.00	0.00
	C - Standhouse Rd West	27.52	0.00	0.00

10:30 - 10:45

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	4.12	20.84
	B - Development Access	5.23	0.00	0.00
	C - Standhouse Rd West	40.02	0.00	0.00

Demand (Veh/TS)

10:45 - 11:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	4.12	34.73
	B - Development Access	5.23	0.00	0.00
	C - Standhouse Rd West	29.18	0.00	0.00

Demand (Veh/TS)

11:00 - 11:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	4.73	31.68
	B - Development Access	5.31	0.00	0.00
	C - Standhouse Rd West	22.23	0.00	0.00

Demand (Veh/TS)

11:15 - 11:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	4.73	35.85
	B - Development Access	5.31	0.00	0.00
	C - Standhouse Rd West	23.35	0.00	0.00

Demand (Veh/TS)

11:30 - 11:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	4.73	26.13
	B - Development Access	5.31	0.00	0.00
	C - Standhouse Rd West	29.18	0.00	0.00

Demand (Veh/TS)

11:45 - 12:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	4.73	37.24
	B - Development Access	5.31	0.00	0.00
	C - Standhouse Rd West	36.12	0.00	0.00

Demand (Veh/TS)

12:00 - 12:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	6.89	36.12
	B - Development Access	7.05	0.00	0.00
	C - Standhouse Rd West	26.13	0.00	0.00

Demand (Veh/TS)

12:15 - 12:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	6.89	30.29
	B - Development Access	7.05	0.00	0.00
	C - Standhouse Rd West	36.12	0.00	0.00

Demand (Veh/TS)

12:30 - 12:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	6.89	41.68
	B - Development Access	7.05	0.00	0.00
	C - Standhouse Rd West	29.18	0.00	0.00

Demand (Veh/TS)

12:45 - 13:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	6.89	28.91
	B - Development Access	7.05	0.00	0.00
	C - Standhouse Rd West	38.63	0.00	0.00

13:00 - 13:15 **Demand (Veh/TS)**

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	6.59	34.73
	B - Development Access	6.38	0.00	0.00
	C - Standhouse Rd West	30.29	0.00	0.00

13:15 - 13:30

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	6.59	40.02
	B - Development Access	6.38	0.00	0.00
	C - Standhouse Rd West	51.14	0.00	0.00

13:30 - 13:45

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	6.59	41.14
	B - Development Access	6.38	0.00	0.00
	C - Standhouse Rd West	43.07	0.00	0.00

13:45 - 14:00

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	6.59	53.64
	B - Development Access	6.38	0.00	0.00
	C - Standhouse Rd West	38.90	0.00	0.00

14:00 - 14:15

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	7.81	47.24
	B - Development Access	7.02	0.00	0.00
	C - Standhouse Rd West	42.80	0.00	0.00

14:15 - 14:30

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	7.81	44.19
	B - Development Access	7.02	0.00	0.00
	C - Standhouse Rd West	69.77	0.00	0.00

14:30 - 14:45

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	7.81	63.10
	B - Development Access	7.02	0.00	0.00
	C - Standhouse Rd West	53.64	0.00	0.00

14:45 - 15:00

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	7.81	113.11
	B - Development Access	7.02	0.00	0.00
	C - Standhouse Rd West	55.03	0.00	0.00

15:00 - 15:15

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	9.36	89.77
	B - Development Access	6.38	0.00	0.00
	C - Standhouse Rd West	52.25	0.00	0.00

15:15 - 15:30

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	9.36	66.15
	B - Development Access	6.38	0.00	0.00
	C - Standhouse Rd West	96.44	0.00	0.00

15:30 - 15:45

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	9.36	45.58
	B - Development Access	6.38	0.00	0.00
	C - Standhouse Rd West	55.03	0.00	0.00

15:45 - 16:00

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	9.36	66.69
	B - Development Access	6.38	0.00	0.00
	C - Standhouse Rd West	56.69	0.00	0.00

16:00 - 16:15

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	10.32	66.69
	B - Development Access	6.04	0.00	0.00
	C - Standhouse Rd West	66.69	0.00	0.00

16:15 - 16:30

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	10.32	77.53
	B - Development Access	6.04	0.00	0.00
	C - Standhouse Rd West	53.64	0.00	0.00

16:30 - 16:45

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	10.32	71.70
	B - Development Access	6.04	0.00	0.00
	C - Standhouse Rd West	55.58	0.00	0.00

16:45 - 17:00

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	10.32	59.74
	B - Development Access	6.04	0.00	0.00
	C - Standhouse Rd West	61.13	0.00	0.00

17:00 - 17:15

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	14.05	47.24
	B - Development Access	6.88	0.00	0.00
	C - Standhouse Rd West	39.75	0.00	0.00

17:15 - 17:30

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	14.05	56.15
	B - Development Access	6.88	0.00	0.00
	C - Standhouse Rd West	47.81	0.00	0.00

17:30 - 17:45

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	14.05	59.74
	B - Development Access	6.88	0.00	0.00
	C - Standhouse Rd West	56.69	0.00	0.00

17:45 - 18:00

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	14.05	34.73
	B - Development Access	6.88	0.00	0.00
	C - Standhouse Rd West	71.98	0.00	0.00

18:00 - 18:15

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	10.40	49.75
	B - Development Access	6.55	0.00	0.00
	C - Standhouse Rd West	62.25	0.00	0.00

Demand (Veh/TS)

18:15 - 18:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	10.40	62.25
	B - Development Access	6.55	0.00	0.00
	C - Standhouse Rd West	38.90	0.00	0.00

Demand (Veh/TS)

18:30 - 18:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	10.40	61.13
	B - Development Access	6.55	0.00	0.00
	C - Standhouse Rd West	30.57	0.00	0.00

Demand (Veh/TS)

18:45 - 19:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	10.40	33.35
	B - Development Access	6.55	0.00	0.00
	C - Standhouse Rd West	47.24	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

07:00 - 07:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Heavy Vehicle Percentages

07:15 - 07:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	7
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Heavy Vehicle Percentages

07:30 - 07:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	7
	B - Development Access	0	0	0
	C - Standhouse Rd West	19	0	0

Heavy Vehicle Percentages

07:45 - 08:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	4	0	0

Heavy Vehicle Percentages

08:00 - 08:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	3
	B - Development Access	0	0	0
	C - Standhouse Rd West	6	0	0

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	2
	B - Development Access	0	0	0
	C - Standhouse Rd West	4	0	0

Heavy Vehicle Percentages

08:30 - 08:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	3	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	2	0	0

Heavy Vehicle Percentages

09:00 - 09:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	6
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Heavy Vehicle Percentages

09:15 - 09:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	7
	B - Development Access	0	0	0
	C - Standhouse Rd West	6	0	0

Heavy Vehicle Percentages

09:30 - 09:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Heavy Vehicle Percentages

09:45 - 10:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	7	0	0

Heavy Vehicle Percentages

10:00 - 10:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	3
	B - Development Access	0	0	0
	C - Standhouse Rd West	3	0	0

Heavy Vehicle Percentages

10:15 - 10:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	4
	B - Development Access	0	0	0
	C - Standhouse Rd West	4	0	0

Heavy Vehicle Percentages

10:30 - 10:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	3	0	0

10:45 - 11:00 **Heavy Vehicle Percentages**

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

11:00 - 11:15

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	4
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

11:15 - 11:30

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	3
	B - Development Access	0	0	0
	C - Standhouse Rd West	5	0	0

11:30 - 11:45

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	4
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

11:45 - 12:00

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	3
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

12:00 - 12:15

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	4	0	0

12:15 - 12:30

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	4
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

12:30 - 12:45

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

12:45 - 13:00

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	4
	B - Development Access	0	0	0
	C - Standhouse Rd West	3	0	0

13:00 - 13:15

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	4	0	0

13:15 - 13:30

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	3
	B - Development Access	0	0	0
	C - Standhouse Rd West	2	0	0

Heavy Vehicle Percentages

13:30 - 13:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	5
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Heavy Vehicle Percentages

13:45 - 14:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	4
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Heavy Vehicle Percentages

14:00 - 14:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	3	0	0

Heavy Vehicle Percentages

14:15 - 14:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	3
	B - Development Access	0	0	0
	C - Standhouse Rd West	6	0	0

Heavy Vehicle Percentages

14:30 - 14:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	5
	B - Development Access	0	0	0
	C - Standhouse Rd West	4	0	0

Heavy Vehicle Percentages

14:45 - 15:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	3
	B - Development Access	0	0	0
	C - Standhouse Rd West	4	0	0

Heavy Vehicle Percentages

15:00 - 15:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	2
	B - Development Access	0	0	0
	C - Standhouse Rd West	4	0	0

Heavy Vehicle Percentages

15:15 - 15:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	3
	B - Development Access	0	0	0
	C - Standhouse Rd West	3	0	0

Heavy Vehicle Percentages

15:30 - 15:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	2
	B - Development Access	0	0	0
	C - Standhouse Rd West	4	0	0

15:45 - 16:00

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	2	0	0

Heavy Vehicle Percentages

16:00 - 16:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Heavy Vehicle Percentages

16:15 - 16:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	1
	B - Development Access	0	0	0
	C - Standhouse Rd West	4	0	0

Heavy Vehicle Percentages

16:30 - 16:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	3
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Heavy Vehicle Percentages

16:45 - 17:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Heavy Vehicle Percentages

17:00 - 17:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	6	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	6
	B - Development Access	0	0	0
	C - Standhouse Rd West	7	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	2	0	0

Heavy Vehicle Percentages

17:45 - 18:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	2	0	0

Heavy Vehicle Percentages

18:00 - 18:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	2
	B - Development Access	0	0	0
	C - Standhouse Rd West	2	0	0

18:15 - 18:30

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	2
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Heavy Vehicle Percentages

18:30 - 18:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Heavy Vehicle Percentages

18:45 - 19:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Results

Results Summary for whole modelled period

Arm	Max DOS	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
A - Standhouse Rd East	0.45	16.05	7.1	B	53.27	2556.82
B - Development Access	0.08	34.34	1.4	C	7.36	353.41
C - Standhouse Rd West	0.43	15.57	6.6	B	46.19	2217.31

Main Results for each time segment

07:00 - 07:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	13.91	13.91	464.81	69.50	0.00	269.20	0.052	13.13	0.0	0.8	11.063	B
B - Development Access	1	10.31	10.31	416.30	30.50	19.46	173.31	0.059	9.28	0.0	1.0	34.085	C
C - Standhouse Rd West	1	12.50	12.50	478.75	69.50	0.00	277.28	0.045	11.80	0.0	0.7	11.003	B

07:15 - 07:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	17.81	17.81	440.90	69.50	0.00	255.35	0.070	17.54	0.8	1.0	11.232	B
B - Development Access	1	10.31	10.31	416.30	30.50	19.46	173.31	0.059	10.31	1.0	1.0	34.086	C
C - Standhouse Rd West	1	19.45	19.45	478.75	69.50	0.00	277.28	0.070	19.06	0.7	1.1	11.223	B

07:30 - 07:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	19.19	19.19	443.37	69.50	0.00	256.79	0.075	19.12	1.0	1.1	11.277	B
B - Development Access	1	10.31	10.31	416.30	30.50	19.46	173.31	0.059	10.31	1.0	1.0	34.086	C
C - Standhouse Rd West	1	11.96	11.96	403.36	69.50	0.00	233.61	0.051	12.21	1.1	0.7	11.076	B

07:45 - 08:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	33.36	33.36	472.88	69.50	0.00	273.88	0.122	32.62	1.1	1.9	11.706	B
B - Development Access	1	10.31	10.31	416.30	30.50	19.46	173.31	0.059	10.31	1.0	1.0	34.086	C
C - Standhouse Rd West	1	30.29	30.29	461.71	69.50	0.00	267.41	0.113	29.36	0.7	1.7	11.630	B

08:00 - 08:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	48.48	48.48	459.99	69.50	0.00	266.41	0.182	47.58	1.9	2.7	12.328	B
B - Development Access	1	13.85	13.85	416.30	30.50	19.46	173.31	0.080	13.50	1.0	1.4	34.339	C
C - Standhouse Rd West	1	51.98	51.98	449.74	69.50	0.00	260.47	0.200	50.70	1.7	2.9	12.530	B

08:15 - 08:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	54.04	54.04	461.84	69.50	0.00	267.48	0.202	53.73	2.7	3.1	12.545	B
B - Development Access	1	13.85	13.85	416.30	30.50	19.46	173.31	0.080	13.85	1.4	1.4	34.339	C
C - Standhouse Rd West	1	89.49	89.49	461.46	69.50	0.00	267.26	0.335	87.40	2.9	5.1	14.195	B

08:30 - 08:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	54.31	54.31	471.29	69.50	0.00	272.96	0.199	54.36	3.1	3.1	12.502	B
B - Development Access	1	13.85	13.85	416.30	30.50	19.46	173.31	0.080	13.85	1.4	1.4	34.339	C
C - Standhouse Rd West	1	114.50	114.50	465.13	69.50	0.00	269.39	0.425	113.05	5.1	6.6	15.569	B

08:45 - 09:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	70.99	70.99	473.00	69.50	0.00	273.95	0.259	70.03	3.1	4.0	13.190	B
B - Development Access	1	13.85	13.85	416.30	30.50	19.46	173.31	0.080	13.85	1.4	1.4	34.339	C
C - Standhouse Rd West	1	100.88	100.88	468.37	69.50	0.00	271.26	0.372	101.75	6.6	5.8	14.727	B

09:00 - 09:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	82.08	82.08	449.92	69.50	0.00	260.58	0.315	81.21	4.0	4.7	13.947	B
B - Development Access	1	7.33	7.33	416.30	30.50	19.46	173.31	0.042	7.98	1.4	0.7	33.876	C
C - Standhouse Rd West	1	51.41	51.41	478.75	69.50	0.00	277.28	0.185	54.42	5.8	2.9	12.349	B

09:15 - 09:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	39.55	39.55	444.75	69.50	0.00	257.58	0.154	41.99	4.7	2.2	12.044	B
B - Development Access	1	7.33	7.33	416.30	30.50	19.46	173.31	0.042	7.33	0.7	0.7	33.876	C
C - Standhouse Rd West	1	38.36	38.36	452.39	69.50	0.00	262.01	0.146	38.94	2.9	2.2	11.965	B

09:30 - 09:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	26.20	26.20	464.68	69.50	0.00	269.12	0.097	27.08	2.2	1.5	11.478	B
B - Development Access	1	7.33	7.33	416.30	30.50	19.46	173.31	0.042	7.33	0.7	0.7	33.876	C
C - Standhouse Rd West	1	30.57	30.57	478.75	69.50	0.00	277.28	0.110	31.14	2.2	1.7	11.592	B

09:45 - 10:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	30.37	30.37	466.60	69.50	0.00	270.24	0.112	30.13	1.5	1.7	11.619	B
B - Development Access	1	7.33	7.33	416.30	30.50	19.46	173.31	0.042	7.33	0.7	0.7	33.876	C
C - Standhouse Rd West	1	16.40	16.40	448.20	69.50	0.00	259.59	0.063	17.09	1.7	0.9	11.170	B

10:00 - 10:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	38.58	38.58	458.31	69.50	0.00	265.44	0.145	38.06	1.7	2.2	11.948	B
B - Development Access	1	5.23	5.23	416.30	30.50	19.46	173.31	0.030	5.44	0.7	0.5	33.731	C
C - Standhouse Rd West	1	34.46	34.46	463.71	69.50	0.00	268.57	0.128	33.47	0.9	1.9	11.775	B

10:15 - 10:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	30.24	30.24	452.99	69.50	0.00	262.36	0.115	30.70	2.2	1.7	11.655	B
B - Development Access	1	5.23	5.23	416.30	30.50	19.46	173.31	0.030	5.23	0.5	0.5	33.731	C
C - Standhouse Rd West	1	27.52	27.52	460.06	69.50	0.00	266.45	0.103	27.89	1.9	1.6	11.536	B

10:30 - 10:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	24.96	24.96	467.42	69.50	0.00	270.71	0.092	25.32	1.7	1.4	11.428	B
B - Development Access	1	5.23	5.23	416.30	30.50	19.46	173.31	0.030	5.23	0.5	0.5	33.731	C
C - Standhouse Rd West	1	40.02	40.02	465.74	69.50	0.00	269.74	0.148	39.33	1.6	2.3	11.973	B

10:45 - 11:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	38.85	38.85	471.45	69.50	0.00	273.05	0.142	38.06	1.4	2.2	11.908	B
B - Development Access	1	5.23	5.23	416.30	30.50	19.46	173.31	0.030	5.23	0.5	0.5	33.731	C
C - Standhouse Rd West	1	29.18	29.18	478.75	69.50	0.00	277.28	0.105	29.86	2.3	1.6	11.545	B

11:00 - 11:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	36.42	36.42	455.83	69.50	0.00	264.00	0.138	36.49	2.2	2.1	11.876	B
B - Development Access	1	5.31	5.31	416.30	30.50	19.46	173.31	0.031	5.31	0.5	0.5	33.737	C
C - Standhouse Rd West	1	22.23	22.23	478.75	69.50	0.00	277.28	0.080	22.62	1.6	1.3	11.313	B

11:15 - 11:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	40.58	40.58	458.10	69.50	0.00	265.32	0.153	40.35	2.1	2.3	12.026	B
B - Development Access	1	5.31	5.31	416.30	30.50	19.46	173.31	0.031	5.31	0.5	0.5	33.737	C
C - Standhouse Rd West	1	23.35	23.35	456.88	69.50	0.00	264.61	0.088	23.23	1.3	1.3	11.396	B

11:30 - 11:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	30.86	30.86	451.95	69.50	0.00	261.76	0.118	31.39	2.3	1.7	11.681	B
B - Development Access	1	5.31	5.31	416.30	30.50	19.46	173.31	0.031	5.31	0.5	0.5	33.737	C
C - Standhouse Rd West	1	29.18	29.18	478.75	69.50	0.00	277.28	0.105	28.91	1.3	1.6	11.545	B

11:45 - 12:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	41.97	41.97	458.73	69.50	0.00	265.68	0.158	41.36	1.7	2.4	12.077	B
B - Development Access	1	5.31	5.31	416.30	30.50	19.46	173.31	0.031	5.31	0.5	0.5	33.737	C
C - Standhouse Rd West	1	36.12	36.12	478.75	69.50	0.00	277.28	0.130	35.73	1.6	2.0	11.785	B

12:00 - 12:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	43.02	43.02	467.34	69.50	0.00	270.67	0.159	43.02	2.4	2.4	12.080	B
B - Development Access	1	7.05	7.05	416.30	30.50	19.46	173.31	0.041	6.88	0.5	0.7	33.857	C
C - Standhouse Rd West	1	26.13	26.13	459.11	69.50	0.00	265.90	0.098	26.61	2.0	1.5	11.489	B

12:15 - 12:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	37.19	37.19	452.44	69.50	0.00	262.04	0.142	37.45	2.4	2.1	11.919	B
B - Development Access	1	7.05	7.05	416.30	30.50	19.46	173.31	0.041	7.05	0.7	0.7	33.857	C
C - Standhouse Rd West	1	36.12	36.12	478.75	69.50	0.00	277.28	0.130	35.62	1.5	2.0	11.785	B

12:30 - 12:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	48.58	48.58	468.66	69.50	0.00	271.43	0.179	47.99	2.1	2.7	12.288	B
B - Development Access	1	7.05	7.05	416.30	30.50	19.46	173.31	0.041	7.05	0.7	0.7	33.857	C
C - Standhouse Rd West	1	29.18	29.18	478.75	69.50	0.00	277.28	0.105	29.57	2.0	1.6	11.545	B

12:45 - 13:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	35.80	35.80	451.44	69.50	0.00	261.46	0.137	36.44	2.7	2.0	11.869	B
B - Development Access	1	7.05	7.05	416.30	30.50	19.46	173.31	0.041	7.05	0.7	0.7	33.857	C
C - Standhouse Rd West	1	38.63	38.63	465.29	69.50	0.00	269.48	0.143	38.05	1.6	2.2	11.923	B

13:00 - 13:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	41.32	41.32	467.70	69.50	0.00	270.87	0.153	41.07	2.0	2.3	12.015	B
B - Development Access	1	6.38	6.38	416.30	30.50	19.46	173.31	0.037	6.45	0.7	0.6	33.811	C
C - Standhouse Rd West	1	30.29	30.29	461.71	69.50	0.00	267.41	0.113	30.75	2.2	1.7	11.630	B

13:15 - 13:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	46.61	46.61	458.18	69.50	0.00	265.36	0.176	46.25	2.3	2.6	12.263	B
B - Development Access	1	6.38	6.38	416.30	30.50	19.46	173.31	0.037	6.38	0.6	0.6	33.811	C
C - Standhouse Rd West	1	51.14	51.14	468.51	69.50	0.00	271.34	0.188	49.97	1.7	2.9	12.389	B

13:30 - 13:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	47.73	47.73	448.54	69.50	0.00	259.78	0.184	47.61	2.6	2.7	12.359	B
B - Development Access	1	6.38	6.38	416.30	30.50	19.46	173.31	0.037	6.38	0.6	0.6	33.811	C
C - Standhouse Rd West	1	43.07	43.07	478.75	69.50	0.00	277.28	0.155	43.60	2.9	2.4	12.035	B

13:45 - 14:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	60.23	60.23	454.53	69.50	0.00	263.25	0.229	59.54	2.7	3.4	12.857	B
B - Development Access	1	6.38	6.38	416.30	30.50	19.46	173.31	0.037	6.38	0.6	0.6	33.811	C
C - Standhouse Rd West	1	38.90	38.90	478.75	69.50	0.00	277.28	0.140	39.14	2.4	2.2	11.884	B

14:00 - 14:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	55.05	55.05	468.84	69.50	0.00	271.54	0.203	55.47	3.4	3.1	12.546	B
B - Development Access	1	7.02	7.02	416.30	30.50	19.46	173.31	0.041	6.96	0.6	0.7	33.855	C
C - Standhouse Rd West	1	42.80	42.80	466.56	69.50	0.00	270.22	0.158	42.52	2.2	2.4	12.075	B

14:15 - 14:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	52.00	52.00	458.61	69.50	0.00	265.61	0.196	52.10	3.1	2.9	12.480	B
B - Development Access	1	7.02	7.02	416.30	30.50	19.46	173.31	0.041	7.02	0.7	0.7	33.855	C
C - Standhouse Rd West	1	69.77	69.77	449.92	69.50	0.00	260.58	0.268	68.13	2.4	4.0	13.331	B

14:30 - 14:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	70.90	70.90	450.09	69.50	0.00	260.67	0.272	69.74	2.9	4.0	13.385	B
B - Development Access	1	7.02	7.02	416.30	30.50	19.46	173.31	0.041	7.02	0.7	0.7	33.855	C
C - Standhouse Rd West	1	53.64	53.64	459.60	69.50	0.00	266.18	0.202	54.66	4.0	3.0	12.543	B

14:45 - 15:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	120.92	120.92	461.51	69.50	0.00	267.29	0.452	118.03	4.0	7.0	16.052	B
B - Development Access	1	7.02	7.02	416.30	30.50	19.46	173.31	0.041	7.02	0.7	0.7	33.855	C
C - Standhouse Rd West	1	55.03	55.03	460.06	69.50	0.00	266.45	0.207	54.96	3.0	3.1	12.597	B

15:00 - 15:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	99.13	99.13	461.86	69.50	0.00	267.50	0.371	100.48	7.0	5.7	14.726	B
B - Development Access	1	6.38	6.38	416.30	30.50	19.46	173.31	0.037	6.45	0.7	0.6	33.811	C
C - Standhouse Rd West	1	52.25	52.25	459.11	69.50	0.00	265.90	0.197	52.41	3.1	3.0	12.488	B

15:15 - 15:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	75.51	75.51	456.83	69.50	0.00	264.58	0.285	76.86	5.7	4.3	13.549	B
B - Development Access	1	6.38	6.38	416.30	30.50	19.46	173.31	0.037	6.38	0.6	0.6	33.811	C
C - Standhouse Rd West	1	96.44	96.44	462.66	69.50	0.00	267.96	0.360	93.89	3.0	5.5	14.551	B

15:30 - 15:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	54.94	54.94	457.86	69.50	0.00	265.18	0.207	56.17	4.3	3.1	12.609	B
B - Development Access	1	6.38	6.38	416.30	30.50	19.46	173.31	0.037	6.38	0.6	0.6	33.811	C
C - Standhouse Rd West	1	55.03	55.03	460.06	69.50	0.00	266.45	0.207	57.41	5.5	3.1	12.599	B

15:45 - 16:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	76.05	76.05	470.17	69.50	0.00	272.30	0.279	74.90	3.1	4.3	13.443	B
B - Development Access	1	6.38	6.38	416.30	30.50	19.46	173.31	0.037	6.38	0.6	0.6	33.811	C
C - Standhouse Rd West	1	56.69	56.69	469.49	69.50	0.00	271.91	0.209	56.66	3.1	3.2	12.609	B

16:00 - 16:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	77.01	77.01	469.38	69.50	0.00	271.85	0.283	76.95	4.3	4.4	13.496	B
B - Development Access	1	6.04	6.04	416.30	30.50	19.46	173.31	0.035	6.08	0.6	0.6	33.787	C
C - Standhouse Rd West	1	66.69	66.69	478.75	69.50	0.00	277.28	0.241	66.18	3.2	3.8	12.962	B

16:15 - 16:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	87.85	87.85	464.71	69.50	0.00	269.14	0.326	87.16	4.4	5.0	14.073	B
B - Development Access	1	6.04	6.04	416.30	30.50	19.46	173.31	0.035	6.04	0.6	0.6	33.787	C
C - Standhouse Rd West	1	53.64	53.64	459.60	69.50	0.00	266.18	0.202	54.24	3.8	3.0	12.543	B

16:30 - 16:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	82.02	82.02	457.70	69.50	0.00	265.08	0.309	82.29	5.0	4.7	13.860	B
B - Development Access	1	6.04	6.04	416.30	30.50	19.46	173.31	0.035	6.04	0.6	0.6	33.787	C
C - Standhouse Rd West	1	55.58	55.58	478.75	69.50	0.00	277.28	0.200	55.59	3.0	3.1	12.510	B

16:45 - 17:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	70.06	70.06	468.46	69.50	0.00	271.32	0.258	70.89	4.7	4.0	13.190	B
B - Development Access	1	6.04	6.04	416.30	30.50	19.46	173.31	0.035	6.04	0.6	0.6	33.787	C
C - Standhouse Rd West	1	61.13	61.13	478.75	69.50	0.00	277.28	0.220	60.81	3.1	3.5	12.732	B

17:00 - 17:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	61.29	61.29	462.88	69.50	0.00	268.08	0.229	61.79	4.0	3.5	12.846	B
B - Development Access	1	6.88	6.88	416.30	30.50	19.46	173.31	0.040	6.80	0.6	0.7	33.845	C
C - Standhouse Rd West	1	39.75	39.75	453.26	69.50	0.00	262.51	0.151	40.79	3.5	2.2	12.015	B

17:15 - 17:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	70.20	70.20	444.23	69.50	0.00	257.28	0.273	69.52	3.5	4.0	13.406	B
B - Development Access	1	6.88	6.88	416.30	30.50	19.46	173.31	0.040	6.88	0.7	0.7	33.845	C
C - Standhouse Rd West	1	47.81	47.81	447.38	69.50	0.00	259.11	0.185	47.32	2.2	2.7	12.369	B

17:30 - 17:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	73.79	73.79	465.50	69.50	0.00	269.60	0.274	73.78	4.0	4.2	13.383	B
B - Development Access	1	6.88	6.88	416.30	30.50	19.46	173.31	0.040	6.88	0.7	0.7	33.845	C
C - Standhouse Rd West	1	56.69	56.69	469.49	69.50	0.00	271.91	0.209	56.32	2.7	3.2	12.608	B

17:45 - 18:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	48.78	48.78	458.98	69.50	0.00	265.83	0.184	50.22	4.2	2.8	12.347	B
B - Development Access	1	6.88	6.88	416.30	30.50	19.46	173.31	0.040	6.88	0.7	0.7	33.845	C
C - Standhouse Rd West	1	71.98	71.98	471.43	69.50	0.00	273.04	0.264	71.11	3.2	4.1	13.247	B

18:00 - 18:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	60.15	60.15	458.23	69.50	0.00	265.39	0.227	59.44	2.8	3.4	12.827	B
B - Development Access	1	6.55	6.55	416.30	30.50	19.46	173.31	0.038	6.58	0.7	0.7	33.822	C
C - Standhouse Rd West	1	62.25	62.25	470.30	69.50	0.00	272.38	0.229	62.80	4.1	3.5	12.835	B

18:15 - 18:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	72.65	72.65	461.64	69.50	0.00	267.36	0.272	71.94	3.4	4.1	13.363	B
B - Development Access	1	6.55	6.55	416.30	30.50	19.46	173.31	0.038	6.55	0.7	0.7	33.822	C
C - Standhouse Rd West	1	38.90	38.90	478.75	69.50	0.00	277.28	0.140	40.30	3.5	2.2	11.884	B

18:30 - 18:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	71.53	71.53	468.47	69.50	0.00	271.32	0.264	71.66	4.1	4.1	13.254	B
B - Development Access	1	6.55	6.55	416.30	30.50	19.46	173.31	0.038	6.55	0.7	0.7	33.822	C
C - Standhouse Rd West	1	30.57	30.57	478.75	69.50	0.00	277.28	0.110	31.04	2.2	1.7	11.592	B

18:45 - 19:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	43.75	43.75	462.11	69.50	0.00	267.64	0.163	45.34	4.1	2.5	12.132	B
B - Development Access	1	6.55	6.55	416.30	30.50	19.46	173.31	0.038	6.55	0.7	0.7	33.822	C
C - Standhouse Rd West	1	47.24	47.24	478.75	69.50	0.00	277.28	0.170	46.29	1.7	2.7	12.189	B

+5+Adj+Dev,

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Junction 1	Signalised		17.76	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

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
D11	+5+Adj+Dev	DIRECT	07:00	19:00	720	15	✓	Simple	D3+D5+D6

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 - Standhouse Rd East		DIRECT	✓	100.000
B - Development Access		DIRECT	✓	100.000
C - Standhouse Rd West		DIRECT	✓	100.000

Origin-Destination Data

07:00 - 07:15

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	2.79	12.25
	B - Development Access	10.31	0.00	0.00
	C - Standhouse Rd West	13.79	0.00	0.00

07:15 - 07:30

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	2.79	16.66
	B - Development Access	10.31	0.00	0.00
	C - Standhouse Rd West	21.44	0.00	0.00

07:30 - 07:45

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	2.79	18.19
	B - Development Access	10.31	0.00	0.00
	C - Standhouse Rd West	13.41	0.00	0.00

07:45 - 08:00

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	2.79	33.70
	B - Development Access	10.31	0.00	0.00
	C - Standhouse Rd West	33.51	0.00	0.00

08:00 - 08:15

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	5.69	47.30
	B - Development Access	13.85	0.00	0.00
	C - Standhouse Rd West	57.65	0.00	0.00

Demand (Veh/TS)

08:15 - 08:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	5.69	53.42
	B - Development Access	13.85	0.00	0.00
	C - Standhouse Rd West	99.00	0.00	0.00

Demand (Veh/TS)

08:30 - 08:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	5.69	53.61
	B - Development Access	13.85	0.00	0.00
	C - Standhouse Rd West	126.58	0.00	0.00

Demand (Veh/TS)

08:45 - 09:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	5.69	71.99
	B - Development Access	13.85	0.00	0.00
	C - Standhouse Rd West	111.44	0.00	0.00

Demand (Veh/TS)

09:00 - 09:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	5.36	85.03
	B - Development Access	7.33	0.00	0.00
	C - Standhouse Rd West	56.67	0.00	0.00

Demand (Veh/TS)

09:15 - 09:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	5.36	37.92
	B - Development Access	7.33	0.00	0.00
	C - Standhouse Rd West	42.52	0.00	0.00

Demand (Veh/TS)

09:30 - 09:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	5.36	22.98
	B - Development Access	7.33	0.00	0.00
	C - Standhouse Rd West	33.70	0.00	0.00

Demand (Veh/TS)

09:45 - 10:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	5.36	27.57
	B - Development Access	7.33	0.00	0.00
	C - Standhouse Rd West	18.19	0.00	0.00

Demand (Veh/TS)

10:00 - 10:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	4.12	38.11
	B - Development Access	5.23	0.00	0.00
	C - Standhouse Rd West	38.11	0.00	0.00

Demand (Veh/TS)

10:15 - 10:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	4.12	28.92
	B - Development Access	5.23	0.00	0.00
	C - Standhouse Rd West	30.45	0.00	0.00

10:30 - 10:45 **Demand (Veh/TS)**

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	4.12	22.98
	B - Development Access	5.23	0.00	0.00
	C - Standhouse Rd West	44.23	0.00	0.00

Demand (Veh/TS)

10:45 - 11:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	4.12	38.29
	B - Development Access	5.23	0.00	0.00
	C - Standhouse Rd West	32.17	0.00	0.00

Demand (Veh/TS)

11:00 - 11:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	4.73	35.04
	B - Development Access	5.31	0.00	0.00
	C - Standhouse Rd West	24.51	0.00	0.00

Demand (Veh/TS)

11:15 - 11:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	4.73	39.64
	B - Development Access	5.31	0.00	0.00
	C - Standhouse Rd West	25.85	0.00	0.00

Demand (Veh/TS)

11:30 - 11:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	4.73	28.92
	B - Development Access	5.31	0.00	0.00
	C - Standhouse Rd West	32.17	0.00	0.00

Demand (Veh/TS)

11:45 - 12:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	4.73	41.17
	B - Development Access	5.31	0.00	0.00
	C - Standhouse Rd West	39.83	0.00	0.00

Demand (Veh/TS)

12:00 - 12:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	6.89	39.83
	B - Development Access	7.05	0.00	0.00
	C - Standhouse Rd West	28.92	0.00	0.00

Demand (Veh/TS)

12:15 - 12:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	6.89	33.51
	B - Development Access	7.05	0.00	0.00
	C - Standhouse Rd West	39.83	0.00	0.00

Demand (Veh/TS)

12:30 - 12:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	6.89	45.95
	B - Development Access	7.05	0.00	0.00
	C - Standhouse Rd West	32.17	0.00	0.00

Demand (Veh/TS)

12:45 - 13:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	6.89	31.98
	B - Development Access	7.05	0.00	0.00
	C - Standhouse Rd West	42.70	0.00	0.00

13:00 - 13:15 **Demand (Veh/TS)**

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	6.59	38.29
	B - Development Access	6.38	0.00	0.00
	C - Standhouse Rd West	33.51	0.00	0.00

13:15 - 13:30

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	6.59	44.23
	B - Development Access	6.38	0.00	0.00
	C - Standhouse Rd West	56.49	0.00	0.00

13:30 - 13:45

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	6.59	45.58
	B - Development Access	6.38	0.00	0.00
	C - Standhouse Rd West	47.48	0.00	0.00

13:45 - 14:00

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	6.59	59.37
	B - Development Access	6.38	0.00	0.00
	C - Standhouse Rd West	42.89	0.00	0.00

14:00 - 14:15

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	7.81	52.08
	B - Development Access	7.02	0.00	0.00
	C - Standhouse Rd West	47.30	0.00	0.00

14:15 - 14:30

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	7.81	48.83
	B - Development Access	7.02	0.00	0.00
	C - Standhouse Rd West	77.37	0.00	0.00

14:30 - 14:45

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	7.81	69.90
	B - Development Access	7.02	0.00	0.00
	C - Standhouse Rd West	59.37	0.00	0.00

14:45 - 15:00

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	7.81	125.04
	B - Development Access	7.02	0.00	0.00
	C - Standhouse Rd West	60.90	0.00	0.00

15:00 - 15:15

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	9.36	99.19
	B - Development Access	6.38	0.00	0.00
	C - Standhouse Rd West	57.83	0.00	0.00

15:15 - 15:30

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	9.36	73.15
	B - Development Access	6.38	0.00	0.00
	C - Standhouse Rd West	106.66	0.00	0.00

15:30 - 15:45

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	9.36	50.36
	B - Development Access	6.38	0.00	0.00
	C - Standhouse Rd West	60.90	0.00	0.00

15:45 - 16:00

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	9.36	73.52
	B - Development Access	6.38	0.00	0.00
	C - Standhouse Rd West	62.61	0.00	0.00

16:00 - 16:15

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	10.32	73.52
	B - Development Access	6.04	0.00	0.00
	C - Standhouse Rd West	73.52	0.00	0.00

16:15 - 16:30

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	10.32	85.59
	B - Development Access	6.04	0.00	0.00
	C - Standhouse Rd West	59.37	0.00	0.00

16:30 - 16:45

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	10.32	79.28
	B - Development Access	6.04	0.00	0.00
	C - Standhouse Rd West	61.27	0.00	0.00

16:45 - 17:00

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	10.32	65.86
	B - Development Access	6.04	0.00	0.00
	C - Standhouse Rd West	67.40	0.00	0.00

17:00 - 17:15

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	14.05	52.08
	B - Development Access	6.88	0.00	0.00
	C - Standhouse Rd West	44.05	0.00	0.00

17:15 - 17:30

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	14.05	62.24
	B - Development Access	6.88	0.00	0.00
	C - Standhouse Rd West	53.05	0.00	0.00

17:30 - 17:45

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	14.05	65.86
	B - Development Access	6.88	0.00	0.00
	C - Standhouse Rd West	62.61	0.00	0.00

17:45 - 18:00

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	14.05	38.29
	B - Development Access	6.88	0.00	0.00
	C - Standhouse Rd West	79.46	0.00	0.00

18:00 - 18:15

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	10.40	54.96
	B - Development Access	6.55	0.00	0.00
	C - Standhouse Rd West	68.74	0.00	0.00

Demand (Veh/TS)

18:15 - 18:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	10.40	68.74
	B - Development Access	6.55	0.00	0.00
	C - Standhouse Rd West	42.89	0.00	0.00

Demand (Veh/TS)

18:30 - 18:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	10.40	67.40
	B - Development Access	6.55	0.00	0.00
	C - Standhouse Rd West	33.70	0.00	0.00

Demand (Veh/TS)

18:45 - 19:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	10.40	36.76
	B - Development Access	6.55	0.00	0.00
	C - Standhouse Rd West	52.08	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

07:00 - 07:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Heavy Vehicle Percentages

07:15 - 07:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	8
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Heavy Vehicle Percentages

07:30 - 07:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	7
	B - Development Access	0	0	0
	C - Standhouse Rd West	20	0	0

Heavy Vehicle Percentages

07:45 - 08:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	4	0	0

Heavy Vehicle Percentages

08:00 - 08:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	3
	B - Development Access	0	0	0
	C - Standhouse Rd West	7	0	0

08:15 - 08:30 **Heavy Vehicle Percentages**

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	3
	B - Development Access	0	0	0
	C - Standhouse Rd West	4	0	0

Heavy Vehicle Percentages

08:30 - 08:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	3	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	2	0	0

Heavy Vehicle Percentages

09:00 - 09:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	6
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Heavy Vehicle Percentages

09:15 - 09:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	7
	B - Development Access	0	0	0
	C - Standhouse Rd West	6	0	0

Heavy Vehicle Percentages

09:30 - 09:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Heavy Vehicle Percentages

09:45 - 10:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	7	0	0

Heavy Vehicle Percentages

10:00 - 10:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	4
	B - Development Access	0	0	0
	C - Standhouse Rd West	4	0	0

Heavy Vehicle Percentages

10:15 - 10:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	5
	B - Development Access	0	0	0
	C - Standhouse Rd West	4	0	0

Heavy Vehicle Percentages

10:30 - 10:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	3	0	0

10:45 - 11:00 **Heavy Vehicle Percentages**

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

11:00 - 11:15

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	4
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

11:15 - 11:30

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	3
	B - Development Access	0	0	0
	C - Standhouse Rd West	5	0	0

11:30 - 11:45

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	5
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

11:45 - 12:00

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	3
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

12:00 - 12:15

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	5	0	0

12:15 - 12:30

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	4
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

12:30 - 12:45

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

12:45 - 13:00

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	4
	B - Development Access	0	0	0
	C - Standhouse Rd West	3	0	0

13:00 - 13:15

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	4	0	0

13:15 - 13:30

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	3
	B - Development Access	0	0	0
	C - Standhouse Rd West	2	0	0

Heavy Vehicle Percentages

13:30 - 13:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	6
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Heavy Vehicle Percentages

13:45 - 14:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	5
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Heavy Vehicle Percentages

14:00 - 14:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	3	0	0

Heavy Vehicle Percentages

14:15 - 14:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	3
	B - Development Access	0	0	0
	C - Standhouse Rd West	7	0	0

Heavy Vehicle Percentages

14:30 - 14:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	6
	B - Development Access	0	0	0
	C - Standhouse Rd West	5	0	0

Heavy Vehicle Percentages

14:45 - 15:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	3
	B - Development Access	0	0	0
	C - Standhouse Rd West	4	0	0

Heavy Vehicle Percentages

15:00 - 15:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	3
	B - Development Access	0	0	0
	C - Standhouse Rd West	5	0	0

Heavy Vehicle Percentages

15:15 - 15:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	4
	B - Development Access	0	0	0
	C - Standhouse Rd West	4	0	0

Heavy Vehicle Percentages

15:30 - 15:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	3
	B - Development Access	0	0	0
	C - Standhouse Rd West	4	0	0

15:45 - 16:00

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	2	0	0

Heavy Vehicle Percentages

16:00 - 16:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Heavy Vehicle Percentages

16:15 - 16:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	2
	B - Development Access	0	0	0
	C - Standhouse Rd West	5	0	0

Heavy Vehicle Percentages

16:30 - 16:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	3
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Heavy Vehicle Percentages

16:45 - 17:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Heavy Vehicle Percentages

17:00 - 17:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	6	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	6
	B - Development Access	0	0	0
	C - Standhouse Rd West	8	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	2	0	0

Heavy Vehicle Percentages

17:45 - 18:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	2	0	0

Heavy Vehicle Percentages

18:00 - 18:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	2
	B - Development Access	0	0	0
	C - Standhouse Rd West	2	0	0

18:15 - 18:30

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	2
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Heavy Vehicle Percentages

18:30 - 18:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Heavy Vehicle Percentages

18:45 - 19:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Results

Results Summary for whole modelled period

Arm	Max DOS	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
A - Standhouse Rd East	0.50	16.91	7.8	B	58.07	2787.55
B - Development Access	0.08	34.34	1.4	C	7.36	353.41
C - Standhouse Rd West	0.47	16.39	7.4	B	51.05	2450.42

Main Results for each time segment

07:00 - 07:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	15.05	15.05	465.94	69.50	0.00	269.86	0.056	14.20	0.0	0.8	11.099	B
B - Development Access	1	10.31	10.31	416.30	30.50	19.46	173.31	0.059	9.28	0.0	1.0	34.085	C
C - Standhouse Rd West	1	13.79	13.79	478.75	69.50	0.00	277.28	0.050	13.01	0.0	0.8	11.043	B

07:15 - 07:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	19.46	19.46	439.05	69.50	0.00	254.29	0.077	19.15	0.8	1.1	11.295	B
B - Development Access	1	10.31	10.31	416.30	30.50	19.46	173.31	0.059	10.31	1.0	1.0	34.086	C
C - Standhouse Rd West	1	21.44	21.44	478.75	69.50	0.00	277.28	0.077	21.01	0.8	1.2	11.287	B

07:30 - 07:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	20.99	20.99	441.72	69.50	0.00	255.83	0.082	20.91	1.1	1.2	11.345	B
B - Development Access	1	10.31	10.31	416.30	30.50	19.46	173.31	0.059	10.31	1.0	1.0	34.086	C
C - Standhouse Rd West	1	13.41	13.41	398.75	69.50	0.00	230.94	0.058	13.66	1.2	0.8	11.140	B

07:45 - 08:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	36.49	36.49	473.40	69.50	0.00	274.18	0.133	35.69	1.2	2.1	11.816	B
B - Development Access	1	10.31	10.31	416.30	30.50	19.46	173.31	0.059	10.31	1.0	1.0	34.086	C
C - Standhouse Rd West	1	33.51	33.51	460.27	69.50	0.00	266.57	0.126	32.49	0.8	1.9	11.751	B

08:00 - 08:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	52.98	52.98	459.62	69.50	0.00	266.19	0.199	51.99	2.1	3.0	12.514	B
B - Development Access	1	13.85	13.85	416.30	30.50	19.46	173.31	0.080	13.50	1.0	1.4	34.339	C
C - Standhouse Rd West	1	57.65	57.65	447.42	69.50	0.00	259.13	0.222	56.21	1.9	3.3	12.792	B

08:15 - 08:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	59.11	59.11	461.52	69.50	0.00	267.30	0.221	58.77	3.0	3.4	12.760	B
B - Development Access	1	13.85	13.85	416.30	30.50	19.46	173.31	0.080	13.85	1.4	1.4	34.339	C
C - Standhouse Rd West	1	99.00	99.00	460.00	69.50	0.00	266.41	0.372	96.68	3.3	5.7	14.732	B

08:30 - 08:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	59.30	59.30	471.88	69.50	0.00	273.30	0.217	59.36	3.4	3.4	12.701	B
B - Development Access	1	13.85	13.85	416.30	30.50	19.46	173.31	0.080	13.85	1.4	1.4	34.339	C
C - Standhouse Rd West	1	126.58	126.58	463.95	69.50	0.00	268.71	0.471	124.96	5.7	7.4	16.388	B

08:45 - 09:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	77.68	77.68	473.50	69.50	0.00	274.23	0.283	76.61	3.4	4.4	13.487	B
B - Development Access	1	13.85	13.85	416.30	30.50	19.46	173.31	0.080	13.85	1.4	1.4	34.339	C
C - Standhouse Rd West	1	111.44	111.44	467.46	69.50	0.00	270.74	0.412	112.43	7.4	6.4	15.356	B

09:00 - 09:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	90.39	90.39	448.16	69.50	0.00	259.56	0.348	89.38	4.4	5.2	14.418	B
B - Development Access	1	7.33	7.33	416.30	30.50	19.46	173.31	0.042	7.98	1.4	0.7	33.876	C
C - Standhouse Rd West	1	56.67	56.67	478.75	69.50	0.00	277.28	0.204	60.04	6.4	3.2	12.555	B

09:15 - 09:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	43.28	43.28	443.10	69.50	0.00	256.63	0.169	46.00	5.2	2.4	12.204	B
B - Development Access	1	7.33	7.33	416.30	30.50	19.46	173.31	0.042	7.33	0.7	0.7	33.876	C
C - Standhouse Rd West	1	42.52	42.52	450.25	69.50	0.00	260.77	0.163	43.13	3.2	2.4	12.138	B

09:30 - 09:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	28.33	28.33	465.77	69.50	0.00	269.76	0.105	29.34	2.4	1.6	11.549	B
B - Development Access	1	7.33	7.33	416.30	30.50	19.46	173.31	0.042	7.33	0.7	0.7	33.876	C
C - Standhouse Rd West	1	33.70	33.70	478.75	69.50	0.00	277.28	0.122	34.35	2.4	1.9	11.700	B

09:45 - 10:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	32.93	32.93	467.51	69.50	0.00	270.77	0.122	32.67	1.6	1.9	11.707	B
B - Development Access	1	7.33	7.33	416.30	30.50	19.46	173.31	0.042	7.33	0.7	0.7	33.876	C
C - Standhouse Rd West	1	18.19	18.19	445.78	69.50	0.00	258.18	0.070	18.94	1.9	1.0	11.237	B

10:00 - 10:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	42.22	42.22	457.65	69.50	0.00	265.06	0.159	41.64	1.9	2.4	12.092	B
B - Development Access	1	5.23	5.23	416.30	30.50	19.46	173.31	0.030	5.44	0.7	0.5	33.731	C
C - Standhouse Rd West	1	38.11	38.11	462.42	69.50	0.00	267.82	0.142	37.02	1.0	2.2	11.914	B

10:15 - 10:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	33.03	33.03	452.09	69.50	0.00	261.84	0.126	33.54	2.4	1.9	11.762	B
B - Development Access	1	5.23	5.23	416.30	30.50	19.46	173.31	0.030	5.23	0.5	0.5	33.731	C
C - Standhouse Rd West	1	30.45	30.45	458.49	69.50	0.00	265.54	0.115	30.87	2.2	1.7	11.646	B

10:30 - 10:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	27.09	27.09	468.34	69.50	0.00	271.25	0.100	27.51	1.9	1.5	11.500	B
B - Development Access	1	5.23	5.23	416.30	30.50	19.46	173.31	0.030	5.23	0.5	0.5	33.731	C
C - Standhouse Rd West	1	44.23	44.23	464.62	69.50	0.00	269.09	0.164	43.47	1.7	2.5	12.138	B

10:45 - 11:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	42.41	42.41	472.05	69.50	0.00	273.39	0.155	41.54	1.5	2.4	12.037	B
B - Development Access	1	5.23	5.23	416.30	30.50	19.46	173.31	0.030	5.23	0.5	0.5	33.731	C
C - Standhouse Rd West	1	32.17	32.17	478.75	69.50	0.00	277.28	0.116	32.93	2.5	1.8	11.647	B

11:00 - 11:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	39.78	39.78	455.22	69.50	0.00	263.65	0.151	39.85	2.4	2.2	12.007	B
B - Development Access	1	5.31	5.31	416.30	30.50	19.46	173.31	0.031	5.31	0.5	0.5	33.737	C
C - Standhouse Rd West	1	24.51	24.51	478.75	69.50	0.00	277.28	0.088	24.94	1.8	1.4	11.388	B

11:15 - 11:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	44.37	44.37	457.53	69.50	0.00	264.99	0.167	44.12	2.2	2.5	12.177	B
B - Development Access	1	5.31	5.31	416.30	30.50	19.46	173.31	0.031	5.31	0.5	0.5	33.737	C
C - Standhouse Rd West	1	25.85	25.85	455.06	69.50	0.00	263.56	0.098	25.71	1.4	1.5	11.489	B

11:30 - 11:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	33.65	33.65	451.16	69.50	0.00	261.29	0.129	34.24	2.5	1.9	11.788	B
B - Development Access	1	5.31	5.31	416.30	30.50	19.46	173.31	0.031	5.31	0.5	0.5	33.737	C
C - Standhouse Rd West	1	32.17	32.17	478.75	69.50	0.00	277.28	0.116	31.89	1.5	1.8	11.647	B

11:45 - 12:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	45.90	45.90	458.21	69.50	0.00	265.38	0.173	45.22	1.9	2.6	12.234	B
B - Development Access	1	5.31	5.31	416.30	30.50	19.46	173.31	0.031	5.31	0.5	0.5	33.737	C
C - Standhouse Rd West	1	39.83	39.83	478.75	69.50	0.00	277.28	0.144	39.39	1.8	2.2	11.917	B

12:00 - 12:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	46.72	46.72	468.23	69.50	0.00	271.19	0.172	46.75	2.6	2.6	12.218	B
B - Development Access	1	7.05	7.05	416.30	30.50	19.46	173.31	0.041	6.88	0.5	0.7	33.857	C
C - Standhouse Rd West	1	28.92	28.92	457.46	69.50	0.00	264.95	0.109	29.44	2.2	1.6	11.593	B

12:15 - 12:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	40.41	40.41	451.95	69.50	0.00	261.76	0.154	40.68	2.6	2.3	12.046	B
B - Development Access	1	7.05	7.05	416.30	30.50	19.46	173.31	0.041	7.05	0.7	0.7	33.857	C
C - Standhouse Rd West	1	39.83	39.83	478.75	69.50	0.00	277.28	0.144	39.28	1.6	2.2	11.916	B

12:30 - 12:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	52.85	52.85	469.45	69.50	0.00	271.89	0.194	52.21	2.3	3.0	12.452	B
B - Development Access	1	7.05	7.05	416.30	30.50	19.46	173.31	0.041	7.05	0.7	0.7	33.857	C
C - Standhouse Rd West	1	32.17	32.17	478.75	69.50	0.00	277.28	0.116	32.60	2.2	1.8	11.647	B

12:45 - 13:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	38.87	38.87	450.97	69.50	0.00	261.19	0.149	39.57	3.0	2.2	11.991	B
B - Development Access	1	7.05	7.05	416.30	30.50	19.46	173.31	0.041	7.05	0.7	0.7	33.857	C
C - Standhouse Rd West	1	42.70	42.70	464.13	69.50	0.00	268.81	0.159	42.05	1.8	2.4	12.082	B

13:00 - 13:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	44.88	44.88	468.54	69.50	0.00	271.36	0.165	44.62	2.2	2.5	12.146	B
B - Development Access	1	6.38	6.38	416.30	30.50	19.46	173.31	0.037	6.45	0.7	0.6	33.811	C
C - Standhouse Rd West	1	33.51	33.51	460.27	69.50	0.00	266.57	0.126	34.01	2.4	1.9	11.752	B

13:15 - 13:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	50.82	50.82	457.82	69.50	0.00	265.15	0.192	50.42	2.5	2.9	12.435	B
B - Development Access	1	6.38	6.38	416.30	30.50	19.46	173.31	0.037	6.38	0.6	0.6	33.811	C
C - Standhouse Rd West	1	56.49	56.49	467.61	69.50	0.00	270.82	0.209	55.21	1.9	3.2	12.610	B

13:30 - 13:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	52.17	52.17	447.30	69.50	0.00	259.06	0.201	52.02	2.9	3.0	12.554	B
B - Development Access	1	6.38	6.38	416.30	30.50	19.46	173.31	0.037	6.38	0.6	0.6	33.811	C
C - Standhouse Rd West	1	47.48	47.48	478.75	69.50	0.00	277.28	0.171	48.08	3.2	2.7	12.199	B

13:45 - 14:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	65.96	65.96	453.53	69.50	0.00	262.67	0.251	65.19	3.0	3.8	13.122	B
B - Development Access	1	6.38	6.38	416.30	30.50	19.46	173.31	0.037	6.38	0.6	0.6	33.811	C
C - Standhouse Rd West	1	42.89	42.89	478.75	69.50	0.00	277.28	0.155	43.15	2.7	2.4	12.028	B

14:00 - 14:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	59.89	59.89	469.61	69.50	0.00	271.98	0.220	60.39	3.8	3.4	12.741	B
B - Development Access	1	7.02	7.02	416.30	30.50	19.46	173.31	0.041	6.96	0.6	0.7	33.855	C
C - Standhouse Rd West	1	47.30	47.30	465.51	69.50	0.00	269.61	0.175	46.98	2.4	2.7	12.254	B

14:15 - 14:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	56.64	56.64	458.45	69.50	0.00	265.52	0.213	56.74	3.4	3.2	12.676	B
B - Development Access	1	7.02	7.02	416.30	30.50	19.46	173.31	0.041	7.02	0.7	0.7	33.855	C
C - Standhouse Rd West	1	77.37	77.37	447.61	69.50	0.00	259.24	0.298	75.53	2.7	4.4	13.729	B

14:30 - 14:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	77.71	77.71	448.73	69.50	0.00	259.89	0.299	76.40	3.2	4.4	13.735	B
B - Development Access	1	7.02	7.02	416.30	30.50	19.46	173.31	0.041	7.02	0.7	0.7	33.855	C
C - Standhouse Rd West	1	59.37	59.37	457.99	69.50	0.00	265.25	0.224	60.52	4.4	3.4	12.797	B

14:45 - 15:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	132.85	132.85	460.71	69.50	0.00	266.83	0.498	129.63	4.4	7.7	16.915	B
B - Development Access	1	7.02	7.02	416.30	30.50	19.46	173.31	0.041	7.02	0.7	0.7	33.855	C
C - Standhouse Rd West	1	60.90	60.90	458.49	69.50	0.00	265.54	0.229	60.81	3.4	3.5	12.858	B

15:00 - 15:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	108.55	108.55	461.41	69.50	0.00	267.24	0.406	110.09	7.7	6.3	15.288	B
B - Development Access	1	6.38	6.38	416.30	30.50	19.46	173.31	0.037	6.45	0.7	0.6	33.811	C
C - Standhouse Rd West	1	57.83	57.83	457.46	69.50	0.00	264.95	0.218	58.00	3.5	3.3	12.733	B

15:15 - 15:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	82.51	82.51	456.18	69.50	0.00	264.21	0.312	84.01	6.3	4.7	13.905	B
B - Development Access	1	6.38	6.38	416.30	30.50	19.46	173.31	0.037	6.38	0.6	0.6	33.811	C
C - Standhouse Rd West	1	106.66	106.66	461.29	69.50	0.00	267.16	0.399	103.83	3.3	6.1	15.156	B

15:30 - 15:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	59.72	59.72	457.79	69.50	0.00	265.14	0.225	61.09	4.7	3.4	12.814	B
B - Development Access	1	6.38	6.38	416.30	30.50	19.46	173.31	0.037	6.38	0.6	0.6	33.811	C
C - Standhouse Rd West	1	60.90	60.90	458.49	69.50	0.00	265.54	0.229	63.55	6.1	3.5	12.861	B

15:45 - 16:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	82.89	82.89	470.86	69.50	0.00	272.70	0.304	81.62	3.4	4.7	13.758	B
B - Development Access	1	6.38	6.38	416.30	30.50	19.46	173.31	0.037	6.38	0.6	0.6	33.811	C
C - Standhouse Rd West	1	62.61	62.61	468.68	69.50	0.00	271.44	0.231	62.59	3.5	3.6	12.861	B

16:00 - 16:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	83.84	83.84	470.12	69.50	0.00	272.28	0.308	83.79	4.7	4.8	13.815	B
B - Development Access	1	6.04	6.04	416.30	30.50	19.46	173.31	0.035	6.08	0.6	0.6	33.787	C
C - Standhouse Rd West	1	73.52	73.52	478.75	69.50	0.00	277.28	0.265	72.97	3.6	4.2	13.255	B

16:15 - 16:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	95.91	95.91	464.78	69.50	0.00	269.18	0.356	95.13	4.8	5.5	14.496	B
B - Development Access	1	6.04	6.04	416.30	30.50	19.46	173.31	0.035	6.04	0.6	0.6	33.787	C
C - Standhouse Rd West	1	59.37	59.37	457.99	69.50	0.00	265.25	0.224	60.00	4.2	3.4	12.797	B

16:30 - 16:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	89.60	89.60	457.17	69.50	0.00	264.78	0.338	89.88	5.5	5.1	14.261	B
B - Development Access	1	6.04	6.04	416.30	30.50	19.46	173.31	0.035	6.04	0.6	0.6	33.787	C
C - Standhouse Rd West	1	61.27	61.27	478.75	69.50	0.00	277.28	0.221	61.32	3.4	3.5	12.738	B

16:45 - 17:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	76.18	76.18	469.26	69.50	0.00	271.78	0.280	77.13	5.1	4.3	13.462	B
B - Development Access	1	6.04	6.04	416.30	30.50	19.46	173.31	0.035	6.04	0.6	0.6	33.787	C
C - Standhouse Rd West	1	67.40	67.40	478.75	69.50	0.00	277.28	0.243	67.04	3.5	3.8	12.992	B

17:00 - 17:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	66.13	66.13	463.99	69.50	0.00	268.73	0.246	66.71	4.3	3.8	13.049	B
B - Development Access	1	6.88	6.88	416.30	30.50	19.46	173.31	0.040	6.80	0.6	0.7	33.845	C
C - Standhouse Rd West	1	44.05	44.05	451.18	69.50	0.00	261.31	0.169	45.16	3.8	2.5	12.196	B

17:15 - 17:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	76.29	76.29	443.10	69.50	0.00	256.63	0.297	75.50	3.8	4.4	13.724	B
B - Development Access	1	6.88	6.88	416.30	30.50	19.46	173.31	0.040	6.88	0.7	0.7	33.845	C
C - Standhouse Rd West	1	53.05	53.05	444.90	69.50	0.00	257.67	0.206	52.50	2.5	3.0	12.607	B

17:30 - 17:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	79.91	79.91	466.47	69.50	0.00	270.16	0.296	79.94	4.4	4.6	13.662	B
B - Development Access	1	6.88	6.88	416.30	30.50	19.46	173.31	0.040	6.88	0.7	0.7	33.845	C
C - Standhouse Rd West	1	62.61	62.61	468.68	69.50	0.00	271.44	0.231	62.23	3.0	3.6	12.860	B

17:45 - 18:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	52.34	52.34	460.25	69.50	0.00	266.56	0.196	53.93	4.6	3.0	12.486	B
B - Development Access	1	6.88	6.88	416.30	30.50	19.46	173.31	0.040	6.88	0.7	0.7	33.845	C
C - Standhouse Rd West	1	79.46	79.46	470.78	69.50	0.00	272.66	0.291	78.50	3.6	4.5	13.596	B

18:00 - 18:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	65.36	65.36	458.28	69.50	0.00	265.42	0.246	64.55	3.0	3.7	13.057	B
B - Development Access	1	6.55	6.55	416.30	30.50	19.46	173.31	0.038	6.58	0.7	0.7	33.822	C
C - Standhouse Rd West	1	68.74	68.74	469.56	69.50	0.00	271.95	0.253	69.35	4.5	3.9	13.122	B

18:15 - 18:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	79.14	79.14	461.71	69.50	0.00	267.41	0.296	78.36	3.7	4.5	13.671	B
B - Development Access	1	6.55	6.55	416.30	30.50	19.46	173.31	0.038	6.55	0.7	0.7	33.822	C
C - Standhouse Rd West	1	42.89	42.89	478.75	69.50	0.00	277.28	0.155	44.45	3.9	2.4	12.029	B

18:30 - 18:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	77.80	77.80	469.27	69.50	0.00	271.79	0.286	77.95	4.5	4.4	13.535	B
B - Development Access	1	6.55	6.55	416.30	30.50	19.46	173.31	0.038	6.55	0.7	0.7	33.822	C
C - Standhouse Rd West	1	33.70	33.70	478.75	69.50	0.00	277.28	0.122	34.22	2.4	1.9	11.700	B

18:45 - 19:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	47.16	47.16	463.31	69.50	0.00	268.33	0.176	48.93	4.4	2.7	12.260	B
B - Development Access	1	6.55	6.55	416.30	30.50	19.46	173.31	0.038	6.55	0.7	0.7	33.822	C
C - Standhouse Rd West	1	52.08	52.08	478.75	69.50	0.00	277.28	0.188	51.03	1.9	2.9	12.373	B

+15+Adj+Dev,

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Junction 1	Signalised		18.32	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

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
D12	+15+Adj+Dev	DIRECT	07:00	19:00	720	15	✓	Simple	D4+D5+D6

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 - Standhouse Rd East		DIRECT	✓	100.000
B - Development Access		DIRECT	✓	100.000
C - Standhouse Rd West		DIRECT	✓	100.000

Origin-Destination Data

07:00 - 07:15

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	2.79	13.04
	B - Development Access	10.31	0.00	0.00
	C - Standhouse Rd West	14.66	0.00	0.00

07:15 - 07:30

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	2.79	17.86
	B - Development Access	10.31	0.00	0.00
	C - Standhouse Rd West	22.81	0.00	0.00

07:30 - 07:45

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	2.79	19.49
	B - Development Access	10.31	0.00	0.00
	C - Standhouse Rd West	14.54	0.00	0.00

07:45 - 08:00

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	2.79	35.85
	B - Development Access	10.31	0.00	0.00
	C - Standhouse Rd West	35.79	0.00	0.00

08:00 - 08:15

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	5.69	50.45
	B - Development Access	13.85	0.00	0.00
	C - Standhouse Rd West	61.74	0.00	0.00

Demand (Veh/TS)

08:15 - 08:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	5.69	56.97
	B - Development Access	13.85	0.00	0.00
	C - Standhouse Rd West	105.73	0.00	0.00

Demand (Veh/TS)

08:30 - 08:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	5.69	57.03
	B - Development Access	13.85	0.00	0.00
	C - Standhouse Rd West	135.06	0.00	0.00

Demand (Veh/TS)

08:45 - 09:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	5.69	76.58
	B - Development Access	13.85	0.00	0.00
	C - Standhouse Rd West	118.83	0.00	0.00

Demand (Veh/TS)

09:00 - 09:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	5.36	91.01
	B - Development Access	7.33	0.00	0.00
	C - Standhouse Rd West	60.29	0.00	0.00

Demand (Veh/TS)

09:15 - 09:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	5.36	40.61
	B - Development Access	7.33	0.00	0.00
	C - Standhouse Rd West	45.50	0.00	0.00

Demand (Veh/TS)

09:30 - 09:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	5.36	24.44
	B - Development Access	7.33	0.00	0.00
	C - Standhouse Rd West	35.85	0.00	0.00

Demand (Veh/TS)

09:45 - 10:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	5.36	29.33
	B - Development Access	7.33	0.00	0.00
	C - Standhouse Rd West	19.49	0.00	0.00

Demand (Veh/TS)

10:00 - 10:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	4.12	40.67
	B - Development Access	5.23	0.00	0.00
	C - Standhouse Rd West	40.67	0.00	0.00

Demand (Veh/TS)

10:15 - 10:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	4.12	30.90
	B - Development Access	5.23	0.00	0.00
	C - Standhouse Rd West	32.53	0.00	0.00

10:30 - 10:45

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	4.12	24.44
	B - Development Access	5.23	0.00	0.00
	C - Standhouse Rd West	47.19	0.00	0.00

Demand (Veh/TS)

10:45 - 11:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	4.12	40.73
	B - Development Access	5.23	0.00	0.00
	C - Standhouse Rd West	34.22	0.00	0.00

Demand (Veh/TS)

11:00 - 11:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	4.73	37.42
	B - Development Access	5.31	0.00	0.00
	C - Standhouse Rd West	26.07	0.00	0.00

Demand (Veh/TS)

11:15 - 11:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	4.73	42.30
	B - Development Access	5.31	0.00	0.00
	C - Standhouse Rd West	27.64	0.00	0.00

Demand (Veh/TS)

11:30 - 11:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	4.73	30.90
	B - Development Access	5.31	0.00	0.00
	C - Standhouse Rd West	34.22	0.00	0.00

Demand (Veh/TS)

11:45 - 12:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	4.73	43.93
	B - Development Access	5.31	0.00	0.00
	C - Standhouse Rd West	42.36	0.00	0.00

Demand (Veh/TS)

12:00 - 12:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	6.89	42.36
	B - Development Access	7.05	0.00	0.00
	C - Standhouse Rd West	30.90	0.00	0.00

Demand (Veh/TS)

12:15 - 12:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	6.89	35.79
	B - Development Access	7.05	0.00	0.00
	C - Standhouse Rd West	42.36	0.00	0.00

Demand (Veh/TS)

12:30 - 12:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	6.89	48.88
	B - Development Access	7.05	0.00	0.00
	C - Standhouse Rd West	34.22	0.00	0.00

Demand (Veh/TS)

12:45 - 13:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	6.89	34.16
	B - Development Access	7.05	0.00	0.00
	C - Standhouse Rd West	45.56	0.00	0.00

13:00 - 13:15 **Demand (Veh/TS)**

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	6.59	40.73
	B - Development Access	6.38	0.00	0.00
	C - Standhouse Rd West	35.79	0.00	0.00

13:15 - 13:30

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	6.59	47.19
	B - Development Access	6.38	0.00	0.00
	C - Standhouse Rd West	60.23	0.00	0.00

13:30 - 13:45

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	6.59	48.76
	B - Development Access	6.38	0.00	0.00
	C - Standhouse Rd West	50.51	0.00	0.00

13:45 - 14:00

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	6.59	63.43
	B - Development Access	6.38	0.00	0.00
	C - Standhouse Rd West	45.62	0.00	0.00

14:00 - 14:15

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	7.81	55.40
	B - Development Access	7.02	0.00	0.00
	C - Standhouse Rd West	50.45	0.00	0.00

14:15 - 14:30

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	7.81	52.08
	B - Development Access	7.02	0.00	0.00
	C - Standhouse Rd West	82.86	0.00	0.00

14:30 - 14:45

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	7.81	74.77
	B - Development Access	7.02	0.00	0.00
	C - Standhouse Rd West	63.43	0.00	0.00

14:45 - 15:00

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	7.81	133.43
	B - Development Access	7.02	0.00	0.00
	C - Standhouse Rd West	65.06	0.00	0.00

15:00 - 15:15

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	9.36	105.79
	B - Development Access	6.38	0.00	0.00
	C - Standhouse Rd West	61.80	0.00	0.00

15:15 - 15:30

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	9.36	78.09
	B - Development Access	6.38	0.00	0.00
	C - Standhouse Rd West	113.88	0.00	0.00

15:30 - 15:45

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	9.36	53.71
	B - Development Access	6.38	0.00	0.00
	C - Standhouse Rd West	65.06	0.00	0.00

15:45 - 16:00

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	9.36	78.21
	B - Development Access	6.38	0.00	0.00
	C - Standhouse Rd West	66.75	0.00	0.00

16:00 - 16:15

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	10.32	78.21
	B - Development Access	6.04	0.00	0.00
	C - Standhouse Rd West	78.21	0.00	0.00

16:15 - 16:30

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	10.32	91.19
	B - Development Access	6.04	0.00	0.00
	C - Standhouse Rd West	63.43	0.00	0.00

16:30 - 16:45

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	10.32	84.61
	B - Development Access	6.04	0.00	0.00
	C - Standhouse Rd West	65.18	0.00	0.00

16:45 - 17:00

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	10.32	70.06
	B - Development Access	6.04	0.00	0.00
	C - Standhouse Rd West	71.69	0.00	0.00

17:00 - 17:15

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	14.05	55.40
	B - Development Access	6.88	0.00	0.00
	C - Standhouse Rd West	47.13	0.00	0.00

17:15 - 17:30

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	14.05	66.62
	B - Development Access	6.88	0.00	0.00
	C - Standhouse Rd West	56.85	0.00	0.00

17:30 - 17:45

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	14.05	70.06
	B - Development Access	6.88	0.00	0.00
	C - Standhouse Rd West	66.75	0.00	0.00

17:45 - 18:00

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	14.05	40.73
	B - Development Access	6.88	0.00	0.00
	C - Standhouse Rd West	84.67	0.00	0.00

18:00 - 18:15

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	10.40	58.60
	B - Development Access	6.55	0.00	0.00
	C - Standhouse Rd West	73.26	0.00	0.00

18:15 - 18:30

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	10.40	73.26
	B - Development Access	6.55	0.00	0.00
	C - Standhouse Rd West	45.62	0.00	0.00

18:30 - 18:45

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	10.40	71.69
	B - Development Access	6.55	0.00	0.00
	C - Standhouse Rd West	35.85	0.00	0.00

18:45 - 19:00

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	10.40	39.11
	B - Development Access	6.55	0.00	0.00
	C - Standhouse Rd West	55.40	0.00	0.00

Vehicle Mix

07:00 - 07:15

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

07:15 - 07:30

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	9
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

07:30 - 07:45

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	8
	B - Development Access	0	0	0
	C - Standhouse Rd West	22	0	0

07:45 - 08:00

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	4	0	0

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	3
	B - Development Access	0	0	0
	C - Standhouse Rd West	8	0	0

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	3
	B - Development Access	0	0	0
	C - Standhouse Rd West	4	0	0

Heavy Vehicle Percentages

08:30 - 08:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	3	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	3	0	0

Heavy Vehicle Percentages

09:00 - 09:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	7
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Heavy Vehicle Percentages

09:15 - 09:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	8
	B - Development Access	0	0	0
	C - Standhouse Rd West	7	0	0

Heavy Vehicle Percentages

09:30 - 09:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Heavy Vehicle Percentages

09:45 - 10:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	8	0	0

Heavy Vehicle Percentages

10:00 - 10:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	4
	B - Development Access	0	0	0
	C - Standhouse Rd West	4	0	0

Heavy Vehicle Percentages

10:15 - 10:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	5
	B - Development Access	0	0	0
	C - Standhouse Rd West	5	0	0

Heavy Vehicle Percentages

10:30 - 10:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	3	0	0

10:45 - 11:00

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

11:00 - 11:15

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	4
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

11:15 - 11:30

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	4
	B - Development Access	0	0	0
	C - Standhouse Rd West	6	0	0

11:30 - 11:45

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	5
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

11:45 - 12:00

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	4
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

12:00 - 12:15

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	5	0	0

12:15 - 12:30

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	4
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

12:30 - 12:45

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

12:45 - 13:00

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	5
	B - Development Access	0	0	0
	C - Standhouse Rd West	3	0	0

13:00 - 13:15

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	4	0	0

13:15 - 13:30

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	3
	B - Development Access	0	0	0
	C - Standhouse Rd West	3	0	0

Heavy Vehicle Percentages

13:30 - 13:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	6
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Heavy Vehicle Percentages

13:45 - 14:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	5
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Heavy Vehicle Percentages

14:00 - 14:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	3	0	0

Heavy Vehicle Percentages

14:15 - 14:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	3
	B - Development Access	0	0	0
	C - Standhouse Rd West	8	0	0

Heavy Vehicle Percentages

14:30 - 14:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	6
	B - Development Access	0	0	0
	C - Standhouse Rd West	5	0	0

Heavy Vehicle Percentages

14:45 - 15:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	4
	B - Development Access	0	0	0
	C - Standhouse Rd West	5	0	0

Heavy Vehicle Percentages

15:00 - 15:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	3
	B - Development Access	0	0	0
	C - Standhouse Rd West	5	0	0

Heavy Vehicle Percentages

15:15 - 15:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	4
	B - Development Access	0	0	0
	C - Standhouse Rd West	4	0	0

Heavy Vehicle Percentages

15:30 - 15:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	3
	B - Development Access	0	0	0
	C - Standhouse Rd West	5	0	0

15:45 - 16:00

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	2	0	0

Heavy Vehicle Percentages

16:00 - 16:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Heavy Vehicle Percentages

16:15 - 16:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	2
	B - Development Access	0	0	0
	C - Standhouse Rd West	5	0	0

Heavy Vehicle Percentages

16:30 - 16:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	4
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Heavy Vehicle Percentages

16:45 - 17:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Heavy Vehicle Percentages

17:00 - 17:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	7	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	7
	B - Development Access	0	0	0
	C - Standhouse Rd West	8	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	2	0	0

Heavy Vehicle Percentages

17:45 - 18:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	2	0	0

Heavy Vehicle Percentages

18:00 - 18:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	3
	B - Development Access	0	0	0
	C - Standhouse Rd West	2	0	0

18:15 - 18:30

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	2
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Heavy Vehicle Percentages

18:30 - 18:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Heavy Vehicle Percentages

18:45 - 19:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Results

Results Summary for whole modelled period

Arm	Max DOS	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
A - Standhouse Rd East	0.53	17.60	8.4	B	61.43	2948.76
B - Development Access	0.08	34.34	1.4	C	7.36	353.41
C - Standhouse Rd West	0.50	17.04	7.9	B	54.46	2613.84

Main Results for each time segment

07:00 - 07:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	15.83	15.83	466.53	69.50	0.00	270.20	0.059	14.94	0.0	0.9	11.124	B
B - Development Access	1	10.31	10.31	416.30	30.50	19.46	173.31	0.059	9.28	0.0	1.0	34.085	C
C - Standhouse Rd West	1	14.66	14.66	478.75	69.50	0.00	277.28	0.053	13.84	0.0	0.8	11.071	B

07:15 - 07:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	20.66	20.66	436.85	69.50	0.00	253.01	0.082	20.32	0.9	1.2	11.343	B
B - Development Access	1	10.31	10.31	416.30	30.50	19.46	173.31	0.059	10.31	1.0	1.0	34.086	C
C - Standhouse Rd West	1	22.81	22.81	478.75	69.50	0.00	277.28	0.082	22.35	0.8	1.3	11.332	B

07:30 - 07:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	22.29	22.29	439.62	69.50	0.00	254.61	0.088	22.20	1.2	1.3	11.397	B
B - Development Access	1	10.31	10.31	416.30	30.50	19.46	173.31	0.059	10.31	1.0	1.0	34.086	C
C - Standhouse Rd West	1	14.54	14.54	393.77	69.50	0.00	228.06	0.064	14.78	1.3	0.8	11.195	B

07:45 - 08:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	38.64	38.64	473.67	69.50	0.00	274.34	0.141	37.80	1.3	2.2	11.892	B
B - Development Access	1	10.31	10.31	416.30	30.50	19.46	173.31	0.059	10.31	1.0	1.0	34.086	C
C - Standhouse Rd West	1	35.79	35.79	458.64	69.50	0.00	265.63	0.135	34.72	0.8	2.0	11.841	B

08:00 - 08:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	56.14	56.14	458.87	69.50	0.00	265.77	0.211	55.08	2.2	3.2	12.650	B
B - Development Access	1	13.85	13.85	416.30	30.50	19.46	173.31	0.080	13.50	1.0	1.4	34.339	C
C - Standhouse Rd West	1	61.74	61.74	444.83	69.50	0.00	257.63	0.240	60.19	2.0	3.5	12.997	B

08:15 - 08:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	62.65	62.65	460.86	69.50	0.00	266.92	0.235	62.29	3.2	3.6	12.918	B
B - Development Access	1	13.85	13.85	416.30	30.50	19.46	173.31	0.080	13.85	1.4	1.4	34.339	C
C - Standhouse Rd West	1	105.73	105.73	458.34	69.50	0.00	265.46	0.398	103.26	3.5	6.1	15.149	B

08:30 - 08:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	62.71	62.71	472.26	69.50	0.00	273.52	0.229	62.80	3.6	3.6	12.841	B
B - Development Access	1	13.85	13.85	416.30	30.50	19.46	173.31	0.080	13.85	1.4	1.4	34.339	C
C - Standhouse Rd West	1	135.06	135.06	462.62	69.50	0.00	267.94	0.504	133.32	6.1	7.9	17.035	B

08:45 - 09:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	82.27	82.27	473.78	69.50	0.00	274.40	0.300	81.13	3.6	4.7	13.699	B
B - Development Access	1	13.85	13.85	416.30	30.50	19.46	173.31	0.080	13.85	1.4	1.4	34.339	C
C - Standhouse Rd West	1	118.83	118.83	466.43	69.50	0.00	270.14	0.440	119.90	7.9	6.9	15.839	B

09:00 - 09:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	96.36	96.36	446.04	69.50	0.00	258.33	0.373	95.23	4.7	5.5	14.792	B
B - Development Access	1	7.33	7.33	416.30	30.50	19.46	173.31	0.042	7.98	1.4	0.7	33.876	C
C - Standhouse Rd West	1	60.29	60.29	478.75	69.50	0.00	277.28	0.217	63.93	6.9	3.4	12.700	B

09:15 - 09:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	45.97	45.97	441.07	69.50	0.00	255.45	0.180	48.89	5.5	2.6	12.328	B
B - Development Access	1	7.33	7.33	416.30	30.50	19.46	173.31	0.042	7.33	0.7	0.7	33.876	C
C - Standhouse Rd West	1	45.50	45.50	447.86	69.50	0.00	259.38	0.175	46.13	3.4	2.6	12.271	B

09:30 - 09:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	29.80	29.80	466.40	69.50	0.00	270.13	0.110	30.90	2.6	1.7	11.599	B
B - Development Access	1	7.33	7.33	416.30	30.50	19.46	173.31	0.042	7.33	0.7	0.7	33.876	C
C - Standhouse Rd West	1	35.85	35.85	478.75	69.50	0.00	277.28	0.129	36.58	2.6	2.0	11.776	B

09:45 - 10:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	34.69	34.69	468.07	69.50	0.00	271.09	0.128	34.41	1.7	2.0	11.769	B
B - Development Access	1	7.33	7.33	416.30	30.50	19.46	173.31	0.042	7.33	0.7	0.7	33.876	C
C - Standhouse Rd West	1	19.49	19.49	443.08	69.50	0.00	256.62	0.076	20.27	2.0	1.1	11.288	B

10:00 - 10:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	44.79	44.79	456.62	69.50	0.00	264.46	0.169	44.15	2.0	2.5	12.198	B
B - Development Access	1	5.23	5.23	416.30	30.50	19.46	173.31	0.030	5.44	0.7	0.5	33.731	C
C - Standhouse Rd West	1	40.67	40.67	460.97	69.50	0.00	266.98	0.152	39.52	1.1	2.3	12.017	B

10:15 - 10:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	35.02	35.02	450.80	69.50	0.00	261.09	0.134	35.55	2.5	2.0	11.842	B
B - Development Access	1	5.23	5.23	416.30	30.50	19.46	173.31	0.030	5.23	0.5	0.5	33.731	C
C - Standhouse Rd West	1	32.53	32.53	456.71	69.50	0.00	264.51	0.123	32.97	2.3	1.8	11.727	B

10:30 - 10:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	28.56	28.56	468.88	69.50	0.00	271.56	0.105	29.01	2.0	1.6	11.549	B
B - Development Access	1	5.23	5.23	416.30	30.50	19.46	173.31	0.030	5.23	0.5	0.5	33.731	C
C - Standhouse Rd West	1	47.19	47.19	463.34	69.50	0.00	268.35	0.176	46.38	1.8	2.7	12.260	B

10:45 - 11:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	44.85	44.85	472.42	69.50	0.00	273.61	0.164	43.93	1.6	2.5	12.127	B
B - Development Access	1	5.23	5.23	416.30	30.50	19.46	173.31	0.030	5.23	0.5	0.5	33.731	C
C - Standhouse Rd West	1	34.22	34.22	478.75	69.50	0.00	277.28	0.123	35.05	2.7	1.9	11.718	B

11:00 - 11:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	42.15	42.15	454.17	69.50	0.00	263.04	0.160	42.21	2.5	2.4	12.105	B
B - Development Access	1	5.31	5.31	416.30	30.50	19.46	173.31	0.031	5.31	0.5	0.5	33.737	C
C - Standhouse Rd West	1	26.07	26.07	478.75	69.50	0.00	277.28	0.094	26.53	1.9	1.5	11.440	B

11:15 - 11:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	47.04	47.04	456.59	69.50	0.00	264.44	0.178	46.77	2.4	2.7	12.288	B
B - Development Access	1	5.31	5.31	416.30	30.50	19.46	173.31	0.031	5.31	0.5	0.5	33.737	C
C - Standhouse Rd West	1	27.64	27.64	453.03	69.50	0.00	262.38	0.105	27.47	1.5	1.6	11.559	B

11:30 - 11:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	35.63	35.63	449.95	69.50	0.00	260.60	0.137	36.25	2.7	2.0	11.869	B
B - Development Access	1	5.31	5.31	416.30	30.50	19.46	173.31	0.031	5.31	0.5	0.5	33.737	C
C - Standhouse Rd West	1	34.22	34.22	478.75	69.50	0.00	277.28	0.123	33.93	1.6	1.9	11.718	B

11:45 - 12:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	48.67	48.67	457.31	69.50	0.00	264.86	0.184	47.94	2.0	2.8	12.350	B
B - Development Access	1	5.31	5.31	416.30	30.50	19.46	173.31	0.031	5.31	0.5	0.5	33.737	C
C - Standhouse Rd West	1	42.36	42.36	478.75	69.50	0.00	277.28	0.153	41.90	1.9	2.4	12.008	B

12:00 - 12:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	49.26	49.26	468.76	69.50	0.00	271.49	0.181	49.32	2.8	2.8	12.315	B
B - Development Access	1	7.05	7.05	416.30	30.50	19.46	173.31	0.041	6.88	0.5	0.7	33.857	C
C - Standhouse Rd West	1	30.90	30.90	455.61	69.50	0.00	263.87	0.117	31.43	2.4	1.7	11.671	B

12:15 - 12:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	42.68	42.68	451.07	69.50	0.00	261.24	0.163	42.96	2.8	2.4	12.141	B
B - Development Access	1	7.05	7.05	416.30	30.50	19.46	173.31	0.041	7.05	0.7	0.7	33.857	C
C - Standhouse Rd West	1	42.36	42.36	478.75	69.50	0.00	277.28	0.153	41.80	1.7	2.4	12.008	B

12:30 - 12:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	55.78	55.78	469.94	69.50	0.00	272.17	0.205	55.12	2.4	3.2	12.568	B
B - Development Access	1	7.05	7.05	416.30	30.50	19.46	173.31	0.041	7.05	0.7	0.7	33.857	C
C - Standhouse Rd West	1	34.22	34.22	478.75	69.50	0.00	277.28	0.123	34.68	2.4	1.9	11.718	B

12:45 - 13:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	41.05	41.05	450.07	69.50	0.00	260.66	0.157	41.78	3.2	2.3	12.080	B
B - Development Access	1	7.05	7.05	416.30	30.50	19.46	173.31	0.041	7.05	0.7	0.7	33.857	C
C - Standhouse Rd West	1	45.56	45.56	462.81	69.50	0.00	268.04	0.170	44.85	1.9	2.6	12.198	B

13:00 - 13:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	47.32	47.32	469.07	69.50	0.00	271.67	0.174	47.06	2.3	2.7	12.237	B
B - Development Access	1	6.38	6.38	416.30	30.50	19.46	173.31	0.037	6.45	0.7	0.6	33.811	C
C - Standhouse Rd West	1	35.79	35.79	458.64	69.50	0.00	265.63	0.135	36.32	2.6	2.0	11.842	B

13:15 - 13:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	53.78	53.78	457.11	69.50	0.00	264.74	0.203	53.33	2.7	3.0	12.562	B
B - Development Access	1	6.38	6.38	416.30	30.50	19.46	173.31	0.037	6.38	0.6	0.6	33.811	C
C - Standhouse Rd West	1	60.23	60.23	466.59	69.50	0.00	270.23	0.223	58.87	2.0	3.4	12.773	B

13:30 - 13:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	55.35	55.35	445.63	69.50	0.00	258.10	0.214	55.18	3.0	3.1	12.704	B
B - Development Access	1	6.38	6.38	416.30	30.50	19.46	173.31	0.037	6.38	0.6	0.6	33.811	C
C - Standhouse Rd West	1	50.51	50.51	478.75	69.50	0.00	277.28	0.182	51.16	3.4	2.9	12.314	B

13:45 - 14:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	70.02	70.02	452.17	69.50	0.00	261.88	0.267	69.21	3.1	4.0	13.323	B
B - Development Access	1	6.38	6.38	416.30	30.50	19.46	173.31	0.037	6.38	0.6	0.6	33.811	C
C - Standhouse Rd West	1	45.62	45.62	478.75	69.50	0.00	277.28	0.165	45.90	2.9	2.6	12.129	B

14:00 - 14:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	63.21	63.21	470.11	69.50	0.00	272.27	0.232	63.78	4.0	3.6	12.877	B
B - Development Access	1	7.02	7.02	416.30	30.50	19.46	173.31	0.041	6.96	0.6	0.7	33.855	C
C - Standhouse Rd West	1	50.45	50.45	464.31	69.50	0.00	268.91	0.188	50.10	2.6	2.9	12.385	B

14:15 - 14:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	59.89	59.89	457.87	69.50	0.00	265.18	0.226	59.99	3.6	3.4	12.819	B
B - Development Access	1	7.02	7.02	416.30	30.50	19.46	173.31	0.041	7.02	0.7	0.7	33.855	C
C - Standhouse Rd West	1	82.86	82.86	445.03	69.50	0.00	257.75	0.321	80.86	2.9	4.7	14.045	B

14:30 - 14:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	82.58	82.58	446.97	69.50	0.00	258.87	0.319	81.16	3.4	4.7	14.007	B
B - Development Access	1	7.02	7.02	416.30	30.50	19.46	173.31	0.041	7.02	0.7	0.7	33.855	C
C - Standhouse Rd West	1	63.43	63.43	456.18	69.50	0.00	264.20	0.240	64.68	4.7	3.6	12.990	B

14:45 - 15:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	141.24	141.24	459.65	69.50	0.00	266.21	0.531	137.79	4.7	8.3	17.599	B
B - Development Access	1	7.02	7.02	416.30	30.50	19.46	173.31	0.041	7.02	0.7	0.7	33.855	C
C - Standhouse Rd West	1	65.06	65.06	456.71	69.50	0.00	264.51	0.246	64.97	3.6	3.7	13.057	B

15:00 - 15:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	115.15	115.15	460.64	69.50	0.00	266.79	0.432	116.82	8.3	6.7	15.718	B
B - Development Access	1	6.38	6.38	416.30	30.50	19.46	173.31	0.037	6.45	0.7	0.6	33.811	C
C - Standhouse Rd West	1	61.80	61.80	455.61	69.50	0.00	263.87	0.234	61.98	3.7	3.5	12.920	B

15:15 - 15:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	87.45	87.45	455.18	69.50	0.00	263.63	0.332	89.05	6.7	5.0	14.176	B
B - Development Access	1	6.38	6.38	416.30	30.50	19.46	173.31	0.037	6.38	0.6	0.6	33.811	C
C - Standhouse Rd West	1	113.88	113.88	459.74	69.50	0.00	266.27	0.428	110.84	3.5	6.6	15.627	B

15:30 - 15:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	63.07	63.07	457.29	69.50	0.00	264.85	0.238	64.55	5.0	3.6	12.966	B
B - Development Access	1	6.38	6.38	416.30	30.50	19.46	173.31	0.037	6.38	0.6	0.6	33.811	C
C - Standhouse Rd West	1	65.06	65.06	456.71	69.50	0.00	264.51	0.246	67.89	6.6	3.7	13.060	B

15:45 - 16:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	87.57	87.57	471.28	69.50	0.00	272.95	0.321	86.24	3.6	5.0	13.982	B
B - Development Access	1	6.38	6.38	416.30	30.50	19.46	173.31	0.037	6.38	0.6	0.6	33.811	C
C - Standhouse Rd West	1	66.75	66.75	467.75	69.50	0.00	270.91	0.246	66.74	3.7	3.8	13.046	B

16:00 - 16:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	88.53	88.53	470.57	69.50	0.00	272.54	0.325	88.47	5.0	5.1	14.041	B
B - Development Access	1	6.04	6.04	416.30	30.50	19.46	173.31	0.035	6.08	0.6	0.6	33.787	C
C - Standhouse Rd West	1	78.21	78.21	478.75	69.50	0.00	277.28	0.282	77.64	3.8	4.5	13.465	B

16:15 - 16:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	101.50	101.50	464.53	69.50	0.00	269.04	0.377	100.66	5.1	5.8	14.809	B
B - Development Access	1	6.04	6.04	416.30	30.50	19.46	173.31	0.035	6.04	0.6	0.6	33.787	C
C - Standhouse Rd West	1	63.43	63.43	456.18	69.50	0.00	264.20	0.240	64.07	4.5	3.6	12.989	B

16:30 - 16:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	94.93	94.93	456.27	69.50	0.00	264.26	0.359	95.21	5.8	5.4	14.565	B
B - Development Access	1	6.04	6.04	416.30	30.50	19.46	173.31	0.035	6.04	0.6	0.6	33.787	C
C - Standhouse Rd West	1	65.18	65.18	478.75	69.50	0.00	277.28	0.235	65.26	3.6	3.7	12.899	B

16:45 - 17:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	80.38	80.38	469.75	69.50	0.00	272.06	0.295	81.43	5.4	4.6	13.655	B
B - Development Access	1	6.04	6.04	416.30	30.50	19.46	173.31	0.035	6.04	0.6	0.6	33.787	C
C - Standhouse Rd West	1	71.69	71.69	478.75	69.50	0.00	277.28	0.259	71.32	3.7	4.1	13.176	B

17:00 - 17:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	69.45	69.45	464.71	69.50	0.00	269.14	0.258	70.08	4.6	4.0	13.192	B
B - Development Access	1	6.88	6.88	416.30	30.50	19.46	173.31	0.040	6.80	0.6	0.7	33.845	C
C - Standhouse Rd West	1	47.13	47.13	448.86	69.50	0.00	259.96	0.181	48.29	4.1	2.7	12.334	B

17:15 - 17:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	80.67	80.67	441.48	69.50	0.00	255.69	0.316	79.79	4.0	4.6	13.972	B
B - Development Access	1	6.88	6.88	416.30	30.50	19.46	173.31	0.040	6.88	0.7	0.7	33.845	C
C - Standhouse Rd West	1	56.85	56.85	442.13	69.50	0.00	256.07	0.222	56.25	2.7	3.2	12.795	B

17:30 - 17:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	84.11	84.11	467.07	69.50	0.00	270.51	0.311	84.19	4.6	4.8	13.861	B
B - Development Access	1	6.88	6.88	416.30	30.50	19.46	173.31	0.040	6.88	0.7	0.7	33.845	C
C - Standhouse Rd West	1	66.75	66.75	467.75	69.50	0.00	270.91	0.246	66.37	3.2	3.8	13.045	B

17:45 - 18:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	54.78	54.78	461.07	69.50	0.00	267.03	0.205	56.48	4.8	3.1	12.582	B
B - Development Access	1	6.88	6.88	416.30	30.50	19.46	173.31	0.040	6.88	0.7	0.7	33.845	C
C - Standhouse Rd West	1	84.67	84.67	470.04	69.50	0.00	272.23	0.311	83.65	3.8	4.8	13.853	B

18:00 - 18:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	69.00	69.00	457.91	69.50	0.00	265.21	0.260	68.11	3.1	3.9	13.226	B
B - Development Access	1	6.55	6.55	416.30	30.50	19.46	173.31	0.038	6.58	0.7	0.7	33.822	C
C - Standhouse Rd West	1	73.26	73.26	468.71	69.50	0.00	271.46	0.270	73.91	4.8	4.2	13.332	B

18:15 - 18:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	83.66	83.66	461.41	69.50	0.00	267.23	0.313	82.82	3.9	4.8	13.898	B
B - Development Access	1	6.55	6.55	416.30	30.50	19.46	173.31	0.038	6.55	0.7	0.7	33.822	C
C - Standhouse Rd West	1	45.62	45.62	478.75	69.50	0.00	277.28	0.165	47.30	4.2	2.6	12.130	B

18:30 - 18:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	82.09	82.09	469.75	69.50	0.00	272.07	0.302	82.28	4.8	4.7	13.735	B
B - Development Access	1	6.55	6.55	416.30	30.50	19.46	173.31	0.038	6.55	0.7	0.7	33.822	C
C - Standhouse Rd West	1	35.85	35.85	478.75	69.50	0.00	277.28	0.129	36.40	2.6	2.0	11.776	B

18:45 - 19:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	49.51	49.51	463.99	69.50	0.00	268.73	0.184	51.39	4.7	2.8	12.350	B
B - Development Access	1	6.55	6.55	416.30	30.50	19.46	173.31	0.038	6.55	0.7	0.7	33.822	C
C - Standhouse Rd West	1	55.40	55.40	478.75	69.50	0.00	277.28	0.200	54.28	2.0	3.1	12.502	B

Junctions 9

OSCADY 9 - Signalised Intersection Module

Version: 9.5.0.6896
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Filename: Junction 2- Strandhouse road Signals (1) ls.j9
Path: W:\2021\P21-034
Report generation date: 13/05/2021 22:05:34

»Opening year+Adj,
»+5+Adj,
»+15+Adj,
»Opening year+Adj+Dev,
»+5+Adj+Dev,
»+15+Adj+Dev,

Summary of junction performance

	Queue (Veh)	Delay (s)	DOS	LOS
	Opening year+Adj			
A - Morristown Rd	19.7	40.98	0.86	D
B - L7037 East	16.8	69.76	0.94	E
C - Langton Rd	17.3	61.31	0.93	E
D - L7037 West	16.4	40.20	0.80	D
	+5+Adj			
A - Morristown Rd	25.3	52.37	0.95	D
B - L7037 East	24.4	89.65	1.04	F
C - Langton Rd	25.5	82.31	1.03	F
D - L7037 West	19.5	47.38	0.88	D
	+15+Adj			
A - Morristown Rd	33.5	65.90	1.01	E
B - L7037 East	31.7	120.03	1.11	F
C - Langton Rd	34.5	101.42	1.10	F
D - L7037 West	23.0	55.69	0.94	E
	Opening year+Adj+Dev			
A - Morristown Rd	19.7	40.98	0.86	D
B - L7037 East	18.1	73.64	0.96	E
C - Langton Rd	17.7	62.43	0.94	E
D - L7037 West	17.3	42.28	0.83	D
	+5+Adj+Dev			
A - Morristown Rd	25.3	52.37	0.95	D
B - L7037 East	26.4	94.08	1.06	F
C - Langton Rd	26.2	83.84	1.03	F
D - L7037 West	21.0	51.24	0.91	D
	+15+Adj+Dev			
A - Morristown Rd	33.5	65.90	1.01	E
B - L7037 East	34.2	142.99	1.13	F
C - Langton Rd	35.5	103.58	1.10	F
D - L7037 West	25.8	62.08	0.97	E

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

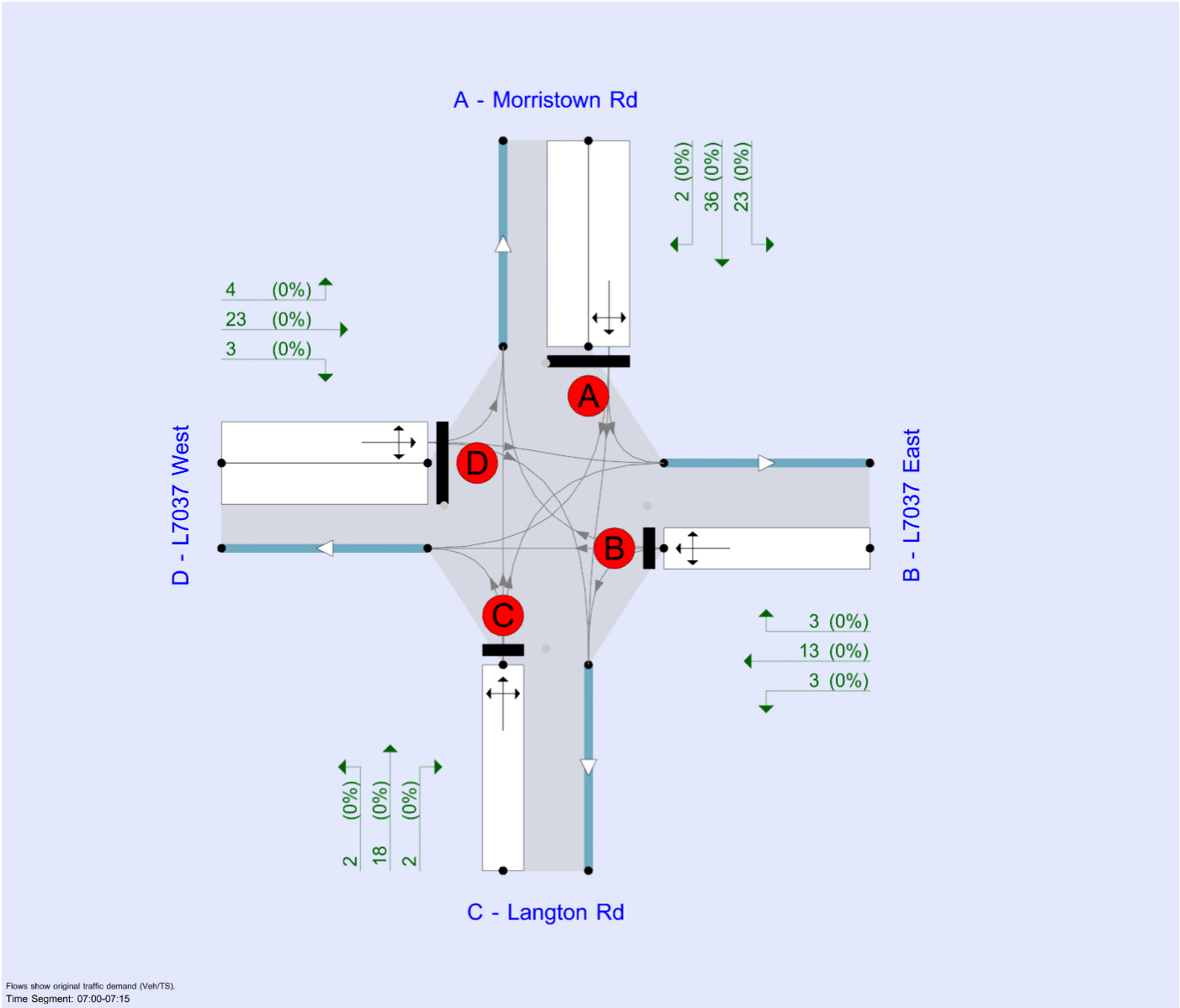
File summary

File Description

Title	
Location	
Site number	
Date	14/04/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	PMCE\papadakisa
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

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
D1	Base Year	DIRECT	07:00	19:00	720	15			
D2	Opening year	DIRECT	07:00	19:00	720	15			
D3	+5	DIRECT	07:00	19:00	720	15			
D4	+15	DIRECT	07:00	19:00	720	15			
D5	Dev traffic	DIRECT	07:00	19:00	720	15			
D6	Adj traffic	DIRECT	07:00	19:00	720	15			
D7	Opening year+Adj	DIRECT	07:00	19:00	720	15	✓	Simple	D2+D6
D8	+5+Adj	DIRECT	07:00	19:00	720	15	✓	Simple	D3+D6
D9	+15+Adj	DIRECT	07:00	19:00	720	15	✓	Simple	D4+D6
D10	Opening year+Adj+Dev	DIRECT	07:00	19:00	720	15	✓	Simple	D2+D6+D5
D11	+5+Adj+Dev	DIRECT	07:00	19:00	720	15	✓	Simple	D3+D6+D5
D12	+15+Adj+Dev	DIRECT	07:00	19:00	720	15	✓	Simple	D4+D6+D5

Analysis Set Details

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

Opening year+Adj,

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Junction 2	Signalised		52.27	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
A	Morristown Rd	
B	L7037 East	
C	Langton Rd	
D	L7037 West	

OSCADY Traffic Streams

Arm	Traffic Stream	Phase	Notional EEG (s)	Signals EEG (s)	Destination arms	Straight move
A - Morristown Rd	1	A	0.00	0.00	B, C, D	C
B - L7037 East	1	B	0.00	0.00	A, C, D	D
C - Langton Rd	1	C	0.00	0.00	A, B, D	A
D - L7037 West	1	D	0.00	0.00	A, B, C	B

OSCADY Lanes

Arm	Traffic Stream	Destination arms	Gradient (%)	Width (m)	Turning radius (m)	Nearside lane	Has bay	Bay position	Bay storage (PCU)	Bay saturation flow ratio
A - Morristown Rd	1	B, C, D	0	3.00	10.00		✓	Right	8.00	1.00
B - L7037 East	1	A, C, D	0	3.00	10.00	✓				
C - Langton Rd	1	A, B, D	0	3.00	10.00	✓				
D - L7037 West	1	A, B, C	0	3.00	10.00	✓	✓	Right	7.00	1.00

Signal Timings

Junction 1

Junction	Sequence to use	Cycle time (s)	Maximum cycle time (s)	Start displacement (s)	End displacement (s)
1	1	120	300	1.40	2.90

Optimisation options

Junction	Optimise stage lengths	Optimise cycle time	Optimiser demand source	Optimiser message
1			Average	(Optimiser not used)

Phases

Junction	Phase	Name	Minimum green (s)
1	A		7
	B		7
	C		7
	D		7
	E		7
	F		7
	G		7

Library Stages

Junction	Library Stage	Phases in stage	User stage minimum (s)	Run every N cycles	Probability of running (%)
1	1	A, C	1		
	2	A	1		
	3	D, B	1		
	4	D	1		
	5	G	1		

Stage Sequences

Junction	Sequence	Name	Stage IDs	Stage ends
1	1		1, 2, 3, 4, 5	42, 51, 91, 103, 115

Intergreen Matrix for Junction 1

		To						
		A	B	C	D	E	F	G
From	A		5		5	5		5
	B	5		5				5
	C		5		5			5
	D	5		5				5
	E	5						
	F							
	G	5	5	5	5			

Interstage Matrix for Junction 1

		To				
		1	2	3	4	5
From	1	0	0	5	5	5
	2	0	0	5	5	5
	3	5	5	0	0	5
	4	5	5	0	0	5
	5	5	5	5	5	0

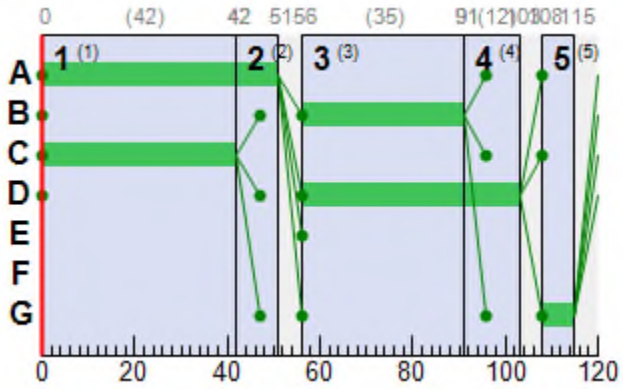
Resultant Stages

Junction	Resultant Stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	1	A,C	0	42	42	1	7
	2	2	A	42	51	9	1	1
	3	3	D,B	56	91	35	1	7
	4	4	D	91	103	12	1	1
	5	5	G	108	115	7	1	7

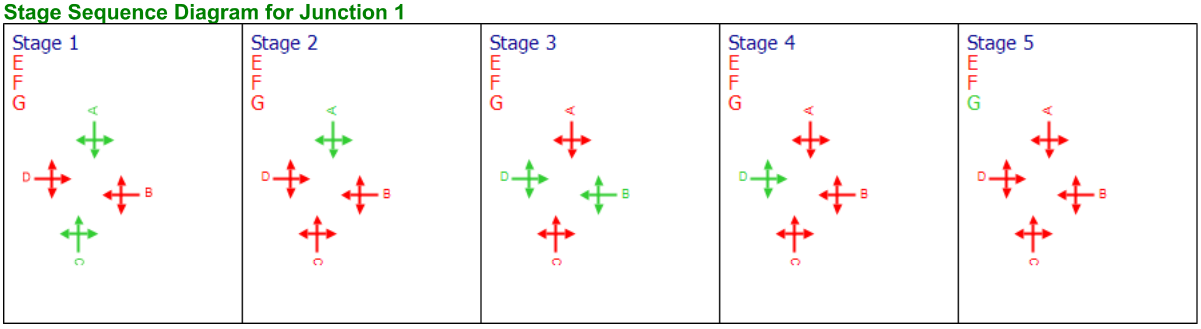
Resultant Phase Green Periods

Junction	Phase	Green period	Start time (s)	End time (s)	Duration (s)
1	A	1	0	51	51
	B	1	56	91	35
	C	1	0	42	42
	D	1	56	103	47
	G	1	108	115	7

Phase Timings Diagram for Junction 1



Stage Sequence Diagram for Junction 1



Traffic Demand

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
D7	Opening year+Adj	DIRECT	07:00	19:00	720	15	✓	Simple	D2+D6

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 - Morristown Rd		DIRECT	✓	100.000
B - L7037 East		DIRECT	✓	100.000
C - Langton Rd		DIRECT	✓	100.000
D - L7037 West		DIRECT	✓	100.000

Origin-Destination Data

07:00 - 07:15

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	19.45	30.57	1.52
	B - L7037 East	2.78	0.00	2.78	9.88
	C - Langton Rd	15.28	1.39	0.00	1.45
	D - L7037 West	0.50	15.98	1.61	0.00

07:15 - 07:30

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	16.67	49.75	1.52
	B - L7037 East	11.12	0.00	5.56	5.71
	C - Langton Rd	27.79	4.17	0.00	2.84
	D - L7037 West	6.06	15.43	5.78	0.00

07:30 - 07:45

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	13.62	48.63	2.91
	B - L7037 East	4.17	0.00	2.78	9.88
	C - Langton Rd	26.40	16.67	0.00	5.62
	D - L7037 West	4.67	17.36	5.78	0.00

07:45 - 08:00

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	23.62	70.32	7.07
	B - L7037 East	11.96	0.00	0.00	11.26
	C - Langton Rd	52.80	15.28	0.00	2.84
	D - L7037 West	15.79	29.87	5.78	0.00

08:00 - 08:15

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	31.96	80.31	11.34
	B - L7037 East	16.40	0.00	11.12	18.05
	C - Langton Rd	70.32	19.45	0.00	8.45
	D - L7037 West	13.16	34.25	3.06	0.00

Demand (Veh/TS)

08:15 - 08:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	23.62	80.58	31.91
	B - L7037 East	17.79	0.00	12.50	18.32
	C - Langton Rd	84.75	26.40	0.00	18.17
	D - L7037 West	34.00	38.41	8.62	0.00

Demand (Veh/TS)

08:30 - 08:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	23.62	83.94	69.69
	B - L7037 East	23.62	0.00	16.40	54.45
	C - Langton Rd	78.65	10.84	0.00	23.73
	D - L7037 West	42.06	42.58	12.79	0.00

Demand (Veh/TS)

08:45 - 09:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	56.42	86.14	81.92
	B - L7037 East	19.45	0.00	18.06	48.62
	C - Langton Rd	71.43	33.35	0.00	41.79
	D - L7037 West	68.73	64.81	23.90	0.00

Demand (Veh/TS)

09:00 - 09:15

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	33.07	83.09	26.62
	B - L7037 East	34.73	0.00	11.12	19.44
	C - Langton Rd	70.04	13.89	0.00	5.67
	D - L7037 West	75.33	81.00	27.65	0.00

Demand (Veh/TS)

09:15 - 09:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	26.40	42.26	9.67
	B - L7037 East	27.79	0.00	18.06	12.76
	C - Langton Rd	29.18	6.68	0.00	5.67
	D - L7037 West	15.59	36.27	9.86	0.00

Demand (Veh/TS)

09:30 - 09:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	27.52	42.53	14.11
	B - L7037 East	20.84	0.00	9.73	11.37
	C - Langton Rd	25.85	8.34	0.00	8.45
	D - L7037 West	8.64	20.99	4.30	0.00

Demand (Veh/TS)

09:45 - 10:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	36.12	34.73	5.78
	B - L7037 East	27.79	0.00	9.73	12.76
	C - Langton Rd	45.03	9.45	0.00	9.84
	D - L7037 West	8.64	19.87	12.64	0.00

Demand (Veh/TS)

10:00 - 10:15

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	35.85	28.91	2.99
	B - L7037 East	22.23	0.00	9.73	8.58
	C - Langton Rd	25.01	6.95	0.00	1.49
	D - L7037 West	11.36	18.40	2.89	0.00

10:15 - 10:30

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	34.73	27.79	12.71
	B - L7037 East	23.62	0.00	8.34	16.92
	C - Langton Rd	22.23	6.95	0.00	2.88
	D - L7037 West	8.58	14.23	2.61	0.00

10:30 - 10:45

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	24.74	38.63	7.16
	B - L7037 East	23.35	0.00	6.95	21.09
	C - Langton Rd	27.79	8.34	0.00	4.27
	D - L7037 West	9.97	15.62	5.39	0.00

10:45 - 11:00

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	24.74	49.75	4.38
	B - L7037 East	27.79	0.00	11.12	19.15
	C - Langton Rd	24.74	6.95	0.00	5.66
	D - L7037 West	7.19	32.30	5.67	0.00

11:00 - 11:15

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	20.84	32.80	8.57
	B - L7037 East	33.35	0.00	9.73	19.72
	C - Langton Rd	31.68	6.95	0.00	9.57
	D - L7037 West	11.10	15.64	2.89	0.00

11:15 - 11:30

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	23.62	37.24	18.60
	B - L7037 East	26.13	0.00	4.17	26.67
	C - Langton Rd	34.73	9.45	0.00	5.67
	D - L7037 West	5.82	28.99	2.89	0.00

11:30 - 11:45

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	31.96	33.07	11.07
	B - L7037 East	27.79	0.00	9.73	22.23
	C - Langton Rd	22.23	12.23	0.00	5.67
	D - L7037 West	8.59	12.59	5.13	0.00

11:45 - 12:00

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	31.96	50.02	15.51
	B - L7037 East	25.01	0.00	16.40	22.50
	C - Langton Rd	41.41	15.28	0.00	11.23
	D - L7037 West	12.76	21.20	5.67	0.00

12:00 - 12:15

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	27.79	37.24	10.03
	B - L7037 East	37.51	0.00	17.79	22.58
	C - Langton Rd	42.80	9.73	0.00	5.44
	D - L7037 West	7.23	27.90	5.68	0.00

12:15 - 12:30

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	30.57	41.68	14.20
	B - L7037 East	45.58	0.00	27.79	14.25
	C - Langton Rd	47.24	11.12	0.00	10.99
	D - L7037 West	16.95	19.84	9.58	0.00

Demand (Veh/TS)

12:30 - 12:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	25.01	56.96	21.14
	B - L7037 East	41.68	0.00	9.73	25.09
	C - Langton Rd	51.44	5.56	0.00	16.55
	D - L7037 West	11.40	17.06	7.07	0.00

Demand (Veh/TS)

12:45 - 13:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	22.23	44.19	9.76
	B - L7037 East	35.58	0.00	12.50	18.42
	C - Langton Rd	44.19	8.34	0.00	9.88
	D - L7037 West	15.56	19.84	5.68	0.00

Demand (Veh/TS)

13:00 - 13:15

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	18.06	73.64	20.87
	B - L7037 East	45.85	0.00	20.84	26.76
	C - Langton Rd	41.68	11.12	0.00	11.00
	D - L7037 West	19.46	33.73	7.07	0.00

Demand (Veh/TS)

13:15 - 13:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	33.07	54.19	50.32
	B - L7037 East	27.79	0.00	16.67	25.37
	C - Langton Rd	54.19	15.28	0.00	16.82
	D - L7037 West	14.17	19.84	4.29	0.00

Demand (Veh/TS)

13:30 - 13:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	43.07	62.52	35.04
	B - L7037 East	36.12	0.00	20.84	32.31
	C - Langton Rd	38.63	15.28	0.00	18.21
	D - L7037 West	16.95	21.23	10.97	0.00

Demand (Veh/TS)

13:45 - 14:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	33.35	59.74	16.98
	B - L7037 East	31.96	0.00	16.67	18.42
	C - Langton Rd	58.35	12.50	0.00	9.88
	D - L7037 West	48.91	55.69	16.79	0.00

Demand (Veh/TS)

14:00 - 14:15

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	19.45	55.30	22.59
	B - L7037 East	35.85	0.00	11.12	32.38
	C - Langton Rd	56.69	12.50	0.00	16.58
	D - L7037 West	14.22	22.40	10.98	0.00

Demand (Veh/TS)

14:15 - 14:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	41.68	60.59	48.72
	B - L7037 East	40.29	0.00	24.47	60.17
	C - Langton Rd	54.19	15.28	0.00	30.75
	D - L7037 West	25.33	42.13	11.26	0.00

14:30 - 14:45

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	34.46	79.19	42.04
	B - L7037 East	40.29	0.00	13.62	39.33
	C - Langton Rd	78.38	11.12	0.00	24.65
	D - L7037 West	33.67	42.13	23.49	0.00

14:45 - 15:00

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	38.90	72.82	36.49
	B - L7037 East	31.96	0.00	13.89	22.66
	C - Langton Rd	77.26	19.45	0.00	8.52
	D - L7037 West	12.83	21.29	5.70	0.00

15:00 - 15:15

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	43.07	45.31	19.93
	B - L7037 East	34.73	0.00	11.12	40.85
	C - Langton Rd	76.42	11.12	0.00	3.02
	D - L7037 West	30.86	29.58	12.63	0.00

15:15 - 15:30

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	37.24	68.93	33.82
	B - L7037 East	48.36	0.00	16.40	36.68
	C - Langton Rd	64.21	13.89	0.00	8.30
	D - L7037 West	22.52	25.41	11.24	0.00

15:30 - 15:45

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	34.73	53.91	14.37
	B - L7037 East	49.75	0.00	13.89	29.74
	C - Langton Rd	43.07	19.45	0.00	5.80
	D - L7037 West	25.30	30.96	4.29	0.00

15:45 - 16:00

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	30.57	65.30	33.55
	B - L7037 East	34.73	0.00	12.50	25.57
	C - Langton Rd	59.47	8.34	0.00	7.19
	D - L7037 West	18.35	35.13	7.92	0.00

16:00 - 16:15

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	26.40	98.37	46.37
	B - L7037 East	45.58	0.00	20.84	42.29
	C - Langton Rd	48.36	12.23	0.00	8.60
	D - L7037 West	19.73	25.40	14.02	0.00

16:15 - 16:30

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	27.79	63.64	29.69
	B - L7037 East	45.85	0.00	13.89	39.51
	C - Langton Rd	59.47	12.50	0.00	9.98
	D - L7037 West	30.85	25.40	18.18	0.00

16:30 - 16:45

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	37.51	68.08	28.03
	B - L7037 East	38.90	0.00	19.45	22.84
	C - Langton Rd	69.47	6.95	0.00	4.16
	D - L7037 West	26.68	29.57	5.68	0.00

Demand (Veh/TS)

16:45 - 17:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	37.51	59.47	32.47
	B - L7037 East	28.91	0.00	13.89	33.95
	C - Langton Rd	52.80	5.56	0.00	11.37
	D - L7037 West	19.73	37.90	8.46	0.00

Demand (Veh/TS)

17:00 - 17:15

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	29.18	63.91	29.87
	B - L7037 East	54.19	0.00	12.50	39.71
	C - Langton Rd	79.19	16.40	0.00	18.14
	D - L7037 West	27.80	25.40	8.46	0.00

Demand (Veh/TS)

17:15 - 17:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	25.01	68.08	25.70
	B - L7037 East	38.90	0.00	33.35	27.21
	C - Langton Rd	58.35	16.13	0.00	18.41
	D - L7037 West	40.30	25.40	14.86	0.00

Demand (Veh/TS)

17:30 - 17:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	23.62	63.64	17.36
	B - L7037 East	38.90	0.00	23.62	36.94
	C - Langton Rd	91.70	12.50	0.00	17.02
	D - L7037 West	26.41	21.23	8.46	0.00

Demand (Veh/TS)

17:45 - 18:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	34.73	63.91	15.97
	B - L7037 East	45.85	0.00	12.50	27.21
	C - Langton Rd	48.63	8.34	0.00	14.24
	D - L7037 West	29.46	29.56	8.46	0.00

Demand (Veh/TS)

18:00 - 18:15

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	27.79	63.91	18.60
	B - L7037 East	44.46	0.00	26.40	36.75
	C - Langton Rd	56.69	15.28	0.00	8.60
	D - L7037 West	11.42	22.66	8.47	0.00

Demand (Veh/TS)

18:15 - 18:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	27.79	59.74	14.43
	B - L7037 East	20.84	0.00	16.67	43.43
	C - Langton Rd	56.96	9.73	0.00	18.33
	D - L7037 West	12.81	22.66	8.47	0.00

Demand (Veh/TS)

18:30 - 18:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	27.79	44.46	13.04
	B - L7037 East	34.73	0.00	18.06	24.25
	C - Langton Rd	45.85	13.89	0.00	4.44
	D - L7037 West	14.20	18.49	4.30	0.00

Demand (Veh/TS)

18:45 - 19:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	34.73	62.52	19.99
	B - L7037 East	33.35	0.00	8.34	20.08
	C - Langton Rd	43.07	6.95	0.00	14.16
	D - L7037 West	8.65	14.32	2.91	0.00

Vehicle Mix

Heavy Vehicle Percentages

07:00 - 07:15

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	0	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

07:15 - 07:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	2	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	0	0	0	0
	D - L7037 West	0	14	0	0

Heavy Vehicle Percentages

07:30 - 07:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	8	0	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	0	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

07:45 - 08:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	3	0
	B - L7037 East	19	0	0	0
	C - Langton Rd	0	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

08:00 - 08:15

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	1	0
	B - L7037 East	7	0	0	6
	C - Langton Rd	3	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

08:15 - 08:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	4
	B - L7037 East	6	0	0	0
	C - Langton Rd	0	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

08:30 - 08:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	4	0
	B - L7037 East	0	0	7	0
	C - Langton Rd	3	10	0	0
	D - L7037 West	3	0	0	0

08:45 - 09:00

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	4	0	1
	B - L7037 East	0	0	0	2
	C - Langton Rd	5	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

09:00 - 09:15

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	3	1	0
	B - L7037 East	0	0	0	6
	C - Langton Rd	5	0	0	0
	D - L7037 West	0	0	4	0

Heavy Vehicle Percentages

09:15 - 09:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	8	12
	B - L7037 East	0	0	0	0
	C - Langton Rd	0	17	0	0
	D - L7037 West	0	3	0	0

Heavy Vehicle Percentages

09:30 - 09:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	4	5	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	9	0	0	0
	D - L7037 West	0	5	0	0

Heavy Vehicle Percentages

09:45 - 10:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	7	12	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

10:00 - 10:15

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	3	4	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	0	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

10:15 - 10:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	0	0	0	0
	D - L7037 West	0	0	43	0

Heavy Vehicle Percentages

10:30 - 10:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	5	3	0
	B - L7037 East	5	0	0	0
	C - Langton Rd	0	0	0	0
	D - L7037 West	0	0	21	0

Heavy Vehicle Percentages

10:45 - 11:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	5	2	0
	B - L7037 East	0	0	0	12
	C - Langton Rd	5	0	0	0
	D - L7037 West	0	0	0	0

11:00 - 11:15

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	7	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	4	0	0	12
	D - L7037 West	10	0	0	0

11:15 - 11:30

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	3	24
	B - L7037 East	4	0	0	0
	C - Langton Rd	0	12	0	0
	D - L7037 West	0	8	0	0

11:30 - 11:45

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	3	10
	B - L7037 East	0	0	0	5
	C - Langton Rd	0	9	0	0
	D - L7037 West	0	9	44	0

11:45 - 12:00

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	0
	B - L7037 East	0	0	7	0
	C - Langton Rd	3	0	0	0
	D - L7037 West	0	0	0	0

12:00 - 12:15

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	3	0
	B - L7037 East	0	0	6	0
	C - Langton Rd	3	0	0	21
	D - L7037 West	0	4	0	0

12:15 - 12:30

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	0
	B - L7037 East	2	0	0	0
	C - Langton Rd	0	0	0	10
	D - L7037 West	0	0	12	0

12:30 - 12:45

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	0
	B - L7037 East	0	0	0	4
	C - Langton Rd	11	0	0	7
	D - L7037 West	0	0	0	0

12:45 - 13:00

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	3	11
	B - L7037 East	6	0	0	0
	C - Langton Rd	3	0	0	0
	D - L7037 West	0	0	0	0

13:00 - 13:15

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	5
	B - L7037 East	0	0	0	0
	C - Langton Rd	0	0	0	10
	D - L7037 West	6	0	0	0

Heavy Vehicle Percentages

13:15 - 13:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	3	0	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	0	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

13:30 - 13:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	3	0	0	0
	D - L7037 West	0	0	10	0

Heavy Vehicle Percentages

13:45 - 14:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	0	0	0	0
	D - L7037 West	0	2	0	0

Heavy Vehicle Percentages

14:00 - 14:15

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	2	0
	B - L7037 East	3	0	0	0
	C - Langton Rd	2	0	0	7
	D - L7037 West	0	5	10	0

Heavy Vehicle Percentages

14:15 - 14:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	4	2
	B - L7037 East	0	0	9	0
	C - Langton Rd	0	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

14:30 - 14:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	3	0	0
	B - L7037 East	0	0	8	0
	C - Langton Rd	4	0	0	9
	D - L7037 West	0	0	5	0

Heavy Vehicle Percentages

14:45 - 15:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	5	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	3	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

15:00 - 15:15

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	5	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	0	0	0	0
	D - L7037 West	0	0	0	0

15:15 - 15:30

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	3	3	0
	B - L7037 East	2	0	7	0
	C - Langton Rd	7	0	0	13
	D - L7037 West	0	0	0	0

15:30 - 15:45

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	2	0
	B - L7037 East	2	0	0	0
	C - Langton Rd	0	0	0	0
	D - L7037 West	0	0	0	0

15:45 - 16:00

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	3
	B - L7037 East	0	0	0	0
	C - Langton Rd	2	0	0	0
	D - L7037 West	0	0	28	0

16:00 - 16:15

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	1	0
	B - L7037 East	2	0	0	0
	C - Langton Rd	2	9	0	0
	D - L7037 West	0	0	0	0

16:15 - 16:30

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	2	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	2	0	0	0
	D - L7037 West	0	0	0	0

16:30 - 16:45

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	4
	B - L7037 East	0	0	0	0
	C - Langton Rd	0	0	0	27
	D - L7037 West	0	0	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	2	0
	B - L7037 East	4	0	0	0
	C - Langton Rd	0	0	0	0
	D - L7037 West	0	0	0	0

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	0	7	0	6
	D - L7037 West	4	0	0	0

17:15 - 17:30

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	0	14	0	0
	D - L7037 West	3	0	15	0

Heavy Vehicle Percentages

17:30 - 17:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	2	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	0	0	0	0
	D - L7037 West	4	0	0	0

Heavy Vehicle Percentages

17:45 - 18:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	0	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

18:00 - 18:15

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	2	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

18:15 - 18:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	0
	B - L7037 East	0	0	0	3
	C - Langton Rd	0	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

18:30 - 18:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	0	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

18:45 - 19:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	0	0	0	0
	D - L7037 West	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max DOS	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
A - Morristown Rd	0.86	40.98	19.7	D	109.21	5242.14
B - L7037 East	0.94	69.76	16.8	E	71.75	3443.91
C - Langton Rd	0.93	61.31	17.3	E	73.62	3533.63
D - L7037 West	0.80	40.20	16.4	D	56.83	2728.04

Main Results for each time segment

07:00 - 07:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

07:15 - 07:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

07:30 - 07:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

07:45 - 08:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

08:00 - 08:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

08:15 - 08:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

08:30 - 08:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

08:45 - 09:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

09:00 - 09:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

09:15 - 09:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

09:30 - 09:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

09:45 - 10:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

10:00 - 10:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

10:15 - 10:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

10:30 - 10:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

10:45 - 11:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

11:00 - 11:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

11:15 - 11:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

11:30 - 11:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

11:45 - 12:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

12:00 - 12:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

12:15 - 12:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

12:30 - 12:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

12:45 - 13:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

13:00 - 13:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

13:15 - 13:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

13:30 - 13:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

13:45 - 14:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

14:00 - 14:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

14:15 - 14:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

14:30 - 14:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

14:45 - 15:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

15:00 - 15:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

15:15 - 15:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

15:30 - 15:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

15:45 - 16:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

16:00 - 16:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

16:15 - 16:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

16:30 - 16:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

16:45 - 17:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

17:00 - 17:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

17:15 - 17:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

17:30 - 17:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

17:45 - 18:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

18:00 - 18:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

18:15 - 18:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

18:30 - 18:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

18:45 - 19:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	**1**	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	**1**	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	**1**	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	**1**	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

+5+Adj,

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Junction 2	Signalised		67.14	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

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	+5+Adj	DIRECT	07:00	19:00	720	15	✓	Simple	D3+D6

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 - Morristown Rd		DIRECT	✓	100.000
B - L7037 East		DIRECT	✓	100.000
C - Langton Rd		DIRECT	✓	100.000
D - L7037 West		DIRECT	✓	100.000

Origin-Destination Data

07:00 - 07:15

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	21.44	33.70	1.66
	B - L7037 East	3.06	0.00	3.06	10.87
	C - Langton Rd	16.85	1.53	0.00	1.60
	D - L7037 West	0.50	17.54	1.75	0.00

07:15 - 07:30

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	18.38	54.96	1.66
	B - L7037 East	12.25	0.00	6.13	6.28
	C - Langton Rd	30.63	4.60	0.00	3.13
	D - L7037 West	6.63	17.17	6.35	0.00

07:30 - 07:45

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	15.13	53.61	3.19
	B - L7037 East	4.60	0.00	3.06	10.87
	C - Langton Rd	29.10	18.38	0.00	6.19
	D - L7037 West	5.10	19.07	6.35	0.00

07:45 - 08:00

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	26.04	77.75	7.79
	B - L7037 East	13.41	0.00	0.00	12.40
	C - Langton Rd	58.21	16.85	0.00	3.13
	D - L7037 West	17.35	32.86	6.35	0.00

Demand (Veh/TS)

08:00 - 08:15

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	35.23	88.65	12.48
	B - L7037 East	18.19	0.00	12.25	19.99
	C - Langton Rd	77.75	21.44	0.00	9.30
	D - L7037 West	14.44	37.66	3.35	0.00

Demand (Veh/TS)

08:15 - 08:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	26.04	88.84	35.27
	B - L7037 East	19.73	0.00	13.79	20.17
	C - Langton Rd	93.44	29.10	0.00	20.02
	D - L7037 West	37.41	42.26	9.48	0.00

Demand (Veh/TS)

08:30 - 08:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	26.04	92.88	76.81
	B - L7037 East	26.04	0.00	18.19	60.00
	C - Langton Rd	86.94	12.07	0.00	26.15
	D - L7037 West	46.42	46.85	14.07	0.00

Demand (Veh/TS)

08:45 - 09:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	62.43	94.97	90.41
	B - L7037 East	21.44	0.00	19.91	53.69
	C - Langton Rd	79.09	36.76	0.00	46.06
	D - L7037 West	75.71	71.36	26.32	0.00

Demand (Veh/TS)

09:00 - 09:15

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	36.58	91.72	29.32
	B - L7037 East	38.29	0.00	12.25	21.52
	C - Langton Rd	77.56	15.32	0.00	6.24
	D - L7037 West	83.02	89.26	30.58	0.00

Demand (Veh/TS)

09:15 - 09:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	29.10	46.93	10.76
	B - L7037 East	30.63	0.00	19.91	14.04
	C - Langton Rd	32.17	7.47	0.00	6.24
	D - L7037 West	17.15	40.06	10.85	0.00

Demand (Veh/TS)

09:30 - 09:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	30.45	47.11	15.54
	B - L7037 East	22.98	0.00	10.72	12.51
	C - Langton Rd	28.73	9.19	0.00	9.30
	D - L7037 West	9.49	23.21	4.73	0.00

Demand (Veh/TS)

09:45 - 10:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	39.83	38.29	6.35
	B - L7037 East	30.63	0.00	10.72	14.04
	C - Langton Rd	49.99	10.54	0.00	10.83
	D - L7037 West	9.49	21.86	13.92	0.00

10:00 - 10:15

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	39.64	31.98	3.27
	B - L7037 East	24.51	0.00	10.72	9.44
	C - Langton Rd	27.57	7.66	0.00	1.64
	D - L7037 West	12.50	20.25	3.17	0.00

10:15 - 10:30

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	38.29	30.63	13.99
	B - L7037 East	26.04	0.00	9.19	18.63
	C - Langton Rd	24.51	7.66	0.00	3.17
	D - L7037 West	9.44	15.66	2.98	0.00

10:30 - 10:45

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	27.39	42.70	7.87
	B - L7037 East	25.85	0.00	7.66	23.22
	C - Langton Rd	30.63	9.19	0.00	4.70
	D - L7037 West	10.97	17.19	6.05	0.00

10:45 - 11:00

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	27.39	54.96	4.80
	B - L7037 East	30.63	0.00	12.25	21.32
	C - Langton Rd	27.39	7.66	0.00	6.23
	D - L7037 West	7.91	35.57	6.23	0.00

11:00 - 11:15

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	22.98	36.39	9.42
	B - L7037 East	36.76	0.00	10.72	21.72
	C - Langton Rd	35.04	7.66	0.00	10.65
	D - L7037 West	12.33	17.21	3.18	0.00

11:15 - 11:30

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	26.04	41.17	20.93
	B - L7037 East	28.92	0.00	4.60	29.37
	C - Langton Rd	38.29	10.54	0.00	6.24
	D - L7037 West	6.39	32.15	3.18	0.00

11:30 - 11:45

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	35.23	36.58	12.30
	B - L7037 East	30.63	0.00	10.72	24.59
	C - Langton Rd	24.51	13.60	0.00	6.24
	D - L7037 West	9.45	13.96	5.87	0.00

11:45 - 12:00

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	35.23	55.14	17.08
	B - L7037 East	27.57	0.00	18.19	24.78
	C - Langton Rd	45.77	16.85	0.00	12.37
	D - L7037 West	14.04	23.33	6.24	0.00

12:00 - 12:15

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	30.63	41.17	11.02
	B - L7037 East	41.36	0.00	19.73	24.86
	C - Langton Rd	47.30	10.72	0.00	6.09
	D - L7037 West	7.94	30.84	6.25	0.00

Demand (Veh/TS)

12:15 - 12:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	33.70	45.95	15.62
	B - L7037 East	50.36	0.00	30.63	15.67
	C - Langton Rd	52.08	12.25	0.00	12.22
	D - L7037 West	18.66	21.83	10.66	0.00

Demand (Veh/TS)

12:30 - 12:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	27.57	62.80	23.28
	B - L7037 East	45.95	0.00	10.72	27.74
	C - Langton Rd	57.28	6.13	0.00	18.35
	D - L7037 West	12.53	18.77	7.78	0.00

Demand (Veh/TS)

12:45 - 13:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	24.51	48.83	10.84
	B - L7037 East	39.45	0.00	13.79	20.27
	C - Langton Rd	48.83	9.19	0.00	10.87
	D - L7037 West	17.13	21.83	6.25	0.00

Demand (Veh/TS)

13:00 - 13:15

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	19.91	81.18	23.09
	B - L7037 East	50.55	0.00	22.98	29.46
	C - Langton Rd	45.95	12.25	0.00	12.22
	D - L7037 West	21.54	37.15	7.78	0.00

Demand (Veh/TS)

13:15 - 13:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	36.58	59.74	55.45
	B - L7037 East	30.63	0.00	18.38	27.93
	C - Langton Rd	59.74	16.85	0.00	18.53
	D - L7037 West	15.60	21.83	4.72	0.00

Demand (Veh/TS)

13:30 - 13:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	47.48	68.93	38.60
	B - L7037 East	39.83	0.00	22.98	35.59
	C - Langton Rd	42.70	16.85	0.00	20.06
	D - L7037 West	18.66	23.36	12.19	0.00

Demand (Veh/TS)

13:45 - 14:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	36.76	65.86	18.68
	B - L7037 East	35.23	0.00	18.38	20.27
	C - Langton Rd	64.33	13.79	0.00	10.87
	D - L7037 West	53.89	61.47	18.50	0.00

Demand (Veh/TS)

14:00 - 14:15

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	21.44	61.08	24.87
	B - L7037 East	39.64	0.00	12.25	35.66
	C - Langton Rd	62.61	13.79	0.00	18.38
	D - L7037 West	15.64	24.77	12.21	0.00

14:15 - 14:30

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	45.95	67.02	53.79
	B - L7037 East	44.42	0.00	27.20	66.29
	C - Langton Rd	59.74	16.85	0.00	33.88
	D - L7037 West	27.89	46.40	12.39	0.00

14:30 - 14:45

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	38.11	87.31	46.31
	B - L7037 East	44.42	0.00	15.13	43.31
	C - Langton Rd	86.75	12.25	0.00	27.38
	D - L7037 West	37.08	46.40	25.99	0.00

14:45 - 15:00

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	42.89	80.62	40.19
	B - L7037 East	35.23	0.00	15.32	24.93
	C - Langton Rd	85.40	21.44	0.00	9.37
	D - L7037 West	14.11	23.42	6.27	0.00

15:00 - 15:15

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	47.48	50.17	21.92
	B - L7037 East	38.29	0.00	12.25	44.98
	C - Langton Rd	84.25	12.25	0.00	3.30
	D - L7037 West	33.99	32.56	13.91	0.00

15:15 - 15:30

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	41.17	76.21	37.24
	B - L7037 East	53.42	0.00	18.19	40.39
	C - Langton Rd	71.25	15.32	0.00	9.24
	D - L7037 West	24.80	27.97	12.38	0.00

15:30 - 15:45

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	38.29	59.55	15.79
	B - L7037 East	54.96	0.00	15.32	32.73
	C - Langton Rd	47.48	21.44	0.00	6.37
	D - L7037 West	27.86	34.10	4.72	0.00

15:45 - 16:00

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	33.70	71.99	37.05
	B - L7037 East	38.29	0.00	13.79	28.13
	C - Langton Rd	65.68	9.19	0.00	7.90
	D - L7037 West	20.20	38.69	8.94	0.00

16:00 - 16:15

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	29.10	108.57	51.06
	B - L7037 East	50.36	0.00	22.98	46.56
	C - Langton Rd	53.42	13.60	0.00	9.45
	D - L7037 West	21.73	27.96	15.44	0.00

16:15 - 16:30

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	30.63	70.27	32.68
	B - L7037 East	50.55	0.00	15.32	43.50
	C - Langton Rd	65.68	13.79	0.00	10.98
	D - L7037 West	33.98	27.96	20.04	0.00

Demand (Veh/TS)

16:30 - 16:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	41.36	75.05	30.97
	B - L7037 East	42.89	0.00	21.44	25.12
	C - Langton Rd	76.59	7.66	0.00	4.67
	D - L7037 West	29.38	32.56	6.25	0.00

Demand (Veh/TS)

16:45 - 17:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	41.36	65.68	35.75
	B - L7037 East	31.98	0.00	15.32	37.37
	C - Langton Rd	58.21	6.13	0.00	12.51
	D - L7037 West	21.73	41.75	9.31	0.00

Demand (Veh/TS)

17:00 - 17:15

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	32.17	70.46	32.86
	B - L7037 East	59.74	0.00	13.79	43.70
	C - Langton Rd	87.31	18.19	0.00	20.07
	D - L7037 West	30.73	27.96	9.31	0.00

Demand (Veh/TS)

17:15 - 17:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	27.57	75.05	28.26
	B - L7037 East	42.89	0.00	36.76	29.91
	C - Langton Rd	64.33	18.01	0.00	20.26
	D - L7037 West	44.51	27.96	16.60	0.00

Demand (Veh/TS)

17:30 - 17:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	26.04	70.27	19.07
	B - L7037 East	42.89	0.00	26.04	40.64
	C - Langton Rd	101.09	13.79	0.00	18.73
	D - L7037 West	29.20	23.36	9.31	0.00

Demand (Veh/TS)

17:45 - 18:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	38.29	70.46	17.54
	B - L7037 East	50.55	0.00	13.79	29.91
	C - Langton Rd	53.61	9.19	0.00	15.66
	D - L7037 West	32.45	32.55	9.31	0.00

Demand (Veh/TS)

18:00 - 18:15

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	30.63	70.46	20.45
	B - L7037 East	49.02	0.00	29.10	40.46
	C - Langton Rd	62.61	16.85	0.00	9.46
	D - L7037 West	12.56	24.93	9.33	0.00

Demand (Veh/TS)

18:15 - 18:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	30.63	65.86	15.85
	B - L7037 East	22.98	0.00	18.38	47.93
	C - Langton Rd	62.80	10.72	0.00	20.18
	D - L7037 West	14.09	24.93	9.33	0.00

18:30 - 18:45

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	30.63	49.02	14.32
	B - L7037 East	38.29	0.00	19.91	26.67
	C - Langton Rd	50.55	15.32	0.00	4.86
	D - L7037 West	15.63	20.34	4.73	0.00

18:45 - 19:00

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	38.29	68.93	21.98
	B - L7037 East	36.76	0.00	9.19	22.07
	C - Langton Rd	47.48	7.66	0.00	15.59
	D - L7037 West	9.50	15.74	3.20	0.00

Vehicle Mix

07:00 - 07:15

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	0	0	0	0
	D - L7037 West	0	0	0	0

07:15 - 07:30

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	2	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	0	0	0	0
	D - L7037 West	0	16	0	0

07:30 - 07:45

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	9	0	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	0	0	0	0
	D - L7037 West	0	0	0	0

07:45 - 08:00

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	3	0
	B - L7037 East	20	0	0	0
	C - Langton Rd	0	0	0	0
	D - L7037 West	0	0	0	0

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	2	0
	B - L7037 East	7	0	0	7
	C - Langton Rd	3	0	0	0
	D - L7037 West	0	0	0	0

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	4
	B - L7037 East	7	0	0	0
	C - Langton Rd	0	0	0	0
	D - L7037 West	0	0	0	0

08:30 - 08:45

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	4	0
	B - L7037 East	0	0	7	0
	C - Langton Rd	3	11	0	0
	D - L7037 West	3	0	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	4	0	1
	B - L7037 East	0	0	0	3
	C - Langton Rd	5	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

09:00 - 09:15

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	4	1	0
	B - L7037 East	0	0	0	6
	C - Langton Rd	5	0	0	0
	D - L7037 West	0	0	4	0

Heavy Vehicle Percentages

09:15 - 09:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	9	13
	B - L7037 East	0	0	0	0
	C - Langton Rd	0	18	0	0
	D - L7037 West	0	3	0	0

Heavy Vehicle Percentages

09:30 - 09:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	4	6	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	9	0	0	0
	D - L7037 West	0	6	0	0

Heavy Vehicle Percentages

09:45 - 10:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	8	13	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

10:00 - 10:15

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	3	4	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	0	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

10:15 - 10:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	0	0	0	0
	D - L7037 West	0	0	45	0

Heavy Vehicle Percentages

10:30 - 10:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	5	3	0
	B - L7037 East	5	0	0	0
	C - Langton Rd	0	0	0	0
	D - L7037 West	0	0	22	0

10:45 - 11:00

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	5	2	0
	B - L7037 East	0	0	0	13
	C - Langton Rd	5	0	0	0
	D - L7037 West	0	0	0	0

11:00 - 11:15

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	7	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	4	0	0	13
	D - L7037 West	11	0	0	0

11:15 - 11:30

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	3	26
	B - L7037 East	5	0	0	0
	C - Langton Rd	0	13	0	0
	D - L7037 West	0	8	0	0

11:30 - 11:45

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	4	11
	B - L7037 East	0	0	0	5
	C - Langton Rd	0	10	0	0
	D - L7037 West	0	10	46	0

11:45 - 12:00

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	0
	B - L7037 East	0	0	7	0
	C - Langton Rd	3	0	0	0
	D - L7037 West	0	0	0	0

12:00 - 12:15

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	3	0
	B - L7037 East	0	0	7	0
	C - Langton Rd	3	0	0	22
	D - L7037 West	0	4	0	0

12:15 - 12:30

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	0
	B - L7037 East	3	0	0	0
	C - Langton Rd	0	0	0	11
	D - L7037 West	0	0	13	0

12:30 - 12:45

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	0
	B - L7037 East	0	0	0	5
	C - Langton Rd	12	0	0	7
	D - L7037 West	0	0	0	0

12:45 - 13:00

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	3	12
	B - L7037 East	7	0	0	0
	C - Langton Rd	3	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

13:00 - 13:15

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	6
	B - L7037 East	0	0	0	0
	C - Langton Rd	0	0	0	11
	D - L7037 West	6	0	0	0

Heavy Vehicle Percentages

13:15 - 13:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	4	0	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	0	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

13:30 - 13:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	3	0	0	0
	D - L7037 West	0	0	11	0

Heavy Vehicle Percentages

13:45 - 14:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	0	0	0	0
	D - L7037 West	0	2	0	0

Heavy Vehicle Percentages

14:00 - 14:15

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	2	0
	B - L7037 East	3	0	0	0
	C - Langton Rd	2	0	0	7
	D - L7037 West	0	5	11	0

Heavy Vehicle Percentages

14:15 - 14:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	4	3
	B - L7037 East	0	0	10	0
	C - Langton Rd	0	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

14:30 - 14:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	4	0	0
	B - L7037 East	0	0	9	0
	C - Langton Rd	5	0	0	10
	D - L7037 West	0	0	5	0

Heavy Vehicle Percentages

14:45 - 15:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	5	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	3	0	0	0
	D - L7037 West	0	0	0	0

15:00 - 15:15

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	5	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	0	0	0	0
	D - L7037 West	0	0	0	0

15:15 - 15:30

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	3	4	0
	B - L7037 East	3	0	7	0
	C - Langton Rd	8	0	0	15
	D - L7037 West	0	0	0	0

15:30 - 15:45

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	2	0
	B - L7037 East	2	0	0	0
	C - Langton Rd	0	0	0	0
	D - L7037 West	0	0	0	0

15:45 - 16:00

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	4
	B - L7037 East	0	0	0	0
	C - Langton Rd	2	0	0	0
	D - L7037 West	0	0	30	0

16:00 - 16:15

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	1	0
	B - L7037 East	3	0	0	0
	C - Langton Rd	3	10	0	0
	D - L7037 West	0	0	0	0

16:15 - 16:30

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	2	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	2	0	0	0
	D - L7037 West	0	0	0	0

16:30 - 16:45

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	4
	B - L7037 East	0	0	0	0
	C - Langton Rd	0	0	0	29
	D - L7037 West	0	0	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	2	0
	B - L7037 East	4	0	0	0
	C - Langton Rd	0	0	0	0
	D - L7037 West	0	0	0	0

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	0	7	0	7
	D - L7037 West	4	0	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	0	15	0	0
	D - L7037 West	3	0	16	0

Heavy Vehicle Percentages

17:30 - 17:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	2	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	0	0	0	0
	D - L7037 West	5	0	0	0

Heavy Vehicle Percentages

17:45 - 18:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	0	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

18:00 - 18:15

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	2	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

18:15 - 18:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	0
	B - L7037 East	0	0	0	3
	C - Langton Rd	0	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

18:30 - 18:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	0	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

18:45 - 19:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	0	0	0	0
	D - L7037 West	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max DOS	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
A - Morristown Rd	0.95	52.37	25.3	D	120.51	5784.45
B - L7037 East	1.04	89.65	24.4	F	79.13	3798.15
C - Langton Rd	1.03	82.31	25.5	F	81.28	3901.56
D - L7037 West	0.88	47.38	19.5	D	62.63	3006.19

Main Results for each time segment

07:00 - 07:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

07:15 - 07:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

07:30 - 07:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

07:45 - 08:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

08:00 - 08:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

08:15 - 08:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

08:30 - 08:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

08:45 - 09:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

09:00 - 09:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

09:15 - 09:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

09:30 - 09:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

09:45 - 10:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

10:00 - 10:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

10:15 - 10:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

10:30 - 10:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

10:45 - 11:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

11:00 - 11:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

11:15 - 11:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

11:30 - 11:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

11:45 - 12:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

12:00 - 12:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

12:15 - 12:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

12:30 - 12:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

12:45 - 13:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

13:00 - 13:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

13:15 - 13:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

13:30 - 13:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

13:45 - 14:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

14:00 - 14:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

14:15 - 14:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

14:30 - 14:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

14:45 - 15:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

15:00 - 15:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

15:15 - 15:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

15:30 - 15:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

15:45 - 16:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

16:00 - 16:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

16:15 - 16:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

16:30 - 16:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

16:45 - 17:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

17:00 - 17:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

17:15 - 17:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

17:30 - 17:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

17:45 - 18:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

18:00 - 18:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

18:15 - 18:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

18:30 - 18:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

18:45 - 19:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

+15+Adj,

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Junction 2	Signalised		84.91	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

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
D9	+15+Adj	DIRECT	07:00	19:00	720	15	✓	Simple	D4+D6

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 - Morristown Rd		DIRECT	✓	100.000
B - L7037 East		DIRECT	✓	100.000
C - Langton Rd		DIRECT	✓	100.000
D - L7037 West		DIRECT	✓	100.000

Origin-Destination Data

07:00 - 07:15

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	22.81	35.85	1.76
	B - L7037 East	3.26	0.00	3.26	11.56
	C - Langton Rd	17.92	1.63	0.00	1.69
	D - L7037 West	0.50	18.62	1.85	0.00

07:15 - 07:30

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	19.55	58.60	1.76
	B - L7037 East	13.04	0.00	6.52	6.67
	C - Langton Rd	32.59	4.89	0.00	3.32
	D - L7037 West	7.02	18.50	6.74	0.00

07:30 - 07:45

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	16.23	57.03	3.39
	B - L7037 East	4.89	0.00	3.26	11.56
	C - Langton Rd	30.96	19.55	0.00	6.58
	D - L7037 West	5.39	20.24	6.74	0.00

07:45 - 08:00

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	27.70	82.98	8.27
	B - L7037 East	14.54	0.00	0.00	13.18
	C - Langton Rd	61.92	17.92	0.00	3.32
	D - L7037 West	18.43	34.91	6.74	0.00

Demand (Veh/TS)

08:00 - 08:15

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	37.48	94.44	13.26
	B - L7037 East	19.49	0.00	13.04	21.38
	C - Langton Rd	82.98	22.81	0.00	9.89
	D - L7037 West	15.32	40.01	3.54	0.00

Demand (Veh/TS)

08:15 - 08:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	27.70	94.50	37.64
	B - L7037 East	21.12	0.00	14.66	21.44
	C - Langton Rd	99.39	30.96	0.00	21.29
	D - L7037 West	39.76	44.89	10.06	0.00

Demand (Veh/TS)

08:30 - 08:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	27.70	99.21	81.69
	B - L7037 East	27.70	0.00	19.49	63.81
	C - Langton Rd	92.76	12.98	0.00	27.81
	D - L7037 West	49.47	49.78	14.95	0.00

Demand (Veh/TS)

08:45 - 09:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	66.69	101.02	96.30
	B - L7037 East	22.81	0.00	21.18	57.23
	C - Langton Rd	84.55	39.11	0.00	48.99
	D - L7037 West	80.49	75.85	27.98	0.00

Demand (Veh/TS)

09:00 - 09:15

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	39.05	97.70	31.18
	B - L7037 East	40.73	0.00	13.04	23.01
	C - Langton Rd	82.92	16.29	0.00	6.63
	D - L7037 West	88.29	94.92	32.66	0.00

Demand (Veh/TS)

09:15 - 09:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	30.96	50.33	11.57
	B - L7037 East	32.59	0.00	21.18	14.92
	C - Langton Rd	34.22	8.09	0.00	6.63
	D - L7037 West	18.23	42.72	11.54	0.00

Demand (Veh/TS)

09:30 - 09:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	32.53	50.39	16.51
	B - L7037 East	24.44	0.00	11.41	13.29
	C - Langton Rd	30.84	9.78	0.00	9.89
	D - L7037 West	10.08	24.80	5.02	0.00

Demand (Veh/TS)

09:45 - 10:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	42.36	40.73	6.74
	B - L7037 East	32.59	0.00	11.41	14.92
	C - Langton Rd	53.59	11.35	0.00	11.52
	D - L7037 West	10.08	23.23	14.80	0.00

10:00 - 10:15

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	42.30	34.16	3.47
	B - L7037 East	26.07	0.00	11.41	10.02
	C - Langton Rd	29.33	8.15	0.00	1.73
	D - L7037 West	13.28	21.52	3.37	0.00

10:15 - 10:30

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	40.73	32.59	14.87
	B - L7037 East	27.70	0.00	9.78	19.80
	C - Langton Rd	26.07	8.15	0.00	3.36
	D - L7037 West	10.02	16.63	3.31	0.00

10:30 - 10:45

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	29.27	45.56	8.36
	B - L7037 East	27.64	0.00	8.15	24.69
	C - Langton Rd	32.59	9.78	0.00	4.99
	D - L7037 West	11.65	18.26	6.57	0.00

10:45 - 11:00

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	29.27	58.60	5.10
	B - L7037 East	32.59	0.00	13.04	22.94
	C - Langton Rd	29.27	8.15	0.00	6.62
	D - L7037 West	8.39	37.82	6.63	0.00

11:00 - 11:15

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	24.44	38.99	10.01
	B - L7037 East	39.11	0.00	11.41	23.08
	C - Langton Rd	37.42	8.15	0.00	11.46
	D - L7037 West	13.23	18.28	3.37	0.00

11:15 - 11:30

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	27.70	43.93	22.80
	B - L7037 East	30.90	0.00	4.89	31.23
	C - Langton Rd	40.73	11.35	0.00	6.63
	D - L7037 West	6.78	34.45	3.37	0.00

11:30 - 11:45

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	37.48	39.05	13.21
	B - L7037 East	32.59	0.00	11.41	26.28
	C - Langton Rd	26.07	14.60	0.00	6.63
	D - L7037 West	10.03	14.96	6.51	0.00

11:45 - 12:00

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	37.48	58.66	18.15
	B - L7037 East	29.33	0.00	19.49	26.34
	C - Langton Rd	48.82	17.92	0.00	13.15
	D - L7037 West	14.92	24.80	6.63	0.00

12:00 - 12:15

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	32.59	43.93	11.71
	B - L7037 East	43.99	0.00	21.12	26.43
	C - Langton Rd	50.45	11.41	0.00	6.61
	D - L7037 West	8.43	32.91	6.64	0.00

Demand (Veh/TS)

12:15 - 12:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	35.85	48.88	16.60
	B - L7037 East	53.71	0.00	32.59	16.65
	C - Langton Rd	55.40	13.04	0.00	13.13
	D - L7037 West	19.83	23.20	11.47	0.00

Demand (Veh/TS)

12:30 - 12:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	29.33	66.81	24.74
	B - L7037 East	48.88	0.00	11.41	29.62
	C - Langton Rd	61.62	6.52	0.00	19.64
	D - L7037 West	13.32	19.94	8.27	0.00

Demand (Veh/TS)

12:45 - 13:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	26.07	52.08	11.65
	B - L7037 East	42.24	0.00	14.66	21.54
	C - Langton Rd	52.08	9.78	0.00	11.56
	D - L7037 West	18.20	23.20	6.64	0.00

Demand (Veh/TS)

13:00 - 13:15

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	21.18	86.36	24.68
	B - L7037 East	53.77	0.00	24.44	31.32
	C - Langton Rd	48.88	13.04	0.00	13.13
	D - L7037 West	23.03	39.49	8.27	0.00

Demand (Veh/TS)

13:15 - 13:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	39.05	63.55	58.96
	B - L7037 East	32.59	0.00	19.55	29.69
	C - Langton Rd	63.55	17.92	0.00	19.70
	D - L7037 West	16.57	23.20	5.01	0.00

Demand (Veh/TS)

13:30 - 13:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	50.51	73.32	41.04
	B - L7037 East	42.36	0.00	24.44	37.83
	C - Langton Rd	45.56	17.92	0.00	21.33
	D - L7037 West	19.83	24.83	13.10	0.00

Demand (Veh/TS)

13:45 - 14:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	39.11	70.06	19.86
	B - L7037 East	37.48	0.00	19.55	21.54
	C - Langton Rd	68.43	14.66	0.00	11.56
	D - L7037 West	57.31	65.50	19.67	0.00

Demand (Veh/TS)

14:00 - 14:15

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	22.81	65.12	26.43
	B - L7037 East	42.30	0.00	13.04	37.90
	C - Langton Rd	66.75	14.66	0.00	19.67
	D - L7037 West	16.62	26.45	13.12	0.00

14:15 - 14:30

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	48.88	71.57	57.33
	B - L7037 East	47.25	0.00	29.21	70.49
	C - Langton Rd	63.55	17.92	0.00	36.03
	D - L7037 West	29.65	49.33	13.18	0.00

14:30 - 14:45

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	40.67	92.88	49.24
	B - L7037 East	47.25	0.00	16.23	46.05
	C - Langton Rd	92.70	13.04	0.00	29.39
	D - L7037 West	39.43	49.33	27.78	0.00

14:45 - 15:00

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	45.62	86.18	42.73
	B - L7037 East	37.48	0.00	16.29	26.50
	C - Langton Rd	91.13	22.81	0.00	9.96
	D - L7037 West	14.99	24.89	6.66	0.00

15:00 - 15:15

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	50.51	53.65	23.29
	B - L7037 East	40.73	0.00	13.04	47.81
	C - Langton Rd	89.62	13.04	0.00	3.50
	D - L7037 West	36.14	34.62	14.79	0.00

15:15 - 15:30

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	43.93	81.35	39.58
	B - L7037 East	56.97	0.00	19.49	42.92
	C - Langton Rd	76.34	16.29	0.00	9.95
	D - L7037 West	26.36	29.73	13.16	0.00

15:30 - 15:45

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	40.73	63.49	16.77
	B - L7037 East	58.60	0.00	16.29	34.78
	C - Langton Rd	50.51	22.81	0.00	6.76
	D - L7037 West	29.62	36.24	5.01	0.00

15:45 - 16:00

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	35.85	76.58	39.52
	B - L7037 East	40.73	0.00	14.66	29.89
	C - Langton Rd	70.00	9.78	0.00	8.39
	D - L7037 West	21.47	41.13	9.78	0.00

16:00 - 16:15

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	30.96	115.63	54.29
	B - L7037 East	53.71	0.00	24.44	49.49
	C - Langton Rd	56.97	14.60	0.00	10.04
	D - L7037 West	23.09	29.72	16.42	0.00

16:15 - 16:30

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	32.59	74.89	34.74
	B - L7037 East	53.77	0.00	16.29	46.23
	C - Langton Rd	70.00	14.66	0.00	11.66
	D - L7037 West	36.13	29.72	21.31	0.00

Demand (Veh/TS)

16:30 - 16:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	43.99	79.84	33.05
	B - L7037 East	45.62	0.00	22.81	26.68
	C - Langton Rd	81.47	8.15	0.00	5.09
	D - L7037 West	31.24	34.61	6.64	0.00

Demand (Veh/TS)

16:45 - 17:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	43.99	70.00	37.99
	B - L7037 East	34.16	0.00	16.29	39.71
	C - Langton Rd	61.92	6.52	0.00	13.29
	D - L7037 West	23.09	44.38	9.90	0.00

Demand (Veh/TS)

17:00 - 17:15

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	34.22	74.95	34.91
	B - L7037 East	63.55	0.00	14.66	46.43
	C - Langton Rd	92.88	19.49	0.00	21.47
	D - L7037 West	32.81	29.72	9.90	0.00

Demand (Veh/TS)

17:15 - 17:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	29.33	79.84	30.02
	B - L7037 East	45.62	0.00	39.11	31.77
	C - Langton Rd	68.43	19.43	0.00	21.53
	D - L7037 West	47.47	29.72	17.93	0.00

Demand (Veh/TS)

17:30 - 17:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	27.70	74.89	20.24
	B - L7037 East	45.62	0.00	27.70	43.18
	C - Langton Rd	107.54	14.66	0.00	19.90
	D - L7037 West	31.18	24.83	9.90	0.00

Demand (Veh/TS)

17:45 - 18:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	40.73	74.95	18.61
	B - L7037 East	53.77	0.00	14.66	31.77
	C - Langton Rd	57.03	9.78	0.00	16.64
	D - L7037 West	34.50	34.60	9.90	0.00

Demand (Veh/TS)

18:00 - 18:15

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	32.59	74.95	21.72
	B - L7037 East	52.14	0.00	30.96	42.99
	C - Langton Rd	66.75	17.92	0.00	10.04
	D - L7037 West	13.34	26.50	9.91	0.00

Demand (Veh/TS)

18:15 - 18:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	32.59	70.06	16.83
	B - L7037 East	24.44	0.00	19.55	51.08
	C - Langton Rd	66.81	11.41	0.00	21.45
	D - L7037 West	14.97	26.50	9.91	0.00

Demand (Veh/TS)

18:30 - 18:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	32.59	52.14	15.20
	B - L7037 East	40.73	0.00	21.18	28.33
	C - Langton Rd	53.77	16.29	0.00	5.16
	D - L7037 West	16.60	21.61	5.02	0.00

Demand (Veh/TS)

18:45 - 19:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	40.73	73.32	23.35
	B - L7037 East	39.11	0.00	9.78	23.44
	C - Langton Rd	50.51	8.15	0.00	16.56
	D - L7037 West	10.09	16.72	3.39	0.00

Vehicle Mix

Heavy Vehicle Percentages

07:00 - 07:15

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	0	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

07:15 - 07:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	3	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	0	0	0	0
	D - L7037 West	0	17	0	0

Heavy Vehicle Percentages

07:30 - 07:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	10	0	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	0	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

07:45 - 08:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	4	0
	B - L7037 East	22	0	0	0
	C - Langton Rd	0	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

08:00 - 08:15

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	2	0
	B - L7037 East	8	0	0	7
	C - Langton Rd	4	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

08:15 - 08:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	4
	B - L7037 East	7	0	0	0
	C - Langton Rd	0	0	0	0
	D - L7037 West	0	0	0	0

08:30 - 08:45 **Heavy Vehicle Percentages**

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	5	0
	B - L7037 East	0	0	8	0
	C - Langton Rd	3	12	0	0
	D - L7037 West	3	0	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	5	0	2
	B - L7037 East	0	0	0	3
	C - Langton Rd	6	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

09:00 - 09:15

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	4	2	0
	B - L7037 East	0	0	0	7
	C - Langton Rd	6	0	0	0
	D - L7037 West	0	0	5	0

Heavy Vehicle Percentages

09:15 - 09:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	9	14
	B - L7037 East	0	0	0	0
	C - Langton Rd	0	19	0	0
	D - L7037 West	0	4	0	0

Heavy Vehicle Percentages

09:30 - 09:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	5	6	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	10	0	0	0
	D - L7037 West	0	6	0	0

Heavy Vehicle Percentages

09:45 - 10:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	9	14	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

10:00 - 10:15

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	4	5	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	0	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

10:15 - 10:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	0	0	0	0
	D - L7037 West	0	0	47	0

Heavy Vehicle Percentages

10:30 - 10:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	5	3	0
	B - L7037 East	6	0	0	0
	C - Langton Rd	0	0	0	0
	D - L7037 West	0	0	24	0

10:45 - 11:00

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	5	3	0
	B - L7037 East	0	0	0	14
	C - Langton Rd	5	0	0	0
	D - L7037 West	0	0	0	0

11:00 - 11:15

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	8	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	4	0	0	14
	D - L7037 West	12	0	0	0

11:15 - 11:30

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	4	28
	B - L7037 East	5	0	0	0
	C - Langton Rd	0	14	0	0
	D - L7037 West	0	9	0	0

11:30 - 11:45

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	4	12
	B - L7037 East	0	0	0	6
	C - Langton Rd	0	11	0	0
	D - L7037 West	0	10	48	0

11:45 - 12:00

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	0
	B - L7037 East	0	0	8	0
	C - Langton Rd	3	0	0	0
	D - L7037 West	0	0	0	0

12:00 - 12:15

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	4	0
	B - L7037 East	0	0	7	0
	C - Langton Rd	3	0	0	24
	D - L7037 West	0	5	0	0

12:15 - 12:30

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	0
	B - L7037 East	3	0	0	0
	C - Langton Rd	0	0	0	12
	D - L7037 West	0	0	14	0

12:30 - 12:45

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	0
	B - L7037 East	0	0	0	5
	C - Langton Rd	13	0	0	8
	D - L7037 West	0	0	0	0

12:45 - 13:00

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	3	13
	B - L7037 East	7	0	0	0
	C - Langton Rd	3	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

13:00 - 13:15

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	6
	B - L7037 East	0	0	0	0
	C - Langton Rd	0	0	0	12
	D - L7037 West	7	0	0	0

Heavy Vehicle Percentages

13:15 - 13:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	4	0	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	0	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

13:30 - 13:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	3	0	0	0
	D - L7037 West	0	0	12	0

Heavy Vehicle Percentages

13:45 - 14:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	0	0	0	0
	D - L7037 West	0	2	0	0

Heavy Vehicle Percentages

14:00 - 14:15

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	2	0
	B - L7037 East	4	0	0	0
	C - Langton Rd	2	0	0	8
	D - L7037 West	0	6	12	0

Heavy Vehicle Percentages

14:15 - 14:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	4	3
	B - L7037 East	0	0	11	0
	C - Langton Rd	0	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

14:30 - 14:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	4	0	0
	B - L7037 East	0	0	10	0
	C - Langton Rd	5	0	0	11
	D - L7037 West	0	0	6	0

Heavy Vehicle Percentages

14:45 - 15:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	5	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	3	0	0	0
	D - L7037 West	0	0	0	0

15:00 - 15:15

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	6	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	0	0	0	0
	D - L7037 West	0	0	0	0

15:15 - 15:30

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	4	4	0
	B - L7037 East	3	0	8	0
	C - Langton Rd	8	0	0	16
	D - L7037 West	0	0	0	0

15:30 - 15:45

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	2	0
	B - L7037 East	3	0	0	0
	C - Langton Rd	0	0	0	0
	D - L7037 West	0	0	0	0

15:45 - 16:00

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	4
	B - L7037 East	0	0	0	0
	C - Langton Rd	2	0	0	0
	D - L7037 West	0	0	32	0

16:00 - 16:15

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	1	0
	B - L7037 East	3	0	0	0
	C - Langton Rd	3	11	0	0
	D - L7037 West	0	0	0	0

16:15 - 16:30

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	2	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	2	0	0	0
	D - L7037 West	0	0	0	0

16:30 - 16:45

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	5
	B - L7037 East	0	0	0	0
	C - Langton Rd	0	0	0	31
	D - L7037 West	0	0	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	2	0
	B - L7037 East	5	0	0	0
	C - Langton Rd	0	0	0	0
	D - L7037 West	0	0	0	0

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	0	8	0	7
	D - L7037 West	5	0	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	0	16	0	0
	D - L7037 West	3	0	18	0

Heavy Vehicle Percentages

17:30 - 17:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	2	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	0	0	0	0
	D - L7037 West	5	0	0	0

Heavy Vehicle Percentages

17:45 - 18:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	0	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

18:00 - 18:15

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	2	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

18:15 - 18:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	0
	B - L7037 East	0	0	0	3
	C - Langton Rd	0	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

18:30 - 18:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	0	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

18:45 - 19:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	0	0	0	0
	D - L7037 West	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max DOS	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
A - Morristown Rd	1.01	65.90	33.5	E	128.34	6160.54
B - L7037 East	1.11	120.03	31.7	F	84.23	4043.19
C - Langton Rd	1.10	101.42	34.5	F	86.62	4157.98
D - L7037 West	0.94	55.69	23.0	E	66.64	3198.90

Main Results for each time segment

07:00 - 07:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

07:15 - 07:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

07:30 - 07:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

07:45 - 08:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

08:00 - 08:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

08:15 - 08:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

08:30 - 08:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

08:45 - 09:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

09:00 - 09:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

09:15 - 09:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

09:30 - 09:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

09:45 - 10:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

10:00 - 10:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

10:15 - 10:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

10:30 - 10:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

10:45 - 11:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

11:00 - 11:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

11:15 - 11:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

11:30 - 11:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

11:45 - 12:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

12:00 - 12:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

12:15 - 12:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

12:30 - 12:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

12:45 - 13:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

13:00 - 13:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

13:15 - 13:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

13:30 - 13:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

13:45 - 14:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

14:00 - 14:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

14:15 - 14:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

14:30 - 14:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

14:45 - 15:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

15:00 - 15:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

15:15 - 15:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

15:30 - 15:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

15:45 - 16:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

16:00 - 16:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

16:15 - 16:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

16:30 - 16:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

16:45 - 17:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

17:00 - 17:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

17:15 - 17:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

17:30 - 17:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

17:45 - 18:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

18:00 - 18:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

18:15 - 18:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

18:30 - 18:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

18:45 - 19:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

Opening year+Adj+Dev,

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Junction 2	Signalised		53.78	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

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
D10	Opening year+Adj+Dev	DIRECT	07:00	19:00	720	15	✓	Simple	D2+D6+D5

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Morristown Rd		DIRECT	✓	100.000
B - L7037 East		DIRECT	✓	100.000
C - Langton Rd		DIRECT	✓	100.000
D - L7037 West		DIRECT	✓	100.000

Origin-Destination Data

07:00 - 07:15

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	19.45	30.57	1.52
	B - L7037 East	2.78	0.00	2.78	10.95
	C - Langton Rd	15.28	1.39	0.00	1.91
	D - L7037 West	3.66	20.33	2.99	0.00

07:15 - 07:30

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	16.67	49.75	1.52
	B - L7037 East	11.12	0.00	5.56	6.78
	C - Langton Rd	27.79	4.17	0.00	3.30
	D - L7037 West	9.22	19.79	7.15	0.00

07:30 - 07:45

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	13.62	48.63	2.91
	B - L7037 East	4.17	0.00	2.78	10.95
	C - Langton Rd	26.40	16.67	0.00	6.08
	D - L7037 West	7.83	21.72	7.15	0.00

07:45 - 08:00

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	23.62	70.32	7.07
	B - L7037 East	11.96	0.00	0.00	12.34
	C - Langton Rd	52.80	15.28	0.00	3.30
	D - L7037 West	18.95	34.23	7.15	0.00

Demand (Veh/TS)

08:00 - 08:15

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	31.96	80.31	11.34
	B - L7037 East	16.40	0.00	11.12	20.29
	C - Langton Rd	70.32	19.45	0.00	9.40
	D - L7037 West	17.43	40.13	4.92	0.00

Demand (Veh/TS)

08:15 - 08:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	23.62	80.58	31.91
	B - L7037 East	17.79	0.00	12.50	20.56
	C - Langton Rd	84.75	26.40	0.00	19.13
	D - L7037 West	38.27	44.30	10.48	0.00

Demand (Veh/TS)

08:30 - 08:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	23.62	83.94	69.69
	B - L7037 East	23.62	0.00	16.40	56.68
	C - Langton Rd	78.65	10.84	0.00	24.68
	D - L7037 West	46.33	48.47	14.65	0.00

Demand (Veh/TS)

08:45 - 09:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	56.42	86.14	81.92
	B - L7037 East	19.45	0.00	18.06	50.85
	C - Langton Rd	71.43	33.35	0.00	42.74
	D - L7037 West	73.00	70.70	25.77	0.00

Demand (Veh/TS)

09:00 - 09:15

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	33.07	83.09	26.62
	B - L7037 East	34.73	0.00	11.12	21.53
	C - Langton Rd	70.04	13.89	0.00	6.56
	D - L7037 West	77.63	84.17	28.65	0.00

Demand (Veh/TS)

09:15 - 09:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	26.40	42.26	9.67
	B - L7037 East	27.79	0.00	18.06	14.86
	C - Langton Rd	29.18	6.68	0.00	6.56
	D - L7037 West	17.89	39.44	10.86	0.00

Demand (Veh/TS)

09:30 - 09:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	27.52	42.53	14.11
	B - L7037 East	20.84	0.00	9.73	13.47
	C - Langton Rd	25.85	8.34	0.00	9.34
	D - L7037 West	10.94	24.16	5.30	0.00

Demand (Veh/TS)

09:45 - 10:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	36.12	34.73	5.78
	B - L7037 East	27.79	0.00	9.73	14.86
	C - Langton Rd	45.03	9.45	0.00	10.73
	D - L7037 West	10.94	23.04	13.64	0.00

10:00 - 10:15

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	35.85	28.91	2.99
	B - L7037 East	22.23	0.00	9.73	10.14
	C - Langton Rd	25.01	6.95	0.00	2.16
	D - L7037 West	12.97	20.63	3.59	0.00

10:15 - 10:30

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	34.73	27.79	12.71
	B - L7037 East	23.62	0.00	8.34	18.48
	C - Langton Rd	22.23	6.95	0.00	3.55
	D - L7037 West	10.20	16.46	3.32	0.00

10:30 - 10:45

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	24.74	38.63	7.16
	B - L7037 East	23.35	0.00	6.95	22.65
	C - Langton Rd	27.79	8.34	0.00	4.94
	D - L7037 West	11.58	17.85	6.10	0.00

10:45 - 11:00

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	24.74	49.75	4.38
	B - L7037 East	27.79	0.00	11.12	20.72
	C - Langton Rd	24.74	6.95	0.00	6.33
	D - L7037 West	8.81	34.52	6.37	0.00

11:00 - 11:15

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	20.84	32.80	8.57
	B - L7037 East	33.35	0.00	9.73	21.53
	C - Langton Rd	31.68	6.95	0.00	10.34
	D - L7037 West	12.73	17.89	3.60	0.00

11:15 - 11:30

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	23.62	37.24	18.60
	B - L7037 East	26.13	0.00	4.17	28.48
	C - Langton Rd	34.73	9.45	0.00	6.44
	D - L7037 West	7.44	31.24	3.60	0.00

11:30 - 11:45

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	31.96	33.07	11.07
	B - L7037 East	27.79	0.00	9.73	24.04
	C - Langton Rd	22.23	12.23	0.00	6.44
	D - L7037 West	10.22	14.84	5.84	0.00

11:45 - 12:00

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	31.96	50.02	15.51
	B - L7037 East	25.01	0.00	16.40	24.31
	C - Langton Rd	41.41	15.28	0.00	12.00
	D - L7037 West	14.39	23.44	6.38	0.00

12:00 - 12:15

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	27.79	37.24	10.03
	B - L7037 East	37.51	0.00	17.79	25.26
	C - Langton Rd	42.80	9.73	0.00	6.58
	D - L7037 West	9.45	30.97	6.65	0.00

Demand (Veh/TS)

12:15 - 12:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	30.57	41.68	14.20
	B - L7037 East	45.58	0.00	27.79	16.92
	C - Langton Rd	47.24	11.12	0.00	12.13
	D - L7037 West	19.18	22.91	10.55	0.00

Demand (Veh/TS)

12:30 - 12:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	25.01	56.96	21.14
	B - L7037 East	41.68	0.00	9.73	27.76
	C - Langton Rd	51.44	5.56	0.00	17.69
	D - L7037 West	13.62	20.13	8.04	0.00

Demand (Veh/TS)

12:45 - 13:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	22.23	44.19	9.76
	B - L7037 East	35.58	0.00	12.50	21.09
	C - Langton Rd	44.19	8.34	0.00	11.01
	D - L7037 West	17.79	22.91	6.65	0.00

Demand (Veh/TS)

13:00 - 13:15

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	18.06	73.64	20.87
	B - L7037 East	45.85	0.00	20.84	29.29
	C - Langton Rd	41.68	11.12	0.00	12.08
	D - L7037 West	21.45	36.47	7.94	0.00

Demand (Veh/TS)

13:15 - 13:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	33.07	54.19	50.32
	B - L7037 East	27.79	0.00	16.67	27.90
	C - Langton Rd	54.19	15.28	0.00	17.90
	D - L7037 West	16.16	22.58	5.16	0.00

Demand (Veh/TS)

13:30 - 13:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	43.07	62.52	35.04
	B - L7037 East	36.12	0.00	20.84	34.85
	C - Langton Rd	38.63	15.28	0.00	19.29
	D - L7037 West	18.94	23.97	11.83	0.00

Demand (Veh/TS)

13:45 - 14:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	33.35	59.74	16.98
	B - L7037 East	31.96	0.00	16.67	20.96
	C - Langton Rd	58.35	12.50	0.00	10.96
	D - L7037 West	50.90	58.43	17.66	0.00

Demand (Veh/TS)

14:00 - 14:15

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	19.45	55.30	22.59
	B - L7037 East	35.85	0.00	11.12	35.38
	C - Langton Rd	56.69	12.50	0.00	17.86
	D - L7037 West	16.39	25.40	11.93	0.00

14:15 - 14:30

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	41.68	60.59	48.72
	B - L7037 East	40.29	0.00	24.47	63.17
	C - Langton Rd	54.19	15.28	0.00	32.03
	D - L7037 West	27.50	45.12	12.20	0.00

14:30 - 14:45

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	34.46	79.19	42.04
	B - L7037 East	40.29	0.00	13.62	42.33
	C - Langton Rd	78.38	11.12	0.00	25.93
	D - L7037 West	35.84	45.12	24.44	0.00

14:45 - 15:00

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	38.90	72.82	36.49
	B - L7037 East	31.96	0.00	13.89	25.66
	C - Langton Rd	77.26	19.45	0.00	9.80
	D - L7037 West	15.00	24.28	6.65	0.00

15:00 - 15:15

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	43.07	45.31	19.93
	B - L7037 East	34.73	0.00	11.12	44.40
	C - Langton Rd	76.42	11.12	0.00	4.53
	D - L7037 West	32.83	32.30	13.49	0.00

15:15 - 15:30

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	37.24	68.93	33.82
	B - L7037 East	48.36	0.00	16.40	40.23
	C - Langton Rd	64.21	13.89	0.00	9.82
	D - L7037 West	24.50	28.14	12.10	0.00

15:30 - 15:45

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	34.73	53.91	14.37
	B - L7037 East	49.75	0.00	13.89	33.29
	C - Langton Rd	43.07	19.45	0.00	7.31
	D - L7037 West	27.28	33.69	5.16	0.00

15:45 - 16:00

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	30.57	65.30	33.55
	B - L7037 East	34.73	0.00	12.50	29.12
	C - Langton Rd	59.47	8.34	0.00	8.70
	D - L7037 West	20.33	37.86	8.78	0.00

16:00 - 16:15

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	26.40	98.37	46.37
	B - L7037 East	45.58	0.00	20.84	46.21
	C - Langton Rd	48.36	12.23	0.00	10.27
	D - L7037 West	21.60	27.97	14.83	0.00

16:15 - 16:30

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	27.79	63.64	29.69
	B - L7037 East	45.85	0.00	13.89	43.43
	C - Langton Rd	59.47	12.50	0.00	11.66
	D - L7037 West	32.71	27.97	19.00	0.00

Demand (Veh/TS)

16:30 - 16:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	37.51	68.08	28.03
	B - L7037 East	38.90	0.00	19.45	26.76
	C - Langton Rd	69.47	6.95	0.00	5.83
	D - L7037 West	28.54	32.14	6.49	0.00

Demand (Veh/TS)

16:45 - 17:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	37.51	59.47	32.47
	B - L7037 East	28.91	0.00	13.89	37.88
	C - Langton Rd	52.80	5.56	0.00	13.04
	D - L7037 West	21.60	40.47	9.27	0.00

Demand (Veh/TS)

17:00 - 17:15

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	29.18	63.91	29.87
	B - L7037 East	54.19	0.00	12.50	45.07
	C - Langton Rd	79.19	16.40	0.00	20.42
	D - L7037 West	29.96	28.38	9.40	0.00

Demand (Veh/TS)

17:15 - 17:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	25.01	68.08	25.70
	B - L7037 East	38.90	0.00	33.35	32.57
	C - Langton Rd	58.35	16.13	0.00	20.69
	D - L7037 West	42.47	28.38	15.81	0.00

Demand (Veh/TS)

17:30 - 17:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	23.62	63.64	17.36
	B - L7037 East	38.90	0.00	23.62	42.29
	C - Langton Rd	91.70	12.50	0.00	19.30
	D - L7037 West	28.57	24.21	9.40	0.00

Demand (Veh/TS)

17:45 - 18:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	34.73	63.91	15.97
	B - L7037 East	45.85	0.00	12.50	32.57
	C - Langton Rd	48.63	8.34	0.00	16.52
	D - L7037 West	31.62	32.55	9.40	0.00

Demand (Veh/TS)

18:00 - 18:15

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	27.79	63.91	18.60
	B - L7037 East	44.46	0.00	26.40	40.69
	C - Langton Rd	56.69	15.28	0.00	10.28
	D - L7037 West	13.44	25.44	9.35	0.00

Demand (Veh/TS)

18:15 - 18:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	27.79	59.74	14.43
	B - L7037 East	20.84	0.00	16.67	47.37
	C - Langton Rd	56.96	9.73	0.00	20.01
	D - L7037 West	14.83	25.44	9.35	0.00

18:30 - 18:45

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	27.79	44.46	13.04
	B - L7037 East	34.73	0.00	18.06	28.19
	C - Langton Rd	45.85	13.89	0.00	6.11
	D - L7037 West	16.22	21.27	5.18	0.00

18:45 - 19:00

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	34.73	62.52	19.99
	B - L7037 East	33.35	0.00	8.34	24.02
	C - Langton Rd	43.07	6.95	0.00	15.84
	D - L7037 West	10.66	17.10	3.79	0.00

Vehicle Mix

07:00 - 07:15

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	0	0	0	0
	D - L7037 West	0	0	0	0

07:15 - 07:30

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	2	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	0	0	0	0
	D - L7037 West	0	11	0	0

07:30 - 07:45

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	8	0	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	0	0	0	0
	D - L7037 West	0	0	0	0

07:45 - 08:00

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	3	0
	B - L7037 East	19	0	0	0
	C - Langton Rd	0	0	0	0
	D - L7037 West	0	0	0	0

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	1	0
	B - L7037 East	7	0	0	6
	C - Langton Rd	3	0	0	0
	D - L7037 West	0	0	0	0

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	4
	B - L7037 East	6	0	0	0
	C - Langton Rd	0	0	0	0
	D - L7037 West	0	0	0	0

08:30 - 08:45

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	4	0
	B - L7037 East	0	0	7	0
	C - Langton Rd	3	10	0	0
	D - L7037 West	2	0	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	4	0	1
	B - L7037 East	0	0	0	2
	C - Langton Rd	5	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

09:00 - 09:15

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	3	1	0
	B - L7037 East	0	0	0	5
	C - Langton Rd	5	0	0	0
	D - L7037 West	0	0	4	0

Heavy Vehicle Percentages

09:15 - 09:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	8	12
	B - L7037 East	0	0	0	0
	C - Langton Rd	0	17	0	0
	D - L7037 West	0	3	0	0

Heavy Vehicle Percentages

09:30 - 09:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	4	5	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	9	0	0	0
	D - L7037 West	0	5	0	0

Heavy Vehicle Percentages

09:45 - 10:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	7	12	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

10:00 - 10:15

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	3	4	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	0	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

10:15 - 10:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	0	0	0	0
	D - L7037 West	0	0	34	0

Heavy Vehicle Percentages

10:30 - 10:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	5	3	0
	B - L7037 East	5	0	0	0
	C - Langton Rd	0	0	0	0
	D - L7037 West	0	0	18	0

10:45 - 11:00

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	5	2	0
	B - L7037 East	0	0	0	11
	C - Langton Rd	5	0	0	0
	D - L7037 West	0	0	0	0

11:00 - 11:15

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	7	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	4	0	0	11
	D - L7037 West	9	0	0	0

11:15 - 11:30

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	3	24
	B - L7037 East	4	0	0	0
	C - Langton Rd	0	12	0	0
	D - L7037 West	0	7	0	0

11:30 - 11:45

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	3	10
	B - L7037 East	0	0	0	5
	C - Langton Rd	0	9	0	0
	D - L7037 West	0	8	38	0

11:45 - 12:00

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	0
	B - L7037 East	0	0	7	0
	C - Langton Rd	3	0	0	0
	D - L7037 West	0	0	0	0

12:00 - 12:15

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	3	0
	B - L7037 East	0	0	6	0
	C - Langton Rd	3	0	0	17
	D - L7037 West	0	4	0	0

12:15 - 12:30

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	0
	B - L7037 East	2	0	0	0
	C - Langton Rd	0	0	0	9
	D - L7037 West	0	0	11	0

12:30 - 12:45

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	0
	B - L7037 East	0	0	0	4
	C - Langton Rd	11	0	0	6
	D - L7037 West	0	0	0	0

12:45 - 13:00

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	3	11
	B - L7037 East	6	0	0	0
	C - Langton Rd	3	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

13:00 - 13:15

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	5
	B - L7037 East	0	0	0	0
	C - Langton Rd	0	0	0	9
	D - L7037 West	5	0	0	0

Heavy Vehicle Percentages

13:15 - 13:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	3	0	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	0	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

13:30 - 13:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	3	0	0	0
	D - L7037 West	0	0	9	0

Heavy Vehicle Percentages

13:45 - 14:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	0	0	0	0
	D - L7037 West	0	2	0	0

Heavy Vehicle Percentages

14:00 - 14:15

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	2	0
	B - L7037 East	3	0	0	0
	C - Langton Rd	2	0	0	6
	D - L7037 West	0	4	9	0

Heavy Vehicle Percentages

14:15 - 14:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	4	2
	B - L7037 East	0	0	9	0
	C - Langton Rd	0	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

14:30 - 14:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	3	0	0
	B - L7037 East	0	0	8	0
	C - Langton Rd	4	0	0	9
	D - L7037 West	0	0	5	0

Heavy Vehicle Percentages

14:45 - 15:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	5	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	3	0	0	0
	D - L7037 West	0	0	0	0

15:00 - 15:15

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	5	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	0	0	0	0
	D - L7037 West	0	0	0	0

15:15 - 15:30

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	3	3	0
	B - L7037 East	2	0	7	0
	C - Langton Rd	7	0	0	11
	D - L7037 West	0	0	0	0

15:30 - 15:45

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	2	0
	B - L7037 East	2	0	0	0
	C - Langton Rd	0	0	0	0
	D - L7037 West	0	0	0	0

15:45 - 16:00

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	3
	B - L7037 East	0	0	0	0
	C - Langton Rd	2	0	0	0
	D - L7037 West	0	0	25	0

16:00 - 16:15

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	1	0
	B - L7037 East	2	0	0	0
	C - Langton Rd	2	9	0	0
	D - L7037 West	0	0	0	0

16:15 - 16:30

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	2	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	2	0	0	0
	D - L7037 West	0	0	0	0

16:30 - 16:45

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	4
	B - L7037 East	0	0	0	0
	C - Langton Rd	0	0	0	19
	D - L7037 West	0	0	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	2	0
	B - L7037 East	4	0	0	0
	C - Langton Rd	0	0	0	0
	D - L7037 West	0	0	0	0

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	0	7	0	5
	D - L7037 West	4	0	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	0	14	0	0
	D - L7037 West	3	0	14	0

Heavy Vehicle Percentages

17:30 - 17:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	2	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	0	0	0	0
	D - L7037 West	4	0	0	0

Heavy Vehicle Percentages

17:45 - 18:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	0	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

18:00 - 18:15

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	2	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

18:15 - 18:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	0
	B - L7037 East	0	0	0	2
	C - Langton Rd	0	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

18:30 - 18:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	0	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

18:45 - 19:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	0	0	0	0
	D - L7037 West	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max DOS	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
A - Morristown Rd	0.86	40.98	19.7	D	109.21	5242.14
B - L7037 East	0.96	73.64	18.1	E	74.56	3578.91
C - Langton Rd	0.94	62.43	17.7	E	74.81	3591.12
D - L7037 West	0.83	42.28	17.3	D	63.26	3036.41

Main Results for each time segment

07:00 - 07:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

07:15 - 07:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

07:30 - 07:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

07:45 - 08:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

08:00 - 08:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

08:15 - 08:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

08:30 - 08:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

08:45 - 09:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

09:00 - 09:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

09:15 - 09:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

09:30 - 09:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

09:45 - 10:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

10:00 - 10:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

10:15 - 10:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

10:30 - 10:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

10:45 - 11:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

11:00 - 11:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

11:15 - 11:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

11:30 - 11:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

11:45 - 12:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

12:00 - 12:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

12:15 - 12:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

12:30 - 12:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

12:45 - 13:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

13:00 - 13:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

13:15 - 13:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

13:30 - 13:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

13:45 - 14:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

14:00 - 14:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

14:15 - 14:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

14:30 - 14:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

14:45 - 15:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

15:00 - 15:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

15:15 - 15:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

15:30 - 15:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

15:45 - 16:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

16:00 - 16:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

16:15 - 16:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

16:30 - 16:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

16:45 - 17:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

17:00 - 17:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

17:15 - 17:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

17:30 - 17:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

17:45 - 18:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

18:00 - 18:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

18:15 - 18:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

18:30 - 18:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

18:45 - 19:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

+5+Adj+Dev,

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Junction 2	Signalised		69.14	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

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
D11	+5+Adj+Dev	DIRECT	07:00	19:00	720	15	✓	Simple	D3+D6+D5

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Morristown Rd		DIRECT	✓	100.000
B - L7037 East		DIRECT	✓	100.000
C - Langton Rd		DIRECT	✓	100.000
D - L7037 West		DIRECT	✓	100.000

Origin-Destination Data

07:00 - 07:15

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	21.44	33.70	1.66
	B - L7037 East	3.06	0.00	3.06	11.95
	C - Langton Rd	16.85	1.53	0.00	2.05
	D - L7037 West	3.66	21.90	3.13	0.00

07:15 - 07:30

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	18.38	54.96	1.66
	B - L7037 East	12.25	0.00	6.13	7.35
	C - Langton Rd	30.63	4.60	0.00	3.59
	D - L7037 West	9.79	21.53	7.72	0.00

07:30 - 07:45

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	15.13	53.61	3.19
	B - L7037 East	4.60	0.00	3.06	11.95
	C - Langton Rd	29.10	18.38	0.00	6.65
	D - L7037 West	8.26	23.43	7.72	0.00

07:45 - 08:00

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	26.04	77.75	7.79
	B - L7037 East	13.41	0.00	0.00	13.48
	C - Langton Rd	58.21	16.85	0.00	3.59
	D - L7037 West	20.51	37.22	7.72	0.00

Demand (Veh/TS)

08:00 - 08:15

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	35.23	88.65	12.48
	B - L7037 East	18.19	0.00	12.25	22.22
	C - Langton Rd	77.75	21.44	0.00	10.25
	D - L7037 West	18.71	43.55	5.21	0.00

Demand (Veh/TS)

08:15 - 08:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	26.04	88.84	35.27
	B - L7037 East	19.73	0.00	13.79	22.41
	C - Langton Rd	93.44	29.10	0.00	20.98
	D - L7037 West	41.68	48.14	11.34	0.00

Demand (Veh/TS)

08:30 - 08:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	26.04	92.88	76.81
	B - L7037 East	26.04	0.00	18.19	62.23
	C - Langton Rd	86.94	12.07	0.00	27.10
	D - L7037 West	50.69	52.74	15.93	0.00

Demand (Veh/TS)

08:45 - 09:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	62.43	94.97	90.41
	B - L7037 East	21.44	0.00	19.91	55.92
	C - Langton Rd	79.09	36.76	0.00	47.02
	D - L7037 West	79.98	77.25	28.19	0.00

Demand (Veh/TS)

09:00 - 09:15

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	36.58	91.72	29.32
	B - L7037 East	38.29	0.00	12.25	23.61
	C - Langton Rd	77.56	15.32	0.00	7.13
	D - L7037 West	85.32	92.43	31.58	0.00

Demand (Veh/TS)

09:15 - 09:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	29.10	46.93	10.76
	B - L7037 East	30.63	0.00	19.91	16.14
	C - Langton Rd	32.17	7.47	0.00	7.13
	D - L7037 West	19.45	43.23	11.86	0.00

Demand (Veh/TS)

09:30 - 09:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	30.45	47.11	15.54
	B - L7037 East	22.98	0.00	10.72	14.61
	C - Langton Rd	28.73	9.19	0.00	10.19
	D - L7037 West	11.79	26.38	5.73	0.00

Demand (Veh/TS)

09:45 - 10:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	39.83	38.29	6.35
	B - L7037 East	30.63	0.00	10.72	16.14
	C - Langton Rd	49.99	10.54	0.00	11.72
	D - L7037 West	11.79	25.03	14.92	0.00

10:00 - 10:15

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	39.64	31.98	3.27
	B - L7037 East	24.51	0.00	10.72	11.00
	C - Langton Rd	27.57	7.66	0.00	2.30
	D - L7037 West	14.11	22.48	3.87	0.00

10:15 - 10:30

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	38.29	30.63	13.99
	B - L7037 East	26.04	0.00	9.19	20.19
	C - Langton Rd	24.51	7.66	0.00	3.83
	D - L7037 West	11.05	17.88	3.69	0.00

10:30 - 10:45

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	27.39	42.70	7.87
	B - L7037 East	25.85	0.00	7.66	24.78
	C - Langton Rd	30.63	9.19	0.00	5.37
	D - L7037 West	12.58	19.41	6.75	0.00

10:45 - 11:00

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	27.39	54.96	4.80
	B - L7037 East	30.63	0.00	12.25	22.88
	C - Langton Rd	27.39	7.66	0.00	6.90
	D - L7037 West	9.52	37.79	6.94	0.00

11:00 - 11:15

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	22.98	36.39	9.42
	B - L7037 East	36.76	0.00	10.72	23.52
	C - Langton Rd	35.04	7.66	0.00	11.42
	D - L7037 West	13.96	19.45	3.89	0.00

11:15 - 11:30

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	26.04	41.17	20.93
	B - L7037 East	28.92	0.00	4.60	31.18
	C - Langton Rd	38.29	10.54	0.00	7.01
	D - L7037 West	8.01	34.40	3.89	0.00

11:30 - 11:45

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	35.23	36.58	12.30
	B - L7037 East	30.63	0.00	10.72	26.40
	C - Langton Rd	24.51	13.60	0.00	7.01
	D - L7037 West	11.08	16.20	6.58	0.00

11:45 - 12:00

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	35.23	55.14	17.08
	B - L7037 East	27.57	0.00	18.19	26.59
	C - Langton Rd	45.77	16.85	0.00	13.14
	D - L7037 West	15.67	25.58	6.95	0.00

12:00 - 12:15

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	30.63	41.17	11.02
	B - L7037 East	41.36	0.00	19.73	27.54
	C - Langton Rd	47.30	10.72	0.00	7.23
	D - L7037 West	10.16	33.90	7.22	0.00

Demand (Veh/TS)

12:15 - 12:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	33.70	45.95	15.62
	B - L7037 East	50.36	0.00	30.63	18.34
	C - Langton Rd	52.08	12.25	0.00	13.36
	D - L7037 West	20.89	24.90	11.63	0.00

Demand (Veh/TS)

12:30 - 12:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	27.57	62.80	23.28
	B - L7037 East	45.95	0.00	10.72	30.41
	C - Langton Rd	57.28	6.13	0.00	19.48
	D - L7037 West	14.76	21.84	8.75	0.00

Demand (Veh/TS)

12:45 - 13:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	24.51	48.83	10.84
	B - L7037 East	39.45	0.00	13.79	22.94
	C - Langton Rd	48.83	9.19	0.00	12.01
	D - L7037 West	19.35	24.90	7.22	0.00

Demand (Veh/TS)

13:00 - 13:15

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	19.91	81.18	23.09
	B - L7037 East	50.55	0.00	22.98	32.00
	C - Langton Rd	45.95	12.25	0.00	13.30
	D - L7037 West	23.53	39.89	8.65	0.00

Demand (Veh/TS)

13:15 - 13:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	36.58	59.74	55.45
	B - L7037 East	30.63	0.00	18.38	30.46
	C - Langton Rd	59.74	16.85	0.00	19.61
	D - L7037 West	17.58	24.57	5.58	0.00

Demand (Veh/TS)

13:30 - 13:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	47.48	68.93	38.60
	B - L7037 East	39.83	0.00	22.98	38.12
	C - Langton Rd	42.70	16.85	0.00	21.14
	D - L7037 West	20.65	26.10	13.06	0.00

Demand (Veh/TS)

13:45 - 14:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	36.76	65.86	18.68
	B - L7037 East	35.23	0.00	18.38	22.81
	C - Langton Rd	64.33	13.79	0.00	11.95
	D - L7037 West	55.88	64.21	19.37	0.00

Demand (Veh/TS)

14:00 - 14:15

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	21.44	61.08	24.87
	B - L7037 East	39.64	0.00	12.25	38.66
	C - Langton Rd	62.61	13.79	0.00	19.65
	D - L7037 West	17.81	27.76	13.16	0.00

14:15 - 14:30

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	45.95	67.02	53.79
	B - L7037 East	44.42	0.00	27.20	69.29
	C - Langton Rd	59.74	16.85	0.00	35.16
	D - L7037 West	30.07	49.39	13.34	0.00

14:30 - 14:45

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	38.11	87.31	46.31
	B - L7037 East	44.42	0.00	15.13	46.32
	C - Langton Rd	86.75	12.25	0.00	28.66
	D - L7037 West	39.26	49.39	26.94	0.00

14:45 - 15:00

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	42.89	80.62	40.19
	B - L7037 East	35.23	0.00	15.32	27.94
	C - Langton Rd	85.40	21.44	0.00	10.65
	D - L7037 West	16.28	26.42	7.21	0.00

15:00 - 15:15

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	47.48	50.17	21.92
	B - L7037 East	38.29	0.00	12.25	48.53
	C - Langton Rd	84.25	12.25	0.00	4.81
	D - L7037 West	35.97	35.29	14.77	0.00

15:15 - 15:30

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	41.17	76.21	37.24
	B - L7037 East	53.42	0.00	18.19	43.94
	C - Langton Rd	71.25	15.32	0.00	10.76
	D - L7037 West	26.78	30.70	13.24	0.00

15:30 - 15:45

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	38.29	59.55	15.79
	B - L7037 East	54.96	0.00	15.32	36.28
	C - Langton Rd	47.48	21.44	0.00	7.88
	D - L7037 West	29.84	36.83	5.58	0.00

15:45 - 16:00

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	33.70	71.99	37.05
	B - L7037 East	38.29	0.00	13.79	31.68
	C - Langton Rd	65.68	9.19	0.00	9.41
	D - L7037 West	22.18	41.42	9.81	0.00

16:00 - 16:15

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	29.10	108.57	51.06
	B - L7037 East	50.36	0.00	22.98	50.48
	C - Langton Rd	53.42	13.60	0.00	11.12
	D - L7037 West	23.59	30.53	16.25	0.00

16:15 - 16:30

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	30.63	70.27	32.68
	B - L7037 East	50.55	0.00	15.32	47.42
	C - Langton Rd	65.68	13.79	0.00	12.65
	D - L7037 West	35.84	30.53	20.85	0.00

Demand (Veh/TS)

16:30 - 16:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	41.36	75.05	30.97
	B - L7037 East	42.89	0.00	21.44	29.04
	C - Langton Rd	76.59	7.66	0.00	6.34
	D - L7037 West	31.25	35.13	7.06	0.00

Demand (Veh/TS)

16:45 - 17:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	41.36	65.68	35.75
	B - L7037 East	31.98	0.00	15.32	41.29
	C - Langton Rd	58.21	6.13	0.00	14.18
	D - L7037 West	23.59	44.32	10.13	0.00

Demand (Veh/TS)

17:00 - 17:15

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	32.17	70.46	32.86
	B - L7037 East	59.74	0.00	13.79	49.06
	C - Langton Rd	87.31	18.19	0.00	22.35
	D - L7037 West	32.89	30.94	10.26	0.00

Demand (Veh/TS)

17:15 - 17:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	27.57	75.05	28.26
	B - L7037 East	42.89	0.00	36.76	35.27
	C - Langton Rd	64.33	18.01	0.00	22.54
	D - L7037 West	46.68	30.94	17.54	0.00

Demand (Veh/TS)

17:30 - 17:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	26.04	70.27	19.07
	B - L7037 East	42.89	0.00	26.04	45.99
	C - Langton Rd	101.09	13.79	0.00	21.01
	D - L7037 West	31.36	26.35	10.26	0.00

Demand (Veh/TS)

17:45 - 18:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	38.29	70.46	17.54
	B - L7037 East	50.55	0.00	13.79	35.27
	C - Langton Rd	53.61	9.19	0.00	17.94
	D - L7037 West	34.61	35.54	10.26	0.00

Demand (Veh/TS)

18:00 - 18:15

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	30.63	70.46	20.45
	B - L7037 East	49.02	0.00	29.10	44.39
	C - Langton Rd	62.61	16.85	0.00	11.14
	D - L7037 West	14.58	27.71	10.20	0.00

Demand (Veh/TS)

18:15 - 18:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	30.63	65.86	15.85
	B - L7037 East	22.98	0.00	18.38	51.86
	C - Langton Rd	62.80	10.72	0.00	21.86
	D - L7037 West	16.11	27.71	10.20	0.00

18:30 - 18:45

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	30.63	49.02	14.32
	B - L7037 East	38.29	0.00	19.91	30.61
	C - Langton Rd	50.55	15.32	0.00	6.54
	D - L7037 West	17.64	23.12	5.61	0.00

18:45 - 19:00

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	38.29	68.93	21.98
	B - L7037 East	36.76	0.00	9.19	26.01
	C - Langton Rd	47.48	7.66	0.00	17.26
	D - L7037 West	11.52	18.52	4.08	0.00

Vehicle Mix

07:00 - 07:15

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	0	0	0	0
	D - L7037 West	0	0	0	0

07:15 - 07:30

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	2	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	0	0	0	0
	D - L7037 West	0	13	0	0

07:30 - 07:45

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	9	0	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	0	0	0	0
	D - L7037 West	0	0	0	0

07:45 - 08:00

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	3	0
	B - L7037 East	20	0	0	0
	C - Langton Rd	0	0	0	0
	D - L7037 West	0	0	0	0

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	2	0
	B - L7037 East	7	0	0	6
	C - Langton Rd	3	0	0	0
	D - L7037 West	0	0	0	0

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	4
	B - L7037 East	7	0	0	0
	C - Langton Rd	0	0	0	0
	D - L7037 West	0	0	0	0

08:30 - 08:45

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	4	0
	B - L7037 East	0	0	7	0
	C - Langton Rd	3	11	0	0
	D - L7037 West	3	0	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	4	0	1
	B - L7037 East	0	0	0	2
	C - Langton Rd	5	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

09:00 - 09:15

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	4	1	0
	B - L7037 East	0	0	0	6
	C - Langton Rd	5	0	0	0
	D - L7037 West	0	0	4	0

Heavy Vehicle Percentages

09:15 - 09:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	9	13
	B - L7037 East	0	0	0	0
	C - Langton Rd	0	18	0	0
	D - L7037 West	0	3	0	0

Heavy Vehicle Percentages

09:30 - 09:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	4	6	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	9	0	0	0
	D - L7037 West	0	5	0	0

Heavy Vehicle Percentages

09:45 - 10:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	8	13	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

10:00 - 10:15

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	3	4	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	0	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

10:15 - 10:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	0	0	0	0
	D - L7037 West	0	0	36	0

Heavy Vehicle Percentages

10:30 - 10:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	5	3	0
	B - L7037 East	5	0	0	0
	C - Langton Rd	0	0	0	0
	D - L7037 West	0	0	20	0

10:45 - 11:00

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	5	2	0
	B - L7037 East	0	0	0	12
	C - Langton Rd	5	0	0	0
	D - L7037 West	0	0	0	0

11:00 - 11:15

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	7	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	4	0	0	12
	D - L7037 West	10	0	0	0

11:15 - 11:30

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	3	26
	B - L7037 East	5	0	0	0
	C - Langton Rd	0	13	0	0
	D - L7037 West	0	8	0	0

11:30 - 11:45

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	4	11
	B - L7037 East	0	0	0	5
	C - Langton Rd	0	10	0	0
	D - L7037 West	0	8	41	0

11:45 - 12:00

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	0
	B - L7037 East	0	0	7	0
	C - Langton Rd	3	0	0	0
	D - L7037 West	0	0	0	0

12:00 - 12:15

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	3	0
	B - L7037 East	0	0	7	0
	C - Langton Rd	3	0	0	19
	D - L7037 West	0	4	0	0

12:15 - 12:30

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	0
	B - L7037 East	3	0	0	0
	C - Langton Rd	0	0	0	10
	D - L7037 West	0	0	12	0

12:30 - 12:45

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	0
	B - L7037 East	0	0	0	4
	C - Langton Rd	12	0	0	7
	D - L7037 West	0	0	0	0

12:45 - 13:00

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	3	12
	B - L7037 East	7	0	0	0
	C - Langton Rd	3	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

13:00 - 13:15

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	6
	B - L7037 East	0	0	0	0
	C - Langton Rd	0	0	0	10
	D - L7037 West	6	0	0	0

Heavy Vehicle Percentages

13:15 - 13:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	4	0	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	0	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

13:30 - 13:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	3	0	0	0
	D - L7037 West	0	0	10	0

Heavy Vehicle Percentages

13:45 - 14:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	0	0	0	0
	D - L7037 West	0	2	0	0

Heavy Vehicle Percentages

14:00 - 14:15

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	2	0
	B - L7037 East	3	0	0	0
	C - Langton Rd	2	0	0	7
	D - L7037 West	0	5	10	0

Heavy Vehicle Percentages

14:15 - 14:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	4	3
	B - L7037 East	0	0	10	0
	C - Langton Rd	0	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

14:30 - 14:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	4	0	0
	B - L7037 East	0	0	9	0
	C - Langton Rd	5	0	0	9
	D - L7037 West	0	0	5	0

Heavy Vehicle Percentages

14:45 - 15:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	5	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	3	0	0	0
	D - L7037 West	0	0	0	0

15:00 - 15:15

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	5	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	0	0	0	0
	D - L7037 West	0	0	0	0

15:15 - 15:30

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	3	4	0
	B - L7037 East	3	0	7	0
	C - Langton Rd	8	0	0	13
	D - L7037 West	0	0	0	0

15:30 - 15:45

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	2	0
	B - L7037 East	2	0	0	0
	C - Langton Rd	0	0	0	0
	D - L7037 West	0	0	0	0

15:45 - 16:00

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	4
	B - L7037 East	0	0	0	0
	C - Langton Rd	2	0	0	0
	D - L7037 West	0	0	27	0

16:00 - 16:15

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	1	0
	B - L7037 East	3	0	0	0
	C - Langton Rd	3	10	0	0
	D - L7037 West	0	0	0	0

16:15 - 16:30

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	2	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	2	0	0	0
	D - L7037 West	0	0	0	0

16:30 - 16:45

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	4
	B - L7037 East	0	0	0	0
	C - Langton Rd	0	0	0	21
	D - L7037 West	0	0	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	2	0
	B - L7037 East	4	0	0	0
	C - Langton Rd	0	0	0	0
	D - L7037 West	0	0	0	0

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	0	7	0	6
	D - L7037 West	4	0	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	0	15	0	0
	D - L7037 West	3	0	15	0

Heavy Vehicle Percentages

17:30 - 17:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	2	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	0	0	0	0
	D - L7037 West	4	0	0	0

Heavy Vehicle Percentages

17:45 - 18:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	0	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

18:00 - 18:15

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	2	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

18:15 - 18:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	0
	B - L7037 East	0	0	0	3
	C - Langton Rd	0	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

18:30 - 18:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	0	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

18:45 - 19:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	0	0	0	0
	D - L7037 West	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max DOS	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
A - Morristown Rd	0.95	52.37	25.3	D	120.51	5784.45
B - L7037 East	1.06	94.08	26.4	F	81.94	3933.17
C - Langton Rd	1.03	83.84	26.2	F	82.48	3959.05
D - L7037 West	0.91	51.24	21.0	D	69.05	3314.52

Main Results for each time segment

07:00 - 07:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

07:15 - 07:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

07:30 - 07:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

07:45 - 08:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

08:00 - 08:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

08:15 - 08:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

08:30 - 08:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

08:45 - 09:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

09:00 - 09:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

09:15 - 09:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

09:30 - 09:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

09:45 - 10:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

10:00 - 10:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

10:15 - 10:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

10:30 - 10:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

10:45 - 11:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

11:00 - 11:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

11:15 - 11:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

11:30 - 11:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

11:45 - 12:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

12:00 - 12:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

12:15 - 12:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

12:30 - 12:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

12:45 - 13:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

13:00 - 13:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

13:15 - 13:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

13:30 - 13:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

13:45 - 14:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

14:00 - 14:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

14:15 - 14:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

14:30 - 14:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

14:45 - 15:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

15:00 - 15:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

15:15 - 15:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

15:30 - 15:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

15:45 - 16:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

16:00 - 16:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

16:15 - 16:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

16:30 - 16:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

16:45 - 17:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

17:00 - 17:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

17:15 - 17:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

17:30 - 17:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

17:45 - 18:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

18:00 - 18:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

18:15 - 18:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

18:30 - 18:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

18:45 - 19:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - L7037 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - Langton Rd	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - L7037 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

+15+Adj+Dev,

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Junction 2	Signalised		91.76	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

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
D12	+15+Adj+Dev	DIRECT	07:00	19:00	720	15	✓	Simple	D4+D6+D5

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Morristown Rd		DIRECT	✓	100.000
B - L7037 East		DIRECT	✓	100.000
C - Langton Rd		DIRECT	✓	100.000
D - L7037 West		DIRECT	✓	100.000

Origin-Destination Data

07:00 - 07:15

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	22.81	35.85	1.76
	B - L7037 East	3.26	0.00	3.26	12.63
	C - Langton Rd	17.92	1.63	0.00	2.15
	D - L7037 West	3.66	22.97	3.23	0.00

07:15 - 07:30

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	19.55	58.60	1.76
	B - L7037 East	13.04	0.00	6.52	7.74
	C - Langton Rd	32.59	4.89	0.00	3.78
	D - L7037 West	10.18	22.85	8.11	0.00

07:30 - 07:45

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	16.23	57.03	3.39
	B - L7037 East	4.89	0.00	3.26	12.63
	C - Langton Rd	30.96	19.55	0.00	7.04
	D - L7037 West	8.55	24.60	8.11	0.00

07:45 - 08:00

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	27.70	82.98	8.27
	B - L7037 East	14.54	0.00	0.00	14.26
	C - Langton Rd	61.92	17.92	0.00	3.78
	D - L7037 West	21.59	39.27	8.11	0.00

Demand (Veh/TS)

08:00 - 08:15

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	37.48	94.44	13.26
	B - L7037 East	19.49	0.00	13.04	23.62
	C - Langton Rd	82.98	22.81	0.00	10.84
	D - L7037 West	19.59	45.89	5.40	0.00

Demand (Veh/TS)

08:15 - 08:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	27.70	94.50	37.64
	B - L7037 East	21.12	0.00	14.66	23.68
	C - Langton Rd	99.39	30.96	0.00	22.25
	D - L7037 West	44.03	50.78	11.92	0.00

Demand (Veh/TS)

08:30 - 08:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	27.70	99.21	81.69
	B - L7037 East	27.70	0.00	19.49	66.04
	C - Langton Rd	92.76	12.98	0.00	28.76
	D - L7037 West	53.74	55.67	16.81	0.00

Demand (Veh/TS)

08:45 - 09:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	66.69	101.02	96.30
	B - L7037 East	22.81	0.00	21.18	59.47
	C - Langton Rd	84.55	39.11	0.00	49.94
	D - L7037 West	84.76	81.74	29.85	0.00

Demand (Veh/TS)

09:00 - 09:15

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	39.05	97.70	31.18
	B - L7037 East	40.73	0.00	13.04	25.10
	C - Langton Rd	82.92	16.29	0.00	7.52
	D - L7037 West	90.59	98.09	33.66	0.00

Demand (Veh/TS)

09:15 - 09:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	30.96	50.33	11.57
	B - L7037 East	32.59	0.00	21.18	17.02
	C - Langton Rd	34.22	8.09	0.00	7.52
	D - L7037 West	20.53	45.89	12.54	0.00

Demand (Veh/TS)

09:30 - 09:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	32.53	50.39	16.51
	B - L7037 East	24.44	0.00	11.41	15.39
	C - Langton Rd	30.84	9.78	0.00	10.78
	D - L7037 West	12.38	27.97	6.02	0.00

Demand (Veh/TS)

09:45 - 10:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	42.36	40.73	6.74
	B - L7037 East	32.59	0.00	11.41	17.02
	C - Langton Rd	53.59	11.35	0.00	12.41
	D - L7037 West	12.38	26.40	15.80	0.00

10:00 - 10:15

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	42.30	34.16	3.47
	B - L7037 East	26.07	0.00	11.41	11.58
	C - Langton Rd	29.33	8.15	0.00	2.40
	D - L7037 West	14.89	23.75	4.07	0.00

10:15 - 10:30

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	40.73	32.59	14.87
	B - L7037 East	27.70	0.00	9.78	21.36
	C - Langton Rd	26.07	8.15	0.00	4.03
	D - L7037 West	11.64	18.86	4.01	0.00

10:30 - 10:45

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	29.27	45.56	8.36
	B - L7037 East	27.64	0.00	8.15	26.25
	C - Langton Rd	32.59	9.78	0.00	5.66
	D - L7037 West	13.27	20.49	7.27	0.00

10:45 - 11:00

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	29.27	58.60	5.10
	B - L7037 East	32.59	0.00	13.04	24.50
	C - Langton Rd	29.27	8.15	0.00	7.29
	D - L7037 West	10.01	40.04	7.33	0.00

11:00 - 11:15

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	24.44	38.99	10.01
	B - L7037 East	39.11	0.00	11.41	24.89
	C - Langton Rd	37.42	8.15	0.00	12.23
	D - L7037 West	14.86	20.53	4.08	0.00

11:15 - 11:30

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	27.70	43.93	22.80
	B - L7037 East	30.90	0.00	4.89	33.04
	C - Langton Rd	40.73	11.35	0.00	7.40
	D - L7037 West	8.40	36.70	4.08	0.00

11:30 - 11:45

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	37.48	39.05	13.21
	B - L7037 East	32.59	0.00	11.41	28.09
	C - Langton Rd	26.07	14.60	0.00	7.40
	D - L7037 West	11.66	17.21	7.22	0.00

11:45 - 12:00

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	37.48	58.66	18.15
	B - L7037 East	29.33	0.00	19.49	28.15
	C - Langton Rd	48.82	17.92	0.00	13.92
	D - L7037 West	16.55	27.04	7.34	0.00

12:00 - 12:15

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	32.59	43.93	11.71
	B - L7037 East	43.99	0.00	21.12	29.10
	C - Langton Rd	50.45	11.41	0.00	7.75
	D - L7037 West	10.65	35.98	7.61	0.00

Demand (Veh/TS)

12:15 - 12:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	35.85	48.88	16.60
	B - L7037 East	53.71	0.00	32.59	19.32
	C - Langton Rd	55.40	13.04	0.00	14.26
	D - L7037 West	22.06	26.27	12.44	0.00

Demand (Veh/TS)

12:30 - 12:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	29.33	66.81	24.74
	B - L7037 East	48.88	0.00	11.41	32.30
	C - Langton Rd	61.62	6.52	0.00	20.78
	D - L7037 West	15.54	23.01	9.24	0.00

Demand (Veh/TS)

12:45 - 13:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	26.07	52.08	11.65
	B - L7037 East	42.24	0.00	14.66	24.21
	C - Langton Rd	52.08	9.78	0.00	12.70
	D - L7037 West	20.43	26.27	7.61	0.00

Demand (Veh/TS)

13:00 - 13:15

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	21.18	86.36	24.68
	B - L7037 East	53.77	0.00	24.44	33.85
	C - Langton Rd	48.88	13.04	0.00	14.21
	D - L7037 West	25.02	42.23	9.14	0.00

Demand (Veh/TS)

13:15 - 13:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	39.05	63.55	58.96
	B - L7037 East	32.59	0.00	19.55	32.22
	C - Langton Rd	63.55	17.92	0.00	20.79
	D - L7037 West	18.56	25.94	5.88	0.00

Demand (Veh/TS)

13:30 - 13:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	50.51	73.32	41.04
	B - L7037 East	42.36	0.00	24.44	40.37
	C - Langton Rd	45.56	17.92	0.00	22.41
	D - L7037 West	21.82	27.57	13.96	0.00

Demand (Veh/TS)

13:45 - 14:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	39.11	70.06	19.86
	B - L7037 East	37.48	0.00	19.55	24.08
	C - Langton Rd	68.43	14.66	0.00	12.64
	D - L7037 West	59.30	68.24	20.54	0.00

Demand (Veh/TS)

14:00 - 14:15

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	22.81	65.12	26.43
	B - L7037 East	42.30	0.00	13.04	40.90
	C - Langton Rd	66.75	14.66	0.00	20.95
	D - L7037 West	18.79	29.45	14.06	0.00

14:15 - 14:30

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	48.88	71.57	57.33
	B - L7037 East	47.25	0.00	29.21	73.49
	C - Langton Rd	63.55	17.92	0.00	37.31
	D - L7037 West	31.82	52.32	14.12	0.00

14:30 - 14:45

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	40.67	92.88	49.24
	B - L7037 East	47.25	0.00	16.23	49.05
	C - Langton Rd	92.70	13.04	0.00	30.67
	D - L7037 West	41.60	52.32	28.73	0.00

14:45 - 15:00

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	45.62	86.18	42.73
	B - L7037 East	37.48	0.00	16.29	29.50
	C - Langton Rd	91.13	22.81	0.00	11.24
	D - L7037 West	17.16	27.88	7.61	0.00

15:00 - 15:15

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	50.51	53.65	23.29
	B - L7037 East	40.73	0.00	13.04	51.36
	C - Langton Rd	89.62	13.04	0.00	5.01
	D - L7037 West	38.11	37.34	15.65	0.00

15:15 - 15:30

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	43.93	81.35	39.58
	B - L7037 East	56.97	0.00	19.49	46.48
	C - Langton Rd	76.34	16.29	0.00	11.47
	D - L7037 West	28.34	32.46	14.02	0.00

15:30 - 15:45

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	40.73	63.49	16.77
	B - L7037 East	58.60	0.00	16.29	38.33
	C - Langton Rd	50.51	22.81	0.00	8.27
	D - L7037 West	31.60	38.97	5.88	0.00

15:45 - 16:00

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	35.85	76.58	39.52
	B - L7037 East	40.73	0.00	14.66	33.44
	C - Langton Rd	70.00	9.78	0.00	9.90
	D - L7037 West	23.45	43.86	10.65	0.00

16:00 - 16:15

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	30.96	115.63	54.29
	B - L7037 East	53.71	0.00	24.44	53.41
	C - Langton Rd	56.97	14.60	0.00	11.71
	D - L7037 West	24.96	32.29	17.23	0.00

16:15 - 16:30

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	32.59	74.89	34.74
	B - L7037 East	53.77	0.00	16.29	50.15
	C - Langton Rd	70.00	14.66	0.00	13.34
	D - L7037 West	37.99	32.29	22.12	0.00

Demand (Veh/TS)

16:30 - 16:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	43.99	79.84	33.05
	B - L7037 East	45.62	0.00	22.81	30.60
	C - Langton Rd	81.47	8.15	0.00	6.76
	D - L7037 West	33.10	37.18	7.45	0.00

Demand (Veh/TS)

16:45 - 17:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	43.99	70.00	37.99
	B - L7037 East	34.16	0.00	16.29	43.64
	C - Langton Rd	61.92	6.52	0.00	14.96
	D - L7037 West	24.96	46.95	10.71	0.00

Demand (Veh/TS)

17:00 - 17:15

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	34.22	74.95	34.91
	B - L7037 East	63.55	0.00	14.66	51.79
	C - Langton Rd	92.88	19.49	0.00	23.75
	D - L7037 West	34.97	32.70	10.84	0.00

Demand (Veh/TS)

17:15 - 17:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	29.33	79.84	30.02
	B - L7037 East	45.62	0.00	39.11	37.13
	C - Langton Rd	68.43	19.43	0.00	23.81
	D - L7037 West	49.64	32.70	18.87	0.00

Demand (Veh/TS)

17:30 - 17:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	27.70	74.89	20.24
	B - L7037 East	45.62	0.00	27.70	48.53
	C - Langton Rd	107.54	14.66	0.00	22.18
	D - L7037 West	33.34	27.81	10.84	0.00

Demand (Veh/TS)

17:45 - 18:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	40.73	74.95	18.61
	B - L7037 East	53.77	0.00	14.66	37.13
	C - Langton Rd	57.03	9.78	0.00	18.92
	D - L7037 West	36.66	37.59	10.84	0.00

Demand (Veh/TS)

18:00 - 18:15

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	32.59	74.95	21.72
	B - L7037 East	52.14	0.00	30.96	46.93
	C - Langton Rd	66.75	17.92	0.00	11.72
	D - L7037 West	15.36	29.28	10.79	0.00

Demand (Veh/TS)

18:15 - 18:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	32.59	70.06	16.83
	B - L7037 East	24.44	0.00	19.55	55.02
	C - Langton Rd	66.81	11.41	0.00	23.13
	D - L7037 West	16.99	29.28	10.79	0.00

18:30 - 18:45

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	32.59	52.14	15.20
	B - L7037 East	40.73	0.00	21.18	32.27
	C - Langton Rd	53.77	16.29	0.00	6.83
	D - L7037 West	18.62	24.39	5.90	0.00

18:45 - 19:00

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	40.73	73.32	23.35
	B - L7037 East	39.11	0.00	9.78	27.38
	C - Langton Rd	50.51	8.15	0.00	18.24
	D - L7037 West	12.10	19.50	4.27	0.00

Vehicle Mix

07:00 - 07:15

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	0	0	0	0
	D - L7037 West	0	0	0	0

07:15 - 07:30

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	3	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	0	0	0	0
	D - L7037 West	0	14	0	0

07:30 - 07:45

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	10	0	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	0	0	0	0
	D - L7037 West	0	0	0	0

07:45 - 08:00

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	4	0
	B - L7037 East	22	0	0	0
	C - Langton Rd	0	0	0	0
	D - L7037 West	0	0	0	0

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	2	0
	B - L7037 East	8	0	0	7
	C - Langton Rd	4	0	0	0
	D - L7037 West	0	0	0	0

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	4
	B - L7037 East	7	0	0	0
	C - Langton Rd	0	0	0	0
	D - L7037 West	0	0	0	0

08:30 - 08:45

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	5	0
	B - L7037 East	0	0	8	0
	C - Langton Rd	3	12	0	0
	D - L7037 West	3	0	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	5	0	2
	B - L7037 East	0	0	0	3
	C - Langton Rd	6	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

09:00 - 09:15

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	4	2	0
	B - L7037 East	0	0	0	6
	C - Langton Rd	6	0	0	0
	D - L7037 West	0	0	5	0

Heavy Vehicle Percentages

09:15 - 09:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	9	14
	B - L7037 East	0	0	0	0
	C - Langton Rd	0	19	0	0
	D - L7037 West	0	3	0	0

Heavy Vehicle Percentages

09:30 - 09:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	5	6	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	10	0	0	0
	D - L7037 West	0	6	0	0

Heavy Vehicle Percentages

09:45 - 10:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	9	14	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

10:00 - 10:15

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	4	5	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	0	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

10:15 - 10:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	0	0	0	0
	D - L7037 West	0	0	39	0

Heavy Vehicle Percentages

10:30 - 10:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	5	3	0
	B - L7037 East	6	0	0	0
	C - Langton Rd	0	0	0	0
	D - L7037 West	0	0	22	0

10:45 - 11:00

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	5	3	0
	B - L7037 East	0	0	0	13
	C - Langton Rd	5	0	0	0
	D - L7037 West	0	0	0	0

11:00 - 11:15

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	8	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	4	0	0	13
	D - L7037 West	11	0	0	0

11:15 - 11:30

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	4	28
	B - L7037 East	5	0	0	0
	C - Langton Rd	0	14	0	0
	D - L7037 West	0	9	0	0

11:30 - 11:45

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	4	12
	B - L7037 East	0	0	0	6
	C - Langton Rd	0	11	0	0
	D - L7037 West	0	9	43	0

11:45 - 12:00

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	0
	B - L7037 East	0	0	8	0
	C - Langton Rd	3	0	0	0
	D - L7037 West	0	0	0	0

12:00 - 12:15

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	4	0
	B - L7037 East	0	0	7	0
	C - Langton Rd	3	0	0	20
	D - L7037 West	0	4	0	0

12:15 - 12:30

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	0
	B - L7037 East	3	0	0	0
	C - Langton Rd	0	0	0	11
	D - L7037 West	0	0	13	0

12:30 - 12:45

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	0
	B - L7037 East	0	0	0	5
	C - Langton Rd	13	0	0	8
	D - L7037 West	0	0	0	0

12:45 - 13:00

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	3	13
	B - L7037 East	7	0	0	0
	C - Langton Rd	3	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

13:00 - 13:15

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	6
	B - L7037 East	0	0	0	0
	C - Langton Rd	0	0	0	11
	D - L7037 West	6	0	0	0

Heavy Vehicle Percentages

13:15 - 13:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	4	0	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	0	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

13:30 - 13:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	3	0	0	0
	D - L7037 West	0	0	11	0

Heavy Vehicle Percentages

13:45 - 14:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	0	0	0	0
	D - L7037 West	0	2	0	0

Heavy Vehicle Percentages

14:00 - 14:15

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	2	0
	B - L7037 East	4	0	0	0
	C - Langton Rd	2	0	0	7
	D - L7037 West	0	5	11	0

Heavy Vehicle Percentages

14:15 - 14:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	4	3
	B - L7037 East	0	0	11	0
	C - Langton Rd	0	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

14:30 - 14:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	4	0	0
	B - L7037 East	0	0	10	0
	C - Langton Rd	5	0	0	10
	D - L7037 West	0	0	5	0

Heavy Vehicle Percentages

14:45 - 15:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	5	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	3	0	0	0
	D - L7037 West	0	0	0	0

15:00 - 15:15

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	6	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	0	0	0	0
	D - L7037 West	0	0	0	0

15:15 - 15:30

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	4	4	0
	B - L7037 East	3	0	8	0
	C - Langton Rd	8	0	0	14
	D - L7037 West	0	0	0	0

15:30 - 15:45

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	2	0
	B - L7037 East	3	0	0	0
	C - Langton Rd	0	0	0	0
	D - L7037 West	0	0	0	0

15:45 - 16:00

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	4
	B - L7037 East	0	0	0	0
	C - Langton Rd	2	0	0	0
	D - L7037 West	0	0	29	0

16:00 - 16:15

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	1	0
	B - L7037 East	3	0	0	0
	C - Langton Rd	3	11	0	0
	D - L7037 West	0	0	0	0

16:15 - 16:30

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	2	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	2	0	0	0
	D - L7037 West	0	0	0	0

16:30 - 16:45

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	5
	B - L7037 East	0	0	0	0
	C - Langton Rd	0	0	0	23
	D - L7037 West	0	0	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	2	0
	B - L7037 East	5	0	0	0
	C - Langton Rd	0	0	0	0
	D - L7037 West	0	0	0	0

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	0	8	0	7
	D - L7037 West	4	0	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	0	16	0	0
	D - L7037 West	3	0	17	0

Heavy Vehicle Percentages

17:30 - 17:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	2	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	0	0	0	0
	D - L7037 West	5	0	0	0

Heavy Vehicle Percentages

17:45 - 18:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	0	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

18:00 - 18:15

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	2	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

18:15 - 18:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	0
	B - L7037 East	0	0	0	3
	C - Langton Rd	0	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

18:30 - 18:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	0	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

18:45 - 19:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	0	0	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	0	0	0	0
	D - L7037 West	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max DOS	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
A - Morristown Rd	1.01	65.90	33.5	E	128.34	6160.54
B - L7037 East	1.13	142.99	34.2	F	87.05	4178.25
C - Langton Rd	1.10	103.58	35.5	F	87.82	4215.48
D - L7037 West	0.97	62.08	25.8	E	73.07	3507.26

Main Results for each time segment

07:00 - 07:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	60.41	60.41	484.21	52.50	14.87	271.84	0.222	55.85	0.0	4.6	21.595	C
B - L7037 East	1	19.15	19.15	455.67	36.50	0.00	138.60	0.138	17.36	0.0	1.8	30.948	C
C - Langton Rd	1	21.70	21.70	466.04	43.50	0.00	168.94	0.128	19.85	0.0	1.9	26.046	C
D - L7037 West	1	29.86	29.86	462.56	48.50	13.62	239.45	0.125	27.48	0.0	2.4	22.753	C

07:15 - 07:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	79.91	79.91	484.89	52.50	14.56	270.98	0.295	78.32	4.6	6.1	22.627	C
B - L7037 East	1	27.30	27.30	432.34	36.50	0.00	131.50	0.208	26.52	1.8	2.6	32.080	C
C - Langton Rd	1	41.26	41.26	463.99	43.50	0.00	168.20	0.245	39.56	1.9	3.6	27.803	C
D - L7037 West	1	41.15	41.15	418.90	48.50	13.97	218.09	0.189	40.07	2.4	3.3	23.634	C

07:30 - 07:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	76.65	76.65	483.74	52.50	14.59	270.43	0.283	76.89	6.1	5.8	22.462	C
B - L7037 East	1	20.78	20.78	452.11	36.50	0.00	137.52	0.151	21.40	2.6	1.9	31.152	C
C - Langton Rd	1	57.55	57.55	447.79	43.50	0.00	162.33	0.355	56.10	3.6	5.0	29.793	C
D - L7037 West	1	41.27	41.27	451.50	48.50	13.95	234.98	0.176	41.51	3.3	3.3	23.419	C

07:45 - 08:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	118.95	118.95	479.32	52.50	14.63	268.16	0.444	115.60	5.8	9.1	25.147	C
B - L7037 East	1	28.81	28.81	398.55	36.50	0.00	121.23	0.238	27.84	1.9	2.7	32.695	C
C - Langton Rd	1	83.62	83.62	460.80	43.50	0.00	167.04	0.501	81.22	5.0	7.4	32.975	C
D - L7037 West	1	68.97	68.97	449.80	48.50	14.01	234.29	0.294	66.72	3.3	5.6	25.135	C

08:00 - 08:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	145.18	145.18	483.19	52.50	14.74	270.75	0.536	143.19	9.1	11.3	27.083	C
B - L7037 East	1	56.15	56.15	417.47	36.50	0.00	126.98	0.442	53.58	2.7	5.4	36.873	D
C - Langton Rd	1	116.63	116.63	447.39	43.50	0.00	162.18	0.719	112.87	7.4	11.0	40.917	D
D - L7037 West	1	70.88	70.88	454.73	48.50	13.85	236.29	0.300	70.73	5.6	5.7	25.219	C

08:15 - 08:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	159.84	159.84	478.95	52.50	14.89	268.96	0.594	158.61	11.3	12.5	28.561	C
B - L7037 East	1	59.47	59.47	427.21	36.50	0.00	129.94	0.458	59.29	5.4	5.7	37.238	D
C - Langton Rd	1	152.60	152.60	454.96	43.50	0.00	164.92	0.925	146.18	11.0	17.7	60.040	E
D - L7037 West	1	106.73	106.73	443.83	48.50	14.19	231.88	0.460	103.72	5.7	8.7	28.134	C

08:30 - 08:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	208.60	208.60	466.52	52.50	15.09	262.78	0.794	203.56	12.5	17.4	36.364	D
B - L7037 East	1	113.24	113.24	443.92	36.50	0.00	135.02	0.839	106.27	5.7	12.8	55.337	E
C - Langton Rd	1	134.49	134.49	441.97	43.50	0.00	160.21	0.839	137.22	17.7	14.4	55.902	E
D - L7037 West	1	126.22	126.22	436.01	48.50	14.27	228.08	0.553	124.39	8.7	10.4	30.331	C

08:45 - 09:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	264.01	264.01	461.56	52.50	15.33	260.88	1.012	248.01	17.4	33.5	65.905	E
B - L7037 East	1	103.46	103.46	443.71	36.50	0.00	134.96	0.767	105.01	12.8	11.2	52.255	D
C - Langton Rd	1	173.60	173.60	433.63	43.50	0.00	157.19	1.104	152.72	14.4	35.3	103.582	F
D - L7037 West	1	196.35	196.35	440.22	48.50	14.31	230.42	0.852	188.65	10.4	18.3	43.784	D

09:00 - 09:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	167.93	167.93	474.46	52.50	14.90	266.48	0.630	187.13	33.5	14.2	38.208	D
B - L7037 East	1	78.87	78.87	426.68	36.50	0.00	129.78	0.608	82.13	11.2	7.9	42.477	D
C - Langton Rd	1	106.73	106.73	444.33	43.50	0.00	161.07	0.663	129.81	35.3	11.7	83.867	F
D - L7037 West	1	222.35	222.35	438.43	48.50	14.27	229.33	0.970	214.54	18.3	25.9	62.077	E

09:15 - 09:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	92.86	92.86	451.05	52.50	14.95	253.54	0.366	99.36	14.2	7.1	23.854	C
B - L7037 East	1	70.79	70.79	429.77	36.50	0.00	130.72	0.542	71.88	7.9	7.0	39.779	D
C - Langton Rd	1	49.82	49.82	441.93	43.50	0.00	160.20	0.311	57.34	11.7	4.3	29.060	C
D - L7037 West	1	78.96	78.96	442.23	48.50	13.97	230.21	0.343	98.20	25.9	6.4	28.476	C

09:30 - 09:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	99.43	99.43	457.22	52.50	15.04	257.32	0.386	99.06	7.1	7.6	24.166	C
B - L7037 East	1	51.23	51.23	433.32	36.50	0.00	131.80	0.389	53.29	7.0	4.9	35.595	D
C - Langton Rd	1	51.39	51.39	427.10	43.50	0.00	154.82	0.332	51.13	4.3	4.5	29.448	C
D - L7037 West	1	46.37	46.37	437.77	48.50	13.92	227.71	0.204	48.95	6.4	3.7	23.820	C

09:45 - 10:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	89.84	89.84	474.86	52.50	15.16	267.75	0.336	90.96	7.6	6.8	23.273	C
B - L7037 East	1	61.01	61.01	432.01	36.50	0.00	131.40	0.464	60.01	4.9	5.9	37.341	D
C - Langton Rd	1	77.34	77.34	423.47	43.50	0.00	153.51	0.504	74.85	4.5	6.9	33.333	C
D - L7037 West	1	54.58	54.58	444.36	48.50	14.18	232.09	0.235	54.04	3.7	4.4	24.252	C

10:00 - 10:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	79.93	79.93	455.45	52.50	15.21	256.99	0.311	80.43	6.8	6.1	22.925	C
B - L7037 East	1	49.06	49.06	429.45	36.50	0.00	130.62	0.376	50.27	5.9	4.7	35.316	D
C - Langton Rd	1	39.88	39.88	460.20	43.50	0.00	166.82	0.239	43.88	6.9	3.4	27.726	C
D - L7037 West	1	42.71	42.71	448.83	48.50	14.04	233.90	0.183	43.67	4.4	3.4	23.515	C

10:15 - 10:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	88.20	88.20	469.35	52.50	15.34	265.34	0.332	87.80	6.1	6.7	23.226	C
B - L7037 East	1	58.84	58.84	436.92	36.50	0.00	132.90	0.443	57.86	4.7	5.7	36.762	D
C - Langton Rd	1	38.25	38.25	456.81	43.50	0.00	165.59	0.231	38.39	3.4	3.3	27.593	C
D - L7037 West	1	34.50	34.50	427.22	48.50	14.11	222.88	0.155	35.01	3.4	2.8	23.167	C

10:30 - 10:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	83.19	83.19	463.63	52.50	14.97	260.65	0.319	83.33	6.7	6.3	23.038	C
B - L7037 East	1	62.04	62.04	429.08	36.50	0.00	130.51	0.475	61.55	5.7	6.0	37.676	D
C - Langton Rd	1	48.02	48.02	456.63	43.50	0.00	165.53	0.290	47.16	3.3	4.2	28.577	C
D - L7037 West	1	41.02	41.02	427.88	48.50	14.18	223.50	0.184	40.51	2.8	3.3	23.550	C

10:45 - 11:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	92.96	92.96	470.68	52.50	14.80	263.96	0.352	92.23	6.3	7.1	23.552	C
B - L7037 East	1	70.12	70.12	419.18	36.50	0.00	127.50	0.550	69.12	6.0	6.9	39.950	D
C - Langton Rd	1	44.70	44.70	440.38	43.50	0.00	159.64	0.280	44.85	4.2	3.9	28.457	C
D - L7037 West	1	57.38	57.38	458.05	48.50	13.75	237.63	0.241	56.18	3.3	4.6	24.326	C

11:00 - 11:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	73.43	73.43	461.47	52.50	14.96	259.44	0.283	74.89	7.1	5.6	22.493	C
B - L7037 East	1	75.40	75.40	435.10	36.50	0.00	132.34	0.570	75.17	6.9	7.4	40.490	D
C - Langton Rd	1	57.79	57.79	430.78	43.50	0.00	156.16	0.370	56.55	3.9	5.0	30.177	C
D - L7037 West	1	39.47	39.47	428.32	48.50	14.15	223.60	0.177	40.74	4.6	3.2	23.456	C

11:15 - 11:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	94.44	94.44	437.88	52.50	15.18	246.97	0.382	92.58	5.6	7.2	24.144	C
B - L7037 East	1	68.82	68.82	433.49	36.50	0.00	131.85	0.522	69.37	7.4	6.7	39.077	D
C - Langton Rd	1	59.48	59.48	444.15	43.50	0.00	161.00	0.369	59.48	5.0	5.2	30.120	C
D - L7037 West	1	49.19	49.19	434.44	48.50	13.63	224.94	0.219	48.33	3.2	3.9	24.037	C

11:30 - 11:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	89.73	89.73	457.71	52.50	15.20	258.22	0.347	90.45	7.2	6.8	23.505	C
B - L7037 East	1	72.08	72.08	430.06	36.50	0.00	130.81	0.551	71.73	6.7	7.1	39.914	D
C - Langton Rd	1	48.08	48.08	432.64	43.50	0.00	156.83	0.307	49.06	5.2	4.2	28.965	C
D - L7037 West	1	36.09	36.09	391.78	48.50	14.22	204.79	0.176	36.91	3.9	2.9	23.500	C

11:45 - 12:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	114.29	114.29	478.78	52.50	15.04	269.47	0.424	112.61	6.8	8.8	24.777	C
B - L7037 East	1	76.97	76.97	428.08	36.50	0.00	130.21	0.591	76.42	7.1	7.6	41.305	D
C - Langton Rd	1	80.67	80.67	443.80	43.50	0.00	160.88	0.501	77.73	4.2	7.2	33.110	C
D - L7037 West	1	50.94	50.94	447.35	48.50	14.08	233.30	0.218	50.12	2.9	4.1	24.008	C

12:00 - 12:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	88.23	88.23	470.01	52.50	15.05	264.58	0.333	90.12	8.8	6.7	23.254	C
B - L7037 East	1	94.21	94.21	426.32	36.50	0.00	129.67	0.727	92.04	7.6	9.8	47.490	D
C - Langton Rd	1	69.60	69.60	439.30	43.50	0.00	159.25	0.437	70.46	7.2	6.1	31.638	C
D - L7037 West	1	54.24	54.24	443.51	48.50	13.81	230.28	0.236	53.86	4.1	4.4	24.264	C

12:15 - 12:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	101.32	101.32	476.84	52.50	15.10	268.62	0.377	100.43	6.7	7.7	23.950	C
B - L7037 East	1	105.62	105.62	420.07	36.50	0.00	127.77	0.827	103.58	9.8	11.9	55.792	E
C - Langton Rd	1	82.70	82.70	446.95	43.50	0.00	162.02	0.510	81.63	6.1	7.3	33.347	C
D - L7037 West	1	60.76	60.76	429.44	48.50	14.30	224.74	0.270	60.24	4.4	4.9	24.802	C

12:30 - 12:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	120.88	120.88	481.45	52.50	14.95	270.64	0.447	119.33	7.7	9.3	25.196	C
B - L7037 East	1	92.58	92.58	429.42	36.50	0.00	130.62	0.709	94.78	11.9	9.7	47.972	D
C - Langton Rd	1	88.92	88.92	414.70	43.50	0.00	150.33	0.591	87.62	7.3	8.1	36.114	D
D - L7037 West	1	47.79	47.79	444.21	48.50	14.18	232.04	0.206	48.97	4.9	3.8	23.840	C

12:45 - 13:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	89.80	89.80	466.85	52.50	14.90	262.22	0.342	91.92	9.3	6.8	23.409	C
B - L7037 East	1	81.12	81.12	416.38	36.50	0.00	126.65	0.640	82.36	9.7	8.2	44.037	D
C - Langton Rd	1	74.55	74.55	449.01	43.50	0.00	162.76	0.458	76.71	8.1	6.6	32.093	C
D - L7037 West	1	54.30	54.30	444.35	48.50	14.18	232.09	0.234	53.78	3.8	4.4	24.235	C

13:00 - 13:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	132.22	132.22	482.04	52.50	14.76	270.19	0.489	129.03	6.8	10.2	26.052	C
B - L7037 East	1	112.06	112.06	433.34	36.50	0.00	131.81	0.850	107.74	8.2	12.9	57.217	E
C - Langton Rd	1	76.12	76.12	444.43	43.50	0.00	161.10	0.473	75.98	6.6	6.7	32.417	C
D - L7037 West	1	76.39	76.39	438.94	48.50	14.06	228.85	0.334	74.49	4.4	6.2	25.799	C

13:15 - 13:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	161.55	161.55	466.13	52.50	15.30	263.35	0.613	159.08	10.2	12.7	29.140	C
B - L7037 East	1	84.36	84.36	438.18	36.50	0.00	133.28	0.633	88.73	12.9	8.5	43.649	D
C - Langton Rd	1	102.25	102.25	453.00	43.50	0.00	164.21	0.623	99.82	6.7	9.3	36.736	D
D - L7037 West	1	50.38	50.38	446.27	48.50	14.12	232.87	0.216	52.63	6.2	4.0	23.984	C

13:30 - 13:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	164.87	164.87	474.24	52.50	15.18	267.48	0.616	164.74	12.7	13.0	29.233	C
B - L7037 East	1	107.17	107.17	437.78	36.50	0.00	133.16	0.805	103.93	8.5	11.7	52.765	D
C - Langton Rd	1	85.90	85.90	439.72	43.50	0.00	159.40	0.539	87.34	9.3	7.7	34.351	C
D - L7037 West	1	63.35	63.35	430.07	48.50	14.29	225.05	0.282	62.19	4.0	5.1	24.972	C

13:45 - 14:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	129.03	129.03	480.84	52.50	14.97	270.37	0.477	132.04	13.0	9.9	25.839	C
B - L7037 East	1	81.10	81.10	433.04	36.50	0.00	131.72	0.616	84.72	11.7	8.1	42.759	D
C - Langton Rd	1	95.74	95.74	459.03	43.50	0.00	166.40	0.575	94.96	7.7	8.6	35.156	D
D - L7037 West	1	148.08	148.08	438.63	48.50	14.21	229.23	0.646	140.79	5.1	12.5	32.981	C

14:00 - 14:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	114.36	114.36	476.45	52.50	14.91	267.64	0.427	115.40	9.9	8.8	24.863	C
B - L7037 East	1	96.24	96.24	433.33	36.50	0.00	131.80	0.730	94.19	8.1	10.1	47.627	D
C - Langton Rd	1	102.36	102.36	441.14	43.50	0.00	159.91	0.640	101.34	8.6	9.4	37.595	D
D - L7037 West	1	62.30	62.30	422.41	48.50	14.20	220.71	0.282	69.27	12.5	5.0	25.029	C

14:15 - 14:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	177.79	177.79	459.74	52.50	15.26	259.59	0.685	172.24	8.8	14.2	31.461	C
B - L7037 East	1	149.95	149.95	435.03	36.50	0.00	132.32	1.133	126.13	10.1	33.8	110.638	F
C - Langton Rd	1	118.78	118.78	447.52	43.50	0.00	162.23	0.732	117.19	9.4	11.2	41.760	D
D - L7037 West	1	98.27	98.27	447.42	48.50	14.08	233.33	0.421	95.55	5.0	8.0	27.340	C

14:30 - 14:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	182.79	182.79	474.11	52.50	15.06	266.91	0.685	182.66	14.2	14.6	31.497	C
B - L7037 East	1	112.54	112.54	434.97	36.50	0.00	132.30	0.851	129.42	33.8	17.2	142.988	F
C - Langton Rd	1	136.40	136.40	431.72	43.50	0.00	156.50	0.872	132.46	11.2	14.6	53.639	D
D - L7037 West	1	122.65	122.65	434.95	48.50	14.30	227.63	0.539	120.42	8.0	10.1	29.963	C

14:45 - 15:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	174.53	174.53	465.85	52.50	15.05	262.23	0.666	174.96	14.6	13.9	30.916	C
B - L7037 East	1	83.27	83.27	436.48	36.50	0.00	132.76	0.627	92.32	17.2	8.4	45.151	D
C - Langton Rd	1	125.17	125.17	449.18	43.50	0.00	162.83	0.769	127.95	14.6	12.3	46.009	D
D - L7037 West	1	52.65	52.65	447.27	48.50	14.09	233.27	0.226	58.67	10.1	4.2	24.121	C

15:00 - 15:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	127.45	127.45	462.22	52.50	15.20	260.78	0.489	131.54	13.9	9.8	26.157	C
B - L7037 East	1	105.13	105.13	444.61	36.50	0.00	135.24	0.777	102.25	8.4	11.3	50.444	D
C - Langton Rd	1	107.66	107.66	467.02	43.50	0.00	169.29	0.636	110.40	12.3	9.8	37.535	D
D - L7037 West	1	91.11	91.11	439.79	48.50	14.33	230.25	0.396	87.94	4.2	7.4	26.880	C

15:15 - 15:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	164.87	164.87	464.54	52.50	15.07	261.57	0.630	161.67	9.8	13.0	29.653	C
B - L7037 East	1	122.94	122.94	426.47	36.50	0.00	129.72	0.948	117.10	11.3	16.8	72.935	E
C - Langton Rd	1	104.10	104.10	428.38	43.50	0.00	155.29	0.670	103.60	9.8	9.6	39.147	D
D - L7037 West	1	74.82	74.82	441.33	48.50	14.27	230.87	0.324	76.17	7.4	6.0	25.639	C

15:30 - 15:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	120.99	120.99	473.81	52.50	15.00	266.52	0.454	124.89	13.0	9.3	25.394	C
B - L7037 East	1	113.22	113.22	429.28	36.50	0.00	130.57	0.867	115.76	16.8	14.5	72.631	E
C - Langton Rd	1	81.59	81.59	452.91	43.50	0.00	164.18	0.497	84.73	9.6	7.2	33.071	C
D - L7037 West	1	76.45	76.45	445.96	48.50	14.13	232.74	0.328	76.32	6.0	6.2	25.696	C

15:45 - 16:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	151.95	151.95	472.97	52.50	15.07	266.31	0.571	149.43	9.3	11.8	27.955	C
B - L7037 East	1	88.84	88.84	437.80	36.50	0.00	133.16	0.667	94.44	14.5	9.1	46.173	D
C - Langton Rd	1	89.68	89.68	455.72	43.50	0.00	165.20	0.543	88.78	7.2	8.0	34.194	C
D - L7037 West	1	77.96	77.96	430.52	48.50	14.07	224.47	0.347	77.58	6.2	6.3	26.057	C

16:00 - 16:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	200.87	200.87	479.49	52.50	14.90	269.31	0.746	196.41	11.8	16.3	33.763	C
B - L7037 East	1	131.56	131.56	434.13	36.50	0.00	132.05	0.996	120.16	9.1	20.4	81.184	F
C - Langton Rd	1	83.28	83.28	440.00	43.50	0.00	159.50	0.522	83.70	8.0	7.4	33.799	C
D - L7037 West	1	74.48	74.48	441.22	48.50	14.28	230.83	0.323	75.03	6.3	6.0	25.612	C

16:15 - 16:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	142.22	142.22	474.82	52.50	15.00	267.08	0.532	147.47	16.3	11.0	27.107	C
B - L7037 East	1	120.22	120.22	440.30	36.50	0.00	133.93	0.898	123.81	20.4	17.0	87.040	F
C - Langton Rd	1	98.00	98.00	452.12	43.50	0.00	163.89	0.598	96.73	7.4	8.9	35.926	D
D - L7037 West	1	92.40	92.40	436.19	48.50	14.44	228.80	0.404	90.91	6.0	7.5	27.045	C

16:30 - 16:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	156.88	156.88	473.44	52.50	15.06	266.53	0.589	155.66	11.0	12.3	28.435	C
B - L7037 East	1	99.04	99.04	433.78	36.50	0.00	131.94	0.751	105.42	17.0	10.6	53.885	D
C - Langton Rd	1	96.37	96.37	459.48	43.50	0.00	166.56	0.579	96.55	8.9	8.7	35.339	D
D - L7037 West	1	77.74	77.74	444.05	48.50	14.19	231.97	0.335	78.96	7.5	6.3	25.818	C

16:45 - 17:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	151.99	151.99	470.77	52.50	15.14	265.35	0.573	152.39	12.3	11.9	28.072	C
B - L7037 East	1	94.09	94.09	435.42	36.50	0.00	132.44	0.710	94.73	10.6	9.8	47.613	D
C - Langton Rd	1	83.40	83.40	460.95	43.50	0.00	167.09	0.499	84.83	8.7	7.4	33.047	C
D - L7037 West	1	82.62	82.62	449.61	48.50	14.01	234.22	0.353	82.22	6.3	6.7	26.097	C

17:00 - 17:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	144.08	144.08	479.24	52.50	15.02	269.67	0.534	144.89	11.9	11.2	27.091	C
B - L7037 East	1	130.00	130.00	439.10	36.50	0.00	133.56	0.973	121.16	9.8	18.8	76.483	E
C - Langton Rd	1	136.12	136.12	445.75	43.50	0.00	161.58	0.842	129.38	7.4	14.0	49.500	D
D - L7037 West	1	78.52	78.52	431.17	48.50	14.33	225.74	0.348	78.71	6.7	6.3	26.062	C

17:15 - 17:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	139.19	139.19	482.88	52.50	14.91	271.26	0.513	139.60	11.2	10.8	26.587	C
B - L7037 East	1	121.85	121.85	433.61	36.50	0.00	131.89	0.924	122.61	18.8	18.1	90.136	F
C - Langton Rd	1	111.68	111.68	439.12	43.50	0.00	159.18	0.702	115.04	14.0	10.5	41.307	D
D - L7037 West	1	101.21	101.21	414.50	48.50	14.52	217.69	0.465	99.11	6.3	8.3	28.362	C

17:30 - 17:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	122.83	122.83	479.53	52.50	14.83	269.04	0.457	124.02	10.8	9.4	25.421	C
B - L7037 East	1	121.85	121.85	439.12	36.50	0.00	133.57	0.912	122.12	18.1	17.8	86.515	F
C - Langton Rd	1	144.38	144.38	461.04	43.50	0.00	167.13	0.864	140.10	10.5	15.1	51.722	D
D - L7037 West	1	72.00	72.00	428.53	48.50	14.39	224.58	0.321	74.67	8.3	5.8	25.614	C

17:45 - 18:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	134.30	134.30	481.85	52.50	14.94	270.81	0.496	133.50	9.4	10.4	26.196	C
B - L7037 East	1	105.56	105.56	436.35	36.50	0.00	132.72	0.795	111.53	17.8	11.8	59.379	E
C - Langton Rd	1	85.73	85.73	455.83	43.50	0.00	165.24	0.519	93.20	15.1	7.6	34.041	C
D - L7037 West	1	85.09	85.09	441.72	48.50	14.26	231.03	0.368	84.14	5.8	6.9	26.384	C

18:00 - 18:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	129.26	129.26	483.32	52.50	14.90	271.45	0.476	129.67	10.4	10.0	25.794	C
B - L7037 East	1	130.03	130.03	436.87	36.50	0.00	132.88	0.979	122.56	11.8	19.3	80.116	F
C - Langton Rd	1	96.39	96.39	450.56	43.50	0.00	163.33	0.590	95.20	7.6	8.7	35.685	D
D - L7037 West	1	55.43	55.43	447.18	48.50	14.09	233.24	0.238	57.87	6.9	4.4	24.289	C

18:15 - 18:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	119.48	119.48	483.78	52.50	14.88	271.65	0.440	120.27	10.0	9.2	25.076	C
B - L7037 East	1	99.01	99.01	442.24	36.50	0.00	134.51	0.736	107.52	19.3	10.5	54.157	D
C - Langton Rd	1	101.34	101.34	455.36	43.50	0.00	165.07	0.614	100.98	8.7	9.2	36.504	D
D - L7037 West	1	57.06	57.06	446.17	48.50	14.12	232.83	0.245	56.92	4.4	4.6	24.395	C

18:30 - 18:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	99.93	99.93	479.41	52.50	15.02	269.74	0.370	101.47	9.2	7.6	23.841	C
B - L7037 East	1	94.18	94.18	435.75	36.50	0.00	132.54	0.711	95.02	10.5	9.8	47.467	D
C - Langton Rd	1	76.90	76.90	458.16	43.50	0.00	166.08	0.463	79.31	9.2	6.8	32.158	C
D - L7037 West	1	48.91	48.91	445.35	48.50	14.15	232.50	0.210	49.57	4.6	3.9	23.900	C

18:45 - 19:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	137.41	137.41	480.16	52.50	14.99	270.07	0.509	134.41	7.6	10.6	26.468	C
B - L7037 East	1	76.26	76.26	436.85	36.50	0.00	132.88	0.574	78.54	9.8	7.5	40.898	D
C - Langton Rd	1	76.90	76.90	455.25	43.50	0.00	165.03	0.466	76.90	6.8	6.8	32.195	C
D - L7037 West	1	35.87	35.87	448.19	48.50	14.06	233.64	0.154	36.93	3.9	2.9	23.130	C

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.0.6896
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Filename: Junction 4- R445 Access (1).j9
Path: W:\2021\P21-034
Report generation date: 11/05/2021 14:58:11

»Base year,
»Opening year+ Adj,
»+5+Adj,
»+15+Adj,
»Opening year+ Adj+ Dev,
»+5+Adj+Dev,
»+15+Adj+Dev,

Summary of junction performance

	Queue (Veh)	Delay (s)	RFC	LOS
	Base year			
Stream B-C	0.0	0.00	0.00	A
Stream B-A	0.0	0.00	0.00	A
Stream C-AB	0.0	0.00	0.00	A
	Opening year+ Adj			
Stream B-C	0.0	7.59	0.01	A
Stream B-A	0.0	13.67	0.02	B
Stream C-AB	0.0	4.97	0.03	A
	+5+Adj			
Stream B-C	0.0	7.94	0.02	A
Stream B-A	0.0	15.53	0.02	C
Stream C-AB	0.0	4.90	0.03	A
	+15+Adj			
Stream B-C	0.0	8.22	0.02	A
Stream B-A	0.0	17.21	0.03	C
Stream C-AB	0.0	4.85	0.03	A
	Opening year+ Adj+ Dev			
Stream B-C	0.1	8.49	0.12	A
Stream B-A	0.2	15.60	0.17	C
Stream C-AB	0.7	5.11	0.21	A
	+5+Adj+Dev			
Stream B-C	0.1	8.92	0.12	A
Stream B-A	0.2	18.07	0.19	C
Stream C-AB	0.9	5.05	0.24	A
	+15+Adj+Dev			
Stream B-C	0.1	9.28	0.13	A
Stream B-A	0.3	20.39	0.21	C
Stream C-AB	1.0	5.01	0.26	A

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

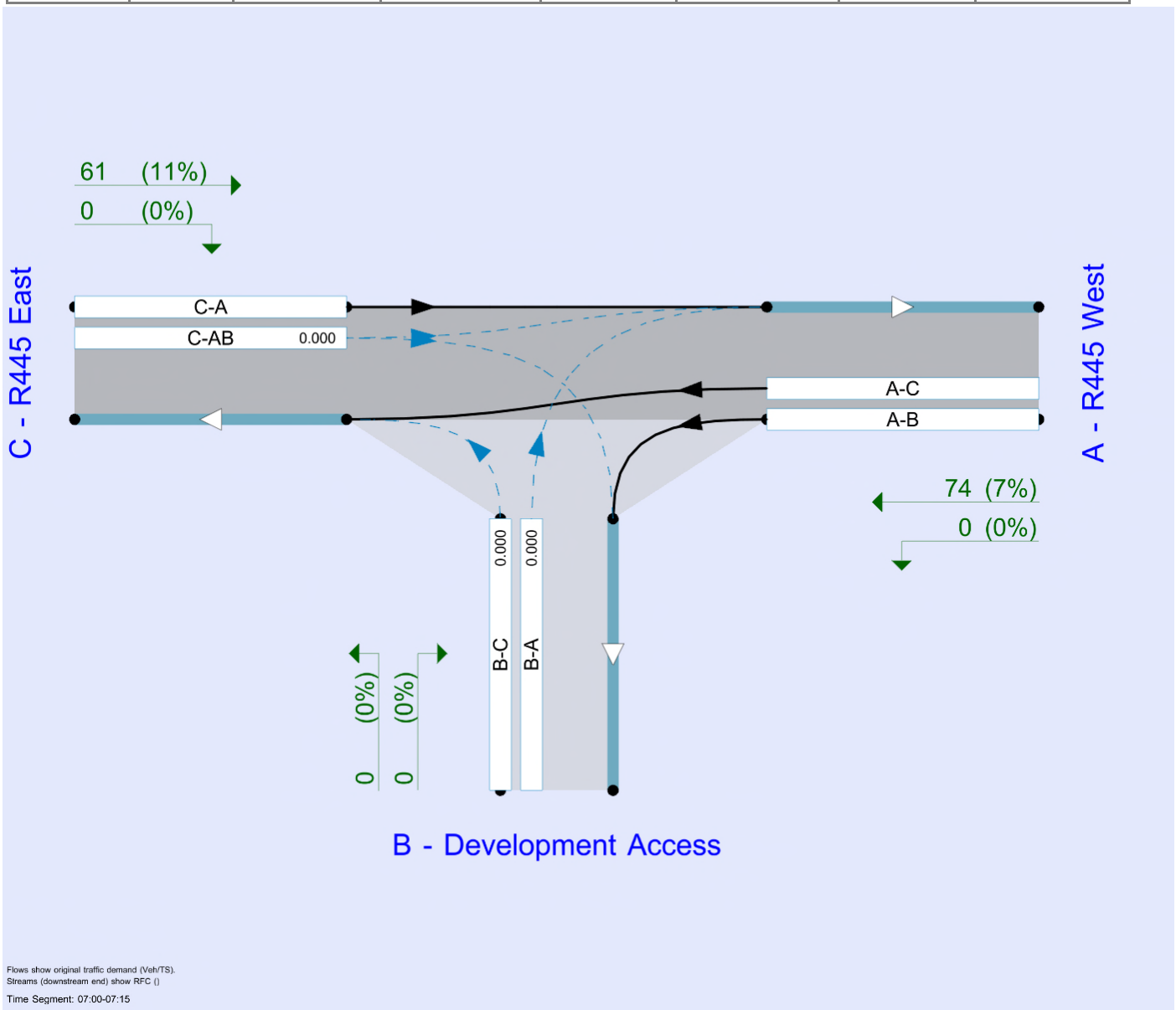
File summary

File Description

Title	
Location	
Site number	
Date	14/04/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	PMCE\papadakisa
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

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

Analysis Set Details

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

Base year,

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Junction 4	T-Junction	Two-way		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	R445 West		Major
B	Development Access		Minor
C	R445 East		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 - R445 East	7.60			100.0	✓	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 - Development Access	One lane plus flare	9.00	3.50	3.10	3.00	3.00		1.00	30	30

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	130.791	0.089	0.224	0.141	0.320
1	B-C	184.840	0.105	0.267	-	-
1	C-B	157.969	0.228	0.228	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	Base year	DIRECT	07:00	19:00	720	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - R445 West		DIRECT	✓	100.000
B - Development Access		DIRECT	✓	100.000
C - R445 East		DIRECT	✓	100.000

Origin-Destination Data

07:00 - 07:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.00	74.00
	B - Development Access	0.00	0.00	0.00
	C - R445 East	61.00	0.00	0.00

07:15 - 07:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.00	73.00
	B - Development Access	0.00	0.00	0.00
	C - R445 East	80.00	0.00	0.00

07:30 - 07:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.00	84.00
	B - Development Access	0.00	0.00	0.00
	C - R445 East	98.00	0.00	0.00

07:45 - 08:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.00	106.00
	B - Development Access	0.00	0.00	0.00
	C - R445 East	64.00	0.00	0.00

08:00 - 08:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.00	119.00
	B - Development Access	0.00	0.00	0.00
	C - R445 East	90.00	0.00	0.00

08:15 - 08:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.00	122.00
	B - Development Access	0.00	0.00	0.00
	C - R445 East	117.00	0.00	0.00

08:30 - 08:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.00	104.00
	B - Development Access	0.00	0.00	0.00
	C - R445 East	101.00	0.00	0.00

08:45 - 09:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.00	108.00
	B - Development Access	0.00	0.00	0.00
	C - R445 East	81.00	0.00	0.00

09:00 - 09:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.00	109.00
	B - Development Access	0.00	0.00	0.00
	C - R445 East	80.00	0.00	0.00

09:15 - 09:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.00	102.00
	B - Development Access	0.00	0.00	0.00
	C - R445 East	94.00	0.00	0.00

09:30 - 09:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.00	113.00
	B - Development Access	0.00	0.00	0.00
	C - R445 East	75.00	0.00	0.00

09:45 - 10:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.00	89.00
	B - Development Access	0.00	0.00	0.00
	C - R445 East	83.00	0.00	0.00

10:00 - 10:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.00	87.00
	B - Development Access	0.00	0.00	0.00
	C - R445 East	89.00	0.00	0.00

10:15 - 10:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.00	82.00
	B - Development Access	0.00	0.00	0.00
	C - R445 East	75.00	0.00	0.00

10:30 - 10:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.00	95.00
	B - Development Access	0.00	0.00	0.00
	C - R445 East	92.00	0.00	0.00

10:45 - 11:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.00	105.00
	B - Development Access	0.00	0.00	0.00
	C - R445 East	92.00	0.00	0.00

11:00 - 11:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.00	95.00
	B - Development Access	0.00	0.00	0.00
	C - R445 East	99.00	0.00	0.00

11:15 - 11:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.00	92.00
	B - Development Access	0.00	0.00	0.00
	C - R445 East	95.00	0.00	0.00

11:30 - 11:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.00	95.00
	B - Development Access	0.00	0.00	0.00
	C - R445 East	96.00	0.00	0.00

11:45 - 12:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.00	117.00
	B - Development Access	0.00	0.00	0.00
	C - R445 East	84.00	0.00	0.00

12:00 - 12:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.00	112.00
	B - Development Access	0.00	0.00	0.00
	C - R445 East	99.00	0.00	0.00

12:15 - 12:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.00	109.00
	B - Development Access	0.00	0.00	0.00
	C - R445 East	106.00	0.00	0.00

12:30 - 12:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.00	116.00
	B - Development Access	0.00	0.00	0.00
	C - R445 East	113.00	0.00	0.00

12:45 - 13:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.00	83.00
	B - Development Access	0.00	0.00	0.00
	C - R445 East	102.00	0.00	0.00

13:00 - 13:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.00	71.00
	B - Development Access	0.00	0.00	0.00
	C - R445 East	124.00	0.00	0.00

13:15 - 13:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.00	99.00
	B - Development Access	0.00	0.00	0.00
	C - R445 East	101.00	0.00	0.00

13:30 - 13:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.00	112.00
	B - Development Access	0.00	0.00	0.00
	C - R445 East	107.00	0.00	0.00

13:45 - 14:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.00	109.00
	B - Development Access	0.00	0.00	0.00
	C - R445 East	103.00	0.00	0.00

14:00 - 14:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.00	109.00
	B - Development Access	0.00	0.00	0.00
	C - R445 East	125.00	0.00	0.00

14:15 - 14:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.00	132.00
	B - Development Access	0.00	0.00	0.00
	C - R445 East	96.00	0.00	0.00

14:30 - 14:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.00	106.00
	B - Development Access	0.00	0.00	0.00
	C - R445 East	110.00	0.00	0.00

14:45 - 15:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.00	141.00
	B - Development Access	0.00	0.00	0.00
	C - R445 East	117.00	0.00	0.00

15:00 - 15:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.00	126.00
	B - Development Access	0.00	0.00	0.00
	C - R445 East	85.00	0.00	0.00

15:15 - 15:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.00	91.00
	B - Development Access	0.00	0.00	0.00
	C - R445 East	116.00	0.00	0.00

15:30 - 15:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.00	123.00
	B - Development Access	0.00	0.00	0.00
	C - R445 East	113.00	0.00	0.00

15:45 - 16:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.00	132.00
	B - Development Access	0.00	0.00	0.00
	C - R445 East	110.00	0.00	0.00

16:00 - 16:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.00	108.00
	B - Development Access	0.00	0.00	0.00
	C - R445 East	143.00	0.00	0.00

16:15 - 16:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.00	119.00
	B - Development Access	0.00	0.00	0.00
	C - R445 East	143.00	0.00	0.00

16:30 - 16:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.00	113.00
	B - Development Access	0.00	0.00	0.00
	C - R445 East	115.00	0.00	0.00

16:45 - 17:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.00	132.00
	B - Development Access	0.00	0.00	0.00
	C - R445 East	126.00	0.00	0.00

17:00 - 17:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.00	121.00
	B - Development Access	0.00	0.00	0.00
	C - R445 East	135.00	0.00	0.00

17:15 - 17:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.00	107.00
	B - Development Access	0.00	0.00	0.00
	C - R445 East	133.00	0.00	0.00

17:30 - 17:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.00	108.00
	B - Development Access	0.00	0.00	0.00
	C - R445 East	120.00	0.00	0.00

17:45 - 18:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.00	101.00
	B - Development Access	0.00	0.00	0.00
	C - R445 East	128.00	0.00	0.00

18:00 - 18:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.00	118.00
	B - Development Access	0.00	0.00	0.00
	C - R445 East	128.00	0.00	0.00

18:15 - 18:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.00	100.00
	B - Development Access	0.00	0.00	0.00
	C - R445 East	120.00	0.00	0.00

18:30 - 18:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.00	112.00
	B - Development Access	0.00	0.00	0.00
	C - R445 East	107.00	0.00	0.00

18:45 - 19:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.00	100.00
	B - Development Access	0.00	0.00	0.00
	C - R445 East	120.00	0.00	0.00

Vehicle Mix

07:00 - 07:15

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	7
	B - Development Access	0	0	0
	C - R445 East	11	0	0

07:15 - 07:30

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	8
	B - Development Access	0	0	0
	C - R445 East	14	0	0

07:30 - 07:45

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	7
	B - Development Access	0	0	0
	C - R445 East	12	0	0

07:45 - 08:00

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	7
	B - Development Access	0	0	0
	C - R445 East	5	0	0

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	6
	B - Development Access	0	0	0
	C - R445 East	11	0	0

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	4
	B - Development Access	0	0	0
	C - R445 East	5	0	0

08:30 - 08:45

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	6
	B - Development Access	0	0	0
	C - R445 East	4	0	0

08:45 - 09:00

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	6
	B - Development Access	0	0	0
	C - R445 East	5	0	0

09:00 - 09:15

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	8
	B - Development Access	0	0	0
	C - R445 East	10	0	0

09:15 - 09:30

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	8
	B - Development Access	0	0	0
	C - R445 East	2	0	0

Heavy Vehicle Percentages

09:30 - 09:45

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	7
	B - Development Access	0	0	0
	C - R445 East	5	0	0

Heavy Vehicle Percentages

09:45 - 10:00

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	8
	B - Development Access	0	0	0
	C - R445 East	5	0	0

Heavy Vehicle Percentages

10:00 - 10:15

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	9
	B - Development Access	0	0	0
	C - R445 East	4	0	0

Heavy Vehicle Percentages

10:15 - 10:30

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	7
	B - Development Access	0	0	0
	C - R445 East	4	0	0

Heavy Vehicle Percentages

10:30 - 10:45

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	8
	B - Development Access	0	0	0
	C - R445 East	2	0	0

Heavy Vehicle Percentages

10:45 - 11:00

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	3
	B - Development Access	0	0	0
	C - R445 East	8	0	0

Heavy Vehicle Percentages

11:00 - 11:15

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	4
	B - Development Access	0	0	0
	C - R445 East	4	0	0

Heavy Vehicle Percentages

11:15 - 11:30

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	8
	B - Development Access	0	0	0
	C - R445 East	7	0	0

Heavy Vehicle Percentages

11:30 - 11:45

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	11
	B - Development Access	0	0	0
	C - R445 East	4	0	0

11:45 - 12:00

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	1
	B - Development Access	0	0	0
	C - R445 East	4	0	0

Heavy Vehicle Percentages

12:00 - 12:15

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	3
	B - Development Access	0	0	0
	C - R445 East	4	0	0

Heavy Vehicle Percentages

12:15 - 12:30

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	2
	B - Development Access	0	0	0
	C - R445 East	4	0	0

Heavy Vehicle Percentages

12:30 - 12:45

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	3
	B - Development Access	0	0	0
	C - R445 East	6	0	0

Heavy Vehicle Percentages

12:45 - 13:00

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	5
	B - Development Access	0	0	0
	C - R445 East	8	0	0

Heavy Vehicle Percentages

13:00 - 13:15

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	1
	B - Development Access	0	0	0
	C - R445 East	3	0	0

Heavy Vehicle Percentages

13:15 - 13:30

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	4
	B - Development Access	0	0	0
	C - R445 East	5	0	0

Heavy Vehicle Percentages

13:30 - 13:45

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	3
	B - Development Access	0	0	0
	C - R445 East	4	0	0

Heavy Vehicle Percentages

13:45 - 14:00

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	5
	B - Development Access	0	0	0
	C - R445 East	7	0	0

Heavy Vehicle Percentages

14:00 - 14:15

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	8
	B - Development Access	0	0	0
	C - R445 East	4	0	0

14:15 - 14:30 **Heavy Vehicle Percentages**

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	5
	B - Development Access	0	0	0
	C - R445 East	0	0	0

Heavy Vehicle Percentages

14:30 - 14:45

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	7
	B - Development Access	0	0	0
	C - R445 East	3	0	0

Heavy Vehicle Percentages

14:45 - 15:00

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	4
	B - Development Access	0	0	0
	C - R445 East	3	0	0

Heavy Vehicle Percentages

15:00 - 15:15

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	7
	B - Development Access	0	0	0
	C - R445 East	8	0	0

Heavy Vehicle Percentages

15:15 - 15:30

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	3
	B - Development Access	0	0	0
	C - R445 East	4	0	0

Heavy Vehicle Percentages

15:30 - 15:45

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	6
	B - Development Access	0	0	0
	C - R445 East	6	0	0

Heavy Vehicle Percentages

15:45 - 16:00

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	2
	B - Development Access	0	0	0
	C - R445 East	5	0	0

Heavy Vehicle Percentages

16:00 - 16:15

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	2
	B - Development Access	0	0	0
	C - R445 East	3	0	0

Heavy Vehicle Percentages

16:15 - 16:30

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	3
	B - Development Access	0	0	0
	C - R445 East	3	0	0

Heavy Vehicle Percentages

16:30 - 16:45

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	4
	B - Development Access	0	0	0
	C - R445 East	9	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	3
	B - Development Access	0	0	0
	C - R445 East	2	0	0

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	3
	B - Development Access	0	0	0
	C - R445 East	2	0	0

17:15 - 17:30

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	3
	B - Development Access	0	0	0
	C - R445 East	2	0	0

17:30 - 17:45

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	6
	B - Development Access	0	0	0
	C - R445 East	2	0	0

17:45 - 18:00

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	3
	B - Development Access	0	0	0
	C - R445 East	2	0	0

18:00 - 18:15

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	2
	B - Development Access	0	0	0
	C - R445 East	1	0	0

18:15 - 18:30

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	3
	B - Development Access	0	0	0
	C - R445 East	1	0	0

18:30 - 18:45

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	1
	B - Development Access	0	0	0
	C - R445 East	0	0	0

18:45 - 19:00

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	1
	B - Development Access	0	0	0
	C - R445 East	3	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	0.00	0.00	0.0	A	0.00	0.00
B-A	0.00	0.00	0.0	A	0.00	0.00
C-AB	0.00	0.00	0.0	A	0.00	0.00
C-A					103.98	4991.01
A-B					0.00	0.00
A-C					105.85	5080.99

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	163.78	0.000	0.00	0.0	0.0	0.000	A
B-A	0.00	0.00	103.50	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.00	0.00	132.38	0.000	0.00	0.0	0.0	0.000	A
C-A	61.00	61.00			61.00				
A-B	0.00	0.00			0.00				
A-C	74.00	74.00			74.00				

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	0.00	0.00	163.78	0.000	0.00	0.0	0.0	0.000	A
B-A	0.00	0.00	100.26	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.00	0.00	131.67	0.000	0.00	0.0	0.0	0.000	A
C-A	80.00	80.00			80.00				
A-B	0.00	0.00			0.00				
A-C	73.00	73.00			73.00				

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	160.85	0.000	0.00	0.0	0.0	0.000	A
B-A	0.00	0.00	95.12	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.00	0.00	129.43	0.000	0.00	0.0	0.0	0.000	A
C-A	98.00	98.00			98.00				
A-B	0.00	0.00			0.00				
A-C	84.00	84.00			84.00				

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	0.00	0.00	154.72	0.000	0.00	0.0	0.0	0.000	A
B-A	0.00	0.00	96.02	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.00	0.00	126.80	0.000	0.00	0.0	0.0	0.000	A
C-A	64.00	64.00			64.00				
A-B	0.00	0.00			0.00				
A-C	106.00	106.00			106.00				

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	0.00	0.00	151.26	0.000	0.00	0.0	0.0	0.000	A
B-A	0.00	0.00	88.46	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.00	0.00	123.21	0.000	0.00	0.0	0.0	0.000	A
C-A	90.00	90.00			90.00				
A-B	0.00	0.00			0.00				
A-C	119.00	119.00			119.00				

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	0.00	0.00	150.99	0.000	0.00	0.0	0.0	0.000	A
B-A	0.00	0.00	84.99	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.00	0.00	124.39	0.000	0.00	0.0	0.0	0.000	A
C-A	117.00	117.00			117.00				
A-B	0.00	0.00			0.00				
A-C	122.00	122.00			122.00				

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	0.00	0.00	155.52	0.000	0.00	0.0	0.0	0.000	A
B-A	0.00	0.00	91.34	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.00	0.00	129.22	0.000	0.00	0.0	0.0	0.000	A
C-A	101.00	101.00			101.00				
A-B	0.00	0.00			0.00				
A-C	104.00	104.00			104.00				

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	0.00	0.00	154.46	0.000	0.00	0.0	0.0	0.000	A
B-A	0.00	0.00	93.26	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.00	0.00	128.58	0.000	0.00	0.0	0.0	0.000	A
C-A	81.00	81.00			81.00				
A-B	0.00	0.00			0.00				
A-C	108.00	108.00			108.00				

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	0.00	0.00	153.39	0.000	0.00	0.0	0.0	0.000	A
B-A	0.00	0.00	91.94	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.00	0.00	126.25	0.000	0.00	0.0	0.0	0.000	A
C-A	80.00	80.00			80.00				
A-B	0.00	0.00			0.00				
A-C	109.00	109.00			109.00				

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	155.52	0.000	0.00	0.0	0.0	0.000	A
B-A	0.00	0.00	92.61	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.00	0.00	129.74	0.000	0.00	0.0	0.0	0.000	A
C-A	94.00	94.00			94.00				
A-B	0.00	0.00			0.00				
A-C	102.00	102.00			102.00				

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	0.00	0.00	152.59	0.000	0.00	0.0	0.0	0.000	A
B-A	0.00	0.00	92.54	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.00	0.00	127.16	0.000	0.00	0.0	0.0	0.000	A
C-A	75.00	75.00			75.00				
A-B	0.00	0.00			0.00				
A-C	113.00	113.00			113.00				

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	0.00	0.00	159.25	0.000	0.00	0.0	0.0	0.000	A
B-A	0.00	0.00	97.01	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.00	0.00	132.80	0.000	0.00	0.0	0.0	0.000	A
C-A	83.00	83.00			83.00				
A-B	0.00	0.00			0.00				
A-C	89.00	89.00			89.00				

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	0.00	0.00	159.52	0.000	0.00	0.0	0.0	0.000	A
B-A	0.00	0.00	96.39	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.00	0.00	133.18	0.000	0.00	0.0	0.0	0.000	A
C-A	89.00	89.00			89.00				
A-B	0.00	0.00			0.00				
A-C	87.00	87.00			87.00				

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	0.00	0.00	161.39	0.000	0.00	0.0	0.0	0.000	A
B-A	0.00	0.00	100.08	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.00	0.00	134.98	0.000	0.00	0.0	0.0	0.000	A
C-A	75.00	75.00			75.00				
A-B	0.00	0.00			0.00				
A-C	82.00	82.00			82.00				

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	0.00	0.00	157.39	0.000	0.00	0.0	0.0	0.000	A
B-A	0.00	0.00	94.46	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.00	0.00	132.34	0.000	0.00	0.0	0.0	0.000	A
C-A	92.00	92.00			92.00				
A-B	0.00	0.00			0.00				
A-C	95.00	95.00			95.00				

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	0.00	0.00	156.05	0.000	0.00	0.0	0.0	0.000	A
B-A	0.00	0.00	92.63	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.00	0.00	129.84	0.000	0.00	0.0	0.0	0.000	A
C-A	92.00	92.00			92.00				
A-B	0.00	0.00			0.00				
A-C	105.00	105.00			105.00				

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	0.00	0.00	158.45	0.000	0.00	0.0	0.0	0.000	A
B-A	0.00	0.00	94.09	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.00	0.00	132.28	0.000	0.00	0.0	0.0	0.000	A
C-A	99.00	99.00			99.00				
A-B	0.00	0.00			0.00				
A-C	95.00	95.00			95.00				

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	0.00	0.00	158.45	0.000	0.00	0.0	0.0	0.000	A
B-A	0.00	0.00	94.23	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.00	0.00	131.44	0.000	0.00	0.0	0.0	0.000	A
C-A	95.00	95.00			95.00				
A-B	0.00	0.00			0.00				
A-C	92.00	92.00			92.00				

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	0.00	0.00	156.85	0.000	0.00	0.0	0.0	0.000	A
B-A	0.00	0.00	93.16	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.00	0.00	130.71	0.000	0.00	0.0	0.0	0.000	A
C-A	96.00	96.00			96.00				
A-B	0.00	0.00			0.00				
A-C	95.00	95.00			95.00				

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	0.00	0.00	153.39	0.000	0.00	0.0	0.0	0.000	A
B-A	0.00	0.00	92.08	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.00	0.00	128.31	0.000	0.00	0.0	0.0	0.000	A
C-A	84.00	84.00			84.00				
A-B	0.00	0.00			0.00				
A-C	117.00	117.00			117.00				

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	0.00	0.00	154.19	0.000	0.00	0.0	0.0	0.000	A
B-A	0.00	0.00	90.50	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.00	0.00	129.07	0.000	0.00	0.0	0.0	0.000	A
C-A	99.00	99.00			99.00				
A-B	0.00	0.00			0.00				
A-C	112.00	112.00			112.00				

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	0.00	0.00	155.26	0.000	0.00	0.0	0.0	0.000	A
B-A	0.00	0.00	90.41	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.00	0.00	130.09	0.000	0.00	0.0	0.0	0.000	A
C-A	106.00	106.00			106.00				
A-B	0.00	0.00			0.00				
A-C	109.00	109.00			109.00				

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	0.00	0.00	152.86	0.000	0.00	0.0	0.0	0.000	A
B-A	0.00	0.00	86.98	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.00	0.00	127.39	0.000	0.00	0.0	0.0	0.000	A
C-A	113.00	113.00			113.00				
A-B	0.00	0.00			0.00				
A-C	116.00	116.00			116.00				

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	0.00	0.00	161.65	0.000	0.00	0.0	0.0	0.000	A
B-A	0.00	0.00	95.79	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.00	0.00	133.83	0.000	0.00	0.0	0.0	0.000	A
C-A	102.00	102.00			102.00				
A-B	0.00	0.00			0.00				
A-C	83.00	83.00			83.00				

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	165.65	0.000	0.00	0.0	0.0	0.000	A
B-A	0.00	0.00	96.61	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.00	0.00	138.22	0.000	0.00	0.0	0.0	0.000	A
C-A	124.00	124.00			124.00				
A-B	0.00	0.00			0.00				
A-C	71.00	71.00			71.00				

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	0.00	0.00	157.39	0.000	0.00	0.0	0.0	0.000	A
B-A	0.00	0.00	92.77	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.00	0.00	131.29	0.000	0.00	0.0	0.0	0.000	A
C-A	101.00	101.00			101.00				
A-B	0.00	0.00			0.00				
A-C	99.00	99.00			99.00				

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	0.00	0.00	154.19	0.000	0.00	0.0	0.0	0.000	A
B-A	0.00	0.00	89.37	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.00	0.00	128.99	0.000	0.00	0.0	0.0	0.000	A
C-A	107.00	107.00			107.00				
A-B	0.00	0.00			0.00				
A-C	112.00	112.00			112.00				

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	154.46	0.000	0.00	0.0	0.0	0.000	A
B-A	0.00	0.00	89.74	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.00	0.00	128.43	0.000	0.00	0.0	0.0	0.000	A
C-A	103.00	103.00			103.00				
A-B	0.00	0.00			0.00				
A-C	109.00	109.00			109.00				

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	0.00	0.00	153.39	0.000	0.00	0.0	0.0	0.000	A
B-A	0.00	0.00	86.02	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.00	0.00	128.03	0.000	0.00	0.0	0.0	0.000	A
C-A	125.00	125.00			125.00				
A-B	0.00	0.00			0.00				
A-C	109.00	109.00			109.00				

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	0.00	0.00	147.79	0.000	0.00	0.0	0.0	0.000	A
B-A	0.00	0.00	86.11	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.00	0.00	124.82	0.000	0.00	0.0	0.0	0.000	A
C-A	96.00	96.00			96.00				
A-B	0.00	0.00			0.00				
A-C	132.00	132.00			132.00				

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	0.00	0.00	154.72	0.000	0.00	0.0	0.0	0.000	A
B-A	0.00	0.00	89.54	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.00	0.00	130.56	0.000	0.00	0.0	0.0	0.000	A
C-A	110.00	110.00			110.00				
A-B	0.00	0.00			0.00				
A-C	106.00	106.00			106.00				

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	0.00	0.00	145.93	0.000	0.00	0.0	0.0	0.000	A
B-A	0.00	0.00	81.02	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.00	0.00	122.88	0.000	0.00	0.0	0.0	0.000	A
C-A	117.00	117.00			117.00				
A-B	0.00	0.00			0.00				
A-C	141.00	141.00			141.00				

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	0.00	0.00	148.86	0.000	0.00	0.0	0.0	0.000	A
B-A	0.00	0.00	87.57	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.00	0.00	123.75	0.000	0.00	0.0	0.0	0.000	A
C-A	85.00	85.00			85.00				
A-B	0.00	0.00			0.00				
A-C	126.00	126.00			126.00				

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	0.00	0.00	159.79	0.000	0.00	0.0	0.0	0.000	A
B-A	0.00	0.00	92.67	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.00	0.00	133.25	0.000	0.00	0.0	0.0	0.000	A
C-A	116.00	116.00			116.00				
A-B	0.00	0.00			0.00				
A-C	91.00	91.00			91.00				

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	0.00	0.00	150.19	0.000	0.00	0.0	0.0	0.000	A
B-A	0.00	0.00	84.74	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.00	0.00	124.87	0.000	0.00	0.0	0.0	0.000	A
C-A	113.00	113.00			113.00				
A-B	0.00	0.00			0.00				
A-C	123.00	123.00			123.00				

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	0.00	0.00	149.13	0.000	0.00	0.0	0.0	0.000	A
B-A	0.00	0.00	84.41	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.00	0.00	124.03	0.000	0.00	0.0	0.0	0.000	A
C-A	110.00	110.00			110.00				
A-B	0.00	0.00			0.00				
A-C	132.00	132.00			132.00				

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	0.00	0.00	155.52	0.000	0.00	0.0	0.0	0.000	A
B-A	0.00	0.00	85.42	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.00	0.00	130.21	0.000	0.00	0.0	0.0	0.000	A
C-A	143.00	143.00			143.00				
A-B	0.00	0.00			0.00				
A-C	108.00	108.00			108.00				

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	0.00	0.00	152.06	0.000	0.00	0.0	0.0	0.000	A
B-A	0.00	0.00	82.36	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.00	0.00	127.51	0.000	0.00	0.0	0.0	0.000	A
C-A	143.00	143.00			143.00				
A-B	0.00	0.00			0.00				
A-C	119.00	119.00			119.00				

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	0.00	0.00	153.66	0.000	0.00	0.0	0.0	0.000	A
B-A	0.00	0.00	86.95	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.00	0.00	127.33	0.000	0.00	0.0	0.0	0.000	A
C-A	115.00	115.00			115.00				
A-B	0.00	0.00			0.00				
A-C	113.00	113.00			113.00				

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	0.00	0.00	148.59	0.000	0.00	0.0	0.0	0.000	A
B-A	0.00	0.00	82.13	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.00	0.00	124.30	0.000	0.00	0.0	0.0	0.000	A
C-A	126.00	126.00			126.00				
A-B	0.00	0.00			0.00				
A-C	132.00	132.00			132.00				

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	0.00	0.00	151.52	0.000	0.00	0.0	0.0	0.000	A
B-A	0.00	0.00	83.33	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.00	0.00	127.41	0.000	0.00	0.0	0.0	0.000	A
C-A	135.00	135.00			135.00				
A-B	0.00	0.00			0.00				
A-C	121.00	121.00			121.00				

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	0.00	0.00	155.52	0.000	0.00	0.0	0.0	0.000	A
B-A	0.00	0.00	87.11	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.00	0.00	131.34	0.000	0.00	0.0	0.0	0.000	A
C-A	133.00	133.00			133.00				
A-B	0.00	0.00			0.00				
A-C	107.00	107.00			107.00				

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	0.00	0.00	154.46	0.000	0.00	0.0	0.0	0.000	A
B-A	0.00	0.00	88.05	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.00	0.00	130.68	0.000	0.00	0.0	0.0	0.000	A
C-A	120.00	120.00			120.00				
A-B	0.00	0.00			0.00				
A-C	108.00	108.00			108.00				

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	0.00	0.00	157.12	0.000	0.00	0.0	0.0	0.000	A
B-A	0.00	0.00	89.16	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.00	0.00	133.09	0.000	0.00	0.0	0.0	0.000	A
C-A	128.00	128.00			128.00				
A-B	0.00	0.00			0.00				
A-C	101.00	101.00			101.00				

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	152.86	0.000	0.00	0.0	0.0	0.000	A
B-A	0.00	0.00	85.72	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.00	0.00	129.80	0.000	0.00	0.0	0.0	0.000	A
C-A	128.00	128.00			128.00				
A-B	0.00	0.00			0.00				
A-C	118.00	118.00			118.00				

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	0.00	0.00	157.39	0.000	0.00	0.0	0.0	0.000	A
B-A	0.00	0.00	90.65	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.00	0.00	133.80	0.000	0.00	0.0	0.0	0.000	A
C-A	120.00	120.00			120.00				
A-B	0.00	0.00			0.00				
A-C	100.00	100.00			100.00				

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	154.72	0.000	0.00	0.0	0.0	0.000	A
B-A	0.00	0.00	90.39	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.00	0.00	131.88	0.000	0.00	0.0	0.0	0.000	A
C-A	107.00	107.00			107.00				
A-B	0.00	0.00			0.00				
A-C	112.00	112.00			112.00				

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	157.92	0.000	0.00	0.0	0.0	0.000	A
B-A	0.00	0.00	90.82	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.00	0.00	133.95	0.000	0.00	0.0	0.0	0.000	A
C-A	120.00	120.00			120.00				
A-B	0.00	0.00			0.00				
A-C	100.00	100.00			100.00				

Opening year+ Adj,

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Junction 4	T-Junction	Two-way		0.11	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

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
D7	Opening year+ Adj	DIRECT	07:00	19:00	720	15	✓	Simple	D2+D6

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 - R445 West		DIRECT	✓	100.000
B - Development Access		DIRECT	✓	100.000
C - R445 East		DIRECT	✓	100.000

Origin-Destination Data

07:00 - 07:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.29	101.46
	B - Development Access	1.21	0.00	1.41
	C - R445 East	82.85	0.34	0.00

07:15 - 07:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.29	99.79
	B - Development Access	1.21	0.00	1.41
	C - R445 East	108.16	0.34	0.00

07:30 - 07:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.29	115.08
	B - Development Access	1.21	0.00	1.41
	C - R445 East	132.90	0.34	0.00

07:45 - 08:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.29	145.37
	B - Development Access	1.21	0.00	1.41
	C - R445 East	88.11	0.34	0.00

08:00 - 08:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.51	163.43
	B - Development Access	1.58	0.00	1.84
	C - R445 East	122.33	0.60	0.00

08:15 - 08:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.51	168.15
	B - Development Access	1.58	0.00	1.84
	C - R445 East	160.93	0.60	0.00

08:30 - 08:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.51	142.87
	B - Development Access	1.58	0.00	1.84
	C - R445 East	139.24	0.60	0.00

08:45 - 09:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.51	148.42
	B - Development Access	1.58	0.00	1.84
	C - R445 East	111.45	0.60	0.00

09:00 - 09:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.51	149.00
	B - Development Access	0.73	0.00	0.85
	C - R445 East	108.98	0.59	0.00

09:15 - 09:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.51	139.54
	B - Development Access	0.73	0.00	0.85
	C - R445 East	130.06	0.59	0.00

09:30 - 09:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.51	154.83
	B - Development Access	0.73	0.00	0.85
	C - R445 East	103.12	0.59	0.00

09:45 - 10:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.51	121.75
	B - Development Access	0.73	0.00	0.85
	C - R445 East	114.23	0.59	0.00

10:00 - 10:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.48	118.70
	B - Development Access	0.60	0.00	0.69
	C - R445 East	122.57	0.56	0.00

10:15 - 10:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.48	112.30
	B - Development Access	0.60	0.00	0.69
	C - R445 East	103.39	0.56	0.00

10:30 - 10:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.48	129.82
	B - Development Access	0.60	0.00	0.69
	C - R445 East	127.28	0.56	0.00

10:45 - 11:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.48	145.07
	B - Development Access	0.60	0.00	0.69
	C - R445 East	125.92	0.56	0.00

11:00 - 11:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.53	130.90
	B - Development Access	0.62	0.00	0.73
	C - R445 East	136.46	0.62	0.00

11:15 - 11:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.53	125.92
	B - Development Access	0.62	0.00	0.73
	C - R445 East	130.09	0.62	0.00

11:30 - 11:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.53	129.27
	B - Development Access	0.62	0.00	0.73
	C - R445 East	132.29	0.62	0.00

11:45 - 12:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.53	162.29
	B - Development Access	0.62	0.00	0.73
	C - R445 East	115.89	0.62	0.00

12:00 - 12:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.69	154.80
	B - Development Access	0.68	0.00	0.79
	C - R445 East	136.46	0.81	0.00

12:15 - 12:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.69	150.90
	B - Development Access	0.68	0.00	0.79
	C - R445 East	146.19	0.81	0.00

12:30 - 12:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.69	160.08
	B - Development Access	0.68	0.00	0.79
	C - R445 East	155.10	0.81	0.00

12:45 - 13:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.69	114.23
	B - Development Access	0.68	0.00	0.79
	C - R445 East	139.54	0.81	0.00

13:00 - 13:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.70	98.37
	B - Development Access	0.68	0.00	0.79
	C - R445 East	171.20	0.81	0.00

13:15 - 13:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.70	136.46
	B - Development Access	0.68	0.00	0.79
	C - R445 East	138.97	0.81	0.00

13:30 - 13:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.70	154.80
	B - Development Access	0.68	0.00	0.79
	C - R445 East	147.58	0.81	0.00

13:45 - 14:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.70	150.08
	B - Development Access	0.68	0.00	0.79
	C - R445 East	141.20	0.81	0.00

14:00 - 14:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.83	149.00
	B - Development Access	0.78	0.00	0.91
	C - R445 East	172.31	0.97	0.00

14:15 - 14:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.83	181.50
	B - Development Access	0.78	0.00	0.91
	C - R445 East	133.38	0.97	0.00

14:30 - 14:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.83	145.37
	B - Development Access	0.78	0.00	0.91
	C - R445 East	152.02	0.97	0.00

14:45 - 15:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.83	194.54
	B - Development Access	0.78	0.00	0.91
	C - R445 East	161.47	0.97	0.00

15:00 - 15:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	1.09	172.62
	B - Development Access	0.70	0.00	0.81
	C - R445 East	116.20	1.28	0.00

15:15 - 15:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	1.09	125.62
	B - Development Access	0.70	0.00	0.81
	C - R445 East	159.81	1.28	0.00

15:30 - 15:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	1.09	168.99
	B - Development Access	0.70	0.00	0.81
	C - R445 East	155.10	1.28	0.00

15:45 - 16:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	1.09	182.85
	B - Development Access	0.70	0.00	0.81
	C - R445 East	151.20	1.28	0.00

16:00 - 16:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	1.19	149.51
	B - Development Access	0.68	0.00	0.79
	C - R445 East	197.59	1.38	0.00

16:15 - 16:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	1.19	164.25
	B - Development Access	0.68	0.00	0.79
	C - R445 East	197.32	1.38	0.00

16:30 - 16:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	1.19	155.91
	B - Development Access	0.68	0.00	0.79
	C - R445 East	157.06	1.38	0.00

16:45 - 17:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	1.19	182.31
	B - Development Access	0.68	0.00	0.79
	C - R445 East	174.25	1.38	0.00

17:00 - 17:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	1.58	167.03
	B - Development Access	0.68	0.00	0.79
	C - R445 East	186.75	1.85	0.00

17:15 - 17:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	1.58	147.85
	B - Development Access	0.68	0.00	0.79
	C - R445 East	184.24	1.85	0.00

17:30 - 17:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	1.58	148.42
	B - Development Access	0.68	0.00	0.79
	C - R445 East	166.18	1.85	0.00

17:45 - 18:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	1.58	139.51
	B - Development Access	0.68	0.00	0.79
	C - R445 East	177.30	1.85	0.00

18:00 - 18:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	1.23	163.40
	B - Development Access	0.75	0.00	0.87
	C - R445 East	177.57	1.44	0.00

18:15 - 18:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	1.23	138.12
	B - Development Access	0.75	0.00	0.87
	C - R445 East	166.45	1.44	0.00

18:30 - 18:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	1.23	155.34
	B - Development Access	0.75	0.00	0.87
	C - R445 East	148.66	1.44	0.00

18:45 - 19:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	1.23	138.67
	B - Development Access	0.75	0.00	0.87
	C - R445 East	165.91	1.44	0.00

Vehicle Mix

07:00 - 07:15

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	6
	B - Development Access	0	0	0
	C - R445 East	9	0	0

07:15 - 07:30

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	7
	B - Development Access	0	0	0
	C - R445 East	11	0	0

07:30 - 07:45

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	6
	B - Development Access	0	0	0
	C - R445 East	10	0	0

07:45 - 08:00

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	5
	B - Development Access	0	0	0
	C - R445 East	4	0	0

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	5
	B - Development Access	0	0	0
	C - R445 East	9	0	0

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	3
	B - Development Access	0	0	0
	C - R445 East	4	0	0

Heavy Vehicle Percentages

08:30 - 08:45

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	5
	B - Development Access	0	0	0
	C - R445 East	3	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	5
	B - Development Access	0	0	0
	C - R445 East	4	0	0

Heavy Vehicle Percentages

09:00 - 09:15

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	7
	B - Development Access	0	0	0
	C - R445 East	8	0	0

Heavy Vehicle Percentages

09:15 - 09:30

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	6
	B - Development Access	0	0	0
	C - R445 East	2	0	0

Heavy Vehicle Percentages

09:30 - 09:45

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	6
	B - Development Access	0	0	0
	C - R445 East	4	0	0

Heavy Vehicle Percentages

09:45 - 10:00

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	6
	B - Development Access	0	0	0
	C - R445 East	4	0	0

Heavy Vehicle Percentages

10:00 - 10:15

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	8
	B - Development Access	0	0	0
	C - R445 East	4	0	0

Heavy Vehicle Percentages

10:15 - 10:30

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	6
	B - Development Access	0	0	0
	C - R445 East	3	0	0

Heavy Vehicle Percentages

10:30 - 10:45

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	7
	B - Development Access	0	0	0
	C - R445 East	2	0	0

10:45 - 11:00 **Heavy Vehicle Percentages**

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	2
	B - Development Access	0	0	0
	C - R445 East	6	0	0

Heavy Vehicle Percentages

11:00 - 11:15

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	3
	B - Development Access	0	0	0
	C - R445 East	3	0	0

Heavy Vehicle Percentages

11:15 - 11:30

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	6
	B - Development Access	0	0	0
	C - R445 East	6	0	0

Heavy Vehicle Percentages

11:30 - 11:45

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	9
	B - Development Access	0	0	0
	C - R445 East	3	0	0

Heavy Vehicle Percentages

11:45 - 12:00

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	1
	B - Development Access	0	0	0
	C - R445 East	3	0	0

Heavy Vehicle Percentages

12:00 - 12:15

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	2
	B - Development Access	0	0	0
	C - R445 East	3	0	0

Heavy Vehicle Percentages

12:15 - 12:30

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	1
	B - Development Access	0	0	0
	C - R445 East	3	0	0

Heavy Vehicle Percentages

12:30 - 12:45

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	3
	B - Development Access	0	0	0
	C - R445 East	5	0	0

Heavy Vehicle Percentages

12:45 - 13:00

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	4
	B - Development Access	0	0	0
	C - R445 East	6	0	0

Heavy Vehicle Percentages

13:00 - 13:15

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	1
	B - Development Access	0	0	0
	C - R445 East	3	0	0

13:15 - 13:30

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	3
	B - Development Access	0	0	0
	C - R445 East	4	0	0

Heavy Vehicle Percentages

13:30 - 13:45

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	2
	B - Development Access	0	0	0
	C - R445 East	3	0	0

Heavy Vehicle Percentages

13:45 - 14:00

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	4
	B - Development Access	0	0	0
	C - R445 East	6	0	0

Heavy Vehicle Percentages

14:00 - 14:15

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	7
	B - Development Access	0	0	0
	C - R445 East	3	0	0

Heavy Vehicle Percentages

14:15 - 14:30

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	4
	B - Development Access	0	0	0
	C - R445 East	0	0	0

Heavy Vehicle Percentages

14:30 - 14:45

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	5
	B - Development Access	0	0	0
	C - R445 East	2	0	0

Heavy Vehicle Percentages

14:45 - 15:00

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	3
	B - Development Access	0	0	0
	C - R445 East	3	0	0

Heavy Vehicle Percentages

15:00 - 15:15

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	6
	B - Development Access	0	0	0
	C - R445 East	7	0	0

Heavy Vehicle Percentages

15:15 - 15:30

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	3
	B - Development Access	0	0	0
	C - R445 East	3	0	0

Heavy Vehicle Percentages

15:30 - 15:45

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	5
	B - Development Access	0	0	0
	C - R445 East	5	0	0

15:45 - 16:00

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	1
	B - Development Access	0	0	0
	C - R445 East	4	0	0

16:00 - 16:15

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	1
	B - Development Access	0	0	0
	C - R445 East	2	0	0

16:15 - 16:30

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	3
	B - Development Access	0	0	0
	C - R445 East	3	0	0

16:30 - 16:45

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	3
	B - Development Access	0	0	0
	C - R445 East	7	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	2
	B - Development Access	0	0	0
	C - R445 East	2	0	0

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	3
	B - Development Access	0	0	0
	C - R445 East	2	0	0

17:15 - 17:30

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	2
	B - Development Access	0	0	0
	C - R445 East	1	0	0

17:30 - 17:45

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	5
	B - Development Access	0	0	0
	C - R445 East	1	0	0

17:45 - 18:00

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	2
	B - Development Access	0	0	0
	C - R445 East	1	0	0

18:00 - 18:15

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	1
	B - Development Access	0	0	0
	C - R445 East	1	0	0

18:15 - 18:30

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	2
	B - Development Access	0	0	0
	C - R445 East	1	0	0

Heavy Vehicle Percentages

18:30 - 18:45

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	1
	B - Development Access	0	0	0
	C - R445 East	0	0	0

Heavy Vehicle Percentages

18:45 - 19:00

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	1
	B - Development Access	0	0	0
	C - R445 East	2	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	0.01	7.59	0.0	A	0.94	45.10
B-A	0.02	13.67	0.0	B	0.81	38.65
C-AB	0.03	4.97	0.0	A	2.79	134.07
C-A					141.34	6784.14
A-B					0.80	38.52
A-C					145.72	6994.54

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	1.41	1.41	142.10	0.010	1.40	0.0	0.0	6.396	A
B-A	1.21	1.21	100.51	0.012	1.20	0.0	0.0	9.061	A
C-AB	0.60	0.60	189.47	0.003	0.60	0.0	0.0	4.764	A
C-A	82.59	82.59			82.59				
A-B	0.29	0.29			0.29				
A-C	101.46	101.46			101.46				

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	1.41	1.41	142.19	0.010	1.41	0.0	0.0	6.392	A
B-A	1.21	1.21	96.20	0.013	1.21	0.0	0.0	9.474	A
C-AB	0.72	0.72	206.02	0.003	0.72	0.0	0.0	4.348	A
C-A	107.78	107.78			107.78				
A-B	0.29	0.29			0.29				
A-C	99.80	99.80			99.80				

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	1.41	1.41	138.45	0.010	1.41	0.0	0.0	6.566	A
B-A	1.21	1.21	88.63	0.014	1.21	0.0	0.0	10.294	B
C-AB	0.86	0.86	220.72	0.004	0.86	0.0	0.0	4.091	A
C-A	132.38	132.38			132.38				
A-B	0.29	0.29			0.29				
A-C	115.08	115.08			115.08				

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	1.41	1.41	130.84	0.011	1.41	0.0	0.0	6.952	A
B-A	1.21	1.21	89.39	0.014	1.21	0.0	0.0	10.206	B
C-AB	0.65	0.65	186.06	0.003	0.65	0.0	0.0	4.971	A
C-A	87.80	87.80			87.80				
A-B	0.29	0.29			0.29				
A-C	145.37	145.37			145.37				

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	1.84	1.84	126.24	0.015	1.83	0.0	0.0	7.233	A
B-A	1.58	1.58	78.57	0.020	1.57	0.0	0.0	11.688	B
C-AB	1.47	1.47	205.92	0.007	1.47	0.0	0.0	4.355	A
C-A	121.45	121.45			121.45				
A-B	0.51	0.51			0.51				
A-C	163.44	163.44			163.44				

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	1.84	1.84	125.58	0.015	1.84	0.0	0.0	7.272	A
B-A	1.58	1.58	72.85	0.022	1.57	0.0	0.0	12.625	B
C-AB	1.89	1.89	235.11	0.008	1.89	0.0	0.0	3.900	A
C-A	159.63	159.63			159.63				
A-B	0.51	0.51			0.51				
A-C	168.15	168.15			168.15				

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	1.84	1.84	131.50	0.014	1.84	0.0	0.0	6.943	A
B-A	1.58	1.58	82.28	0.019	1.58	0.0	0.0	11.153	B
C-AB	1.58	1.58	223.48	0.007	1.58	0.0	0.0	4.075	A
C-A	138.25	138.25			138.25				
A-B	0.51	0.51			0.51				
A-C	142.87	142.87			142.87				

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	1.84	1.84	130.18	0.014	1.84	0.0	0.0	7.011	A
B-A	1.58	1.58	85.13	0.019	1.58	0.0	0.0	10.773	B
C-AB	1.33	1.33	202.41	0.007	1.33	0.0	0.0	4.470	A
C-A	110.72	110.72			110.72				
A-B	0.51	0.51			0.51				
A-C	148.42	148.42			148.42				

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	0.85	0.85	129.53	0.007	0.86	0.0	0.0	6.994	A
B-A	0.73	0.73	83.96	0.009	0.74	0.0	0.0	10.815	B
C-AB	1.31	1.31	198.74	0.007	1.31	0.0	0.0	4.508	A
C-A	108.26	108.26			108.26				
A-B	0.51	0.51			0.51				
A-C	149.00	149.00			149.00				

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	0.85	0.85	132.12	0.006	0.85	0.0	0.0	6.855	A
B-A	0.73	0.73	84.25	0.009	0.73	0.0	0.0	10.775	B
C-AB	1.47	1.47	217.59	0.007	1.47	0.0	0.0	4.231	A
C-A	129.18	129.18			129.18				
A-B	0.51	0.51			0.51				
A-C	139.54	139.54			139.54				

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	0.85	0.85	128.41	0.007	0.85	0.0	0.0	7.054	A
B-A	0.73	0.73	84.31	0.009	0.73	0.0	0.0	10.767	B
C-AB	1.26	1.26	194.85	0.006	1.26	0.0	0.0	4.619	A
C-A	102.45	102.45			102.45				
A-B	0.51	0.51			0.51				
A-C	154.83	154.83			154.83				

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	0.85	0.85	136.73	0.006	0.85	0.0	0.0	6.625	A
B-A	0.73	0.73	90.84	0.008	0.73	0.0	0.0	9.989	A
C-AB	1.31	1.31	208.71	0.006	1.31	0.0	0.0	4.342	A
C-A	113.51	113.51			113.51				
A-B	0.51	0.51			0.51				
A-C	121.75	121.75			121.75				

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	0.69	0.69	137.25	0.005	0.70	0.0	0.0	6.592	A
B-A	0.60	0.60	90.07	0.007	0.60	0.0	0.0	10.059	B
C-AB	1.30	1.30	214.99	0.006	1.30	0.0	0.0	4.214	A
C-A	121.82	121.82			121.82				
A-B	0.48	0.48			0.48				
A-C	118.70	118.70			118.70				

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	0.69	0.69	139.36	0.005	0.69	0.0	0.0	6.492	A
B-A	0.60	0.60	95.19	0.006	0.60	0.0	0.0	9.513	A
C-AB	1.14	1.14	203.12	0.006	1.14	0.0	0.0	4.465	A
C-A	102.81	102.81			102.81				
A-B	0.48	0.48			0.48				
A-C	112.30	112.30			112.30				

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	0.69	0.69	134.55	0.005	0.69	0.0	0.0	6.722	A
B-A	0.60	0.60	87.00	0.007	0.59	0.0	0.0	10.415	B
C-AB	1.35	1.35	217.19	0.006	1.35	0.0	0.0	4.181	A
C-A	126.49	126.49			126.49				
A-B	0.48	0.48			0.48				
A-C	129.82	129.82			129.82				

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	0.69	0.69	132.19	0.005	0.69	0.0	0.0	6.843	A
B-A	0.60	0.60	84.05	0.007	0.60	0.0	0.0	10.783	B
C-AB	1.37	1.37	213.12	0.006	1.37	0.0	0.0	4.197	A
C-A	125.11	125.11			125.11				
A-B	0.48	0.48			0.48				
A-C	145.07	145.07			145.07				

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	0.73	0.73	135.35	0.005	0.73	0.0	0.0	6.684	A
B-A	0.62	0.62	86.08	0.007	0.62	0.0	0.0	10.531	B
C-AB	1.59	1.59	223.68	0.007	1.59	0.0	0.0	4.082	A
C-A	135.49	135.49			135.49				
A-B	0.53	0.53			0.53				
A-C	130.91	130.91			130.91				

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	0.73	0.73	135.74	0.005	0.73	0.0	0.0	6.665	A
B-A	0.62	0.62	86.92	0.007	0.62	0.0	0.0	10.430	B
C-AB	1.53	1.53	218.44	0.007	1.53	0.0	0.0	4.116	A
C-A	129.17	129.17			129.17				
A-B	0.53	0.53			0.53				
A-C	125.92	125.92			125.92				

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	0.73	0.73	134.11	0.005	0.73	0.0	0.0	6.746	A
B-A	0.62	0.62	85.49	0.007	0.62	0.0	0.0	10.604	B
C-AB	1.56	1.56	219.88	0.007	1.56	0.0	0.0	4.154	A
C-A	131.35	131.35			131.35				
A-B	0.53	0.53			0.53				
A-C	129.28	129.28			129.28				

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	0.73	0.73	128.54	0.006	0.73	0.0	0.0	7.040	A
B-A	0.62	0.62	82.62	0.008	0.62	0.0	0.0	10.975	B
C-AB	1.43	1.43	204.55	0.007	1.43	0.0	0.0	4.439	A
C-A	115.08	115.08			115.08				
A-B	0.53	0.53			0.53				
A-C	162.29	162.29			162.29				

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	0.79	0.79	129.77	0.006	0.79	0.0	0.0	6.976	A
B-A	0.68	0.68	80.53	0.008	0.68	0.0	0.0	11.270	B
C-AB	2.13	2.13	220.11	0.010	2.13	0.0	0.0	4.122	A
C-A	135.14	135.14			135.14				
A-B	0.69	0.69			0.69				
A-C	154.80	154.80			154.80				

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	0.79	0.79	130.98	0.006	0.79	0.0	0.0	6.914	A
B-A	0.68	0.68	80.27	0.008	0.68	0.0	0.0	11.306	B
C-AB	2.26	2.26	227.96	0.010	2.26	0.0	0.0	3.988	A
C-A	144.74	144.74			144.74				
A-B	0.69	0.69			0.69				
A-C	150.90	150.90			150.90				

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	0.79	0.79	128.19	0.006	0.79	0.0	0.0	7.063	A
B-A	0.68	0.68	75.68	0.009	0.68	0.0	0.0	11.998	B
C-AB	2.45	2.45	231.87	0.011	2.45	0.0	0.0	3.896	A
C-A	153.46	153.46			153.46				
A-B	0.69	0.69			0.69				
A-C	160.08	160.08			160.08				

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	0.79	0.79	139.36	0.006	0.79	0.0	0.0	6.496	A
B-A	0.68	0.68	88.88	0.008	0.68	0.0	0.0	10.205	B
C-AB	2.10	2.10	227.16	0.009	2.10	0.0	0.0	3.988	A
C-A	138.25	138.25			138.25				
A-B	0.69	0.69			0.69				
A-C	114.23	114.23			114.23				

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	0.79	0.79	144.02	0.005	0.79	0.0	0.0	6.285	A
B-A	0.68	0.68	89.36	0.008	0.68	0.0	0.0	10.149	B
C-AB	2.51	2.51	253.56	0.010	2.51	0.0	0.0	3.618	A
C-A	169.50	169.50			169.50				
A-B	0.70	0.70			0.70				
A-C	98.37	98.37			98.37				

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	0.79	0.79	133.96	0.006	0.79	0.0	0.0	6.757	A
B-A	0.68	0.68	84.11	0.008	0.68	0.0	0.0	10.785	B
C-AB	2.14	2.14	224.30	0.010	2.14	0.0	0.0	4.035	A
C-A	137.64	137.64			137.64				
A-B	0.70	0.70			0.70				
A-C	136.46	136.46			136.46				

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	0.79	0.79	129.76	0.006	0.79	0.0	0.0	6.977	A
B-A	0.68	0.68	78.85	0.009	0.68	0.0	0.0	11.512	B
C-AB	2.31	2.31	228.21	0.010	2.31	0.0	0.0	3.993	A
C-A	146.08	146.08			146.08				
A-B	0.70	0.70			0.70				
A-C	154.80	154.80			154.80				

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	0.79	0.79	130.36	0.006	0.79	0.0	0.0	6.945	A
B-A	0.68	0.68	79.91	0.008	0.68	0.0	0.0	11.358	B
C-AB	2.22	2.22	223.04	0.010	2.22	0.0	0.0	4.045	A
C-A	139.80	139.80			139.80				
A-B	0.70	0.70			0.70				
A-C	150.08	150.08			150.08				

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	0.91	0.91	129.47	0.007	0.91	0.0	0.0	6.999	A
B-A	0.78	0.78	74.66	0.010	0.78	0.0	0.0	12.180	B
C-AB	3.25	3.25	245.80	0.013	3.24	0.0	0.0	3.727	A
C-A	170.03	170.03			170.03				
A-B	0.83	0.83			0.83				
A-C	149.00	149.00			149.00				

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	0.91	0.91	122.12	0.007	0.91	0.0	0.0	7.423	A
B-A	0.78	0.78	74.14	0.010	0.78	0.0	0.0	12.267	B
C-AB	2.58	2.58	214.03	0.012	2.58	0.0	0.0	4.310	A
C-A	131.77	131.77			131.77				
A-B	0.83	0.83			0.83				
A-C	181.50	181.50			181.50				

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	0.91	0.91	130.90	0.007	0.91	0.0	0.0	6.922	A
B-A	0.78	0.78	79.49	0.010	0.78	0.0	0.0	11.436	B
C-AB	2.81	2.81	232.49	0.012	2.81	0.0	0.0	3.893	A
C-A	150.18	150.18			150.18				
A-B	0.83	0.83			0.83				
A-C	145.37	145.37			145.37				

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	0.91	0.91	119.47	0.008	0.91	0.0	0.0	7.589	A
B-A	0.78	0.78	66.61	0.012	0.78	0.0	0.0	13.669	B
C-AB	3.19	3.19	232.30	0.014	3.19	0.0	0.0	3.919	A
C-A	159.25	159.25			159.25				
A-B	0.83	0.83			0.83				
A-C	194.54	194.54			194.54				

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	0.81	0.81	123.74	0.007	0.81	0.0	0.0	7.320	A
B-A	0.70	0.70	77.04	0.009	0.70	0.0	0.0	11.790	B
C-AB	3.04	3.04	200.32	0.015	3.04	0.0	0.0	4.518	A
C-A	114.43	114.43			114.43				
A-B	1.09	1.09			1.09				
A-C	172.62	172.62			172.62				

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	0.81	0.81	136.80	0.006	0.81	0.0	0.0	6.617	A
B-A	0.70	0.70	83.65	0.008	0.70	0.0	0.0	10.850	B
C-AB	3.80	3.80	240.96	0.016	3.80	0.0	0.0	3.823	A
C-A	157.28	157.28			157.28				
A-B	1.09	1.09			1.09				
A-C	125.62	125.62			125.62				

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	0.81	0.81	125.16	0.006	0.81	0.0	0.0	7.236	A
B-A	0.70	0.70	72.53	0.010	0.70	0.0	0.0	12.527	B
C-AB	3.93	3.93	230.03	0.017	3.93	0.0	0.0	3.959	A
C-A	152.44	152.44			152.44				
A-B	1.09	1.09			1.09				
A-C	168.99	168.99			168.99				

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	0.81	0.81	123.15	0.007	0.81	0.0	0.0	7.356	A
B-A	0.70	0.70	71.32	0.010	0.70	0.0	0.0	12.743	B
C-AB	3.86	3.86	226.20	0.017	3.86	0.0	0.0	4.056	A
C-A	148.62	148.62			148.62				
A-B	1.09	1.09			1.09				
A-C	182.85	182.85			182.85				

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	0.79	0.79	131.23	0.006	0.79	0.0	0.0	6.901	A
B-A	0.68	0.68	72.61	0.009	0.68	0.0	0.0	12.511	B
C-AB	5.44	5.44	265.43	0.020	5.43	0.0	0.0	3.479	A
C-A	193.54	193.54			193.54				
A-B	1.19	1.19			1.19				
A-C	149.51	149.51			149.51				

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	0.79	0.79	127.10	0.006	0.79	0.0	0.0	7.124	A
B-A	0.68	0.68	68.41	0.010	0.68	0.0	0.0	13.287	B
C-AB	5.58	5.58	262.82	0.021	5.57	0.0	0.0	3.492	A
C-A	193.13	193.13			193.13				
A-B	1.19	1.19			1.19				
A-C	164.25	164.25			164.25				

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	0.79	0.79	129.15	0.006	0.79	0.0	0.0	7.013	A
B-A	0.68	0.68	75.66	0.009	0.68	0.0	0.0	12.003	B
C-AB	4.26	4.26	232.96	0.018	4.27	0.0	0.0	3.877	A
C-A	154.18	154.18			154.18				
A-B	1.19	1.19			1.19				
A-C	155.91	155.91			155.91				

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	0.79	0.79	122.72	0.006	0.79	0.0	0.0	7.380	A
B-A	0.68	0.68	67.89	0.010	0.68	0.0	0.0	13.390	B
C-AB	4.86	4.86	243.92	0.020	4.86	0.0	0.0	3.826	A
C-A	170.77	170.77			170.77				
A-B	1.19	1.19			1.19				
A-C	182.31	182.31			182.31				

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.79	0.79	126.39	0.006	0.79	0.0	0.0	7.167	A
B-A	0.68	0.68	69.49	0.010	0.68	0.0	0.0	13.078	B
C-AB	6.91	6.91	255.23	0.027	6.90	0.0	0.0	3.624	A
C-A	181.69	181.69			181.69				
A-B	1.58	1.58			1.58				
A-C	167.03	167.03			167.03				

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	0.79	0.79	131.33	0.006	0.79	0.0	0.0	6.893	A
B-A	0.68	0.68	74.91	0.009	0.68	0.0	0.0	12.123	B
C-AB	6.59	6.59	256.38	0.026	6.59	0.0	0.0	3.613	A
C-A	179.50	179.50			179.50				
A-B	1.58	1.58			1.58				
A-C	147.85	147.85			147.85				

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	0.79	0.79	130.39	0.006	0.79	0.0	0.0	6.943	A
B-A	0.68	0.68	76.68	0.009	0.68	0.0	0.0	11.842	B
C-AB	5.88	5.88	242.71	0.024	5.88	0.0	0.0	3.798	A
C-A	162.15	162.15			162.15				
A-B	1.58	1.58			1.58				
A-C	148.42	148.42			148.42				

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	0.79	0.79	133.37	0.006	0.79	0.0	0.0	6.787	A
B-A	0.68	0.68	77.94	0.009	0.68	0.0	0.0	11.649	B
C-AB	6.23	6.23	252.48	0.025	6.23	0.0	0.0	3.654	A
C-A	172.92	172.92			172.92				
A-B	1.58	1.58			1.58				
A-C	139.51	139.51			139.51				

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	0.87	0.87	127.84	0.007	0.87	0.0	0.0	7.087	A
B-A	0.75	0.75	72.77	0.010	0.74	0.0	0.0	12.495	B
C-AB	4.99	4.99	249.90	0.020	4.99	0.0	0.0	3.685	A
C-A	174.02	174.02			174.02				
A-B	1.23	1.23			1.23				
A-C	163.40	163.40			163.40				

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	0.87	0.87	133.72	0.007	0.87	0.0	0.0	6.776	A
B-A	0.75	0.75	80.27	0.009	0.75	0.0	0.0	11.317	B
C-AB	4.49	4.49	245.21	0.018	4.49	0.0	0.0	3.740	A
C-A	163.40	163.40			163.40				
A-B	1.23	1.23			1.23				
A-C	138.12	138.12			138.12				

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	0.87	0.87	130.09	0.007	0.87	0.0	0.0	6.963	A
B-A	0.75	0.75	79.51	0.009	0.75	0.0	0.0	11.425	B
C-AB	4.06	4.06	230.40	0.018	4.06	0.0	0.0	3.985	A
C-A	146.04	146.04			146.04				
A-B	1.23	1.23			1.23				
A-C	155.34	155.34			155.34				

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	0.87	0.87	134.14	0.006	0.87	0.0	0.0	6.752	A
B-A	0.75	0.75	80.40	0.009	0.75	0.0	0.0	11.297	B
C-AB	4.49	4.49	244.44	0.018	4.49	0.0	0.0	3.728	A
C-A	162.86	162.86			162.86				
A-B	1.23	1.23			1.23				
A-C	138.67	138.67			138.67				

+5+Adj,

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Junction 4	T-Junction	Two-way		0.11	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

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	+5+Adj	DIRECT	07:00	19:00	720	15	✓	Simple	D3+D6

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 - R445 West		DIRECT	✓	100.000
B - Development Access		DIRECT	✓	100.000
C - R445 East		DIRECT	✓	100.000

Origin-Destination Data

07:00 - 07:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.29	112.42
	B - Development Access	1.21	0.00	1.41
	C - R445 East	92.13	0.34	0.00

07:15 - 07:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.29	110.70
	B - Development Access	1.21	0.00	1.41
	C - R445 East	120.49	0.34	0.00

07:30 - 07:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.29	127.55
	B - Development Access	1.21	0.00	1.41
	C - R445 East	147.88	0.34	0.00

07:45 - 08:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.29	161.06
	B - Development Access	1.21	0.00	1.41
	C - R445 East	97.47	0.34	0.00

08:00 - 08:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.51	180.97
	B - Development Access	1.58	0.00	1.84
	C - R445 East	135.99	0.60	0.00

08:15 - 08:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.51	185.94
	B - Development Access	1.58	0.00	1.84
	C - R445 East	178.10	0.60	0.00

08:30 - 08:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.51	158.18
	B - Development Access	1.58	0.00	1.84
	C - R445 East	153.96	0.60	0.00

08:45 - 09:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.51	164.31
	B - Development Access	1.58	0.00	1.84
	C - R445 East	123.33	0.60	0.00

09:00 - 09:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.51	165.28
	B - Development Access	0.73	0.00	0.85
	C - R445 East	121.05	0.59	0.00

09:15 - 09:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.51	154.75
	B - Development Access	0.73	0.00	0.85
	C - R445 East	143.61	0.59	0.00

09:30 - 09:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.51	171.60
	B - Development Access	0.73	0.00	0.85
	C - R445 East	114.14	0.59	0.00

09:45 - 10:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.51	135.02
	B - Development Access	0.73	0.00	0.85
	C - R445 East	126.39	0.59	0.00

10:00 - 10:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.48	131.77
	B - Development Access	0.60	0.00	0.69
	C - R445 East	135.58	0.56	0.00

10:15 - 10:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.48	124.49
	B - Development Access	0.60	0.00	0.69
	C - R445 East	114.32	0.56	0.00

10:30 - 10:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.48	144.03
	B - Development Access	0.60	0.00	0.69
	C - R445 East	140.55	0.56	0.00

10:45 - 11:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.48	160.27
	B - Development Access	0.60	0.00	0.69
	C - R445 East	139.62	0.56	0.00

11:00 - 11:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.53	144.77
	B - Development Access	0.62	0.00	0.73
	C - R445 East	150.90	0.62	0.00

11:15 - 11:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.53	139.62
	B - Development Access	0.62	0.00	0.73
	C - R445 East	144.21	0.62	0.00

11:30 - 11:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.53	143.65
	B - Development Access	0.62	0.00	0.73
	C - R445 East	146.30	0.62	0.00

11:45 - 12:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.53	179.03
	B - Development Access	0.62	0.00	0.73
	C - R445 East	128.11	0.62	0.00

12:00 - 12:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.69	171.00
	B - Development Access	0.68	0.00	0.79
	C - R445 East	150.90	0.81	0.00

12:15 - 12:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.69	166.59
	B - Development Access	0.68	0.00	0.79
	C - R445 East	161.62	0.81	0.00

12:30 - 12:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.69	176.94
	B - Development Access	0.68	0.00	0.79
	C - R445 East	171.78	0.81	0.00

12:45 - 13:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.69	126.39
	B - Development Access	0.68	0.00	0.79
	C - R445 East	154.75	0.81	0.00

13:00 - 13:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.70	108.57
	B - Development Access	0.68	0.00	0.79
	C - R445 East	189.19	0.81	0.00

13:15 - 13:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.70	150.90
	B - Development Access	0.68	0.00	0.79
	C - R445 East	153.77	0.81	0.00

13:30 - 13:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.70	171.00
	B - Development Access	0.68	0.00	0.79
	C - R445 East	163.15	0.81	0.00

13:45 - 14:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.70	166.03
	B - Development Access	0.68	0.00	0.79
	C - R445 East	156.47	0.81	0.00

14:00 - 14:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.83	165.28
	B - Development Access	0.78	0.00	0.91
	C - R445 East	190.54	0.97	0.00

14:15 - 14:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.83	200.89
	B - Development Access	0.78	0.00	0.91
	C - R445 East	147.05	0.97	0.00

14:30 - 14:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.83	161.06
	B - Development Access	0.78	0.00	0.91
	C - R445 East	167.93	0.97	0.00

14:45 - 15:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.83	215.04
	B - Development Access	0.78	0.00	0.91
	C - R445 East	178.47	0.97	0.00

15:00 - 15:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	1.09	191.32
	B - Development Access	0.70	0.00	0.81
	C - R445 East	128.89	1.28	0.00

15:15 - 15:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	1.09	138.83
	B - Development Access	0.70	0.00	0.81
	C - R445 East	176.75	1.28	0.00

15:30 - 15:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	1.09	187.10
	B - Development Access	0.70	0.00	0.81
	C - R445 East	171.78	1.28	0.00

15:45 - 16:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	1.09	201.82
	B - Development Access	0.70	0.00	0.81
	C - R445 East	167.37	1.28	0.00

16:00 - 16:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	1.19	165.05
	B - Development Access	0.68	0.00	0.79
	C - R445 East	218.29	1.38	0.00

16:15 - 16:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	1.19	181.53
	B - Development Access	0.68	0.00	0.79
	C - R445 East	218.11	1.38	0.00

16:30 - 16:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	1.19	172.34
	B - Development Access	0.68	0.00	0.79
	C - R445 East	174.29	1.38	0.00

16:45 - 17:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	1.19	201.44
	B - Development Access	0.68	0.00	0.79
	C - R445 East	192.44	1.38	0.00

17:00 - 17:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	1.58	184.60
	B - Development Access	0.68	0.00	0.79
	C - R445 East	206.23	1.85	0.00

17:15 - 17:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	1.58	163.34
	B - Development Access	0.68	0.00	0.79
	C - R445 East	203.35	1.85	0.00

17:30 - 17:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	1.58	164.31
	B - Development Access	0.68	0.00	0.79
	C - R445 East	183.44	1.85	0.00

17:45 - 18:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	1.58	154.15
	B - Development Access	0.68	0.00	0.79
	C - R445 East	195.69	1.85	0.00

18:00 - 18:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	1.23	180.37
	B - Development Access	0.75	0.00	0.87
	C - R445 East	195.88	1.44	0.00

18:15 - 18:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	1.23	152.61
	B - Development Access	0.75	0.00	0.87
	C - R445 East	183.62	1.44	0.00

18:30 - 18:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	1.23	171.37
	B - Development Access	0.75	0.00	0.87
	C - R445 East	163.90	1.44	0.00

18:45 - 19:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	1.23	152.99
	B - Development Access	0.75	0.00	0.87
	C - R445 East	183.25	1.44	0.00

Vehicle Mix

Heavy Vehicle Percentages

07:00 - 07:15

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	6
	B - Development Access	0	0	0
	C - R445 East	10	0	0

Heavy Vehicle Percentages

07:15 - 07:30

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	7
	B - Development Access	0	0	0
	C - R445 East	12	0	0

Heavy Vehicle Percentages

07:30 - 07:45

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	6
	B - Development Access	0	0	0
	C - R445 East	11	0	0

Heavy Vehicle Percentages

07:45 - 08:00

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	6
	B - Development Access	0	0	0
	C - R445 East	4	0	0

Heavy Vehicle Percentages

08:00 - 08:15

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	5
	B - Development Access	0	0	0
	C - R445 East	10	0	0

08:15 - 08:30 **Heavy Vehicle Percentages**

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	4
	B - Development Access	0	0	0
	C - R445 East	5	0	0

Heavy Vehicle Percentages

08:30 - 08:45

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	5
	B - Development Access	0	0	0
	C - R445 East	3	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	5
	B - Development Access	0	0	0
	C - R445 East	4	0	0

Heavy Vehicle Percentages

09:00 - 09:15

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	7
	B - Development Access	0	0	0
	C - R445 East	9	0	0

Heavy Vehicle Percentages

09:15 - 09:30

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	7
	B - Development Access	0	0	0
	C - R445 East	2	0	0

Heavy Vehicle Percentages

09:30 - 09:45

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	6
	B - Development Access	0	0	0
	C - R445 East	5	0	0

Heavy Vehicle Percentages

09:45 - 10:00

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	7
	B - Development Access	0	0	0
	C - R445 East	4	0	0

Heavy Vehicle Percentages

10:00 - 10:15

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	8
	B - Development Access	0	0	0
	C - R445 East	4	0	0

Heavy Vehicle Percentages

10:15 - 10:30

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	6
	B - Development Access	0	0	0
	C - R445 East	4	0	0

Heavy Vehicle Percentages

10:30 - 10:45

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	7
	B - Development Access	0	0	0
	C - R445 East	2	0	0

10:45 - 11:00 **Heavy Vehicle Percentages**

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	3
	B - Development Access	0	0	0
	C - R445 East	7	0	0

Heavy Vehicle Percentages

11:00 - 11:15

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	4
	B - Development Access	0	0	0
	C - R445 East	4	0	0

Heavy Vehicle Percentages

11:15 - 11:30

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	7
	B - Development Access	0	0	0
	C - R445 East	7	0	0

Heavy Vehicle Percentages

11:30 - 11:45

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	9
	B - Development Access	0	0	0
	C - R445 East	4	0	0

Heavy Vehicle Percentages

11:45 - 12:00

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	1
	B - Development Access	0	0	0
	C - R445 East	3	0	0

Heavy Vehicle Percentages

12:00 - 12:15

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	2
	B - Development Access	0	0	0
	C - R445 East	4	0	0

Heavy Vehicle Percentages

12:15 - 12:30

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	2
	B - Development Access	0	0	0
	C - R445 East	3	0	0

Heavy Vehicle Percentages

12:30 - 12:45

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	3
	B - Development Access	0	0	0
	C - R445 East	5	0	0

Heavy Vehicle Percentages

12:45 - 13:00

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	4
	B - Development Access	0	0	0
	C - R445 East	7	0	0

Heavy Vehicle Percentages

13:00 - 13:15

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	1
	B - Development Access	0	0	0
	C - R445 East	3	0	0

13:15 - 13:30 **Heavy Vehicle Percentages**

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	4
	B - Development Access	0	0	0
	C - R445 East	4	0	0

13:30 - 13:45

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	2
	B - Development Access	0	0	0
	C - R445 East	3	0	0

13:45 - 14:00

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	4
	B - Development Access	0	0	0
	C - R445 East	6	0	0

14:00 - 14:15

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	7
	B - Development Access	0	0	0
	C - R445 East	4	0	0

14:15 - 14:30

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	5
	B - Development Access	0	0	0
	C - R445 East	0	0	0

14:30 - 14:45

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	6
	B - Development Access	0	0	0
	C - R445 East	2	0	0

14:45 - 15:00

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	3
	B - Development Access	0	0	0
	C - R445 East	3	0	0

15:00 - 15:15

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	6
	B - Development Access	0	0	0
	C - R445 East	7	0	0

15:15 - 15:30

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	3
	B - Development Access	0	0	0
	C - R445 East	4	0	0

15:30 - 15:45

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	5
	B - Development Access	0	0	0
	C - R445 East	5	0	0

15:45 - 16:00

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	1
	B - Development Access	0	0	0
	C - R445 East	5	0	0

Heavy Vehicle Percentages

16:00 - 16:15

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	2
	B - Development Access	0	0	0
	C - R445 East	2	0	0

Heavy Vehicle Percentages

16:15 - 16:30

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	3
	B - Development Access	0	0	0
	C - R445 East	3	0	0

Heavy Vehicle Percentages

16:30 - 16:45

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	3
	B - Development Access	0	0	0
	C - R445 East	8	0	0

Heavy Vehicle Percentages

16:45 - 17:00

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	3
	B - Development Access	0	0	0
	C - R445 East	2	0	0

Heavy Vehicle Percentages

17:00 - 17:15

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	3
	B - Development Access	0	0	0
	C - R445 East	2	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	2
	B - Development Access	0	0	0
	C - R445 East	1	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	5
	B - Development Access	0	0	0
	C - R445 East	1	0	0

Heavy Vehicle Percentages

17:45 - 18:00

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	3
	B - Development Access	0	0	0
	C - R445 East	1	0	0

Heavy Vehicle Percentages

18:00 - 18:15

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	1
	B - Development Access	0	0	0
	C - R445 East	1	0	0

18:15 - 18:30

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	3
	B - Development Access	0	0	0
	C - R445 East	1	0	0

Heavy Vehicle Percentages

18:30 - 18:45

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	1
	B - Development Access	0	0	0
	C - R445 East	0	0	0

Heavy Vehicle Percentages

18:45 - 19:00

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	1
	B - Development Access	0	0	0
	C - R445 East	2	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	0.02	7.94	0.0	A	0.94	45.10
B-A	0.02	15.53	0.0	C	0.81	38.65
C-AB	0.03	4.90	0.0	A	3.20	153.59
C-A					156.13	7494.34
A-B					0.80	38.52
A-C					161.21	7738.24

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	1.41	1.41	139.15	0.010	1.40	0.0	0.0	6.533	A
B-A	1.21	1.21	95.96	0.013	1.20	0.0	0.0	9.496	A
C-AB	0.65	0.65	193.39	0.003	0.65	0.0	0.0	4.669	A
C-A	91.82	91.82			91.82				
A-B	0.29	0.29			0.29				
A-C	112.42	112.42			112.42				

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	1.41	1.41	139.19	0.010	1.41	0.0	0.0	6.531	A
B-A	1.21	1.21	91.02	0.013	1.21	0.0	0.0	10.021	B
C-AB	0.79	0.79	211.99	0.004	0.79	0.0	0.0	4.223	A
C-A	120.04	120.04			120.04				
A-B	0.29	0.29			0.29				
A-C	110.70	110.70			110.70				

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	1.41	1.41	135.06	0.010	1.41	0.0	0.0	6.733	A
B-A	1.21	1.21	82.64	0.015	1.21	0.0	0.0	11.051	B
C-AB	0.97	0.97	228.57	0.004	0.97	0.0	0.0	3.952	A
C-A	147.25	147.25			147.25				
A-B	0.29	0.29			0.29				
A-C	127.55	127.55			127.55				

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	1.41	1.41	126.62	0.011	1.41	0.0	0.0	7.187	A
B-A	1.21	1.21	83.73	0.014	1.21	0.0	0.0	10.908	B
C-AB	0.70	0.70	189.62	0.004	0.70	0.0	0.0	4.896	A
C-A	97.11	97.11			97.11				
A-B	0.29	0.29			0.29				
A-C	161.06	161.06			161.06				

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	1.84	1.84	121.55	0.015	1.83	0.0	0.0	7.516	A
B-A	1.58	1.58	71.58	0.022	1.57	0.0	0.0	12.853	B
C-AB	1.66	1.66	212.46	0.008	1.65	0.0	0.0	4.218	A
C-A	134.93	134.93			134.93				
A-B	0.51	0.51			0.51				
A-C	180.97	180.97			180.97				

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	1.84	1.84	120.92	0.015	1.84	0.0	0.0	7.556	A
B-A	1.58	1.58	65.52	0.024	1.57	0.0	0.0	14.073	B
C-AB	2.19	2.19	244.88	0.009	2.19	0.0	0.0	3.754	A
C-A	176.50	176.50			176.50				
A-B	0.51	0.51			0.51				
A-C	185.94	185.94			185.94				

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	1.84	1.84	127.40	0.014	1.84	0.0	0.0	7.166	A
B-A	1.58	1.58	75.93	0.021	1.58	0.0	0.0	12.106	B
C-AB	1.78	1.78	231.44	0.008	1.78	0.0	0.0	3.940	A
C-A	152.77	152.77			152.77				
A-B	0.51	0.51			0.51				
A-C	158.18	158.18			158.18				

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	1.84	1.84	125.96	0.015	1.84	0.0	0.0	7.250	A
B-A	1.58	1.58	79.07	0.020	1.58	0.0	0.0	11.613	B
C-AB	1.47	1.47	207.99	0.007	1.47	0.0	0.0	4.351	A
C-A	122.45	122.45			122.45				
A-B	0.51	0.51			0.51				
A-C	164.31	164.31			164.31				

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	0.85	0.85	125.05	0.007	0.86	0.0	0.0	7.249	A
B-A	0.73	0.73	77.48	0.009	0.74	0.0	0.0	11.731	B
C-AB	1.46	1.46	204.10	0.007	1.46	0.0	0.0	4.385	A
C-A	120.18	120.18			120.18				
A-B	0.51	0.51			0.51				
A-C	165.28	165.28			165.28				

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	0.85	0.85	127.97	0.007	0.85	0.0	0.0	7.082	A
B-A	0.73	0.73	78.06	0.009	0.73	0.0	0.0	11.638	B
C-AB	1.64	1.64	224.66	0.007	1.64	0.0	0.0	4.111	A
C-A	142.56	142.56			142.56				
A-B	0.51	0.51			0.51				
A-C	154.75	154.75			154.75				

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	0.85	0.85	123.88	0.007	0.85	0.0	0.0	7.314	A
B-A	0.73	0.73	78.06	0.009	0.73	0.0	0.0	11.640	B
C-AB	1.38	1.38	199.57	0.007	1.38	0.0	0.0	4.506	A
C-A	113.34	113.34			113.34				
A-B	0.51	0.51			0.51				
A-C	171.60	171.60			171.60				

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	0.85	0.85	133.10	0.006	0.85	0.0	0.0	6.807	A
B-A	0.73	0.73	85.31	0.009	0.73	0.0	0.0	10.642	B
C-AB	1.44	1.44	214.74	0.007	1.44	0.0	0.0	4.224	A
C-A	125.54	125.54			125.54				
A-B	0.51	0.51			0.51				
A-C	135.02	135.02			135.02				

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	0.69	0.69	133.61	0.005	0.70	0.0	0.0	6.772	A
B-A	0.60	0.60	84.40	0.007	0.60	0.0	0.0	10.739	B
C-AB	1.44	1.44	221.69	0.007	1.44	0.0	0.0	4.087	A
C-A	134.70	134.70			134.70				
A-B	0.48	0.48			0.48				
A-C	131.77	131.77			131.77				

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	0.69	0.69	136.06	0.005	0.69	0.0	0.0	6.650	A
B-A	0.60	0.60	90.19	0.007	0.60	0.0	0.0	10.046	B
C-AB	1.24	1.24	208.40	0.006	1.24	0.0	0.0	4.357	A
C-A	113.64	113.64			113.64				
A-B	0.48	0.48			0.48				
A-C	124.49	124.49			124.49				

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	0.69	0.69	130.64	0.005	0.69	0.0	0.0	6.925	A
B-A	0.60	0.60	81.09	0.007	0.59	0.0	0.0	11.180	B
C-AB	1.50	1.50	224.11	0.007	1.50	0.0	0.0	4.055	A
C-A	139.60	139.60			139.60				
A-B	0.48	0.48			0.48				
A-C	144.03	144.03			144.03				

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	0.69	0.69	128.32	0.005	0.69	0.0	0.0	7.051	A
B-A	0.60	0.60	77.94	0.008	0.60	0.0	0.0	11.635	B
C-AB	1.53	1.53	220.18	0.007	1.53	0.0	0.0	4.055	A
C-A	138.65	138.65			138.65				
A-B	0.48	0.48			0.48				
A-C	160.27	160.27			160.27				

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	0.73	0.73	131.74	0.006	0.73	0.0	0.0	6.868	A
B-A	0.62	0.62	80.22	0.008	0.62	0.0	0.0	11.306	B
C-AB	1.78	1.78	231.58	0.008	1.78	0.0	0.0	3.950	A
C-A	149.73	149.73			149.73				
A-B	0.53	0.53			0.53				
A-C	144.77	144.77			144.77				

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	0.73	0.73	132.01	0.006	0.73	0.0	0.0	6.854	A
B-A	0.62	0.62	80.89	0.008	0.62	0.0	0.0	11.212	B
C-AB	1.72	1.72	225.82	0.008	1.72	0.0	0.0	3.979	A
C-A	143.11	143.11			143.11				
A-B	0.53	0.53			0.53				
A-C	139.62	139.62			139.62				

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	0.73	0.73	130.05	0.006	0.73	0.0	0.0	6.958	A
B-A	0.62	0.62	79.25	0.008	0.62	0.0	0.0	11.446	B
C-AB	1.74	1.74	227.20	0.008	1.74	0.0	0.0	4.028	A
C-A	145.18	145.18			145.18				
A-B	0.53	0.53			0.53				
A-C	143.65	143.65			143.65				

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	0.73	0.73	124.40	0.006	0.73	0.0	0.0	7.276	A
B-A	0.62	0.62	76.61	0.008	0.62	0.0	0.0	11.843	B
C-AB	1.58	1.58	210.57	0.008	1.59	0.0	0.0	4.316	A
C-A	127.14	127.14			127.14				
A-B	0.53	0.53			0.53				
A-C	179.03	179.03			179.03				

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	0.79	0.79	125.65	0.006	0.79	0.0	0.0	7.207	A
B-A	0.68	0.68	74.16	0.009	0.68	0.0	0.0	12.246	B
C-AB	2.40	2.40	227.88	0.011	2.39	0.0	0.0	3.984	A
C-A	149.31	149.31			149.31				
A-B	0.69	0.69			0.69				
A-C	171.00	171.00			171.00				

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	0.79	0.79	127.04	0.006	0.79	0.0	0.0	7.130	A
B-A	0.68	0.68	73.94	0.009	0.68	0.0	0.0	12.284	B
C-AB	2.56	2.56	236.61	0.011	2.56	0.0	0.0	3.848	A
C-A	159.87	159.87			159.87				
A-B	0.69	0.69			0.69				
A-C	166.59	166.59			166.59				

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	0.79	0.79	123.85	0.006	0.79	0.0	0.0	7.312	A
B-A	0.68	0.68	68.66	0.010	0.68	0.0	0.0	13.237	B
C-AB	2.82	2.82	241.25	0.012	2.81	0.0	0.0	3.745	A
C-A	169.78	169.78			169.78				
A-B	0.69	0.69			0.69				
A-C	176.94	176.94			176.94				

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	0.79	0.79	136.16	0.006	0.79	0.0	0.0	6.650	A
B-A	0.68	0.68	83.19	0.008	0.68	0.0	0.0	10.907	B
C-AB	2.36	2.36	235.54	0.010	2.36	0.0	0.0	3.846	A
C-A	153.19	153.19			153.19				
A-B	0.69	0.69			0.69				
A-C	126.39	126.39			126.39				

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	0.79	0.79	141.48	0.006	0.79	0.0	0.0	6.398	A
B-A	0.68	0.68	84.02	0.008	0.68	0.0	0.0	10.800	B
C-AB	2.86	2.86	264.53	0.011	2.86	0.0	0.0	3.477	A
C-A	187.14	187.14			187.14				
A-B	0.70	0.70			0.70				
A-C	108.57	108.57			108.57				

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	0.79	0.79	130.21	0.006	0.79	0.0	0.0	6.953	A
B-A	0.68	0.68	78.03	0.009	0.68	0.0	0.0	11.634	B
C-AB	2.41	2.41	232.40	0.010	2.41	0.0	0.0	3.896	A
C-A	152.18	152.18			152.18				
A-B	0.70	0.70			0.70				
A-C	150.90	150.90			150.90				

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	0.79	0.79	125.64	0.006	0.79	0.0	0.0	7.207	A
B-A	0.68	0.68	72.32	0.009	0.68	0.0	0.0	12.561	B
C-AB	2.62	2.62	236.91	0.011	2.62	0.0	0.0	3.853	A
C-A	161.34	161.34			161.34				
A-B	0.70	0.70			0.70				
A-C	171.00	171.00			171.00				

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	0.79	0.79	126.19	0.006	0.79	0.0	0.0	7.176	A
B-A	0.68	0.68	73.27	0.009	0.68	0.0	0.0	12.396	B
C-AB	2.52	2.52	231.27	0.011	2.52	0.0	0.0	3.900	A
C-A	154.76	154.76			154.76				
A-B	0.70	0.70			0.70				
A-C	166.03	166.03			166.03				

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	0.91	0.91	124.98	0.007	0.91	0.0	0.0	7.252	A
B-A	0.78	0.78	67.34	0.012	0.78	0.0	0.0	13.519	B
C-AB	3.78	3.78	256.44	0.015	3.77	0.0	0.0	3.581	A
C-A	187.73	187.73			187.73				
A-B	0.83	0.83			0.83				
A-C	165.28	165.28			165.28				

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	0.91	0.91	117.00	0.008	0.91	0.0	0.0	7.752	A
B-A	0.78	0.78	67.05	0.012	0.78	0.0	0.0	13.579	B
C-AB	2.90	2.90	221.00	0.013	2.90	0.0	0.0	4.189	A
C-A	145.11	145.11			145.11				
A-B	0.83	0.83			0.83				
A-C	200.89	200.89			200.89				

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	0.91	0.91	126.68	0.007	0.91	0.0	0.0	7.154	A
B-A	0.78	0.78	72.84	0.011	0.78	0.0	0.0	12.490	B
C-AB	3.19	3.19	241.44	0.013	3.19	0.0	0.0	3.749	A
C-A	165.71	165.71			165.71				
A-B	0.83	0.83			0.83				
A-C	161.06	161.06			161.06				

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	0.91	0.91	114.18	0.008	0.91	0.0	0.0	7.945	A
B-A	0.78	0.78	58.72	0.013	0.78	0.0	0.0	15.531	C
C-AB	3.71	3.71	241.92	0.015	3.70	0.0	0.0	3.767	A
C-A	175.73	175.73			175.73				
A-B	0.83	0.83			0.83				
A-C	215.04	215.04			215.04				

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	0.81	0.81	118.67	0.007	0.81	0.0	0.0	7.635	A
B-A	0.70	0.70	69.92	0.010	0.70	0.0	0.0	13.004	B
C-AB	3.41	3.41	206.06	0.017	3.41	0.0	0.0	4.388	A
C-A	126.75	126.75			126.75				
A-B	1.09	1.09			1.09				
A-C	191.32	191.32			191.32				

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	0.81	0.81	133.41	0.006	0.81	0.0	0.0	6.789	A
B-A	0.70	0.70	77.60	0.009	0.70	0.0	0.0	11.704	B
C-AB	4.33	4.33	250.87	0.017	4.33	0.0	0.0	3.679	A
C-A	173.69	173.69			173.69				
A-B	1.09	1.09			1.09				
A-C	138.83	138.83			138.83				

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	0.81	0.81	120.35	0.007	0.81	0.0	0.0	7.528	A
B-A	0.70	0.70	65.05	0.011	0.70	0.0	0.0	13.984	B
C-AB	4.54	4.54	239.27	0.019	4.54	0.0	0.0	3.810	A
C-A	168.52	168.52			168.52				
A-B	1.09	1.09			1.09				
A-C	187.10	187.10			187.10				

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	0.81	0.81	118.40	0.007	0.81	0.0	0.0	7.653	A
B-A	0.70	0.70	64.02	0.011	0.70	0.0	0.0	14.211	B
C-AB	4.44	4.44	235.18	0.019	4.44	0.0	0.0	3.911	A
C-A	164.21	164.21			164.21				
A-B	1.09	1.09			1.09				
A-C	201.82	201.82			201.82				

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	0.79	0.79	127.31	0.006	0.79	0.0	0.0	7.112	A
B-A	0.68	0.68	65.52	0.010	0.68	0.0	0.0	13.882	B
C-AB	6.44	6.44	278.38	0.023	6.43	0.0	0.0	3.328	A
C-A	213.24	213.24			213.24				
A-B	1.19	1.19			1.19				
A-C	165.06	165.06			165.06				

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	0.79	0.79	122.64	0.006	0.79	0.0	0.0	7.385	A
B-A	0.68	0.68	60.74	0.011	0.68	0.0	0.0	14.983	B
C-AB	6.65	6.65	275.73	0.024	6.65	0.0	0.0	3.338	A
C-A	212.84	212.84			212.84				
A-B	1.19	1.19			1.19				
A-C	181.53	181.53			181.53				

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	0.79	0.79	124.90	0.006	0.79	0.0	0.0	7.250	A
B-A	0.68	0.68	68.57	0.010	0.68	0.0	0.0	13.259	B
C-AB	4.93	4.93	242.64	0.020	4.94	0.0	0.0	3.720	A
C-A	170.74	170.74			170.74				
A-B	1.19	1.19			1.19				
A-C	172.34	172.34			172.34				

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	0.79	0.79	117.82	0.007	0.79	0.0	0.0	7.690	A
B-A	0.68	0.68	60.24	0.011	0.68	0.0	0.0	15.110	C
C-AB	5.68	5.68	254.71	0.022	5.68	0.0	0.0	3.682	A
C-A	188.14	188.14			188.14				
A-B	1.19	1.19			1.19				
A-C	201.44	201.44			201.44				

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	0.79	0.79	121.87	0.006	0.79	0.0	0.0	7.435	A
B-A	0.68	0.68	62.02	0.011	0.68	0.0	0.0	14.673	B
C-AB	8.13	8.13	267.15	0.030	8.11	0.0	0.0	3.474	A
C-A	199.95	199.95			199.95				
A-B	1.58	1.58			1.58				
A-C	184.59	184.59			184.59				

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	0.79	0.79	127.37	0.006	0.79	0.0	0.0	7.109	A
B-A	0.68	0.68	68.09	0.010	0.68	0.0	0.0	13.350	B
C-AB	7.68	7.68	268.14	0.029	7.68	0.0	0.0	3.466	A
C-A	197.52	197.52			197.52				
A-B	1.58	1.58			1.58				
A-C	163.34	163.34			163.34				

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	0.79	0.79	126.17	0.006	0.79	0.0	0.0	7.177	A
B-A	0.68	0.68	69.88	0.010	0.68	0.0	0.0	13.007	B
C-AB	6.76	6.76	252.85	0.027	6.76	0.0	0.0	3.658	A
C-A	178.53	178.53			178.53				
A-B	1.58	1.58			1.58				
A-C	164.31	164.31			164.31				

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	0.79	0.79	129.63	0.006	0.79	0.0	0.0	6.984	A
B-A	0.68	0.68	71.43	0.009	0.68	0.0	0.0	12.719	B
C-AB	7.19	7.19	263.68	0.027	7.19	0.0	0.0	3.508	A
C-A	190.34	190.34			190.34				
A-B	1.58	1.58			1.58				
A-C	154.15	154.15			154.15				

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	0.87	0.87	123.57	0.007	0.87	0.0	0.0	7.333	A
B-A	0.75	0.75	65.80	0.011	0.74	0.0	0.0	13.834	B
C-AB	5.78	5.78	261.04	0.022	5.79	0.0	0.0	3.535	A
C-A	191.53	191.53			191.53				
A-B	1.23	1.23			1.23				
A-C	180.37	180.37			180.37				

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	0.87	0.87	130.01	0.007	0.87	0.0	0.0	6.971	A
B-A	0.75	0.75	74.01	0.010	0.75	0.0	0.0	12.286	B
C-AB	5.12	5.12	255.49	0.020	5.13	0.0	0.0	3.593	A
C-A	179.93	179.93			179.93				
A-B	1.23	1.23			1.23				
A-C	152.61	152.61			152.61				

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	0.87	0.87	126.12	0.007	0.87	0.0	0.0	7.184	A
B-A	0.75	0.75	73.32	0.010	0.75	0.0	0.0	12.402	B
C-AB	4.58	4.58	239.15	0.019	4.58	0.0	0.0	3.847	A
C-A	160.75	160.75			160.75				
A-B	1.23	1.23			1.23				
A-C	171.37	171.37			171.37				

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	0.87	0.87	130.58	0.007	0.87	0.0	0.0	6.940	A
B-A	0.75	0.75	74.20	0.010	0.75	0.0	0.0	12.252	B
C-AB	5.13	5.13	254.81	0.020	5.13	0.0	0.0	3.579	A
C-A	179.55	179.55			179.55				
A-B	1.23	1.23			1.23				
A-C	152.99	152.99			152.99				

+15+Adj,

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Junction 4	T-Junction	Two-way		0.11	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

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
D9	+15+Adj	DIRECT	07:00	19:00	720	15	✓	Simple	D4+D6

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 - R445 West		DIRECT	✓	100.000
B - Development Access		DIRECT	✓	100.000
C - R445 East		DIRECT	✓	100.000

Origin-Destination Data

07:00 - 07:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.29	120.27
	B - Development Access	1.21	0.00	1.41
	C - R445 East	98.97	0.34	0.00

07:15 - 07:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.29	118.59
	B - Development Access	1.21	0.00	1.41
	C - R445 East	129.69	0.34	0.00

07:30 - 07:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.29	136.51
	B - Development Access	1.21	0.00	1.41
	C - R445 East	158.96	0.34	0.00

07:45 - 08:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.29	172.30
	B - Development Access	1.21	0.00	1.41
	C - R445 East	104.10	0.34	0.00

08:00 - 08:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.51	193.48
	B - Development Access	1.58	0.00	1.84
	C - R445 East	146.04	0.60	0.00

08:15 - 08:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.51	198.49
	B - Development Access	1.58	0.00	1.84
	C - R445 East	190.28	0.60	0.00

08:30 - 08:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.51	169.10
	B - Development Access	1.58	0.00	1.84
	C - R445 East	164.33	0.60	0.00

08:45 - 09:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.51	175.61
	B - Development Access	1.58	0.00	1.84
	C - R445 East	131.74	0.60	0.00

09:00 - 09:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.51	177.06
	B - Development Access	0.73	0.00	0.85
	C - R445 East	129.87	0.59	0.00

09:15 - 09:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.51	165.72
	B - Development Access	0.73	0.00	0.85
	C - R445 East	153.04	0.59	0.00

09:30 - 09:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.51	183.64
	B - Development Access	0.73	0.00	0.85
	C - R445 East	121.96	0.59	0.00

09:45 - 10:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.51	144.60
	B - Development Access	0.73	0.00	0.85
	C - R445 East	135.00	0.59	0.00

10:00 - 10:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.48	141.28
	B - Development Access	0.60	0.00	0.69
	C - R445 East	144.78	0.56	0.00

10:15 - 10:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.48	133.25
	B - Development Access	0.60	0.00	0.69
	C - R445 East	122.02	0.56	0.00

10:30 - 10:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.48	154.31
	B - Development Access	0.60	0.00	0.69
	C - R445 East	149.78	0.56	0.00

10:45 - 11:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.48	170.91
	B - Development Access	0.60	0.00	0.69
	C - R445 East	149.48	0.56	0.00

11:00 - 11:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.53	154.55
	B - Development Access	0.62	0.00	0.73
	C - R445 East	161.07	0.62	0.00

11:15 - 11:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.53	149.48
	B - Development Access	0.62	0.00	0.73
	C - R445 East	154.37	0.62	0.00

11:30 - 11:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.53	154.19
	B - Development Access	0.62	0.00	0.73
	C - R445 East	156.18	0.62	0.00

11:45 - 12:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.53	190.58
	B - Development Access	0.62	0.00	0.73
	C - R445 East	136.69	0.62	0.00

12:00 - 12:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.69	182.31
	B - Development Access	0.68	0.00	0.79
	C - R445 East	161.07	0.81	0.00

12:15 - 12:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.69	177.48
	B - Development Access	0.68	0.00	0.79
	C - R445 East	172.48	0.81	0.00

12:30 - 12:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.69	188.77
	B - Development Access	0.68	0.00	0.79
	C - R445 East	183.70	0.81	0.00

12:45 - 13:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.69	135.00
	B - Development Access	0.68	0.00	0.79
	C - R445 East	165.72	0.81	0.00

13:00 - 13:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.70	115.63
	B - Development Access	0.68	0.00	0.79
	C - R445 East	201.80	0.81	0.00

13:15 - 13:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.70	161.07
	B - Development Access	0.68	0.00	0.79
	C - R445 East	164.27	0.81	0.00

13:30 - 13:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.70	182.31
	B - Development Access	0.68	0.00	0.79
	C - R445 East	174.10	0.81	0.00

13:45 - 14:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.70	177.30
	B - Development Access	0.68	0.00	0.79
	C - R445 East	167.41	0.81	0.00

14:00 - 14:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.83	177.06
	B - Development Access	0.78	0.00	0.91
	C - R445 East	203.37	0.97	0.00

14:15 - 14:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.83	214.66
	B - Development Access	0.78	0.00	0.91
	C - R445 East	156.42	0.97	0.00

14:30 - 14:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.83	172.30
	B - Development Access	0.78	0.00	0.91
	C - R445 East	179.05	0.97	0.00

14:45 - 15:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	0.83	229.44
	B - Development Access	0.78	0.00	0.91
	C - R445 East	190.40	0.97	0.00

15:00 - 15:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	1.09	204.76
	B - Development Access	0.70	0.00	0.81
	C - R445 East	138.08	1.28	0.00

15:15 - 15:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	1.09	148.09
	B - Development Access	0.70	0.00	0.81
	C - R445 East	188.71	1.28	0.00

15:30 - 15:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	1.09	199.99
	B - Development Access	0.70	0.00	0.81
	C - R445 East	183.70	1.28	0.00

15:45 - 16:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	1.09	214.96
	B - Development Access	0.70	0.00	0.81
	C - R445 East	178.87	1.28	0.00

16:00 - 16:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	1.19	175.85
	B - Development Access	0.68	0.00	0.79
	C - R445 East	232.76	1.38	0.00

16:15 - 16:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	1.19	193.66
	B - Development Access	0.68	0.00	0.79
	C - R445 East	232.70	1.38	0.00

16:30 - 16:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	1.19	183.88
	B - Development Access	0.68	0.00	0.79
	C - R445 East	186.78	1.38	0.00

16:45 - 17:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	1.19	214.84
	B - Development Access	0.68	0.00	0.79
	C - R445 East	205.12	1.38	0.00

17:00 - 17:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	1.58	196.92
	B - Development Access	0.68	0.00	0.79
	C - R445 East	219.79	1.85	0.00

17:15 - 17:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	1.58	174.17
	B - Development Access	0.68	0.00	0.79
	C - R445 East	216.59	1.85	0.00

17:30 - 17:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	1.58	175.61
	B - Development Access	0.68	0.00	0.79
	C - R445 East	195.41	1.85	0.00

17:45 - 18:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	1.58	164.39
	B - Development Access	0.68	0.00	0.79
	C - R445 East	208.44	1.85	0.00

18:00 - 18:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	1.23	192.15
	B - Development Access	0.75	0.00	0.87
	C - R445 East	208.50	1.44	0.00

18:15 - 18:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	1.23	162.76
	B - Development Access	0.75	0.00	0.87
	C - R445 East	195.47	1.44	0.00

18:30 - 18:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	1.23	182.43
	B - Development Access	0.75	0.00	0.87
	C - R445 East	174.35	1.44	0.00

18:45 - 19:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	1.23	162.88
	B - Development Access	0.75	0.00	0.87
	C - R445 East	195.35	1.44	0.00

Vehicle Mix

07:00 - 07:15

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	7
	B - Development Access	0	0	0
	C - R445 East	11	0	0

07:15 - 07:30

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	8
	B - Development Access	0	0	0
	C - R445 East	13	0	0

07:30 - 07:45

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	7
	B - Development Access	0	0	0
	C - R445 East	12	0	0

07:45 - 08:00

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	6
	B - Development Access	0	0	0
	C - R445 East	5	0	0

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	6
	B - Development Access	0	0	0
	C - R445 East	11	0	0

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	4
	B - Development Access	0	0	0
	C - R445 East	5	0	0

Heavy Vehicle Percentages

08:30 - 08:45

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	6
	B - Development Access	0	0	0
	C - R445 East	4	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	5
	B - Development Access	0	0	0
	C - R445 East	5	0	0

Heavy Vehicle Percentages

09:00 - 09:15

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	8
	B - Development Access	0	0	0
	C - R445 East	10	0	0

Heavy Vehicle Percentages

09:15 - 09:30

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	8
	B - Development Access	0	0	0
	C - R445 East	2	0	0

Heavy Vehicle Percentages

09:30 - 09:45

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	7
	B - Development Access	0	0	0
	C - R445 East	5	0	0

Heavy Vehicle Percentages

09:45 - 10:00

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	8
	B - Development Access	0	0	0
	C - R445 East	5	0	0

Heavy Vehicle Percentages

10:00 - 10:15

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	9
	B - Development Access	0	0	0
	C - R445 East	4	0	0

Heavy Vehicle Percentages

10:15 - 10:30

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	7
	B - Development Access	0	0	0
	C - R445 East	4	0	0

Heavy Vehicle Percentages

10:30 - 10:45

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	8
	B - Development Access	0	0	0
	C - R445 East	2	0	0

10:45 - 11:00 **Heavy Vehicle Percentages**

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	3
	B - Development Access	0	0	0
	C - R445 East	7	0	0

Heavy Vehicle Percentages

11:00 - 11:15

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	4
	B - Development Access	0	0	0
	C - R445 East	4	0	0

Heavy Vehicle Percentages

11:15 - 11:30

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	7
	B - Development Access	0	0	0
	C - R445 East	7	0	0

Heavy Vehicle Percentages

11:30 - 11:45

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	10
	B - Development Access	0	0	0
	C - R445 East	4	0	0

Heavy Vehicle Percentages

11:45 - 12:00

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	1
	B - Development Access	0	0	0
	C - R445 East	3	0	0

Heavy Vehicle Percentages

12:00 - 12:15

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	3
	B - Development Access	0	0	0
	C - R445 East	4	0	0

Heavy Vehicle Percentages

12:15 - 12:30

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	2
	B - Development Access	0	0	0
	C - R445 East	4	0	0

Heavy Vehicle Percentages

12:30 - 12:45

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	3
	B - Development Access	0	0	0
	C - R445 East	6	0	0

Heavy Vehicle Percentages

12:45 - 13:00

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	5
	B - Development Access	0	0	0
	C - R445 East	8	0	0

Heavy Vehicle Percentages

13:00 - 13:15

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	1
	B - Development Access	0	0	0
	C - R445 East	3	0	0

13:15 - 13:30 **Heavy Vehicle Percentages**

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	4
	B - Development Access	0	0	0
	C - R445 East	5	0	0

Heavy Vehicle Percentages

13:30 - 13:45

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	3
	B - Development Access	0	0	0
	C - R445 East	4	0	0

Heavy Vehicle Percentages

13:45 - 14:00

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	4
	B - Development Access	0	0	0
	C - R445 East	7	0	0

Heavy Vehicle Percentages

14:00 - 14:15

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	8
	B - Development Access	0	0	0
	C - R445 East	4	0	0

Heavy Vehicle Percentages

14:15 - 14:30

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	5
	B - Development Access	0	0	0
	C - R445 East	0	0	0

Heavy Vehicle Percentages

14:30 - 14:45

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	6
	B - Development Access	0	0	0
	C - R445 East	3	0	0

Heavy Vehicle Percentages

14:45 - 15:00

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	3
	B - Development Access	0	0	0
	C - R445 East	3	0	0

Heavy Vehicle Percentages

15:00 - 15:15

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	7
	B - Development Access	0	0	0
	C - R445 East	8	0	0

Heavy Vehicle Percentages

15:15 - 15:30

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	3
	B - Development Access	0	0	0
	C - R445 East	4	0	0

Heavy Vehicle Percentages

15:30 - 15:45

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	5
	B - Development Access	0	0	0
	C - R445 East	6	0	0

15:45 - 16:00

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	1
	B - Development Access	0	0	0
	C - R445 East	5	0	0

16:00 - 16:15

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	2
	B - Development Access	0	0	0
	C - R445 East	3	0	0

16:15 - 16:30

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	3
	B - Development Access	0	0	0
	C - R445 East	3	0	0

16:30 - 16:45

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	3
	B - Development Access	0	0	0
	C - R445 East	8	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	3
	B - Development Access	0	0	0
	C - R445 East	2	0	0

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	3
	B - Development Access	0	0	0
	C - R445 East	2	0	0

17:15 - 17:30

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	3
	B - Development Access	0	0	0
	C - R445 East	1	0	0

17:30 - 17:45

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	5
	B - Development Access	0	0	0
	C - R445 East	2	0	0

17:45 - 18:00

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	3
	B - Development Access	0	0	0
	C - R445 East	2	0	0

18:00 - 18:15

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	2
	B - Development Access	0	0	0
	C - R445 East	1	0	0

18:15 - 18:30

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	3
	B - Development Access	0	0	0
	C - R445 East	1	0	0

Heavy Vehicle Percentages

18:30 - 18:45

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	1
	B - Development Access	0	0	0
	C - R445 East	0	0	0

Heavy Vehicle Percentages

18:45 - 19:00

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	1
	B - Development Access	0	0	0
	C - R445 East	2	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	0.02	8.22	0.0	A	0.94	45.10
B-A	0.03	17.21	0.0	C	0.81	38.65
C-AB	0.03	4.85	0.0	A	3.54	169.77
C-A					166.54	7993.95
A-B					0.80	38.52
A-C					172.18	8264.61

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	1.41	1.41	136.96	0.010	1.40	0.0	0.0	6.639	A
B-A	1.21	1.21	92.54	0.013	1.20	0.0	0.0	9.852	A
C-AB	0.69	0.69	196.24	0.004	0.68	0.0	0.0	4.601	A
C-A	98.63	98.63			98.63				
A-B	0.29	0.29			0.29				
A-C	120.27	120.27			120.27				

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	1.41	1.41	136.93	0.010	1.41	0.0	0.0	6.640	A
B-A	1.21	1.21	87.05	0.014	1.21	0.0	0.0	10.484	B
C-AB	0.85	0.85	216.38	0.004	0.85	0.0	0.0	4.134	A
C-A	129.18	129.18			129.18				
A-B	0.29	0.29			0.29				
A-C	118.59	118.59			118.59				

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	1.41	1.41	132.53	0.011	1.41	0.0	0.0	6.863	A
B-A	1.21	1.21	78.10	0.016	1.21	0.0	0.0	11.705	B
C-AB	1.06	1.06	234.35	0.005	1.06	0.0	0.0	3.856	A
C-A	158.24	158.24			158.24				
A-B	0.29	0.29			0.29				
A-C	136.51	136.51			136.51				

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	1.41	1.41	123.49	0.011	1.41	0.0	0.0	7.371	A
B-A	1.21	1.21	79.56	0.015	1.21	0.0	0.0	11.488	B
C-AB	0.74	0.74	192.10	0.004	0.74	0.0	0.0	4.854	A
C-A	103.70	103.70			103.70				
A-B	0.29	0.29			0.29				
A-C	172.29	172.29			172.29				

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	1.84	1.84	118.10	0.016	1.83	0.0	0.0	7.741	A
B-A	1.58	1.58	66.35	0.024	1.57	0.0	0.0	13.890	B
C-AB	1.82	1.82	217.34	0.008	1.81	0.0	0.0	4.121	A
C-A	144.82	144.82			144.82				
A-B	0.51	0.51			0.51				
A-C	193.48	193.48			193.48				

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	1.84	1.84	117.55	0.016	1.84	0.0	0.0	7.777	A
B-A	1.58	1.58	60.20	0.026	1.57	0.0	0.0	15.349	C
C-AB	2.44	2.44	251.90	0.010	2.44	0.0	0.0	3.658	A
C-A	188.43	188.43			188.43				
A-B	0.51	0.51			0.51				
A-C	198.49	198.49			198.49				

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	1.84	1.84	124.39	0.015	1.84	0.0	0.0	7.345	A
B-A	1.58	1.58	71.30	0.022	1.58	0.0	0.0	12.907	B
C-AB	1.95	1.95	237.07	0.008	1.95	0.0	0.0	3.850	A
C-A	162.98	162.98			162.98				
A-B	0.51	0.51			0.51				
A-C	169.10	169.10			169.10				

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	1.84	1.84	122.86	0.015	1.84	0.0	0.0	7.435	A
B-A	1.58	1.58	74.64	0.021	1.58	0.0	0.0	12.318	B
C-AB	1.58	1.58	211.96	0.007	1.58	0.0	0.0	4.270	A
C-A	130.76	130.76			130.76				
A-B	0.51	0.51			0.51				
A-C	175.61	175.61			175.61				

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	0.85	0.85	121.68	0.007	0.86	0.0	0.0	7.451	A
B-A	0.73	0.73	72.57	0.010	0.74	0.0	0.0	12.532	B
C-AB	1.58	1.58	208.01	0.008	1.58	0.0	0.0	4.296	A
C-A	128.88	128.88			128.88				
A-B	0.51	0.51			0.51				
A-C	177.06	177.06			177.06				

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	0.85	0.85	124.85	0.007	0.85	0.0	0.0	7.260	A
B-A	0.73	0.73	73.51	0.010	0.73	0.0	0.0	12.365	B
C-AB	1.78	1.78	229.55	0.008	1.78	0.0	0.0	4.036	A
C-A	151.86	151.86			151.86				
A-B	0.51	0.51			0.51				
A-C	165.72	165.72			165.72				

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	0.85	0.85	120.50	0.007	0.85	0.0	0.0	7.520	A
B-A	0.73	0.73	73.43	0.010	0.73	0.0	0.0	12.381	B
C-AB	1.49	1.49	202.89	0.007	1.49	0.0	0.0	4.429	A
C-A	121.07	121.07			121.07				
A-B	0.51	0.51			0.51				
A-C	183.64	183.64			183.64				

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	0.85	0.85	130.38	0.007	0.85	0.0	0.0	6.947	A
B-A	0.73	0.73	81.21	0.009	0.73	0.0	0.0	11.185	B
C-AB	1.54	1.54	218.97	0.007	1.55	0.0	0.0	4.143	A
C-A	134.04	134.04			134.04				
A-B	0.51	0.51			0.51				
A-C	144.60	144.60			144.60				

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	0.69	0.69	130.86	0.005	0.70	0.0	0.0	6.913	A
B-A	0.60	0.60	80.17	0.007	0.60	0.0	0.0	11.310	B
C-AB	1.55	1.55	226.36	0.007	1.55	0.0	0.0	4.006	A
C-A	143.78	143.78			143.78				
A-B	0.48	0.48			0.48				
A-C	141.28	141.28			141.28				

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	0.69	0.69	133.59	0.005	0.69	0.0	0.0	6.771	A
B-A	0.60	0.60	86.51	0.007	0.60	0.0	0.0	10.477	B
C-AB	1.32	1.32	212.07	0.006	1.32	0.0	0.0	4.284	A
C-A	121.27	121.27			121.27				
A-B	0.48	0.48			0.48				
A-C	133.25	133.25			133.25				

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	0.69	0.69	127.70	0.005	0.69	0.0	0.0	7.085	A
B-A	0.60	0.60	76.73	0.008	0.59	0.0	0.0	11.820	B
C-AB	1.62	1.62	228.90	0.007	1.62	0.0	0.0	3.974	A
C-A	148.72	148.72			148.72				
A-B	0.48	0.48			0.48				
A-C	154.31	154.31			154.31				

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	0.69	0.69	125.56	0.006	0.69	0.0	0.0	7.206	A
B-A	0.60	0.60	73.51	0.008	0.60	0.0	0.0	12.343	B
C-AB	1.66	1.66	225.34	0.007	1.66	0.0	0.0	3.958	A
C-A	148.38	148.38			148.38				
A-B	0.48	0.48			0.48				
A-C	170.91	170.91			170.91				

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	0.73	0.73	129.13	0.006	0.73	0.0	0.0	7.008	A
B-A	0.62	0.62	75.99	0.008	0.62	0.0	0.0	11.940	B
C-AB	1.93	1.93	237.18	0.008	1.93	0.0	0.0	3.863	A
C-A	159.76	159.76			159.76				
A-B	0.53	0.53			0.53				
A-C	154.55	154.55			154.55				

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	0.73	0.73	129.22	0.006	0.73	0.0	0.0	7.003	A
B-A	0.62	0.62	76.38	0.008	0.62	0.0	0.0	11.879	B
C-AB	1.87	1.87	231.11	0.008	1.87	0.0	0.0	3.887	A
C-A	153.12	153.12			153.12				
A-B	0.53	0.53			0.53				
A-C	149.48	149.48			149.48				

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	0.73	0.73	126.93	0.006	0.73	0.0	0.0	7.130	A
B-A	0.62	0.62	74.56	0.008	0.62	0.0	0.0	12.172	B
C-AB	1.89	1.89	232.29	0.008	1.89	0.0	0.0	3.946	A
C-A	154.91	154.91			154.91				
A-B	0.53	0.53			0.53				
A-C	154.19	154.19			154.19				

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	0.73	0.73	121.53	0.006	0.73	0.0	0.0	7.449	A
B-A	0.62	0.62	72.40	0.009	0.62	0.0	0.0	12.539	B
C-AB	1.71	1.71	214.91	0.008	1.71	0.0	0.0	4.232	A
C-A	135.60	135.60			135.60				
A-B	0.53	0.53			0.53				
A-C	190.58	190.58			190.58				

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	0.79	0.79	122.72	0.006	0.79	0.0	0.0	7.380	A
B-A	0.68	0.68	69.62	0.010	0.68	0.0	0.0	13.053	B
C-AB	2.61	2.61	233.44	0.011	2.61	0.0	0.0	3.891	A
C-A	159.26	159.26			159.26				
A-B	0.69	0.69			0.69				
A-C	182.31	182.31			182.31				

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	0.79	0.79	124.27	0.006	0.79	0.0	0.0	7.287	A
B-A	0.68	0.68	69.45	0.010	0.68	0.0	0.0	13.086	B
C-AB	2.80	2.80	242.80	0.012	2.80	0.0	0.0	3.753	A
C-A	170.49	170.49			170.49				
A-B	0.69	0.69			0.69				
A-C	177.48	177.48			177.48				

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	0.79	0.79	120.74	0.007	0.79	0.0	0.0	7.502	A
B-A	0.68	0.68	63.58	0.011	0.68	0.0	0.0	14.307	B
C-AB	3.13	3.13	248.04	0.013	3.12	0.0	0.0	3.643	A
C-A	181.38	181.38			181.38				
A-B	0.69	0.69			0.69				
A-C	188.77	188.77			188.77				

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	0.79	0.79	133.84	0.006	0.79	0.0	0.0	6.763	A
B-A	0.68	0.68	78.99	0.009	0.68	0.0	0.0	11.492	B
C-AB	2.58	2.58	241.58	0.011	2.58	0.0	0.0	3.749	A
C-A	163.94	163.94			163.94				
A-B	0.69	0.69			0.69				
A-C	135.00	135.00			135.00				

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	0.79	0.79	139.69	0.006	0.79	0.0	0.0	6.481	A
B-A	0.68	0.68	80.23	0.008	0.68	0.0	0.0	11.311	B
C-AB	3.15	3.15	272.26	0.012	3.15	0.0	0.0	3.386	A
C-A	199.47	199.47			199.47				
A-B	0.70	0.70			0.70				
A-C	115.63	115.63			115.63				

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	0.79	0.79	127.51	0.006	0.79	0.0	0.0	7.101	A
B-A	0.68	0.68	73.63	0.009	0.68	0.0	0.0	12.336	B
C-AB	2.63	2.63	238.19	0.011	2.63	0.0	0.0	3.799	A
C-A	162.45	162.45			162.45				
A-B	0.70	0.70			0.70				
A-C	161.07	161.07			161.07				

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	0.79	0.79	122.71	0.006	0.79	0.0	0.0	7.380	A
B-A	0.68	0.68	67.66	0.010	0.68	0.0	0.0	13.435	B
C-AB	2.87	2.87	243.13	0.012	2.87	0.0	0.0	3.760	A
C-A	172.05	172.05			172.05				
A-B	0.70	0.70			0.70				
A-C	182.31	182.31			182.31				

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	0.79	0.79	123.16	0.006	0.79	0.0	0.0	7.353	A
B-A	0.68	0.68	68.42	0.010	0.68	0.0	0.0	13.284	B
C-AB	2.77	2.77	237.22	0.012	2.77	0.0	0.0	3.802	A
C-A	165.45	165.45			165.45				
A-B	0.70	0.70			0.70				
A-C	177.30	177.30			177.30				

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	0.91	0.91	121.61	0.007	0.91	0.0	0.0	7.455	A
B-A	0.78	0.78	61.93	0.013	0.78	0.0	0.0	14.716	B
C-AB	4.23	4.23	263.97	0.016	4.23	0.0	0.0	3.486	A
C-A	200.11	200.11			200.11				
A-B	0.83	0.83			0.83				
A-C	177.06	177.06			177.06				

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	0.91	0.91	113.25	0.008	0.91	0.0	0.0	8.011	A
B-A	0.78	0.78	61.96	0.013	0.78	0.0	0.0	14.709	B
C-AB	3.16	3.16	225.80	0.014	3.16	0.0	0.0	4.111	A
C-A	154.23	154.23			154.23				
A-B	0.83	0.83			0.83				
A-C	214.66	214.66			214.66				

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	0.91	0.91	123.55	0.007	0.91	0.0	0.0	7.337	A
B-A	0.78	0.78	68.00	0.011	0.78	0.0	0.0	13.390	B
C-AB	3.51	3.51	247.72	0.014	3.51	0.0	0.0	3.651	A
C-A	176.51	176.51			176.51				
A-B	0.83	0.83			0.83				
A-C	172.29	172.29			172.29				

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	0.91	0.91	110.37	0.008	0.91	0.0	0.0	8.221	A
B-A	0.78	0.78	53.07	0.015	0.77	0.0	0.0	17.209	C
C-AB	4.14	4.14	248.80	0.017	4.14	0.0	0.0	3.667	A
C-A	187.23	187.23			187.23				
A-B	0.83	0.83			0.83				
A-C	229.44	229.44			229.44				

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	0.81	0.81	114.90	0.007	0.81	0.0	0.0	7.888	A
B-A	0.70	0.70	64.60	0.011	0.70	0.0	0.0	14.083	B
C-AB	3.73	3.73	210.24	0.018	3.73	0.0	0.0	4.300	A
C-A	135.63	135.63			135.63				
A-B	1.09	1.09			1.09				
A-C	204.76	204.76			204.76				

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	0.81	0.81	130.97	0.006	0.81	0.0	0.0	6.916	A
B-A	0.70	0.70	73.25	0.010	0.70	0.0	0.0	12.406	B
C-AB	4.77	4.77	257.91	0.019	4.77	0.0	0.0	3.587	A
C-A	185.21	185.21			185.21				
A-B	1.09	1.09			1.09				
A-C	148.09	148.09			148.09				

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	0.81	0.81	116.81	0.007	0.81	0.0	0.0	7.758	A
B-A	0.70	0.70	59.55	0.012	0.69	0.0	0.0	15.291	C
C-AB	5.06	5.06	245.93	0.021	5.06	0.0	0.0	3.710	A
C-A	179.92	179.92			179.92				
A-B	1.09	1.09			1.09				
A-C	199.99	199.99			199.99				

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	0.81	0.81	115.07	0.007	0.81	0.0	0.0	7.876	A
B-A	0.70	0.70	58.83	0.012	0.70	0.0	0.0	15.481	C
C-AB	4.93	4.93	241.70	0.020	4.93	0.0	0.0	3.810	A
C-A	175.22	175.22			175.22				
A-B	1.09	1.09			1.09				
A-C	214.96	214.96			214.96				

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	0.79	0.79	124.55	0.006	0.79	0.0	0.0	7.271	A
B-A	0.68	0.68	60.51	0.011	0.68	0.0	0.0	15.041	C
C-AB	7.29	7.29	287.57	0.025	7.28	0.0	0.0	3.232	A
C-A	226.86	226.86			226.86				
A-B	1.19	1.19			1.19				
A-C	175.85	175.85			175.85				

16:15 - 16:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.79	0.79	119.44	0.007	0.79	0.0	0.0	7.584	A
B-A	0.68	0.68	55.25	0.012	0.68	0.0	0.0	16.491	C
C-AB	7.58	7.58	284.93	0.027	7.58	0.0	0.0	3.237	A
C-A	226.50	226.50			226.50				
A-B	1.19	1.19			1.19				
A-C	193.66	193.66			193.66				

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	0.79	0.79	121.86	0.007	0.79	0.0	0.0	7.433	A
B-A	0.68	0.68	63.37	0.011	0.68	0.0	0.0	14.359	B
C-AB	5.51	5.51	249.75	0.022	5.52	0.0	0.0	3.615	A
C-A	182.65	182.65			182.65				
A-B	1.19	1.19			1.19				
A-C	183.88	183.88			183.88				

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	0.79	0.79	114.31	0.007	0.79	0.0	0.0	7.927	A
B-A	0.68	0.68	54.80	0.012	0.68	0.0	0.0	16.630	C
C-AB	6.37	6.37	262.37	0.024	6.36	0.0	0.0	3.587	A
C-A	200.14	200.14			200.14				
A-B	1.19	1.19			1.19				
A-C	214.84	214.84			214.84				

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	0.79	0.79	118.62	0.007	0.79	0.0	0.0	7.636	A
B-A	0.68	0.68	56.71	0.012	0.68	0.0	0.0	16.064	C
C-AB	9.15	9.15	275.59	0.033	9.14	0.0	0.0	3.378	A
C-A	212.48	212.48			212.48				
A-B	1.58	1.58			1.58				
A-C	196.92	196.92			196.92				

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	0.79	0.79	124.56	0.006	0.79	0.0	0.0	7.270	A
B-A	0.68	0.68	63.27	0.011	0.68	0.0	0.0	14.378	B
C-AB	8.57	8.57	276.40	0.031	8.58	0.0	0.0	3.372	A
C-A	209.86	209.86			209.86				
A-B	1.58	1.58			1.58				
A-C	174.17	174.17			174.17				

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	0.79	0.79	123.08	0.006	0.79	0.0	0.0	7.358	A
B-A	0.68	0.68	64.98	0.010	0.68	0.0	0.0	13.999	B
C-AB	7.47	7.47	259.95	0.029	7.47	0.0	0.0	3.565	A
C-A	189.78	189.78			189.78				
A-B	1.58	1.58			1.58				
A-C	175.61	175.61			175.61				

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	0.79	0.79	126.95	0.006	0.79	0.0	0.0	7.135	A
B-A	0.68	0.68	66.83	0.010	0.68	0.0	0.0	13.604	B
C-AB	7.98	7.98	271.56	0.029	7.98	0.0	0.0	3.414	A
C-A	202.31	202.31			202.31				
A-B	1.58	1.58			1.58				
A-C	164.39	164.39			164.39				

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	0.87	0.87	120.58	0.007	0.87	0.0	0.0	7.517	A
B-A	0.75	0.75	60.93	0.012	0.74	0.0	0.0	14.953	B
C-AB	6.43	6.43	268.87	0.024	6.44	0.0	0.0	3.442	A
C-A	203.51	203.51			203.51				
A-B	1.23	1.23			1.23				
A-C	192.15	192.15			192.15				

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	0.87	0.87	127.36	0.007	0.87	0.0	0.0	7.114	A
B-A	0.75	0.75	69.60	0.011	0.75	0.0	0.0	13.073	B
C-AB	5.63	5.63	262.68	0.021	5.64	0.0	0.0	3.503	A
C-A	191.27	191.27			191.27				
A-B	1.23	1.23			1.23				
A-C	162.76	162.76			162.76				

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	0.87	0.87	123.36	0.007	0.87	0.0	0.0	7.346	A
B-A	0.75	0.75	69.04	0.011	0.75	0.0	0.0	13.179	B
C-AB	4.98	4.98	245.27	0.020	4.99	0.0	0.0	3.756	A
C-A	170.80	170.80			170.80				
A-B	1.23	1.23			1.23				
A-C	182.43	182.43			182.43				

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	0.87	0.87	128.10	0.007	0.87	0.0	0.0	7.075	A
B-A	0.75	0.75	69.85	0.011	0.75	0.0	0.0	13.023	B
C-AB	5.66	5.66	262.16	0.022	5.66	0.0	0.0	3.481	A
C-A	191.12	191.12			191.12				
A-B	1.23	1.23			1.23				
A-C	162.88	162.88			162.88				

Opening year+ Adj+ Dev,

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Junction 4	T-Junction	Two-way		0.84	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

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
D10	Opening year+ Adj+ Dev	DIRECT	07:00	19:00	720	15	✓	Simple	D2+D6+D5

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - R445 West		DIRECT	✓	100.000
B - Development Access		DIRECT	✓	100.000
C - R445 East		DIRECT	✓	100.000

Origin-Destination Data

07:00 - 07:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	2.39	101.46
	B - Development Access	8.84	0.00	10.31
	C - R445 East	82.85	2.79	0.00

07:15 - 07:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	2.39	99.79
	B - Development Access	8.84	0.00	10.31
	C - R445 East	108.16	2.79	0.00

07:30 - 07:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	2.39	115.08
	B - Development Access	8.84	0.00	10.31
	C - R445 East	132.90	2.79	0.00

07:45 - 08:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	2.39	145.37
	B - Development Access	8.84	0.00	10.31
	C - R445 East	88.11	2.79	0.00

08:00 - 08:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	4.87	163.43
	B - Development Access	11.87	0.00	13.85
	C - R445 East	122.33	5.69	0.00

08:15 - 08:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	4.87	168.15
	B - Development Access	11.87	0.00	13.85
	C - R445 East	160.93	5.69	0.00

08:30 - 08:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	4.87	142.87
	B - Development Access	11.87	0.00	13.85
	C - R445 East	139.24	5.69	0.00

08:45 - 09:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	4.87	148.42
	B - Development Access	11.87	0.00	13.85
	C - R445 East	111.45	5.69	0.00

09:00 - 09:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	4.59	149.00
	B - Development Access	6.28	0.00	7.33
	C - R445 East	108.98	5.36	0.00

09:15 - 09:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	4.59	139.54
	B - Development Access	6.28	0.00	7.33
	C - R445 East	130.06	5.36	0.00

09:30 - 09:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	4.59	154.83
	B - Development Access	6.28	0.00	7.33
	C - R445 East	103.12	5.36	0.00

09:45 - 10:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	4.59	121.75
	B - Development Access	6.28	0.00	7.33
	C - R445 East	114.23	5.36	0.00

10:00 - 10:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	3.53	118.70
	B - Development Access	4.49	0.00	5.23
	C - R445 East	122.57	4.12	0.00

10:15 - 10:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	3.53	112.30
	B - Development Access	4.49	0.00	5.23
	C - R445 East	103.39	4.12	0.00

10:30 - 10:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	3.53	129.82
	B - Development Access	4.49	0.00	5.23
	C - R445 East	127.28	4.12	0.00

10:45 - 11:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	3.53	145.07
	B - Development Access	4.49	0.00	5.23
	C - R445 East	125.92	4.12	0.00

11:00 - 11:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	4.06	130.90
	B - Development Access	4.55	0.00	5.31
	C - R445 East	136.46	4.73	0.00

11:15 - 11:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	4.06	125.92
	B - Development Access	4.55	0.00	5.31
	C - R445 East	130.09	4.73	0.00

11:30 - 11:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	4.06	129.27
	B - Development Access	4.55	0.00	5.31
	C - R445 East	132.29	4.73	0.00

11:45 - 12:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	4.06	162.29
	B - Development Access	4.55	0.00	5.31
	C - R445 East	115.89	4.73	0.00

12:00 - 12:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	5.91	154.80
	B - Development Access	6.04	0.00	7.05
	C - R445 East	136.46	6.89	0.00

12:15 - 12:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	5.91	150.90
	B - Development Access	6.04	0.00	7.05
	C - R445 East	146.19	6.89	0.00

12:30 - 12:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	5.91	160.08
	B - Development Access	6.04	0.00	7.05
	C - R445 East	155.10	6.89	0.00

12:45 - 13:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	5.91	114.23
	B - Development Access	6.04	0.00	7.05
	C - R445 East	139.54	6.89	0.00

13:00 - 13:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	5.65	98.37
	B - Development Access	5.47	0.00	6.38
	C - R445 East	171.20	6.59	0.00

13:15 - 13:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	5.65	136.46
	B - Development Access	5.47	0.00	6.38
	C - R445 East	138.97	6.59	0.00

13:30 - 13:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	5.65	154.80
	B - Development Access	5.47	0.00	6.38
	C - R445 East	147.58	6.59	0.00

13:45 - 14:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	5.65	150.08
	B - Development Access	5.47	0.00	6.38
	C - R445 East	141.20	6.59	0.00

14:00 - 14:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	6.69	149.00
	B - Development Access	6.02	0.00	7.02
	C - R445 East	172.31	7.81	0.00

14:15 - 14:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	6.69	181.50
	B - Development Access	6.02	0.00	7.02
	C - R445 East	133.38	7.81	0.00

14:30 - 14:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	6.69	145.37
	B - Development Access	6.02	0.00	7.02
	C - R445 East	152.02	7.81	0.00

14:45 - 15:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	6.69	194.54
	B - Development Access	6.02	0.00	7.02
	C - R445 East	161.47	7.81	0.00

15:00 - 15:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	8.02	172.62
	B - Development Access	5.47	0.00	6.38
	C - R445 East	116.20	9.36	0.00

15:15 - 15:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	8.02	125.62
	B - Development Access	5.47	0.00	6.38
	C - R445 East	159.81	9.36	0.00

15:30 - 15:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	8.02	168.99
	B - Development Access	5.47	0.00	6.38
	C - R445 East	155.10	9.36	0.00

15:45 - 16:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	8.02	182.85
	B - Development Access	5.47	0.00	6.38
	C - R445 East	151.20	9.36	0.00

16:00 - 16:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	8.84	149.51
	B - Development Access	5.18	0.00	6.04
	C - R445 East	197.59	10.32	0.00

16:15 - 16:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	8.84	164.25
	B - Development Access	5.18	0.00	6.04
	C - R445 East	197.32	10.32	0.00

16:30 - 16:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	8.84	155.91
	B - Development Access	5.18	0.00	6.04
	C - R445 East	157.06	10.32	0.00

16:45 - 17:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	8.84	182.31
	B - Development Access	5.18	0.00	6.04
	C - R445 East	174.25	10.32	0.00

17:00 - 17:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	12.04	167.03
	B - Development Access	5.90	0.00	6.88
	C - R445 East	186.75	14.05	0.00

17:15 - 17:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	12.04	147.85
	B - Development Access	5.90	0.00	6.88
	C - R445 East	184.24	14.05	0.00

17:30 - 17:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	12.04	148.42
	B - Development Access	5.90	0.00	6.88
	C - R445 East	166.18	14.05	0.00

17:45 - 18:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	12.04	139.51
	B - Development Access	5.90	0.00	6.88
	C - R445 East	177.30	14.05	0.00

18:00 - 18:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	8.91	163.40
	B - Development Access	5.61	0.00	6.55
	C - R445 East	177.57	10.40	0.00

18:15 - 18:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	8.91	138.12
	B - Development Access	5.61	0.00	6.55
	C - R445 East	166.45	10.40	0.00

18:30 - 18:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	8.91	155.34
	B - Development Access	5.61	0.00	6.55
	C - R445 East	148.66	10.40	0.00

18:45 - 19:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	8.91	138.67
	B - Development Access	5.61	0.00	6.55
	C - R445 East	165.91	10.40	0.00

Vehicle Mix

07:00 - 07:15

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	6
	B - Development Access	0	0	0
	C - R445 East	9	0	0

07:15 - 07:30

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	7
	B - Development Access	0	0	0
	C - R445 East	11	0	0

07:30 - 07:45

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	6
	B - Development Access	0	0	0
	C - R445 East	10	0	0

07:45 - 08:00

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	5
	B - Development Access	0	0	0
	C - R445 East	4	0	0

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	5
	B - Development Access	0	0	0
	C - R445 East	9	0	0

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	3
	B - Development Access	0	0	0
	C - R445 East	4	0	0

Heavy Vehicle Percentages

08:30 - 08:45

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	5
	B - Development Access	0	0	0
	C - R445 East	3	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	5
	B - Development Access	0	0	0
	C - R445 East	4	0	0

Heavy Vehicle Percentages

09:00 - 09:15

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	7
	B - Development Access	0	0	0
	C - R445 East	8	0	0

Heavy Vehicle Percentages

09:15 - 09:30

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	6
	B - Development Access	0	0	0
	C - R445 East	2	0	0

Heavy Vehicle Percentages

09:30 - 09:45

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	6
	B - Development Access	0	0	0
	C - R445 East	4	0	0

Heavy Vehicle Percentages

09:45 - 10:00

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	6
	B - Development Access	0	0	0
	C - R445 East	4	0	0

Heavy Vehicle Percentages

10:00 - 10:15

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	8
	B - Development Access	0	0	0
	C - R445 East	4	0	0

Heavy Vehicle Percentages

10:15 - 10:30

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	6
	B - Development Access	0	0	0
	C - R445 East	3	0	0

Heavy Vehicle Percentages

10:30 - 10:45

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	7
	B - Development Access	0	0	0
	C - R445 East	2	0	0

10:45 - 11:00 **Heavy Vehicle Percentages**

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	2
	B - Development Access	0	0	0
	C - R445 East	6	0	0

Heavy Vehicle Percentages

11:00 - 11:15

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	3
	B - Development Access	0	0	0
	C - R445 East	3	0	0

Heavy Vehicle Percentages

11:15 - 11:30

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	6
	B - Development Access	0	0	0
	C - R445 East	6	0	0

Heavy Vehicle Percentages

11:30 - 11:45

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	9
	B - Development Access	0	0	0
	C - R445 East	3	0	0

Heavy Vehicle Percentages

11:45 - 12:00

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	1
	B - Development Access	0	0	0
	C - R445 East	3	0	0

Heavy Vehicle Percentages

12:00 - 12:15

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	2
	B - Development Access	0	0	0
	C - R445 East	3	0	0

Heavy Vehicle Percentages

12:15 - 12:30

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	1
	B - Development Access	0	0	0
	C - R445 East	3	0	0

Heavy Vehicle Percentages

12:30 - 12:45

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	3
	B - Development Access	0	0	0
	C - R445 East	5	0	0

Heavy Vehicle Percentages

12:45 - 13:00

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	4
	B - Development Access	0	0	0
	C - R445 East	6	0	0

Heavy Vehicle Percentages

13:00 - 13:15

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	1
	B - Development Access	0	0	0
	C - R445 East	3	0	0

13:15 - 13:30

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	3
	B - Development Access	0	0	0
	C - R445 East	4	0	0

Heavy Vehicle Percentages

13:30 - 13:45

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	2
	B - Development Access	0	0	0
	C - R445 East	3	0	0

Heavy Vehicle Percentages

13:45 - 14:00

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	4
	B - Development Access	0	0	0
	C - R445 East	6	0	0

Heavy Vehicle Percentages

14:00 - 14:15

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	7
	B - Development Access	0	0	0
	C - R445 East	3	0	0

Heavy Vehicle Percentages

14:15 - 14:30

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	4
	B - Development Access	0	0	0
	C - R445 East	0	0	0

Heavy Vehicle Percentages

14:30 - 14:45

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	5
	B - Development Access	0	0	0
	C - R445 East	2	0	0

Heavy Vehicle Percentages

14:45 - 15:00

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	3
	B - Development Access	0	0	0
	C - R445 East	3	0	0

Heavy Vehicle Percentages

15:00 - 15:15

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	6
	B - Development Access	0	0	0
	C - R445 East	7	0	0

Heavy Vehicle Percentages

15:15 - 15:30

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	3
	B - Development Access	0	0	0
	C - R445 East	3	0	0

Heavy Vehicle Percentages

15:30 - 15:45

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	5
	B - Development Access	0	0	0
	C - R445 East	5	0	0

15:45 - 16:00

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	1
	B - Development Access	0	0	0
	C - R445 East	4	0	0

Heavy Vehicle Percentages

16:00 - 16:15

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	1
	B - Development Access	0	0	0
	C - R445 East	2	0	0

Heavy Vehicle Percentages

16:15 - 16:30

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	3
	B - Development Access	0	0	0
	C - R445 East	3	0	0

Heavy Vehicle Percentages

16:30 - 16:45

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	3
	B - Development Access	0	0	0
	C - R445 East	7	0	0

Heavy Vehicle Percentages

16:45 - 17:00

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	2
	B - Development Access	0	0	0
	C - R445 East	2	0	0

Heavy Vehicle Percentages

17:00 - 17:15

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	3
	B - Development Access	0	0	0
	C - R445 East	2	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	2
	B - Development Access	0	0	0
	C - R445 East	1	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	5
	B - Development Access	0	0	0
	C - R445 East	1	0	0

Heavy Vehicle Percentages

17:45 - 18:00

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	2
	B - Development Access	0	0	0
	C - R445 East	1	0	0

Heavy Vehicle Percentages

18:00 - 18:15

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	1
	B - Development Access	0	0	0
	C - R445 East	1	0	0

18:15 - 18:30

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	2
	B - Development Access	0	0	0
	C - R445 East	1	0	0

Heavy Vehicle Percentages

18:30 - 18:45

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	1
	B - Development Access	0	0	0
	C - R445 East	0	0	0

Heavy Vehicle Percentages

18:45 - 19:00

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	1
	B - Development Access	0	0	0
	C - R445 East	2	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	0.12	8.49	0.1	A	7.36	353.41
B-A	0.17	15.60	0.2	C	6.31	302.92
C-AB	0.21	5.11	0.7	A	22.05	1058.43
C-A					128.48	6167.25
A-B					6.29	302.07
A-C					145.72	6994.54

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	10.31	10.31	139.06	0.074	10.23	0.0	0.1	6.980	A
B-A	8.84	8.84	99.42	0.089	8.74	0.0	0.1	9.916	A
C-AB	4.97	4.97	189.08	0.026	4.94	0.0	0.0	4.887	A
C-A	80.67	80.67			80.67				
A-B	2.39	2.39			2.39				
A-C	101.46	101.46			101.46				

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	10.31	10.31	138.98	0.074	10.31	0.1	0.1	6.993	A
B-A	8.84	8.84	95.10	0.093	8.83	0.1	0.1	10.432	B
C-AB	5.91	5.91	205.68	0.029	5.91	0.0	0.0	4.470	A
C-A	105.04	105.04			105.04				
A-B	2.39	2.39			2.39				
A-C	99.80	99.80			99.80				

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	10.31	10.31	135.04	0.076	10.31	0.1	0.1	7.214	A
B-A	8.84	8.84	87.54	0.101	8.83	0.1	0.1	11.433	B
C-AB	7.06	7.06	220.40	0.032	7.06	0.0	0.0	4.218	A
C-A	128.63	128.63			128.63				
A-B	2.39	2.39			2.39				
A-C	115.08	115.08			115.08				

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	10.31	10.31	127.63	0.081	10.30	0.1	0.1	7.670	A
B-A	8.84	8.84	88.29	0.100	8.84	0.1	0.1	11.327	B
C-AB	5.33	5.33	185.68	0.029	5.33	0.0	0.0	5.114	A
C-A	85.57	85.57			85.57				
A-B	2.39	2.39			2.39				
A-C	145.37	145.37			145.37				

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	13.85	13.85	121.04	0.114	13.81	0.1	0.1	8.393	A
B-A	11.87	11.87	76.25	0.156	11.80	0.1	0.2	13.948	B
C-AB	14.11	14.11	205.23	0.069	14.03	0.0	0.1	4.661	A
C-A	113.91	113.91			113.91				
A-B	4.87	4.87			4.87				
A-C	163.44	163.44			163.44				

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	13.85	13.85	119.90	0.116	13.85	0.1	0.1	8.486	A
B-A	11.87	11.87	70.53	0.168	11.86	0.2	0.2	15.334	C
C-AB	18.22	18.22	234.52	0.078	18.20	0.1	0.1	4.210	A
C-A	148.39	148.39			148.39				
A-B	4.87	4.87			4.87				
A-C	168.15	168.15			168.15				

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	13.85	13.85	126.32	0.110	13.86	0.1	0.1	8.004	A
B-A	11.87	11.87	79.97	0.148	11.90	0.2	0.2	13.224	B
C-AB	15.24	15.24	222.86	0.068	15.26	0.1	0.1	4.358	A
C-A	129.69	129.69			129.69				
A-B	4.87	4.87			4.87				
A-C	142.87	142.87			142.87				

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	13.85	13.85	125.25	0.111	13.85	0.1	0.1	8.079	A
B-A	11.87	11.87	82.81	0.143	11.88	0.2	0.2	12.691	B
C-AB	12.77	12.77	201.71	0.063	12.78	0.1	0.1	4.759	A
C-A	104.37	104.37			104.37				
A-B	4.87	4.87			4.87				
A-C	148.42	148.42			148.42				

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	7.33	7.33	126.81	0.058	7.39	0.1	0.1	7.542	A
B-A	6.28	6.28	81.90	0.077	6.37	0.2	0.1	11.929	B
C-AB	11.97	11.97	198.09	0.060	11.98	0.1	0.1	4.779	A
C-A	102.36	102.36			102.36				
A-B	4.59	4.59			4.59				
A-C	149.00	149.00			149.00				

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	7.33	7.33	129.40	0.057	7.33	0.1	0.1	7.374	A
B-A	6.28	6.28	82.19	0.076	6.28	0.1	0.1	11.857	B
C-AB	13.44	13.44	216.95	0.062	13.43	0.1	0.1	4.500	A
C-A	121.97	121.97			121.97				
A-B	4.59	4.59			4.59				
A-C	139.54	139.54			139.54				

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	7.33	7.33	125.76	0.058	7.33	0.1	0.1	7.598	A
B-A	6.28	6.28	82.26	0.076	6.28	0.1	0.1	11.847	B
C-AB	11.47	11.47	194.19	0.059	11.48	0.1	0.1	4.892	A
C-A	97.00	97.00			97.00				
A-B	4.59	4.59			4.59				
A-C	154.83	154.83			154.83				

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	7.33	7.33	134.11	0.055	7.33	0.1	0.1	7.100	A
B-A	6.28	6.28	88.79	0.071	6.29	0.1	0.1	10.911	B
C-AB	11.94	11.94	208.05	0.057	11.94	0.1	0.1	4.595	A
C-A	107.65	107.65			107.65				
A-B	4.59	4.59			4.59				
A-C	121.75	121.75			121.75				

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	5.23	5.23	135.39	0.039	5.25	0.1	0.0	6.918	A
B-A	4.49	4.49	88.55	0.051	4.51	0.1	0.1	10.713	B
C-AB	9.66	9.66	214.51	0.045	9.69	0.1	0.1	4.398	A
C-A	117.02	117.02			117.02				
A-B	3.53	3.53			3.53				
A-C	118.70	118.70			118.70				

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	5.23	5.23	137.58	0.038	5.24	0.0	0.0	6.799	A
B-A	4.49	4.49	93.67	0.048	4.49	0.1	0.1	10.094	B
C-AB	8.44	8.44	202.61	0.042	8.44	0.1	0.1	4.646	A
C-A	99.07	99.07			99.07				
A-B	3.53	3.53			3.53				
A-C	112.30	112.30			112.30				

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	5.23	5.23	132.68	0.039	5.23	0.0	0.0	7.060	A
B-A	4.49	4.49	85.48	0.052	4.48	0.1	0.1	11.111	B
C-AB	10.02	10.02	216.71	0.046	10.01	0.1	0.1	4.367	A
C-A	121.38	121.38			121.38				
A-B	3.53	3.53			3.53				
A-C	129.82	129.82			129.82				

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	5.23	5.23	130.30	0.040	5.23	0.0	0.0	7.195	A
B-A	4.49	4.49	82.53	0.054	4.48	0.1	0.1	11.531	B
C-AB	10.14	10.14	212.66	0.048	10.14	0.1	0.1	4.385	A
C-A	119.90	119.90			119.90				
A-B	3.53	3.53			3.53				
A-C	145.07	145.07			145.07				

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	5.31	5.31	133.38	0.040	5.31	0.0	0.0	7.026	A
B-A	4.55	4.55	84.32	0.054	4.55	0.1	0.1	11.282	B
C-AB	12.23	12.23	223.14	0.055	12.21	0.1	0.1	4.302	A
C-A	128.97	128.97			128.97				
A-B	4.06	4.06			4.06				
A-C	130.91	130.91			130.91				

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	5.31	5.31	133.79	0.040	5.31	0.0	0.0	7.004	A
B-A	4.55	4.55	85.16	0.053	4.55	0.1	0.1	11.164	B
C-AB	11.79	11.79	217.92	0.054	11.80	0.1	0.1	4.333	A
C-A	123.03	123.03			123.03				
A-B	4.06	4.06			4.06				
A-C	125.92	125.92			125.92				

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	5.31	5.31	132.15	0.040	5.31	0.0	0.0	7.094	A
B-A	4.55	4.55	83.72	0.054	4.55	0.1	0.1	11.367	B
C-AB	11.98	11.98	219.34	0.055	11.97	0.1	0.1	4.375	A
C-A	125.05	125.05			125.05				
A-B	4.06	4.06			4.06				
A-C	129.28	129.28			129.28				

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	5.31	5.31	126.59	0.042	5.31	0.0	0.0	7.420	A
B-A	4.55	4.55	80.86	0.056	4.55	0.1	0.1	11.794	B
C-AB	11.00	11.00	203.99	0.054	11.00	0.1	0.1	4.676	A
C-A	109.62	109.62			109.62				
A-B	4.06	4.06			4.06				
A-C	162.29	162.29			162.29				

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	7.05	7.05	126.95	0.056	7.04	0.0	0.1	7.505	A
B-A	6.04	6.04	77.90	0.078	6.02	0.1	0.1	12.517	B
C-AB	18.32	18.32	219.32	0.084	18.24	0.1	0.2	4.470	A
C-A	125.04	125.04			125.04				
A-B	5.91	5.91			5.91				
A-C	154.80	154.80			154.80				

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	7.05	7.05	128.11	0.055	7.05	0.1	0.1	7.433	A
B-A	6.04	6.04	77.65	0.078	6.04	0.1	0.1	12.568	B
C-AB	19.45	19.45	227.23	0.086	19.44	0.2	0.2	4.337	A
C-A	133.63	133.63			133.63				
A-B	5.91	5.91			5.91				
A-C	150.90	150.90			150.90				

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	7.05	7.05	125.22	0.056	7.05	0.1	0.1	7.614	A
B-A	6.04	6.04	73.05	0.083	6.04	0.1	0.1	13.430	B
C-AB	21.09	21.09	231.19	0.091	21.07	0.2	0.2	4.257	A
C-A	140.90	140.90			140.90				
A-B	5.91	5.91			5.91				
A-C	160.08	160.08			160.08				

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	7.05	7.05	136.60	0.052	7.06	0.1	0.1	6.949	A
B-A	6.04	6.04	86.26	0.070	6.06	0.1	0.1	11.225	B
C-AB	18.07	18.07	226.44	0.080	18.10	0.2	0.2	4.310	A
C-A	128.36	128.36			128.36				
A-B	5.91	5.91			5.91				
A-C	114.23	114.23			114.23				

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	6.38	6.38	141.49	0.045	6.39	0.1	0.0	6.664	A
B-A	5.47	5.47	86.89	0.063	5.48	0.1	0.1	11.056	B
C-AB	20.52	20.52	252.91	0.081	20.52	0.2	0.2	3.917	A
C-A	157.26	157.26			157.26				
A-B	5.65	5.65			5.65				
A-C	98.37	98.37			98.37				

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	6.38	6.38	131.44	0.049	6.38	0.0	0.1	7.195	A
B-A	5.47	5.47	81.63	0.067	5.47	0.1	0.1	11.816	B
C-AB	17.50	17.50	223.60	0.078	17.51	0.2	0.1	4.351	A
C-A	128.05	128.05			128.05				
A-B	5.65	5.65			5.65				
A-C	136.46	136.46			136.46				

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	6.38	6.38	127.17	0.050	6.38	0.1	0.1	7.450	A
B-A	5.47	5.47	76.36	0.072	5.47	0.1	0.1	12.694	B
C-AB	18.87	18.87	227.51	0.083	18.86	0.1	0.2	4.327	A
C-A	135.30	135.30			135.30				
A-B	5.65	5.65			5.65				
A-C	154.80	154.80			154.80				

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	6.38	6.38	127.79	0.050	6.38	0.1	0.1	7.412	A
B-A	5.47	5.47	77.42	0.071	5.47	0.1	0.1	12.507	B
C-AB	18.17	18.17	222.36	0.082	18.17	0.2	0.2	4.373	A
C-A	129.63	129.63			129.63				
A-B	5.65	5.65			5.65				
A-C	150.08	150.08			150.08				

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	7.02	7.02	126.42	0.056	7.02	0.1	0.1	7.536	A
B-A	6.02	6.02	71.72	0.084	6.01	0.1	0.1	13.692	B
C-AB	26.46	26.46	245.05	0.108	26.37	0.2	0.2	4.142	A
C-A	153.67	153.67			153.67				
A-B	6.69	6.69			6.69				
A-C	149.00	149.00			149.00				

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	7.02	7.02	119.19	0.059	7.02	0.1	0.1	8.023	A
B-A	6.02	6.02	71.18	0.085	6.02	0.1	0.1	13.811	B
C-AB	20.99	20.99	213.19	0.098	21.02	0.2	0.2	4.755	A
C-A	120.19	120.19			120.19				
A-B	6.69	6.69			6.69				
A-C	181.50	181.50			181.50				

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	7.02	7.02	127.99	0.055	7.03	0.1	0.1	7.442	A
B-A	6.02	6.02	76.54	0.079	6.03	0.1	0.1	12.764	B
C-AB	22.88	22.88	231.71	0.099	22.89	0.2	0.2	4.281	A
C-A	136.94	136.94			136.94				
A-B	6.69	6.69			6.69				
A-C	145.37	145.37			145.37				

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	7.02	7.02	116.30	0.060	7.02	0.1	0.1	8.235	A
B-A	6.02	6.02	63.66	0.095	6.00	0.1	0.1	15.604	C
C-AB	26.00	26.00	231.55	0.112	25.95	0.2	0.2	4.372	A
C-A	143.28	143.28			143.28				
A-B	6.69	6.69			6.69				
A-C	194.54	194.54			194.54				

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	6.38	6.38	120.97	0.053	6.39	0.1	0.1	7.855	A
B-A	5.47	5.47	73.56	0.074	5.49	0.1	0.1	13.227	B
C-AB	22.59	22.59	199.31	0.113	22.58	0.2	0.3	5.041	A
C-A	102.97	102.97			102.97				
A-B	8.02	8.02			8.02				
A-C	172.62	172.62			172.62				

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	6.38	6.38	134.01	0.048	6.39	0.1	0.1	7.054	A
B-A	5.47	5.47	80.17	0.068	5.48	0.1	0.1	12.053	B
C-AB	28.24	28.24	240.04	0.118	28.22	0.3	0.3	4.288	A
C-A	140.93	140.93			140.93				
A-B	8.02	8.02			8.02				
A-C	125.62	125.62			125.62				

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	6.38	6.38	122.23	0.052	6.38	0.1	0.1	7.768	A
B-A	5.47	5.47	69.04	0.079	5.46	0.1	0.1	14.153	B
C-AB	29.21	29.21	229.15	0.127	29.18	0.3	0.3	4.482	A
C-A	135.25	135.25			135.25				
A-B	8.02	8.02			8.02				
A-C	168.99	168.99			168.99				

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	6.38	6.38	120.20	0.053	6.38	0.1	0.1	7.907	A
B-A	5.47	5.47	67.82	0.081	5.47	0.1	0.1	14.433	B
C-AB	28.71	28.71	225.31	0.127	28.71	0.3	0.3	4.597	A
C-A	131.85	131.85			131.85				
A-B	8.02	8.02			8.02				
A-C	182.85	182.85			182.85				

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	6.04	6.04	128.24	0.047	6.05	0.1	0.0	7.367	A
B-A	5.18	5.18	68.76	0.075	5.18	0.1	0.1	14.158	B
C-AB	41.13	41.13	264.60	0.155	41.01	0.3	0.4	4.057	A
C-A	166.78	166.78			166.78				
A-B	8.84	8.84			8.84				
A-C	149.51	149.51			149.51				

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	6.04	6.04	124.03	0.049	6.04	0.0	0.1	7.626	A
B-A	5.18	5.18	64.54	0.080	5.18	0.1	0.1	15.160	C
C-AB	42.25	42.25	262.09	0.161	42.23	0.4	0.5	4.093	A
C-A	165.39	165.39			165.39				
A-B	8.84	8.84			8.84				
A-C	164.25	164.25			164.25				

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	6.04	6.04	126.29	0.048	6.04	0.1	0.1	7.483	A
B-A	5.18	5.18	71.79	0.072	5.19	0.1	0.1	13.514	B
C-AB	32.26	32.26	232.13	0.139	32.36	0.5	0.4	4.443	A
C-A	135.12	135.12			135.12				
A-B	8.84	8.84			8.84				
A-C	155.91	155.91			155.91				

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	6.04	6.04	119.72	0.050	6.04	0.1	0.1	7.917	A
B-A	5.18	5.18	64.02	0.081	5.17	0.1	0.1	15.290	C
C-AB	36.83	36.83	243.00	0.152	36.76	0.4	0.4	4.453	A
C-A	147.74	147.74			147.74				
A-B	8.84	8.84			8.84				
A-C	182.31	182.31			182.31				

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6.88	6.88	122.67	0.056	6.88	0.1	0.1	7.772	A
B-A	5.90	5.90	64.21	0.092	5.89	0.1	0.1	15.428	C
C-AB	53.53	53.53	254.06	0.211	53.24	0.4	0.7	4.497	A
C-A	147.27	147.27			147.27				
A-B	12.04	12.04			12.04				
A-C	167.03	167.03			167.03				

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	6.88	6.88	127.73	0.054	6.88	0.1	0.1	7.446	A
B-A	5.90	5.90	69.60	0.085	5.91	0.1	0.1	14.134	B
C-AB	51.20	51.20	255.34	0.200	51.23	0.7	0.7	4.441	A
C-A	147.10	147.10			147.10				
A-B	12.04	12.04			12.04				
A-C	147.85	147.85			147.85				

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	6.88	6.88	126.88	0.054	6.88	0.1	0.1	7.499	A
B-A	5.90	5.90	71.38	0.083	5.90	0.1	0.1	13.745	B
C-AB	45.63	45.63	241.56	0.189	45.71	0.7	0.6	4.614	A
C-A	134.60	134.60			134.60				
A-B	12.04	12.04			12.04				
A-C	148.42	148.42			148.42				

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	6.88	6.88	129.85	0.053	6.88	0.1	0.1	7.321	A
B-A	5.90	5.90	72.65	0.081	5.90	0.1	0.1	13.485	B
C-AB	48.32	48.32	251.33	0.192	48.31	0.6	0.6	4.449	A
C-A	143.03	143.03			143.03				
A-B	12.04	12.04			12.04				
A-C	139.51	139.51			139.51				

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	6.55	6.55	124.71	0.052	6.55	0.1	0.1	7.618	A
B-A	5.61	5.61	68.86	0.081	5.61	0.1	0.1	14.231	B
C-AB	36.79	36.79	249.13	0.148	36.99	0.6	0.4	4.267	A
C-A	151.18	151.18			151.18				
A-B	8.91	8.91			8.91				
A-C	163.40	163.40			163.40				

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	6.55	6.55	130.75	0.050	6.55	0.1	0.1	7.245	A
B-A	5.61	5.61	76.39	0.073	5.62	0.1	0.1	12.720	B
C-AB	32.97	32.97	244.31	0.135	33.03	0.4	0.4	4.268	A
C-A	143.88	143.88			143.88				
A-B	8.91	8.91			8.91				
A-C	138.12	138.12			138.12				

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	6.55	6.55	127.16	0.051	6.54	0.1	0.1	7.460	A
B-A	5.61	5.61	75.64	0.074	5.61	0.1	0.1	12.851	B
C-AB	29.81	29.81	229.39	0.130	29.84	0.4	0.3	4.532	A
C-A	129.25	129.25			129.25				
A-B	8.91	8.91			8.91				
A-C	155.34	155.34			155.34				

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	6.55	6.55	131.17	0.050	6.55	0.1	0.1	7.223	A
B-A	5.61	5.61	76.53	0.073	5.61	0.1	0.1	12.689	B
C-AB	32.95	32.95	243.51	0.135	32.94	0.3	0.3	4.251	A
C-A	143.36	143.36			143.36				
A-B	8.91	8.91			8.91				
A-C	138.67	138.67			138.67				

+5+Adj+Dev,

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Junction 4	T-Junction	Two-way		0.86	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

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
D11	+5+Adj+Dev	DIRECT	07:00	19:00	720	15	✓	Simple	D3+D5+D6

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 - R445 West		DIRECT	✓	100.000
B - Development Access		DIRECT	✓	100.000
C - R445 East		DIRECT	✓	100.000

Origin-Destination Data

07:00 - 07:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	2.39	112.42
	B - Development Access	8.84	0.00	10.31
	C - R445 East	92.13	2.79	0.00

07:15 - 07:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	2.39	110.70
	B - Development Access	8.84	0.00	10.31
	C - R445 East	120.49	2.79	0.00

07:30 - 07:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	2.39	127.55
	B - Development Access	8.84	0.00	10.31
	C - R445 East	147.88	2.79	0.00

07:45 - 08:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	2.39	161.06
	B - Development Access	8.84	0.00	10.31
	C - R445 East	97.47	2.79	0.00

08:00 - 08:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	4.87	180.97
	B - Development Access	11.87	0.00	13.85
	C - R445 East	135.99	5.69	0.00

08:15 - 08:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	4.87	185.94
	B - Development Access	11.87	0.00	13.85
	C - R445 East	178.10	5.69	0.00

08:30 - 08:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	4.87	158.18
	B - Development Access	11.87	0.00	13.85
	C - R445 East	153.96	5.69	0.00

08:45 - 09:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	4.87	164.31
	B - Development Access	11.87	0.00	13.85
	C - R445 East	123.33	5.69	0.00

09:00 - 09:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	4.59	165.28
	B - Development Access	6.28	0.00	7.33
	C - R445 East	121.05	5.36	0.00

09:15 - 09:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	4.59	154.75
	B - Development Access	6.28	0.00	7.33
	C - R445 East	143.61	5.36	0.00

09:30 - 09:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	4.59	171.60
	B - Development Access	6.28	0.00	7.33
	C - R445 East	114.14	5.36	0.00

09:45 - 10:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	4.59	135.02
	B - Development Access	6.28	0.00	7.33
	C - R445 East	126.39	5.36	0.00

10:00 - 10:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	3.53	131.77
	B - Development Access	4.49	0.00	5.23
	C - R445 East	135.58	4.12	0.00

10:15 - 10:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	3.53	124.49
	B - Development Access	4.49	0.00	5.23
	C - R445 East	114.32	4.12	0.00

10:30 - 10:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	3.53	144.03
	B - Development Access	4.49	0.00	5.23
	C - R445 East	140.55	4.12	0.00

10:45 - 11:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	3.53	160.27
	B - Development Access	4.49	0.00	5.23
	C - R445 East	139.62	4.12	0.00

11:00 - 11:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	4.06	144.77
	B - Development Access	4.55	0.00	5.31
	C - R445 East	150.90	4.73	0.00

11:15 - 11:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	4.06	139.62
	B - Development Access	4.55	0.00	5.31
	C - R445 East	144.21	4.73	0.00

11:30 - 11:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	4.06	143.65
	B - Development Access	4.55	0.00	5.31
	C - R445 East	146.30	4.73	0.00

11:45 - 12:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	4.06	179.03
	B - Development Access	4.55	0.00	5.31
	C - R445 East	128.11	4.73	0.00

12:00 - 12:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	5.91	171.00
	B - Development Access	6.04	0.00	7.05
	C - R445 East	150.90	6.89	0.00

12:15 - 12:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	5.91	166.59
	B - Development Access	6.04	0.00	7.05
	C - R445 East	161.62	6.89	0.00

12:30 - 12:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	5.91	176.94
	B - Development Access	6.04	0.00	7.05
	C - R445 East	171.78	6.89	0.00

12:45 - 13:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	5.91	126.39
	B - Development Access	6.04	0.00	7.05
	C - R445 East	154.75	6.89	0.00

13:00 - 13:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	5.65	108.57
	B - Development Access	5.47	0.00	6.38
	C - R445 East	189.19	6.59	0.00

13:15 - 13:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	5.65	150.90
	B - Development Access	5.47	0.00	6.38
	C - R445 East	153.77	6.59	0.00

13:30 - 13:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	5.65	171.00
	B - Development Access	5.47	0.00	6.38
	C - R445 East	163.15	6.59	0.00

13:45 - 14:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	5.65	166.03
	B - Development Access	5.47	0.00	6.38
	C - R445 East	156.47	6.59	0.00

14:00 - 14:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	6.69	165.28
	B - Development Access	6.02	0.00	7.02
	C - R445 East	190.54	7.81	0.00

14:15 - 14:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	6.69	200.89
	B - Development Access	6.02	0.00	7.02
	C - R445 East	147.05	7.81	0.00

14:30 - 14:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	6.69	161.06
	B - Development Access	6.02	0.00	7.02
	C - R445 East	167.93	7.81	0.00

14:45 - 15:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	6.69	215.04
	B - Development Access	6.02	0.00	7.02
	C - R445 East	178.47	7.81	0.00

15:00 - 15:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	8.02	191.32
	B - Development Access	5.47	0.00	6.38
	C - R445 East	128.89	9.36	0.00

15:15 - 15:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	8.02	138.83
	B - Development Access	5.47	0.00	6.38
	C - R445 East	176.75	9.36	0.00

15:30 - 15:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	8.02	187.10
	B - Development Access	5.47	0.00	6.38
	C - R445 East	171.78	9.36	0.00

15:45 - 16:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	8.02	201.82
	B - Development Access	5.47	0.00	6.38
	C - R445 East	167.37	9.36	0.00

16:00 - 16:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	8.84	165.05
	B - Development Access	5.18	0.00	6.04
	C - R445 East	218.29	10.32	0.00

16:15 - 16:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	8.84	181.53
	B - Development Access	5.18	0.00	6.04
	C - R445 East	218.11	10.32	0.00

16:30 - 16:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	8.84	172.34
	B - Development Access	5.18	0.00	6.04
	C - R445 East	174.29	10.32	0.00

16:45 - 17:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	8.84	201.44
	B - Development Access	5.18	0.00	6.04
	C - R445 East	192.44	10.32	0.00

17:00 - 17:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	12.04	184.60
	B - Development Access	5.90	0.00	6.88
	C - R445 East	206.23	14.05	0.00

17:15 - 17:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	12.04	163.34
	B - Development Access	5.90	0.00	6.88
	C - R445 East	203.35	14.05	0.00

17:30 - 17:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	12.04	164.31
	B - Development Access	5.90	0.00	6.88
	C - R445 East	183.44	14.05	0.00

17:45 - 18:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	12.04	154.15
	B - Development Access	5.90	0.00	6.88
	C - R445 East	195.69	14.05	0.00

18:00 - 18:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	8.91	180.37
	B - Development Access	5.61	0.00	6.55
	C - R445 East	195.88	10.40	0.00

18:15 - 18:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	8.91	152.61
	B - Development Access	5.61	0.00	6.55
	C - R445 East	183.62	10.40	0.00

18:30 - 18:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	8.91	171.37
	B - Development Access	5.61	0.00	6.55
	C - R445 East	163.90	10.40	0.00

18:45 - 19:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	8.91	152.99
	B - Development Access	5.61	0.00	6.55
	C - R445 East	183.25	10.40	0.00

Vehicle Mix

07:00 - 07:15

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	6
	B - Development Access	0	0	0
	C - R445 East	10	0	0

07:15 - 07:30

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	7
	B - Development Access	0	0	0
	C - R445 East	12	0	0

07:30 - 07:45

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	6
	B - Development Access	0	0	0
	C - R445 East	11	0	0

07:45 - 08:00

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	6
	B - Development Access	0	0	0
	C - R445 East	4	0	0

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	5
	B - Development Access	0	0	0
	C - R445 East	10	0	0

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	4
	B - Development Access	0	0	0
	C - R445 East	5	0	0

Heavy Vehicle Percentages

08:30 - 08:45

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	5
	B - Development Access	0	0	0
	C - R445 East	3	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	5
	B - Development Access	0	0	0
	C - R445 East	4	0	0

Heavy Vehicle Percentages

09:00 - 09:15

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	7
	B - Development Access	0	0	0
	C - R445 East	9	0	0

Heavy Vehicle Percentages

09:15 - 09:30

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	7
	B - Development Access	0	0	0
	C - R445 East	2	0	0

Heavy Vehicle Percentages

09:30 - 09:45

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	6
	B - Development Access	0	0	0
	C - R445 East	5	0	0

Heavy Vehicle Percentages

09:45 - 10:00

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	7
	B - Development Access	0	0	0
	C - R445 East	4	0	0

Heavy Vehicle Percentages

10:00 - 10:15

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	8
	B - Development Access	0	0	0
	C - R445 East	4	0	0

Heavy Vehicle Percentages

10:15 - 10:30

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	6
	B - Development Access	0	0	0
	C - R445 East	4	0	0

Heavy Vehicle Percentages

10:30 - 10:45

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	7
	B - Development Access	0	0	0
	C - R445 East	2	0	0

10:45 - 11:00 **Heavy Vehicle Percentages**

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	3
	B - Development Access	0	0	0
	C - R445 East	7	0	0

Heavy Vehicle Percentages

11:00 - 11:15

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	4
	B - Development Access	0	0	0
	C - R445 East	4	0	0

Heavy Vehicle Percentages

11:15 - 11:30

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	7
	B - Development Access	0	0	0
	C - R445 East	7	0	0

Heavy Vehicle Percentages

11:30 - 11:45

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	9
	B - Development Access	0	0	0
	C - R445 East	4	0	0

Heavy Vehicle Percentages

11:45 - 12:00

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	1
	B - Development Access	0	0	0
	C - R445 East	3	0	0

Heavy Vehicle Percentages

12:00 - 12:15

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	2
	B - Development Access	0	0	0
	C - R445 East	4	0	0

Heavy Vehicle Percentages

12:15 - 12:30

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	2
	B - Development Access	0	0	0
	C - R445 East	3	0	0

Heavy Vehicle Percentages

12:30 - 12:45

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	3
	B - Development Access	0	0	0
	C - R445 East	5	0	0

Heavy Vehicle Percentages

12:45 - 13:00

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	4
	B - Development Access	0	0	0
	C - R445 East	7	0	0

Heavy Vehicle Percentages

13:00 - 13:15

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	1
	B - Development Access	0	0	0
	C - R445 East	3	0	0

13:15 - 13:30 **Heavy Vehicle Percentages**

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	4
	B - Development Access	0	0	0
	C - R445 East	4	0	0

Heavy Vehicle Percentages

13:30 - 13:45

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	2
	B - Development Access	0	0	0
	C - R445 East	3	0	0

Heavy Vehicle Percentages

13:45 - 14:00

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	4
	B - Development Access	0	0	0
	C - R445 East	6	0	0

Heavy Vehicle Percentages

14:00 - 14:15

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	7
	B - Development Access	0	0	0
	C - R445 East	4	0	0

Heavy Vehicle Percentages

14:15 - 14:30

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	5
	B - Development Access	0	0	0
	C - R445 East	0	0	0

Heavy Vehicle Percentages

14:30 - 14:45

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	6
	B - Development Access	0	0	0
	C - R445 East	2	0	0

Heavy Vehicle Percentages

14:45 - 15:00

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	3
	B - Development Access	0	0	0
	C - R445 East	3	0	0

Heavy Vehicle Percentages

15:00 - 15:15

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	6
	B - Development Access	0	0	0
	C - R445 East	7	0	0

Heavy Vehicle Percentages

15:15 - 15:30

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	3
	B - Development Access	0	0	0
	C - R445 East	4	0	0

Heavy Vehicle Percentages

15:30 - 15:45

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	5
	B - Development Access	0	0	0
	C - R445 East	5	0	0

15:45 - 16:00

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	1
	B - Development Access	0	0	0
	C - R445 East	5	0	0

16:00 - 16:15

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	2
	B - Development Access	0	0	0
	C - R445 East	2	0	0

16:15 - 16:30

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	3
	B - Development Access	0	0	0
	C - R445 East	3	0	0

16:30 - 16:45

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	3
	B - Development Access	0	0	0
	C - R445 East	8	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	3
	B - Development Access	0	0	0
	C - R445 East	2	0	0

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	3
	B - Development Access	0	0	0
	C - R445 East	2	0	0

17:15 - 17:30

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	2
	B - Development Access	0	0	0
	C - R445 East	1	0	0

17:30 - 17:45

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	5
	B - Development Access	0	0	0
	C - R445 East	1	0	0

17:45 - 18:00

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	3
	B - Development Access	0	0	0
	C - R445 East	1	0	0

18:00 - 18:15

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	1
	B - Development Access	0	0	0
	C - R445 East	1	0	0

18:15 - 18:30

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	3
	B - Development Access	0	0	0
	C - R445 East	1	0	0

Heavy Vehicle Percentages

18:30 - 18:45

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	1
	B - Development Access	0	0	0
	C - R445 East	0	0	0

Heavy Vehicle Percentages

18:45 - 19:00

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	1
	B - Development Access	0	0	0
	C - R445 East	2	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	0.12	8.92	0.1	A	7.36	353.41
B-A	0.19	18.07	0.2	C	6.31	302.92
C-AB	0.24	5.05	0.9	A	25.29	1213.79
C-A					140.45	6741.63
A-B					6.29	302.07
A-C					161.21	7738.24

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	10.31	10.31	136.03	0.076	10.23	0.0	0.1	7.149	A
B-A	8.84	8.84	94.87	0.093	8.74	0.0	0.1	10.438	B
C-AB	5.34	5.34	193.02	0.028	5.31	0.0	0.0	4.795	A
C-A	89.58	89.58			89.58				
A-B	2.39	2.39			2.39				
A-C	112.42	112.42			112.42				

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	10.31	10.31	135.86	0.076	10.31	0.1	0.1	7.167	A
B-A	8.84	8.84	89.92	0.098	8.83	0.1	0.1	11.098	B
C-AB	6.51	6.51	211.66	0.031	6.51	0.0	0.0	4.348	A
C-A	116.77	116.77			116.77				
A-B	2.39	2.39			2.39				
A-C	110.70	110.70			110.70				

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	10.31	10.31	131.48	0.078	10.31	0.1	0.1	7.426	A
B-A	8.84	8.84	81.55	0.108	8.82	0.1	0.1	12.375	B
C-AB	7.96	7.96	228.27	0.035	7.96	0.0	0.0	4.083	A
C-A	142.71	142.71			142.71				
A-B	2.39	2.39			2.39				
A-C	127.55	127.55			127.55				

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	10.31	10.31	123.28	0.084	10.30	0.1	0.1	7.966	A
B-A	8.84	8.84	82.63	0.107	8.84	0.1	0.1	12.196	B
C-AB	5.78	5.78	189.25	0.031	5.78	0.0	0.0	5.045	A
C-A	94.49	94.49			94.49				
A-B	2.39	2.39			2.39				
A-C	161.06	161.06			161.06				

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	13.85	13.85	115.96	0.119	13.81	0.1	0.1	8.806	A
B-A	11.87	11.87	69.25	0.171	11.79	0.1	0.2	15.641	C
C-AB	15.92	15.92	211.82	0.075	15.83	0.0	0.1	4.542	A
C-A	125.76	125.76			125.76				
A-B	4.87	4.87			4.87				
A-C	180.97	180.97			180.97				

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	13.85	13.85	114.70	0.121	13.85	0.1	0.1	8.924	A
B-A	11.87	11.87	63.18	0.188	11.85	0.2	0.2	17.523	C
C-AB	21.10	21.10	244.34	0.086	21.07	0.1	0.2	4.089	A
C-A	162.68	162.68			162.68				
A-B	4.87	4.87			4.87				
A-C	185.94	185.94			185.94				

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	13.85	13.85	121.88	0.114	13.86	0.1	0.1	8.333	A
B-A	11.87	11.87	73.62	0.161	11.91	0.2	0.2	14.593	B
C-AB	17.17	17.17	230.87	0.074	17.20	0.2	0.1	4.238	A
C-A	142.48	142.48			142.48				
A-B	4.87	4.87			4.87				
A-C	158.18	158.18			158.18				

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	13.85	13.85	120.75	0.115	13.85	0.1	0.1	8.418	A
B-A	11.87	11.87	76.75	0.155	11.88	0.2	0.2	13.877	B
C-AB	14.11	14.11	207.34	0.068	14.12	0.1	0.1	4.654	A
C-A	114.91	114.91			114.91				
A-B	4.87	4.87			4.87				
A-C	164.31	164.31			164.31				

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	7.33	7.33	122.20	0.060	7.39	0.1	0.1	7.843	A
B-A	6.28	6.28	75.42	0.083	6.37	0.2	0.1	13.053	B
C-AB	13.30	13.30	203.50	0.065	13.31	0.1	0.1	4.669	A
C-A	113.11	113.11			113.11				
A-B	4.59	4.59			4.59				
A-C	165.28	165.28			165.28				

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	7.33	7.33	125.12	0.059	7.33	0.1	0.1	7.639	A
B-A	6.28	6.28	76.00	0.083	6.28	0.1	0.1	12.908	B
C-AB	15.00	15.00	224.05	0.067	14.99	0.1	0.1	4.394	A
C-A	133.97	133.97			133.97				
A-B	4.59	4.59			4.59				
A-C	154.75	154.75			154.75				

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	7.33	7.33	121.11	0.061	7.33	0.1	0.1	7.909	A
B-A	6.28	6.28	76.00	0.083	6.28	0.1	0.1	12.911	B
C-AB	12.63	12.63	198.94	0.063	12.64	0.1	0.1	4.792	A
C-A	106.86	106.86			106.86				
A-B	4.59	4.59			4.59				
A-C	171.60	171.60			171.60				

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	7.33	7.33	130.39	0.056	7.33	0.1	0.1	7.315	A
B-A	6.28	6.28	83.25	0.075	6.29	0.1	0.1	11.696	B
C-AB	13.14	13.14	214.12	0.061	13.15	0.1	0.1	4.485	A
C-A	118.60	118.60			118.60				
A-B	4.59	4.59			4.59				
A-C	135.02	135.02			135.02				

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	5.23	5.23	131.69	0.040	5.25	0.1	0.0	7.121	A
B-A	4.49	4.49	82.88	0.054	4.51	0.1	0.1	11.486	B
C-AB	10.70	10.70	221.24	0.048	10.73	0.1	0.1	4.278	A
C-A	128.99	128.99			128.99				
A-B	3.53	3.53			3.53				
A-C	131.77	131.77			131.77				

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	5.23	5.23	134.23	0.039	5.24	0.0	0.0	6.976	A
B-A	4.49	4.49	88.67	0.051	4.49	0.1	0.1	10.691	B
C-AB	9.18	9.18	207.91	0.044	9.19	0.1	0.1	4.541	A
C-A	109.26	109.26			109.26				
A-B	3.53	3.53			3.53				
A-C	124.49	124.49			124.49				

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	5.23	5.23	128.70	0.041	5.23	0.0	0.0	7.288	A
B-A	4.49	4.49	79.56	0.056	4.48	0.1	0.1	11.987	B
C-AB	11.13	11.13	223.66	0.050	11.12	0.1	0.1	4.249	A
C-A	133.53	133.53			133.53				
A-B	3.53	3.53			3.53				
A-C	144.03	144.03			144.03				

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	5.23	5.23	126.34	0.041	5.23	0.0	0.0	7.430	A
B-A	4.49	4.49	76.41	0.059	4.48	0.1	0.1	12.512	B
C-AB	11.35	11.35	219.75	0.052	11.34	0.1	0.1	4.253	A
C-A	132.39	132.39			132.39				
A-B	3.53	3.53			3.53				
A-C	160.27	160.27			160.27				

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	5.31	5.31	129.70	0.041	5.31	0.0	0.0	7.234	A
B-A	4.55	4.55	78.46	0.058	4.55	0.1	0.1	12.179	B
C-AB	13.69	13.69	231.08	0.059	13.67	0.1	0.1	4.179	A
C-A	141.94	141.94			141.94				
A-B	4.06	4.06			4.06				
A-C	144.77	144.77			144.77				

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	5.31	5.31	129.98	0.041	5.31	0.0	0.0	7.221	A
B-A	4.55	4.55	79.13	0.058	4.55	0.1	0.1	12.070	B
C-AB	13.21	13.21	225.34	0.059	13.21	0.1	0.1	4.203	A
C-A	135.73	135.73			135.73				
A-B	4.06	4.06			4.06				
A-C	139.62	139.62			139.62				

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	5.31	5.31	128.01	0.042	5.31	0.0	0.0	7.334	A
B-A	4.55	4.55	77.48	0.059	4.55	0.1	0.1	12.340	B
C-AB	13.41	13.41	226.69	0.059	13.40	0.1	0.1	4.259	A
C-A	137.63	137.63			137.63				
A-B	4.06	4.06			4.06				
A-C	143.65	143.65			143.65				

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	5.31	5.31	122.37	0.043	5.31	0.0	0.0	7.688	A
B-A	4.55	4.55	74.85	0.061	4.55	0.1	0.1	12.802	B
C-AB	12.19	12.19	210.04	0.058	12.19	0.1	0.1	4.561	A
C-A	120.65	120.65			120.65				
A-B	4.06	4.06			4.06				
A-C	179.03	179.03			179.03				

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	7.05	7.05	122.69	0.057	7.04	0.0	0.1	7.781	A
B-A	6.04	6.04	71.54	0.085	6.02	0.1	0.1	13.730	B
C-AB	20.62	20.62	227.14	0.091	20.54	0.1	0.2	4.349	A
C-A	137.17	137.17			137.17				
A-B	5.91	5.91			5.91				
A-C	171.00	171.00			171.00				

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	7.05	7.05	124.02	0.057	7.05	0.1	0.1	7.693	A
B-A	6.04	6.04	71.31	0.085	6.04	0.1	0.1	13.788	B
C-AB	22.04	22.04	235.94	0.093	22.03	0.2	0.2	4.213	A
C-A	146.48	146.48			146.48				
A-B	5.91	5.91			5.91				
A-C	166.59	166.59			166.59				

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	7.05	7.05	120.69	0.058	7.05	0.1	0.1	7.919	A
B-A	6.04	6.04	66.03	0.092	6.04	0.1	0.1	14.998	B
C-AB	24.28	24.28	240.63	0.101	24.26	0.2	0.2	4.129	A
C-A	154.40	154.40			154.40				
A-B	5.91	5.91			5.91				
A-C	176.94	176.94			176.94				

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	7.05	7.05	133.29	0.053	7.06	0.1	0.1	7.129	A
B-A	6.04	6.04	80.56	0.075	6.06	0.1	0.1	12.082	B
C-AB	20.35	20.35	234.88	0.087	20.39	0.2	0.2	4.183	A
C-A	141.30	141.30			141.30				
A-B	5.91	5.91			5.91				
A-C	126.39	126.39			126.39				

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	6.38	6.38	138.83	0.046	6.39	0.1	0.0	6.795	A
B-A	5.47	5.47	81.54	0.067	5.48	0.1	0.1	11.833	B
C-AB	23.43	23.43	263.94	0.089	23.42	0.2	0.2	3.793	A
C-A	172.35	172.35			172.35				
A-B	5.65	5.65			5.65				
A-C	108.57	108.57			108.57				

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	6.38	6.38	127.58	0.050	6.38	0.0	0.1	7.424	A
B-A	5.47	5.47	75.54	0.072	5.47	0.1	0.1	12.843	B
C-AB	19.70	19.70	231.76	0.085	19.71	0.2	0.2	4.227	A
C-A	140.66	140.66			140.66				
A-B	5.65	5.65			5.65				
A-C	150.90	150.90			150.90				

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	6.38	6.38	122.91	0.052	6.38	0.1	0.1	7.723	A
B-A	5.47	5.47	69.83	0.078	5.46	0.1	0.1	13.980	B
C-AB	21.43	21.43	236.27	0.091	21.42	0.2	0.2	4.206	A
C-A	148.31	148.31			148.31				
A-B	5.65	5.65			5.65				
A-C	171.00	171.00			171.00				

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	6.38	6.38	123.48	0.052	6.38	0.1	0.1	7.685	A
B-A	5.47	5.47	70.79	0.077	5.47	0.1	0.1	13.781	B
C-AB	20.63	20.63	230.65	0.089	20.63	0.2	0.2	4.247	A
C-A	142.42	142.42			142.42				
A-B	5.65	5.65			5.65				
A-C	166.03	166.03			166.03				

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	7.02	7.02	121.73	0.058	7.02	0.1	0.1	7.846	A
B-A	6.02	6.02	64.40	0.093	6.00	0.1	0.1	15.407	C
C-AB	30.81	30.81	255.76	0.120	30.70	0.2	0.3	4.029	A
C-A	167.53	167.53			167.53				
A-B	6.69	6.69			6.69				
A-C	165.28	165.28			165.28				

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	7.02	7.02	113.89	0.062	7.02	0.1	0.1	8.421	A
B-A	6.02	6.02	64.09	0.094	6.02	0.1	0.1	15.499	C
C-AB	23.68	23.68	220.22	0.107	23.71	0.3	0.2	4.663	A
C-A	131.18	131.18			131.18				
A-B	6.69	6.69			6.69				
A-C	200.89	200.89			200.89				

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	7.02	7.02	123.60	0.057	7.03	0.1	0.1	7.721	A
B-A	6.02	6.02	69.89	0.086	6.03	0.1	0.1	14.094	B
C-AB	26.05	26.05	240.74	0.108	26.06	0.2	0.2	4.161	A
C-A	149.69	149.69			149.69				
A-B	6.69	6.69			6.69				
A-C	161.06	161.06			161.06				

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	7.02	7.02	110.73	0.063	7.02	0.1	0.1	8.677	A
B-A	6.02	6.02	55.76	0.108	6.00	0.1	0.1	18.074	C
C-AB	30.27	30.27	241.25	0.125	30.21	0.2	0.3	4.257	A
C-A	156.01	156.01			156.01				
A-B	6.69	6.69			6.69				
A-C	215.04	215.04			215.04				

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	6.38	6.38	115.75	0.055	6.39	0.1	0.1	8.232	A
B-A	5.47	5.47	66.44	0.082	5.50	0.1	0.1	14.775	B
C-AB	25.37	25.37	205.14	0.124	25.38	0.3	0.3	4.947	A
C-A	112.88	112.88			112.88				
A-B	8.02	8.02			8.02				
A-C	191.32	191.32			191.32				

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	6.38	6.38	130.49	0.049	6.39	0.1	0.1	7.254	A
B-A	5.47	5.47	74.11	0.074	5.48	0.1	0.1	13.115	B
C-AB	32.25	32.25	250.03	0.129	32.22	0.3	0.3	4.175	A
C-A	153.87	153.87			153.87				
A-B	8.02	8.02			8.02				
A-C	138.83	138.83			138.83				

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	6.38	6.38	117.22	0.054	6.38	0.1	0.1	8.120	A
B-A	5.47	5.47	61.55	0.089	5.46	0.1	0.1	16.040	C
C-AB	33.80	33.80	238.48	0.142	33.75	0.3	0.4	4.375	A
C-A	147.35	147.35			147.35				
A-B	8.02	8.02			8.02				
A-C	187.10	187.10			187.10				

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	6.38	6.38	115.25	0.055	6.38	0.1	0.1	8.266	A
B-A	5.47	5.47	60.52	0.090	5.47	0.1	0.1	16.348	C
C-AB	33.08	33.08	234.38	0.141	33.08	0.4	0.4	4.492	A
C-A	143.65	143.65			143.65				
A-B	8.02	8.02			8.02				
A-C	201.82	201.82			201.82				

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	6.04	6.04	124.11	0.049	6.05	0.1	0.1	7.622	A
B-A	5.18	5.18	61.67	0.084	5.18	0.1	0.1	15.936	C
C-AB	48.79	48.79	277.67	0.176	48.61	0.4	0.5	3.965	A
C-A	179.82	179.82			179.82				
A-B	8.84	8.84			8.84				
A-C	165.06	165.06			165.06				

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	6.04	6.04	119.32	0.051	6.04	0.1	0.1	7.944	A
B-A	5.18	5.18	56.86	0.091	5.17	0.1	0.1	17.412	C
C-AB	50.51	50.51	275.16	0.184	50.47	0.5	0.6	4.005	A
C-A	177.91	177.91			177.91				
A-B	8.84	8.84			8.84				
A-C	181.53	181.53			181.53				

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	6.04	6.04	121.87	0.050	6.04	0.1	0.1	7.769	A
B-A	5.18	5.18	64.68	0.080	5.19	0.1	0.1	15.134	C
C-AB	37.40	37.40	241.98	0.155	37.55	0.6	0.4	4.330	A
C-A	147.21	147.21			147.21				
A-B	8.84	8.84			8.84				
A-C	172.34	172.34			172.34				

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	6.04	6.04	114.58	0.053	6.04	0.1	0.1	8.291	A
B-A	5.18	5.18	56.36	0.092	5.17	0.1	0.1	17.577	C
C-AB	43.12	43.12	253.90	0.170	43.03	0.4	0.5	4.371	A
C-A	159.64	159.64			159.64				
A-B	8.84	8.84			8.84				
A-C	201.44	201.44			201.44				

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	6.88	6.88	117.86	0.058	6.88	0.1	0.1	8.109	A
B-A	5.90	5.90	56.73	0.104	5.88	0.1	0.1	17.695	C
C-AB	63.13	63.13	266.16	0.237	62.77	0.5	0.9	4.445	A
C-A	157.14	157.14			157.14				
A-B	12.04	12.04			12.04				
A-C	184.59	184.59			184.59				

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	6.88	6.88	123.54	0.056	6.88	0.1	0.1	7.716	A
B-A	5.90	5.90	62.75	0.094	5.91	0.1	0.1	15.837	C
C-AB	59.80	59.80	267.31	0.224	59.85	0.9	0.8	4.377	A
C-A	157.60	157.60			157.60				
A-B	12.04	12.04			12.04				
A-C	163.34	163.34			163.34				

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	6.88	6.88	122.46	0.056	6.88	0.1	0.1	7.786	A
B-A	5.90	5.90	64.55	0.091	5.90	0.1	0.1	15.346	C
C-AB	52.56	52.56	251.90	0.209	52.66	0.8	0.7	4.538	A
C-A	144.92	144.92			144.92				
A-B	12.04	12.04			12.04				
A-C	164.31	164.31			164.31				

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	6.88	6.88	125.91	0.055	6.88	0.1	0.1	7.560	A
B-A	5.90	5.90	66.12	0.089	5.90	0.1	0.1	14.945	B
C-AB	55.95	55.95	262.72	0.213	55.94	0.7	0.7	4.374	A
C-A	153.79	153.79			153.79				
A-B	12.04	12.04			12.04				
A-C	154.15	154.15			154.15				

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	6.55	6.55	120.25	0.054	6.55	0.1	0.1	7.915	A
B-A	5.61	5.61	61.87	0.091	5.61	0.1	0.1	15.997	C
C-AB	42.78	42.78	260.43	0.164	43.01	0.7	0.5	4.170	A
C-A	163.50	163.50			163.50				
A-B	8.91	8.91			8.91				
A-C	180.37	180.37			180.37				

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	6.55	6.55	126.89	0.052	6.55	0.1	0.1	7.480	A
B-A	5.61	5.61	70.12	0.080	5.62	0.1	0.1	13.958	B
C-AB	37.72	37.72	254.72	0.148	37.81	0.5	0.4	4.160	A
C-A	156.30	156.30			156.30				
A-B	8.91	8.91			8.91				
A-C	152.61	152.61			152.61				

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	6.55	6.55	123.05	0.053	6.54	0.1	0.1	7.724	A
B-A	5.61	5.61	69.44	0.081	5.61	0.1	0.1	14.099	B
C-AB	33.67	33.67	238.24	0.141	33.70	0.4	0.4	4.423	A
C-A	140.63	140.63			140.63				
A-B	8.91	8.91			8.91				
A-C	171.37	171.37			171.37				

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	6.55	6.55	127.46	0.051	6.55	0.1	0.1	7.442	A
B-A	5.61	5.61	70.32	0.080	5.61	0.1	0.1	13.907	B
C-AB	37.76	37.76	253.98	0.149	37.75	0.4	0.4	4.136	A
C-A	155.89	155.89			155.89				
A-B	8.91	8.91			8.91				
A-C	152.99	152.99			152.99				

+15+Adj+Dev,

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Junction 4	T-Junction	Two-way		0.89	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

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
D12	+15+Adj+Dev	DIRECT	07:00	19:00	720	15	✓	Simple	D4+D5+D6

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 - R445 West		DIRECT	✓	100.000
B - Development Access		DIRECT	✓	100.000
C - R445 East		DIRECT	✓	100.000

Origin-Destination Data

07:00 - 07:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	2.39	120.27
	B - Development Access	8.84	0.00	10.31
	C - R445 East	98.97	2.79	0.00

07:15 - 07:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	2.39	118.59
	B - Development Access	8.84	0.00	10.31
	C - R445 East	129.69	2.79	0.00

07:30 - 07:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	2.39	136.51
	B - Development Access	8.84	0.00	10.31
	C - R445 East	158.96	2.79	0.00

07:45 - 08:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	2.39	172.30
	B - Development Access	8.84	0.00	10.31
	C - R445 East	104.10	2.79	0.00

08:00 - 08:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	4.87	193.48
	B - Development Access	11.87	0.00	13.85
	C - R445 East	146.04	5.69	0.00

08:15 - 08:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	4.87	198.49
	B - Development Access	11.87	0.00	13.85
	C - R445 East	190.28	5.69	0.00

08:30 - 08:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	4.87	169.10
	B - Development Access	11.87	0.00	13.85
	C - R445 East	164.33	5.69	0.00

08:45 - 09:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	4.87	175.61
	B - Development Access	11.87	0.00	13.85
	C - R445 East	131.74	5.69	0.00

09:00 - 09:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	4.59	177.06
	B - Development Access	6.28	0.00	7.33
	C - R445 East	129.87	5.36	0.00

09:15 - 09:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	4.59	165.72
	B - Development Access	6.28	0.00	7.33
	C - R445 East	153.04	5.36	0.00

09:30 - 09:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	4.59	183.64
	B - Development Access	6.28	0.00	7.33
	C - R445 East	121.96	5.36	0.00

09:45 - 10:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	4.59	144.60
	B - Development Access	6.28	0.00	7.33
	C - R445 East	135.00	5.36	0.00

10:00 - 10:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	3.53	141.28
	B - Development Access	4.49	0.00	5.23
	C - R445 East	144.78	4.12	0.00

10:15 - 10:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	3.53	133.25
	B - Development Access	4.49	0.00	5.23
	C - R445 East	122.02	4.12	0.00

10:30 - 10:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	3.53	154.31
	B - Development Access	4.49	0.00	5.23
	C - R445 East	149.78	4.12	0.00

10:45 - 11:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	3.53	170.91
	B - Development Access	4.49	0.00	5.23
	C - R445 East	149.48	4.12	0.00

11:00 - 11:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	4.06	154.55
	B - Development Access	4.55	0.00	5.31
	C - R445 East	161.07	4.73	0.00

11:15 - 11:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	4.06	149.48
	B - Development Access	4.55	0.00	5.31
	C - R445 East	154.37	4.73	0.00

11:30 - 11:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	4.06	154.19
	B - Development Access	4.55	0.00	5.31
	C - R445 East	156.18	4.73	0.00

11:45 - 12:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	4.06	190.58
	B - Development Access	4.55	0.00	5.31
	C - R445 East	136.69	4.73	0.00

12:00 - 12:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	5.91	182.31
	B - Development Access	6.04	0.00	7.05
	C - R445 East	161.07	6.89	0.00

12:15 - 12:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	5.91	177.48
	B - Development Access	6.04	0.00	7.05
	C - R445 East	172.48	6.89	0.00

12:30 - 12:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	5.91	188.77
	B - Development Access	6.04	0.00	7.05
	C - R445 East	183.70	6.89	0.00

12:45 - 13:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	5.91	135.00
	B - Development Access	6.04	0.00	7.05
	C - R445 East	165.72	6.89	0.00

13:00 - 13:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	5.65	115.63
	B - Development Access	5.47	0.00	6.38
	C - R445 East	201.80	6.59	0.00

13:15 - 13:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	5.65	161.07
	B - Development Access	5.47	0.00	6.38
	C - R445 East	164.27	6.59	0.00

13:30 - 13:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	5.65	182.31
	B - Development Access	5.47	0.00	6.38
	C - R445 East	174.10	6.59	0.00

13:45 - 14:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	5.65	177.30
	B - Development Access	5.47	0.00	6.38
	C - R445 East	167.41	6.59	0.00

14:00 - 14:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	6.69	177.06
	B - Development Access	6.02	0.00	7.02
	C - R445 East	203.37	7.81	0.00

14:15 - 14:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	6.69	214.66
	B - Development Access	6.02	0.00	7.02
	C - R445 East	156.42	7.81	0.00

14:30 - 14:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	6.69	172.30
	B - Development Access	6.02	0.00	7.02
	C - R445 East	179.05	7.81	0.00

14:45 - 15:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	6.69	229.44
	B - Development Access	6.02	0.00	7.02
	C - R445 East	190.40	7.81	0.00

15:00 - 15:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	8.02	204.76
	B - Development Access	5.47	0.00	6.38
	C - R445 East	138.08	9.36	0.00

15:15 - 15:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	8.02	148.09
	B - Development Access	5.47	0.00	6.38
	C - R445 East	188.71	9.36	0.00

15:30 - 15:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	8.02	199.99
	B - Development Access	5.47	0.00	6.38
	C - R445 East	183.70	9.36	0.00

15:45 - 16:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	8.02	214.96
	B - Development Access	5.47	0.00	6.38
	C - R445 East	178.87	9.36	0.00

16:00 - 16:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	8.84	175.85
	B - Development Access	5.18	0.00	6.04
	C - R445 East	232.76	10.32	0.00

16:15 - 16:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	8.84	193.66
	B - Development Access	5.18	0.00	6.04
	C - R445 East	232.70	10.32	0.00

16:30 - 16:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	8.84	183.88
	B - Development Access	5.18	0.00	6.04
	C - R445 East	186.78	10.32	0.00

16:45 - 17:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	8.84	214.84
	B - Development Access	5.18	0.00	6.04
	C - R445 East	205.12	10.32	0.00

17:00 - 17:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	12.04	196.92
	B - Development Access	5.90	0.00	6.88
	C - R445 East	219.79	14.05	0.00

17:15 - 17:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	12.04	174.17
	B - Development Access	5.90	0.00	6.88
	C - R445 East	216.59	14.05	0.00

17:30 - 17:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	12.04	175.61
	B - Development Access	5.90	0.00	6.88
	C - R445 East	195.41	14.05	0.00

17:45 - 18:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	12.04	164.39
	B - Development Access	5.90	0.00	6.88
	C - R445 East	208.44	14.05	0.00

18:00 - 18:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	8.91	192.15
	B - Development Access	5.61	0.00	6.55
	C - R445 East	208.50	10.40	0.00

18:15 - 18:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	8.91	162.76
	B - Development Access	5.61	0.00	6.55
	C - R445 East	195.47	10.40	0.00

18:30 - 18:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	8.91	182.43
	B - Development Access	5.61	0.00	6.55
	C - R445 East	174.35	10.40	0.00

18:45 - 19:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	8.91	162.88
	B - Development Access	5.61	0.00	6.55
	C - R445 East	195.35	10.40	0.00

Vehicle Mix

07:00 - 07:15

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	7
	B - Development Access	0	0	0
	C - R445 East	11	0	0

07:15 - 07:30

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	8
	B - Development Access	0	0	0
	C - R445 East	13	0	0

07:30 - 07:45

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	7
	B - Development Access	0	0	0
	C - R445 East	12	0	0

07:45 - 08:00

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	6
	B - Development Access	0	0	0
	C - R445 East	5	0	0

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	6
	B - Development Access	0	0	0
	C - R445 East	11	0	0

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	4
	B - Development Access	0	0	0
	C - R445 East	5	0	0

Heavy Vehicle Percentages

08:30 - 08:45

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	6
	B - Development Access	0	0	0
	C - R445 East	4	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	5
	B - Development Access	0	0	0
	C - R445 East	5	0	0

Heavy Vehicle Percentages

09:00 - 09:15

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	8
	B - Development Access	0	0	0
	C - R445 East	10	0	0

Heavy Vehicle Percentages

09:15 - 09:30

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	8
	B - Development Access	0	0	0
	C - R445 East	2	0	0

Heavy Vehicle Percentages

09:30 - 09:45

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	7
	B - Development Access	0	0	0
	C - R445 East	5	0	0

Heavy Vehicle Percentages

09:45 - 10:00

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	8
	B - Development Access	0	0	0
	C - R445 East	5	0	0

Heavy Vehicle Percentages

10:00 - 10:15

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	9
	B - Development Access	0	0	0
	C - R445 East	4	0	0

Heavy Vehicle Percentages

10:15 - 10:30

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	7
	B - Development Access	0	0	0
	C - R445 East	4	0	0

Heavy Vehicle Percentages

10:30 - 10:45

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	8
	B - Development Access	0	0	0
	C - R445 East	2	0	0

10:45 - 11:00 **Heavy Vehicle Percentages**

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	3
	B - Development Access	0	0	0
	C - R445 East	7	0	0

Heavy Vehicle Percentages

11:00 - 11:15

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	4
	B - Development Access	0	0	0
	C - R445 East	4	0	0

Heavy Vehicle Percentages

11:15 - 11:30

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	7
	B - Development Access	0	0	0
	C - R445 East	7	0	0

Heavy Vehicle Percentages

11:30 - 11:45

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	10
	B - Development Access	0	0	0
	C - R445 East	4	0	0

Heavy Vehicle Percentages

11:45 - 12:00

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	1
	B - Development Access	0	0	0
	C - R445 East	3	0	0

Heavy Vehicle Percentages

12:00 - 12:15

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	3
	B - Development Access	0	0	0
	C - R445 East	4	0	0

Heavy Vehicle Percentages

12:15 - 12:30

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	2
	B - Development Access	0	0	0
	C - R445 East	4	0	0

Heavy Vehicle Percentages

12:30 - 12:45

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	3
	B - Development Access	0	0	0
	C - R445 East	6	0	0

Heavy Vehicle Percentages

12:45 - 13:00

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	5
	B - Development Access	0	0	0
	C - R445 East	8	0	0

Heavy Vehicle Percentages

13:00 - 13:15

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	1
	B - Development Access	0	0	0
	C - R445 East	3	0	0

13:15 - 13:30

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	4
	B - Development Access	0	0	0
	C - R445 East	5	0	0

Heavy Vehicle Percentages

13:30 - 13:45

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	3
	B - Development Access	0	0	0
	C - R445 East	4	0	0

Heavy Vehicle Percentages

13:45 - 14:00

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	4
	B - Development Access	0	0	0
	C - R445 East	7	0	0

Heavy Vehicle Percentages

14:00 - 14:15

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	8
	B - Development Access	0	0	0
	C - R445 East	4	0	0

Heavy Vehicle Percentages

14:15 - 14:30

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	5
	B - Development Access	0	0	0
	C - R445 East	0	0	0

Heavy Vehicle Percentages

14:30 - 14:45

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	6
	B - Development Access	0	0	0
	C - R445 East	3	0	0

Heavy Vehicle Percentages

14:45 - 15:00

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	3
	B - Development Access	0	0	0
	C - R445 East	3	0	0

Heavy Vehicle Percentages

15:00 - 15:15

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	7
	B - Development Access	0	0	0
	C - R445 East	8	0	0

Heavy Vehicle Percentages

15:15 - 15:30

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	3
	B - Development Access	0	0	0
	C - R445 East	4	0	0

Heavy Vehicle Percentages

15:30 - 15:45

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	5
	B - Development Access	0	0	0
	C - R445 East	6	0	0

15:45 - 16:00

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	1
	B - Development Access	0	0	0
	C - R445 East	5	0	0

Heavy Vehicle Percentages

16:00 - 16:15

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	2
	B - Development Access	0	0	0
	C - R445 East	3	0	0

Heavy Vehicle Percentages

16:15 - 16:30

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	3
	B - Development Access	0	0	0
	C - R445 East	3	0	0

Heavy Vehicle Percentages

16:30 - 16:45

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	3
	B - Development Access	0	0	0
	C - R445 East	8	0	0

Heavy Vehicle Percentages

16:45 - 17:00

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	3
	B - Development Access	0	0	0
	C - R445 East	2	0	0

Heavy Vehicle Percentages

17:00 - 17:15

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	3
	B - Development Access	0	0	0
	C - R445 East	2	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	3
	B - Development Access	0	0	0
	C - R445 East	1	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	5
	B - Development Access	0	0	0
	C - R445 East	2	0	0

Heavy Vehicle Percentages

17:45 - 18:00

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	3
	B - Development Access	0	0	0
	C - R445 East	2	0	0

Heavy Vehicle Percentages

18:00 - 18:15

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	2
	B - Development Access	0	0	0
	C - R445 East	1	0	0

18:15 - 18:30

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	3
	B - Development Access	0	0	0
	C - R445 East	1	0	0

Heavy Vehicle Percentages

18:30 - 18:45

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	1
	B - Development Access	0	0	0
	C - R445 East	0	0	0

Heavy Vehicle Percentages

18:45 - 19:00

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	1
	B - Development Access	0	0	0
	C - R445 East	2	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	0.13	9.28	0.1	A	7.36	353.41
B-A	0.21	20.39	0.3	C	6.31	302.92
C-AB	0.26	5.01	1.0	A	27.98	1342.85
C-A					148.51	7128.36
A-B					6.29	302.07
A-C					172.18	8264.61

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	10.31	10.31	133.77	0.077	10.23	0.0	0.1	7.280	A
B-A	8.84	8.84	91.45	0.097	8.73	0.0	0.1	10.868	B
C-AB	5.65	5.65	195.88	0.029	5.61	0.0	0.0	4.730	A
C-A	96.12	96.12			96.12				
A-B	2.39	2.39			2.39				
A-C	120.27	120.27			120.27				

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	10.31	10.31	133.49	0.077	10.31	0.1	0.1	7.305	A
B-A	8.84	8.84	85.95	0.103	8.83	0.1	0.1	11.668	B
C-AB	7.02	7.02	216.07	0.032	7.01	0.0	0.0	4.263	A
C-A	125.47	125.47			125.47				
A-B	2.39	2.39			2.39				
A-C	118.59	118.59			118.59				

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	10.31	10.31	128.79	0.080	10.31	0.1	0.1	7.594	A
B-A	8.84	8.84	77.00	0.115	8.82	0.1	0.1	13.198	B
C-AB	8.74	8.74	234.06	0.037	8.73	0.0	0.1	3.994	A
C-A	153.01	153.01			153.01				
A-B	2.39	2.39			2.39				
A-C	136.51	136.51			136.51				

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	10.31	10.31	120.05	0.086	10.30	0.1	0.1	8.200	A
B-A	8.84	8.84	78.46	0.113	8.84	0.1	0.1	12.929	B
C-AB	6.13	6.13	191.73	0.032	6.14	0.1	0.0	5.008	A
C-A	100.77	100.77			100.77				
A-B	2.39	2.39			2.39				
A-C	172.29	172.29			172.29				

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	13.85	13.85	112.15	0.124	13.81	0.1	0.1	9.148	A
B-A	11.87	11.87	64.01	0.186	11.78	0.1	0.2	17.199	C
C-AB	17.48	17.48	216.72	0.081	17.38	0.0	0.1	4.458	A
C-A	134.25	134.25			134.25				
A-B	4.87	4.87			4.87				
A-C	193.48	193.48			193.48				

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	13.85	13.85	110.82	0.125	13.85	0.1	0.1	9.281	A
B-A	11.87	11.87	57.86	0.205	11.84	0.2	0.3	19.544	C
C-AB	23.54	23.54	251.40	0.094	23.50	0.1	0.2	4.012	A
C-A	172.42	172.42			172.42				
A-B	4.87	4.87			4.87				
A-C	198.49	198.49			198.49				

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	13.85	13.85	118.57	0.117	13.86	0.1	0.1	8.597	A
B-A	11.87	11.87	68.98	0.172	11.91	0.3	0.2	15.782	C
C-AB	18.75	18.75	236.54	0.079	18.79	0.2	0.2	4.163	A
C-A	151.27	151.27			151.27				
A-B	4.87	4.87			4.87				
A-C	169.10	169.10			169.10				

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	13.85	13.85	117.42	0.118	13.85	0.1	0.1	8.689	A
B-A	11.87	11.87	72.31	0.164	11.89	0.2	0.2	14.901	B
C-AB	15.18	15.18	211.34	0.072	15.20	0.2	0.1	4.582	A
C-A	122.24	122.24			122.24				
A-B	4.87	4.87			4.87				
A-C	175.61	175.61			175.61				

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	7.33	7.33	118.71	0.062	7.39	0.1	0.1	8.091	A
B-A	6.28	6.28	70.52	0.089	6.38	0.2	0.1	14.055	B
C-AB	14.42	14.42	207.43	0.070	14.43	0.1	0.1	4.591	A
C-A	120.81	120.81			120.81				
A-B	4.59	4.59			4.59				
A-C	177.06	177.06			177.06				

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	7.33	7.33	121.90	0.060	7.33	0.1	0.1	7.857	A
B-A	6.28	6.28	71.45	0.088	6.28	0.1	0.1	13.812	B
C-AB	16.24	16.24	228.96	0.071	16.24	0.1	0.1	4.330	A
C-A	142.16	142.16			142.16				
A-B	4.59	4.59			4.59				
A-C	165.72	165.72			165.72				

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	7.33	7.33	117.64	0.062	7.33	0.1	0.1	8.158	A
B-A	6.28	6.28	71.37	0.088	6.28	0.1	0.1	13.827	B
C-AB	13.56	13.56	202.29	0.067	13.58	0.1	0.1	4.725	A
C-A	113.76	113.76			113.76				
A-B	4.59	4.59			4.59				
A-C	183.64	183.64			183.64				

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	7.33	7.33	127.59	0.057	7.33	0.1	0.1	7.486	A
B-A	6.28	6.28	79.15	0.079	6.29	0.1	0.1	12.353	B
C-AB	14.11	14.11	218.37	0.065	14.11	0.1	0.1	4.412	A
C-A	126.25	126.25			126.25				
A-B	4.59	4.59			4.59				
A-C	144.60	144.60			144.60				

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	5.23	5.23	128.88	0.041	5.25	0.1	0.0	7.283	A
B-A	4.49	4.49	78.66	0.057	4.51	0.1	0.1	12.144	B
C-AB	11.54	11.54	225.93	0.051	11.57	0.1	0.1	4.203	A
C-A	137.35	137.35			137.35				
A-B	3.53	3.53			3.53				
A-C	141.28	141.28			141.28				

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	5.23	5.23	131.72	0.040	5.24	0.0	0.0	7.117	A
B-A	4.49	4.49	84.99	0.053	4.49	0.1	0.1	11.183	B
C-AB	9.77	9.77	211.60	0.046	9.78	0.1	0.1	4.473	A
C-A	116.38	116.38			116.38				
A-B	3.53	3.53			3.53				
A-C	133.25	133.25			133.25				

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	5.23	5.23	125.70	0.042	5.23	0.0	0.0	7.470	A
B-A	4.49	4.49	75.20	0.060	4.48	0.1	0.1	12.725	B
C-AB	12.01	12.01	228.46	0.053	12.00	0.1	0.1	4.176	A
C-A	141.89	141.89			141.89				
A-B	3.53	3.53			3.53				
A-C	154.31	154.31			154.31				

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	5.23	5.23	123.51	0.042	5.23	0.0	0.0	7.608	A
B-A	4.49	4.49	71.98	0.062	4.48	0.1	0.1	13.334	B
C-AB	12.34	12.34	224.93	0.055	12.34	0.1	0.1	4.162	A
C-A	141.26	141.26			141.26				
A-B	3.53	3.53			3.53				
A-C	170.91	170.91			170.91				

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	5.31	5.31	127.02	0.042	5.31	0.0	0.0	7.393	A
B-A	4.55	4.55	74.23	0.061	4.55	0.1	0.1	12.918	B
C-AB	14.87	14.87	236.70	0.063	14.85	0.1	0.1	4.101	A
C-A	150.93	150.93			150.93				
A-B	4.06	4.06			4.06				
A-C	154.55	154.55			154.55				

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	5.31	5.31	127.12	0.042	5.31	0.0	0.0	7.390	A
B-A	4.55	4.55	74.62	0.061	4.55	0.1	0.1	12.847	B
C-AB	14.39	14.39	230.65	0.062	14.39	0.1	0.1	4.119	A
C-A	144.72	144.72			144.72				
A-B	4.06	4.06			4.06				
A-C	149.48	149.48			149.48				

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	5.31	5.31	124.82	0.043	5.31	0.0	0.0	7.530	A
B-A	4.55	4.55	72.79	0.063	4.55	0.1	0.1	13.188	B
C-AB	14.58	14.58	231.81	0.063	14.57	0.1	0.1	4.189	A
C-A	146.34	146.34			146.34				
A-B	4.06	4.06			4.06				
A-C	154.19	154.19			154.19				

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	5.31	5.31	119.43	0.044	5.31	0.0	0.0	7.886	A
B-A	4.55	4.55	70.63	0.064	4.55	0.1	0.1	13.620	B
C-AB	13.12	13.12	214.41	0.061	13.12	0.1	0.1	4.486	A
C-A	128.30	128.30			128.30				
A-B	4.06	4.06			4.06				
A-C	190.58	190.58			190.58				

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	7.05	7.05	119.64	0.059	7.04	0.0	0.1	7.991	A
B-A	6.04	6.04	66.99	0.090	6.02	0.1	0.1	14.751	B
C-AB	22.49	22.49	232.73	0.097	22.39	0.1	0.2	4.271	A
C-A	145.48	145.48			145.48				
A-B	5.91	5.91			5.91				
A-C	182.31	182.31			182.31				

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	7.05	7.05	121.13	0.058	7.05	0.1	0.1	7.890	A
B-A	6.04	6.04	66.82	0.090	6.04	0.1	0.1	14.807	B
C-AB	24.14	24.14	242.17	0.100	24.13	0.2	0.2	4.132	A
C-A	155.23	155.23			155.23				
A-B	5.91	5.91			5.91				
A-C	177.48	177.48			177.48				

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	7.05	7.05	117.41	0.060	7.05	0.1	0.1	8.155	A
B-A	6.04	6.04	60.95	0.099	6.04	0.1	0.1	16.384	C
C-AB	26.97	26.97	247.48	0.109	26.95	0.2	0.2	4.046	A
C-A	163.62	163.62			163.62				
A-B	5.91	5.91			5.91				
A-C	188.77	188.77			188.77				

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	7.05	7.05	130.86	0.054	7.06	0.1	0.1	7.271	A
B-A	6.04	6.04	76.36	0.079	6.07	0.1	0.1	12.808	B
C-AB	22.24	22.24	240.97	0.092	22.29	0.2	0.2	4.102	A
C-A	150.37	150.37			150.37				
A-B	5.91	5.91			5.91				
A-C	135.00	135.00			135.00				

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	6.38	6.38	136.96	0.047	6.39	0.1	0.0	6.894	A
B-A	5.47	5.47	77.76	0.070	5.48	0.1	0.1	12.456	B
C-AB	25.80	25.80	271.71	0.095	25.79	0.2	0.2	3.713	A
C-A	182.60	182.60			182.60				
A-B	5.65	5.65			5.65				
A-C	115.63	115.63			115.63				

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	6.38	6.38	124.78	0.051	6.38	0.0	0.1	7.600	A
B-A	5.47	5.47	71.13	0.077	5.47	0.1	0.1	13.705	B
C-AB	21.49	21.49	237.59	0.090	21.51	0.2	0.2	4.146	A
C-A	149.36	149.36			149.36				
A-B	5.65	5.65			5.65				
A-C	161.07	161.07			161.07				

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	6.38	6.38	119.86	0.053	6.38	0.1	0.1	7.930	A
B-A	5.47	5.47	65.16	0.084	5.46	0.1	0.1	15.073	C
C-AB	23.52	23.52	242.52	0.097	23.51	0.2	0.2	4.128	A
C-A	157.17	157.17			157.17				
A-B	5.65	5.65			5.65				
A-C	182.31	182.31			182.31				

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	6.38	6.38	120.33	0.053	6.38	0.1	0.1	7.898	A
B-A	5.47	5.47	65.93	0.083	5.47	0.1	0.1	14.886	B
C-AB	22.70	22.70	236.64	0.096	22.70	0.2	0.2	4.165	A
C-A	151.30	151.30			151.30				
A-B	5.65	5.65			5.65				
A-C	177.30	177.30			177.30				

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	7.02	7.02	118.16	0.059	7.02	0.1	0.1	8.098	A
B-A	6.02	6.02	58.98	0.102	6.00	0.1	0.1	16.979	C
C-AB	34.53	34.53	263.35	0.131	34.39	0.2	0.3	3.964	A
C-A	176.66	176.66			176.66				
A-B	6.69	6.69			6.69				
A-C	177.06	177.06			177.06				

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	7.02	7.02	109.99	0.064	7.02	0.1	0.1	8.740	A
B-A	6.02	6.02	58.99	0.102	6.02	0.1	0.1	16.990	C
C-AB	25.81	25.81	225.07	0.115	25.87	0.3	0.3	4.610	A
C-A	138.42	138.42			138.42				
A-B	6.69	6.69			6.69				
A-C	214.66	214.66			214.66				

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	7.02	7.02	120.33	0.058	7.03	0.1	0.1	7.944	A
B-A	6.02	6.02	65.04	0.093	6.03	0.1	0.1	15.255	C
C-AB	28.64	28.64	247.08	0.116	28.65	0.3	0.3	4.086	A
C-A	158.22	158.22			158.22				
A-B	6.69	6.69			6.69				
A-C	172.29	172.29			172.29				

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	7.02	7.02	106.67	0.066	7.02	0.1	0.1	9.031	A
B-A	6.02	6.02	50.10	0.120	5.99	0.1	0.1	20.388	C
C-AB	33.86	33.86	248.19	0.136	33.78	0.3	0.3	4.191	A
C-A	164.35	164.35			164.35				
A-B	6.69	6.69			6.69				
A-C	229.44	229.44			229.44				

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	6.38	6.38	111.83	0.057	6.39	0.1	0.1	8.538	A
B-A	5.47	5.47	61.12	0.090	5.51	0.1	0.1	16.195	C
C-AB	27.72	27.72	209.39	0.132	27.73	0.3	0.3	4.884	A
C-A	119.72	119.72			119.72				
A-B	8.02	8.02			8.02				
A-C	204.76	204.76			204.76				

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	6.38	6.38	127.94	0.050	6.39	0.1	0.1	7.403	A
B-A	5.47	5.47	69.76	0.078	5.49	0.1	0.1	14.005	B
C-AB	35.55	35.55	257.14	0.138	35.52	0.3	0.4	4.112	A
C-A	162.52	162.52			162.52				
A-B	8.02	8.02			8.02				
A-C	148.09	148.09			148.09				

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	6.38	6.38	113.49	0.056	6.38	0.1	0.1	8.402	A
B-A	5.47	5.47	56.04	0.098	5.45	0.1	0.1	17.782	C
C-AB	37.72	37.72	245.23	0.154	37.66	0.4	0.4	4.312	A
C-A	155.34	155.34			155.34				
A-B	8.02	8.02			8.02				
A-C	199.99	199.99			199.99				

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	6.38	6.38	111.74	0.057	6.38	0.1	0.1	8.541	A
B-A	5.47	5.47	55.32	0.099	5.47	0.1	0.1	18.054	C
C-AB	36.75	36.75	240.99	0.152	36.74	0.4	0.4	4.432	A
C-A	151.49	151.49			151.49				
A-B	8.02	8.02			8.02				
A-C	214.96	214.96			214.96				

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	6.04	6.04	121.17	0.050	6.05	0.1	0.1	7.817	A
B-A	5.18	5.18	56.65	0.091	5.19	0.1	0.1	17.492	C
C-AB	55.34	55.34	286.95	0.193	55.11	0.4	0.6	3.923	A
C-A	187.75	187.75			187.75				
A-B	8.84	8.84			8.84				
A-C	175.85	175.85			175.85				

16:15 - 16:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6.04	6.04	115.90	0.052	6.04	0.1	0.1	8.192	A
B-A	5.18	5.18	51.35	0.101	5.17	0.1	0.1	19.482	C
C-AB	57.71	57.71	284.49	0.203	57.66	0.6	0.7	3.968	A
C-A	185.31	185.31			185.31				
A-B	8.84	8.84			8.84				
A-C	193.66	193.66			193.66				

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	6.04	6.04	118.66	0.051	6.04	0.1	0.1	7.992	A
B-A	5.18	5.18	59.46	0.087	5.19	0.1	0.1	16.589	C
C-AB	41.88	41.88	249.25	0.168	42.08	0.7	0.5	4.263	A
C-A	155.22	155.22			155.22				
A-B	8.84	8.84			8.84				
A-C	183.88	183.88			183.88				

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	6.04	6.04	110.87	0.055	6.04	0.1	0.1	8.585	A
B-A	5.18	5.18	50.91	0.102	5.17	0.1	0.1	19.668	C
C-AB	48.39	48.39	261.65	0.185	48.28	0.5	0.6	4.337	A
C-A	167.05	167.05			167.05				
A-B	8.84	8.84			8.84				
A-C	214.84	214.84			214.84				

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	6.88	6.88	114.36	0.060	6.88	0.1	0.1	8.373	A
B-A	5.90	5.90	51.40	0.115	5.88	0.1	0.1	19.756	C
C-AB	71.25	71.25	274.74	0.259	70.83	0.6	1.0	4.437	A
C-A	162.59	162.59			162.59				
A-B	12.04	12.04			12.04				
A-C	196.92	196.92			196.92				

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	6.88	6.88	120.53	0.057	6.89	0.1	0.1	7.919	A
B-A	5.90	5.90	57.91	0.102	5.91	0.1	0.1	17.313	C
C-AB	66.93	66.93	275.76	0.243	67.00	1.0	1.0	4.356	A
C-A	163.71	163.71			163.71				
A-B	12.04	12.04			12.04				
A-C	174.17	174.17			174.17				

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	6.88	6.88	119.19	0.058	6.88	0.1	0.1	8.013	A
B-A	5.90	5.90	59.63	0.099	5.90	0.1	0.1	16.753	C
C-AB	58.25	58.25	259.15	0.225	58.38	1.0	0.8	4.506	A
C-A	151.21	151.21			151.21				
A-B	12.04	12.04			12.04				
A-C	175.61	175.61			175.61				

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	6.88	6.88	123.07	0.056	6.88	0.1	0.1	7.747	A
B-A	5.90	5.90	61.50	0.096	5.90	0.1	0.1	16.189	C
C-AB	62.20	62.20	270.73	0.230	62.20	0.8	0.8	4.340	A
C-A	160.29	160.29			160.29				
A-B	12.04	12.04			12.04				
A-C	164.39	164.39			164.39				

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	6.55	6.55	117.08	0.056	6.55	0.1	0.1	8.143	A
B-A	5.61	5.61	56.99	0.098	5.61	0.1	0.1	17.517	C
C-AB	47.66	47.66	268.39	0.178	47.92	0.8	0.6	4.117	A
C-A	171.24	171.24			171.24				
A-B	8.91	8.91			8.91				
A-C	192.15	192.15			192.15				

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	6.55	6.55	124.12	0.053	6.55	0.1	0.1	7.654	A
B-A	5.61	5.61	65.70	0.085	5.62	0.1	0.1	14.986	B
C-AB	41.53	41.53	262.01	0.159	41.64	0.6	0.5	4.095	A
C-A	164.34	164.34			164.34				
A-B	8.91	8.91			8.91				
A-C	162.76	162.76			162.76				

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	6.55	6.55	120.18	0.054	6.54	0.1	0.1	7.919	A
B-A	5.61	5.61	65.15	0.086	5.61	0.1	0.1	15.115	C
C-AB	36.69	36.69	244.44	0.150	36.73	0.5	0.4	4.361	A
C-A	148.06	148.06			148.06				
A-B	8.91	8.91			8.91				
A-C	182.43	182.43			182.43				

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	6.55	6.55	124.87	0.052	6.55	0.1	0.1	7.605	A
B-A	5.61	5.61	65.97	0.085	5.61	0.1	0.1	14.914	B
C-AB	41.67	41.67	261.41	0.159	41.65	0.4	0.4	4.064	A
C-A	164.08	164.08			164.08				
A-B	8.91	8.91			8.91				
A-C	162.88	162.88			162.88				

Junctions 9

OSCADY 9 - Signalised Intersection Module

Version: 9.5.0.6896
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Filename: Junction 1- Standhouse rd Access (2).j9
Path: W:\2021\P21-034
Report generation date: 12/05/2021 20:17:30

»Base year,
»Opening year+ Adj+ Dev,
»+5+Adj+Dev,
»+15+Adj+Dev,

Summary of junction performance

	Queue (Veh)	Delay (s)	DOS	LOS
	Base year			
A - Standhouse Rd East	6.8	16.07	0.45	B
B - Development Access	3.5	35.94	0.20	D
C - Standhouse Rd West	4.8	13.86	0.31	B
	Opening year+ Adj+ Dev			
A - Standhouse Rd East	10.3	20.87	0.65	C
B - Development Access	5.6	37.78	0.32	D
C - Standhouse Rd West	6.6	15.57	0.43	B
	+5+Adj+Dev			
A - Standhouse Rd East	11.6	23.26	0.72	C
B - Development Access	6.1	38.25	0.35	D
C - Standhouse Rd West	7.4	16.39	0.47	B
	+15+Adj+Dev			
A - Standhouse Rd East	12.7	25.41	0.76	C
B - Development Access	6.4	38.59	0.37	D
C - Standhouse Rd West	7.9	17.04	0.50	B

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

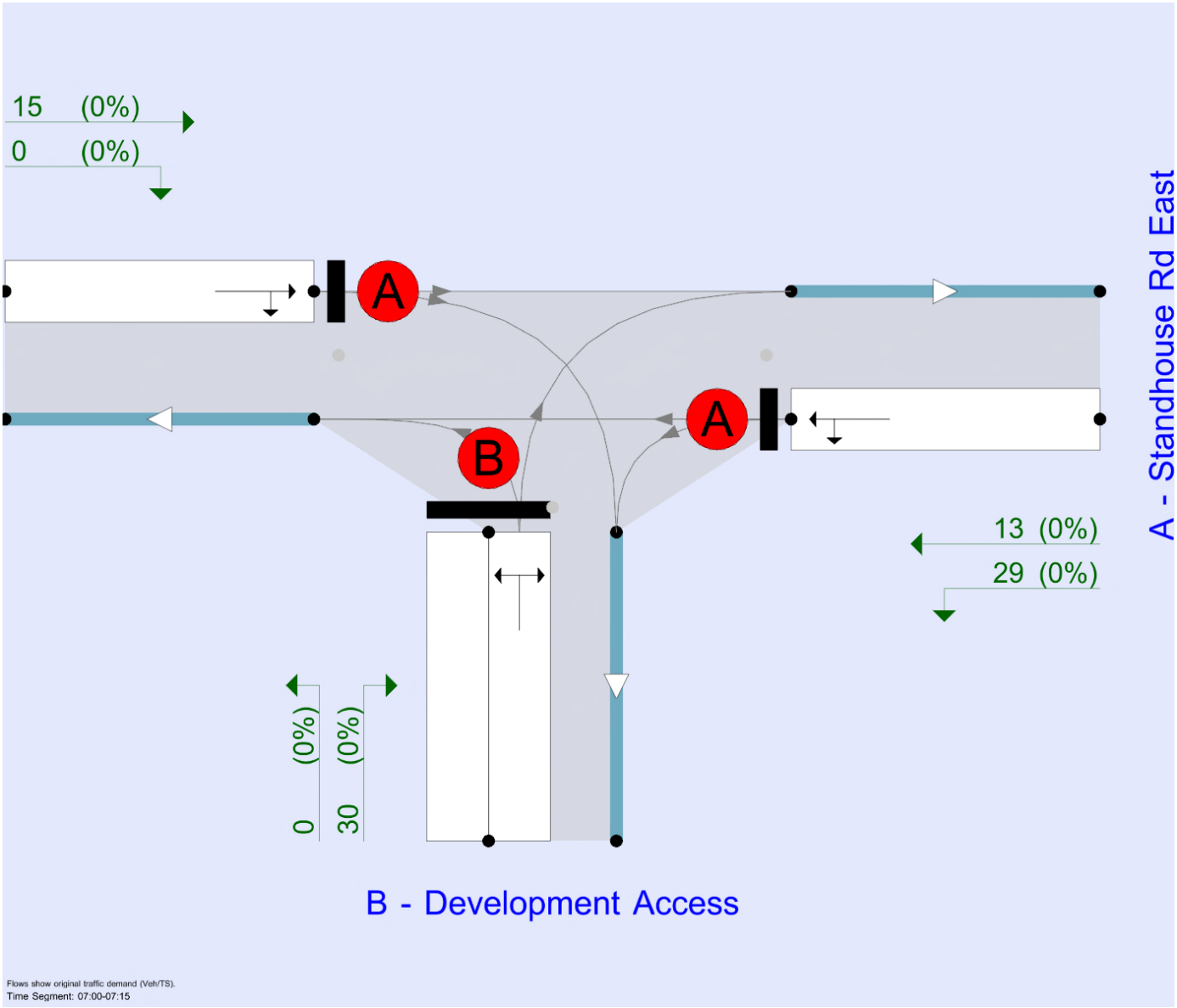
File summary

File Description

Title	
Location	
Site number	
Date	14/04/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	PMCE\papadakisa
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

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
D1	Base year	DIRECT	07:00	19:00	720	15	✓		
D2	Opening year	DIRECT	07:00	19:00	720	15			
D3	+5	DIRECT	07:00	19:00	720	15			
D4	+15	DIRECT	07:00	19:00	720	15			
D5	Dev traffic	DIRECT	07:00	19:00	720	15			
D6	Adj traffic	DIRECT	07:00	19:00	720	15			
D7	Opening year+ Adj	DIRECT	07:00	19:00	720	15		Simple	D2+D6
D8	+5+Adj	DIRECT	07:00	19:00	720	15		Simple	D3+D6
D9	+15+Adj	DIRECT	07:00	19:00	720	15		Simple	D4+D6
D10	Opening year+ Adj+ Dev	DIRECT	07:00	19:00	720	15	✓	Simple	D2+D6+D5
D11	+5+Adj+Dev	DIRECT	07:00	19:00	720	15	✓	Simple	D3+D5+D6
D12	+15+Adj+Dev	DIRECT	07:00	19:00	720	15	✓	Simple	D4+D5+D6

Analysis Set Details

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

Base year,

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Junction 1	Signalised		19.69	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
A	Standhouse Rd East	
B	Development Access	
C	Standhouse Rd West	

OSCADY Traffic Streams

Arm	Traffic Stream	Phase	Notional EEG (s)	Signals EEG (s)	Destination arms	Straight move
A - Standhouse Rd East	1	A	0.00	0.00	B, C	C
B - Development Access	1	B	0.00	0.00	A, C	
C - Standhouse Rd West	1	A	0.00	0.00	A, B	A

OSCADY Lanes

Arm	Traffic Stream	Destination arms	Gradient (%)	Width (m)	Turning radius (m)	Nearside lane	Has bay	Bay position	Bay storage (PCU)	Bay saturation flow ratio
A - Standhouse Rd East	1	B, C	0	3.00	10.00	✓				
B - Development Access	1	A, C	0	3.00	10.00	✓	✓	Left	9.00	1.00
C - Standhouse Rd West	1	A, B	0	3.00	10.00	✓				

Signal Timings

Junction 1

Junction	Sequence to use	Cycle time (s)	Maximum cycle time (s)	Start displacement (s)	End displacement (s)
1	1	120	300	1.40	2.90

Optimisation options

Junction	Optimise stage lengths	Optimise cycle time	Optimiser demand source	Optimiser message
1			Average	(Optimiser not used)

Phases

Junction	Phase	Name	Minimum green (s)
1	A		7
	B		7
	C		7

Library Stages

Junction	Library Stage	Phases in stage	User stage minimum (s)	Run every N cycles	Probability of running (%)
1	1	A	1		
	2	B	1		
	3	C	1		

Stage Sequences

Junction	Sequence	Name	Stage IDs	Stage ends
1	1		3, 1, 2	114, 67, 101

Intergreen Matrix for Junction 1

		To		
		A	B	C
From	A		5	5
	B	5		5
	C	5	5	

Interstage Matrix for Junction 1

		To		
		1	2	3
From	1	0	5	5
	2	5	0	5
	3	5	5	0

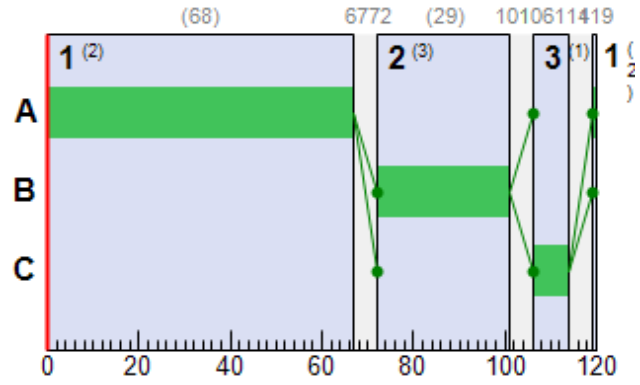
Resultant Stages

Junction	Resultant Stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	3	C	106	114	8	1	7
	2	1	A	119	67	68	1	7
	3	2	B	72	101	29	1	7

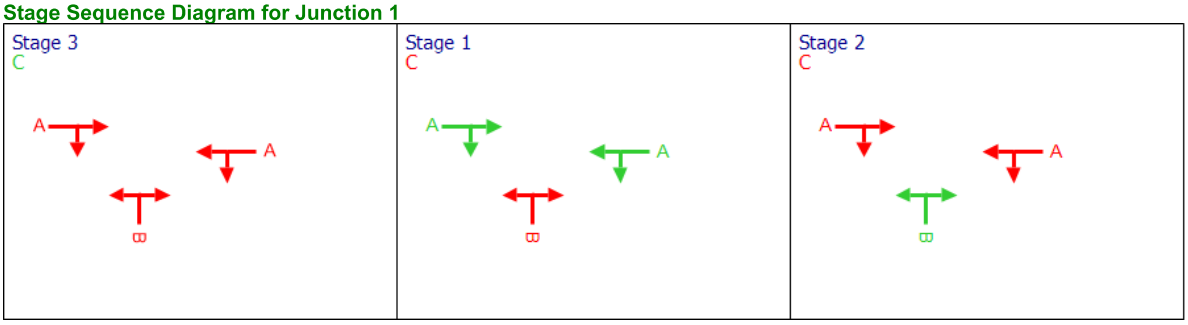
Resultant Phase Green Periods

Junction	Phase	Green period	Start time (s)	End time (s)	Duration (s)
1	A	1	119	67	68
	B	1	72	101	29
	C	1	106	114	8

Phase Timings Diagram for Junction 1



Stage Sequence Diagram for Junction 1



Traffic Demand

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
D1	Base year	DIRECT	07:00	19:00	720	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Standhouse Rd East		DIRECT	✓	100.000
B - Development Access		DIRECT	✓	100.000
C - Standhouse Rd West		DIRECT	✓	100.000

Origin-Destination Data

07:00 - 07:15

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	17.59	8.00
	B - Development Access	17.59	0.00	0.00
	C - Standhouse Rd West	9.00	0.00	0.00

07:15 - 07:30

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	17.08	11.00
	B - Development Access	17.08	0.00	0.00
	C - Standhouse Rd West	14.00	0.00	0.00

07:30 - 07:45

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	19.88	12.00
	B - Development Access	19.88	0.00	0.00
	C - Standhouse Rd West	9.00	0.00	0.00

07:45 - 08:00

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	25.24	22.00
	B - Development Access	25.24	0.00	0.00
	C - Standhouse Rd West	22.00	0.00	0.00

08:00 - 08:15

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	28.55	31.00
	B - Development Access	28.55	0.00	0.00
	C - Standhouse Rd West	38.00	0.00	0.00

08:15 - 08:30

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	29.82	35.00
	B - Development Access	29.82	0.00	0.00
	C - Standhouse Rd West	65.00	0.00	0.00

08:30 - 08:45

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	24.98	35.00
	B - Development Access	24.98	0.00	0.00
	C - Standhouse Rd West	83.00	0.00	0.00

08:45 - 09:00

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	26.00	47.00
	B - Development Access	26.00	0.00	0.00
	C - Standhouse Rd West	73.00	0.00	0.00

09:00 - 09:15

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	25.49	56.00
	B - Development Access	25.49	0.00	0.00
	C - Standhouse Rd West	37.00	0.00	0.00

09:15 - 09:30

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	23.96	25.00
	B - Development Access	23.96	0.00	0.00
	C - Standhouse Rd West	28.00	0.00	0.00

09:30 - 09:45

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	26.76	15.00
	B - Development Access	26.76	0.00	0.00
	C - Standhouse Rd West	22.00	0.00	0.00

09:45 - 10:00

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	20.90	18.00
	B - Development Access	20.90	0.00	0.00
	C - Standhouse Rd West	12.00	0.00	0.00

10:00 - 10:15

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	20.14	25.00
	B - Development Access	20.14	0.00	0.00
	C - Standhouse Rd West	25.00	0.00	0.00

10:15 - 10:30

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	19.37	19.00
	B - Development Access	19.37	0.00	0.00
	C - Standhouse Rd West	20.00	0.00	0.00

10:30 - 10:45

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	22.18	15.00
	B - Development Access	22.18	0.00	0.00
	C - Standhouse Rd West	29.00	0.00	0.00

10:45 - 11:00

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	26.00	25.00
	B - Development Access	26.00	0.00	0.00
	C - Standhouse Rd West	21.00	0.00	0.00

11:00 - 11:15

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	23.20	23.00
	B - Development Access	23.20	0.00	0.00
	C - Standhouse Rd West	16.00	0.00	0.00

11:15 - 11:30

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	21.67	26.00
	B - Development Access	21.67	0.00	0.00
	C - Standhouse Rd West	17.00	0.00	0.00

11:30 - 11:45

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	21.67	19.00
	B - Development Access	21.67	0.00	0.00
	C - Standhouse Rd West	21.00	0.00	0.00

Demand (Veh/TS)

11:45 - 12:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	29.57	27.00
	B - Development Access	29.57	0.00	0.00
	C - Standhouse Rd West	26.00	0.00	0.00

Demand (Veh/TS)

12:00 - 12:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	27.78	26.00
	B - Development Access	27.78	0.00	0.00
	C - Standhouse Rd West	19.00	0.00	0.00

Demand (Veh/TS)

12:15 - 12:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	27.27	22.00
	B - Development Access	27.27	0.00	0.00
	C - Standhouse Rd West	26.00	0.00	0.00

Demand (Veh/TS)

12:30 - 12:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	28.55	30.00
	B - Development Access	28.55	0.00	0.00
	C - Standhouse Rd West	21.00	0.00	0.00

Demand (Veh/TS)

12:45 - 13:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	20.14	21.00
	B - Development Access	20.14	0.00	0.00
	C - Standhouse Rd West	28.00	0.00	0.00

Demand (Veh/TS)

13:00 - 13:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	17.84	25.00
	B - Development Access	17.84	0.00	0.00
	C - Standhouse Rd West	22.00	0.00	0.00

Demand (Veh/TS)

13:15 - 13:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	24.22	29.00
	B - Development Access	24.22	0.00	0.00
	C - Standhouse Rd West	37.00	0.00	0.00

Demand (Veh/TS)

13:30 - 13:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	27.78	30.00
	B - Development Access	27.78	0.00	0.00
	C - Standhouse Rd West	31.00	0.00	0.00

Demand (Veh/TS)

13:45 - 14:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	26.51	39.00
	B - Development Access	26.51	0.00	0.00
	C - Standhouse Rd West	28.00	0.00	0.00

14:00 - 14:15 Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	25.49	34.00
	B - Development Access	25.49	0.00	0.00
	C - Standhouse Rd West	31.00	0.00	0.00

14:15 - 14:30

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	31.86	32.00
	B - Development Access	31.86	0.00	0.00
	C - Standhouse Rd West	51.00	0.00	0.00

14:30 - 14:45

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	25.24	46.00
	B - Development Access	25.24	0.00	0.00
	C - Standhouse Rd West	39.00	0.00	0.00

14:45 - 15:00

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	34.67	82.00
	B - Development Access	34.67	0.00	0.00
	C - Standhouse Rd West	40.00	0.00	0.00

15:00 - 15:15

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	29.82	65.00
	B - Development Access	29.82	0.00	0.00
	C - Standhouse Rd West	38.00	0.00	0.00

15:15 - 15:30

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	22.43	48.00
	B - Development Access	22.43	0.00	0.00
	C - Standhouse Rd West	70.00	0.00	0.00

15:30 - 15:45

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	29.57	33.00
	B - Development Access	29.57	0.00	0.00
	C - Standhouse Rd West	40.00	0.00	0.00

15:45 - 16:00

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	33.14	48.00
	B - Development Access	33.14	0.00	0.00
	C - Standhouse Rd West	41.00	0.00	0.00

16:00 - 16:15

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	27.02	48.00
	B - Development Access	27.02	0.00	0.00
	C - Standhouse Rd West	48.00	0.00	0.00

16:15 - 16:30

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	29.31	56.00
	B - Development Access	29.31	0.00	0.00
	C - Standhouse Rd West	39.00	0.00	0.00

16:30 - 16:45

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	27.78	52.00
	B - Development Access	27.78	0.00	0.00
	C - Standhouse Rd West	40.00	0.00	0.00

16:45 - 17:00

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	32.63	43.00
	B - Development Access	32.63	0.00	0.00
	C - Standhouse Rd West	44.00	0.00	0.00

17:00 - 17:15

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	29.82	34.00
	B - Development Access	29.82	0.00	0.00
	C - Standhouse Rd West	29.00	0.00	0.00

17:15 - 17:30

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	26.51	41.00
	B - Development Access	26.51	0.00	0.00
	C - Standhouse Rd West	35.00	0.00	0.00

17:30 - 17:45

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	26.00	43.00
	B - Development Access	26.00	0.00	0.00
	C - Standhouse Rd West	41.00	0.00	0.00

17:45 - 18:00

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	24.98	25.00
	B - Development Access	24.98	0.00	0.00
	C - Standhouse Rd West	52.00	0.00	0.00

18:00 - 18:15

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	29.57	36.00
	B - Development Access	29.57	0.00	0.00
	C - Standhouse Rd West	45.00	0.00	0.00

18:15 - 18:30

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	24.73	45.00
	B - Development Access	24.73	0.00	0.00
	C - Standhouse Rd West	28.00	0.00	0.00

18:30 - 18:45

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	28.29	44.00
	B - Development Access	28.29	0.00	0.00
	C - Standhouse Rd West	22.00	0.00	0.00

18:45 - 19:00

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	25.24	24.00
	B - Development Access	25.24	0.00	0.00
	C - Standhouse Rd West	34.00	0.00	0.00

Vehicle Mix

07:00 - 07:15

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

07:15 - 07:30

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	9
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

07:30 - 07:45

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	8
	B - Development Access	0	0	0
	C - Standhouse Rd West	22	0	0

07:45 - 08:00

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	5	0	0

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	3
	B - Development Access	0	0	0
	C - Standhouse Rd West	8	0	0

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	3
	B - Development Access	0	0	0
	C - Standhouse Rd West	5	0	0

08:30 - 08:45

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	4	0	0

08:45 - 09:00

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	3	0	0

09:00 - 09:15

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	7
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

09:15 - 09:30

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	8
	B - Development Access	0	0	0
	C - Standhouse Rd West	7	0	0

09:30 - 09:45

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

09:45 - 10:00

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	8	0	0

10:00 - 10:15

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	4
	B - Development Access	0	0	0
	C - Standhouse Rd West	4	0	0

10:15 - 10:30

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	5
	B - Development Access	0	0	0
	C - Standhouse Rd West	5	0	0

10:30 - 10:45

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	3	0	0

10:45 - 11:00

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

11:00 - 11:15

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	4
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

11:15 - 11:30

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	4
	B - Development Access	0	0	0
	C - Standhouse Rd West	6	0	0

11:30 - 11:45

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	5
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

11:45 - 12:00

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	4
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

12:00 - 12:15

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	5	0	0

Heavy Vehicle Percentages

12:15 - 12:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	5
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Heavy Vehicle Percentages

12:30 - 12:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Heavy Vehicle Percentages

12:45 - 13:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	5
	B - Development Access	0	0	0
	C - Standhouse Rd West	4	0	0

Heavy Vehicle Percentages

13:00 - 13:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	5	0	0

Heavy Vehicle Percentages

13:15 - 13:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	3
	B - Development Access	0	0	0
	C - Standhouse Rd West	3	0	0

Heavy Vehicle Percentages

13:30 - 13:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	7
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Heavy Vehicle Percentages

13:45 - 14:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	5
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Heavy Vehicle Percentages

14:00 - 14:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	3	0	0

Heavy Vehicle Percentages

14:15 - 14:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	3
	B - Development Access	0	0	0
	C - Standhouse Rd West	8	0	0

14:30 - 14:45

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	7
	B - Development Access	0	0	0
	C - Standhouse Rd West	5	0	0

Heavy Vehicle Percentages

14:45 - 15:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	4
	B - Development Access	0	0	0
	C - Standhouse Rd West	5	0	0

Heavy Vehicle Percentages

15:00 - 15:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	3
	B - Development Access	0	0	0
	C - Standhouse Rd West	5	0	0

Heavy Vehicle Percentages

15:15 - 15:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	4
	B - Development Access	0	0	0
	C - Standhouse Rd West	4	0	0

Heavy Vehicle Percentages

15:30 - 15:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	3
	B - Development Access	0	0	0
	C - Standhouse Rd West	5	0	0

Heavy Vehicle Percentages

15:45 - 16:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	2	0	0

Heavy Vehicle Percentages

16:00 - 16:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Heavy Vehicle Percentages

16:15 - 16:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	2
	B - Development Access	0	0	0
	C - Standhouse Rd West	5	0	0

Heavy Vehicle Percentages

16:30 - 16:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	4
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Heavy Vehicle Percentages

16:45 - 17:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	7	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	7
	B - Development Access	0	0	0
	C - Standhouse Rd West	9	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	2	0	0

Heavy Vehicle Percentages

17:45 - 18:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	2	0	0

Heavy Vehicle Percentages

18:00 - 18:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	3
	B - Development Access	0	0	0
	C - Standhouse Rd West	2	0	0

Heavy Vehicle Percentages

18:15 - 18:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	2
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Heavy Vehicle Percentages

18:30 - 18:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Heavy Vehicle Percentages

18:45 - 19:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Results

Results Summary for whole modelled period

Arm	Max DOS	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
A - Standhouse Rd East	0.45	16.07	6.8	B	58.94	2829.25
B - Development Access	0.20	35.94	3.5	D	25.71	1234.23
C - Standhouse Rd West	0.31	13.86	4.8	B	33.46	1606.11

Main Results for each time segment

07:00 - 07:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	25.59	25.59	434.07	69.50	0.00	251.40	0.102	24.15	0.0	1.4	11.535	B
B - Development Access	1	17.59	17.59	416.30	30.50	19.46	173.31	0.101	15.83	0.0	1.8	34.611	C
C - Standhouse Rd West	1	9.00	9.00	478.75	69.50	0.00	277.28	0.032	8.49	0.0	0.5	10.895	B

07:15 - 07:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	28.08	28.08	424.92	69.50	0.00	246.10	0.114	27.89	1.4	1.6	11.660	B
B - Development Access	1	17.08	17.08	416.30	30.50	19.46	173.31	0.099	17.13	1.8	1.7	34.574	C
C - Standhouse Rd West	1	14.00	14.00	478.75	69.50	0.00	277.28	0.050	13.72	0.5	0.8	11.050	B

07:30 - 07:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	31.88	31.88	425.51	69.50	0.00	246.44	0.129	31.67	1.6	1.8	11.812	B
B - Development Access	1	19.88	19.88	416.30	30.50	19.46	173.31	0.115	19.60	1.7	2.0	34.782	C
C - Standhouse Rd West	1	9.00	9.00	391.71	69.50	0.00	226.86	0.040	9.14	0.8	0.5	10.974	B

07:45 - 08:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	47.24	47.24	443.22	69.50	0.00	256.70	0.184	46.42	1.8	2.7	12.367	B
B - Development Access	1	25.24	25.24	416.30	30.50	19.46	173.31	0.146	24.70	2.0	2.5	35.189	D
C - Standhouse Rd West	1	22.00	22.00	457.94	69.50	0.00	265.22	0.083	21.35	0.5	1.2	11.346	B

08:00 - 08:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	59.55	59.55	439.77	69.50	0.00	254.70	0.234	58.80	2.7	3.4	12.936	B
B - Development Access	1	28.55	28.55	416.30	30.50	19.46	173.31	0.165	28.21	2.5	2.9	35.448	D
C - Standhouse Rd West	1	38.00	38.00	443.72	69.50	0.00	256.99	0.148	37.05	1.2	2.1	11.985	B

08:15 - 08:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	64.82	64.82	441.51	69.50	0.00	255.71	0.254	64.52	3.4	3.7	13.171	B
B - Development Access	1	29.82	29.82	416.30	30.50	19.46	173.31	0.172	29.69	2.9	3.0	35.550	D
C - Standhouse Rd West	1	65.00	65.00	457.63	69.50	0.00	265.04	0.245	63.52	2.1	3.7	13.045	B

08:30 - 08:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	59.98	59.98	450.59	69.50	0.00	260.97	0.230	60.32	3.7	3.4	12.876	B
B - Development Access	1	24.98	24.98	416.30	30.50	19.46	173.31	0.144	25.47	3.0	2.5	35.171	D
C - Standhouse Rd West	1	83.00	83.00	462.05	69.50	0.00	267.60	0.310	81.99	3.7	4.7	13.857	B

08:45 - 09:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	73.00	73.00	454.47	69.50	0.00	263.21	0.277	72.25	3.4	4.2	13.445	B
B - Development Access	1	26.00	26.00	416.30	30.50	19.46	173.31	0.150	25.90	2.5	2.6	35.249	D
C - Standhouse Rd West	1	73.00	73.00	465.98	69.50	0.00	269.88	0.270	73.62	4.7	4.2	13.344	B

09:00 - 09:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	81.49	81.49	436.81	69.50	0.00	252.98	0.322	80.79	4.2	4.7	14.074	B
B - Development Access	1	25.49	25.49	416.30	30.50	19.46	173.31	0.147	25.54	2.6	2.6	35.209	D
C - Standhouse Rd West	1	37.00	37.00	478.75	69.50	0.00	277.28	0.133	39.18	4.2	2.1	11.816	B

09:15 - 09:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	48.96	48.96	429.63	69.50	0.00	248.83	0.197	50.89	4.7	2.8	12.526	B
B - Development Access	1	23.96	23.96	416.30	30.50	19.46	173.31	0.138	24.11	2.6	2.4	35.092	D
C - Standhouse Rd West	1	28.00	28.00	446.83	69.50	0.00	258.79	0.108	28.37	2.1	1.6	11.590	B

09:30 - 09:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	41.76	41.76	436.77	69.50	0.00	252.96	0.165	42.29	2.8	2.4	12.172	B
B - Development Access	1	26.76	26.76	416.30	30.50	19.46	173.31	0.154	26.48	2.4	2.7	35.308	D
C - Standhouse Rd West	1	22.00	22.00	478.75	69.50	0.00	277.28	0.079	22.45	1.6	1.2	11.306	B

09:45 - 10:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	38.90	38.90	442.97	69.50	0.00	256.55	0.152	39.07	2.4	2.2	12.026	B
B - Development Access	1	20.90	20.90	416.30	30.50	19.46	173.31	0.121	21.49	2.7	2.1	34.860	C
C - Standhouse Rd West	1	12.00	12.00	441.92	69.50	0.00	255.95	0.047	12.47	1.2	0.7	11.026	B

10:00 - 10:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	45.14	45.14	439.51	69.50	0.00	254.55	0.177	44.73	2.2	2.6	12.299	B
B - Development Access	1	20.14	20.14	416.30	30.50	19.46	173.31	0.116	20.21	2.1	2.0	34.801	C
C - Standhouse Rd West	1	25.00	25.00	460.34	69.50	0.00	266.61	0.094	24.29	0.7	1.4	11.446	B

10:15 - 10:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	38.37	38.37	434.62	69.50	0.00	251.72	0.152	38.75	2.6	2.2	12.041	B
B - Development Access	1	19.37	19.37	416.30	30.50	19.46	173.31	0.112	19.45	2.0	1.9	34.744	C
C - Standhouse Rd West	1	20.00	20.00	455.95	69.50	0.00	264.07	0.076	20.27	1.4	1.1	11.281	B

10:30 - 10:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	37.18	37.18	439.38	69.50	0.00	254.48	0.146	37.30	2.2	2.1	11.971	B
B - Development Access	1	22.18	22.18	416.30	30.50	19.46	173.31	0.128	21.89	1.9	2.2	34.955	C
C - Standhouse Rd West	1	29.00	29.00	462.79	69.50	0.00	268.03	0.108	28.51	1.1	1.6	11.581	B

10:45 - 11:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	51.00	51.00	444.74	69.50	0.00	257.58	0.198	50.21	2.1	2.9	12.519	B
B - Development Access	1	26.00	26.00	416.30	30.50	19.46	173.31	0.150	25.61	2.2	2.6	35.248	D
C - Standhouse Rd West	1	21.00	21.00	478.75	69.50	0.00	277.28	0.076	21.51	1.6	1.2	11.273	B

11:00 - 11:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	46.20	46.20	436.39	69.50	0.00	252.75	0.183	46.41	2.9	2.6	12.362	B
B - Development Access	1	23.20	23.20	416.30	30.50	19.46	173.31	0.134	23.48	2.6	2.3	35.033	D
C - Standhouse Rd West	1	16.00	16.00	478.75	69.50	0.00	277.28	0.058	16.28	1.2	0.9	11.113	B

11:15 - 11:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	47.67	47.67	439.50	69.50	0.00	254.54	0.187	47.58	2.6	2.7	12.407	B
B - Development Access	1	21.67	21.67	416.30	30.50	19.46	173.31	0.125	21.82	2.3	2.2	34.917	C
C - Standhouse Rd West	1	17.00	17.00	452.15	69.50	0.00	261.87	0.065	16.89	0.9	1.0	11.184	B

11:30 - 11:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	40.67	40.67	433.39	69.50	0.00	251.01	0.162	41.06	2.7	2.3	12.143	B
B - Development Access	1	21.67	21.67	416.30	30.50	19.46	173.31	0.125	21.67	2.2	2.2	34.917	C
C - Standhouse Rd West	1	21.00	21.00	478.75	69.50	0.00	277.28	0.076	20.83	1.0	1.2	11.273	B

11:45 - 12:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	56.57	56.57	436.82	69.50	0.00	252.99	0.224	55.67	2.3	3.2	12.820	B
B - Development Access	1	29.57	29.57	416.30	30.50	19.46	173.31	0.171	28.77	2.2	3.0	35.528	D
C - Standhouse Rd West	1	26.00	26.00	478.75	69.50	0.00	277.28	0.094	25.72	1.2	1.5	11.438	B

12:00 - 12:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	53.78	53.78	444.34	69.50	0.00	257.35	0.209	54.00	3.2	3.1	12.644	B
B - Development Access	1	27.78	27.78	416.30	30.50	19.46	173.31	0.160	27.96	3.0	2.8	35.389	D
C - Standhouse Rd West	1	19.00	19.00	454.81	69.50	0.00	263.41	0.072	19.32	1.5	1.1	11.249	B

12:15 - 12:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	49.27	49.27	433.93	69.50	0.00	251.32	0.196	49.47	3.1	2.8	12.512	B
B - Development Access	1	27.27	27.27	416.30	30.50	19.46	173.31	0.157	27.33	2.8	2.7	35.349	D
C - Standhouse Rd West	1	26.00	26.00	478.75	69.50	0.00	277.28	0.094	25.66	1.1	1.5	11.438	B

12:30 - 12:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	58.55	58.55	446.15	69.50	0.00	258.39	0.227	58.07	2.8	3.3	12.842	B
B - Development Access	1	28.55	28.55	416.30	30.50	19.46	173.31	0.165	28.42	2.7	2.9	35.449	D
C - Standhouse Rd West	1	21.00	21.00	478.75	69.50	0.00	277.28	0.076	21.28	1.5	1.2	11.273	B

12:45 - 13:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	41.14	41.14	436.04	69.50	0.00	252.54	0.163	42.06	3.3	2.3	12.150	B
B - Development Access	1	20.14	20.14	416.30	30.50	19.46	173.31	0.116	20.98	2.9	2.0	34.802	C
C - Standhouse Rd West	1	28.00	28.00	462.24	69.50	0.00	267.72	0.105	27.56	1.2	1.6	11.547	B

13:00 - 13:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	42.84	42.84	450.68	69.50	0.00	261.02	0.164	42.80	2.3	2.4	12.149	B
B - Development Access	1	17.84	17.84	416.30	30.50	19.46	173.31	0.103	18.07	2.0	1.8	34.631	C
C - Standhouse Rd West	1	22.00	22.00	457.94	69.50	0.00	265.22	0.083	22.32	1.6	1.2	11.347	B

13:15 - 13:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	53.22	53.22	440.39	69.50	0.00	255.06	0.209	52.58	2.4	3.0	12.644	B
B - Development Access	1	24.22	24.22	416.30	30.50	19.46	173.31	0.140	23.58	1.8	2.4	35.110	D
C - Standhouse Rd West	1	37.00	37.00	466.15	69.50	0.00	269.98	0.137	36.17	1.2	2.1	11.859	B

13:30 - 13:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	57.78	57.78	432.60	69.50	0.00	250.55	0.231	57.47	3.0	3.3	12.909	B
B - Development Access	1	27.78	27.78	416.30	30.50	19.46	173.31	0.160	27.42	2.4	2.8	35.388	D
C - Standhouse Rd West	1	31.00	31.00	478.75	69.50	0.00	277.28	0.112	31.40	2.1	1.7	11.607	B

13:45 - 14:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	65.51	65.51	438.73	69.50	0.00	254.10	0.258	65.08	3.3	3.7	13.228	B
B - Development Access	1	26.51	26.51	416.30	30.50	19.46	173.31	0.153	26.64	2.8	2.7	35.289	D
C - Standhouse Rd West	1	28.00	28.00	478.75	69.50	0.00	277.28	0.101	28.17	1.7	1.6	11.505	B

14:00 - 14:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	59.49	59.49	449.83	69.50	0.00	260.53	0.228	59.95	3.7	3.4	12.860	B
B - Development Access	1	25.49	25.49	416.30	30.50	19.46	173.31	0.147	25.59	2.7	2.6	35.210	D
C - Standhouse Rd West	1	31.00	31.00	463.79	69.50	0.00	268.61	0.115	30.78	1.6	1.7	11.649	B

14:15 - 14:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	63.86	63.86	439.07	69.50	0.00	254.30	0.251	63.56	3.4	3.6	13.146	B
B - Development Access	1	31.86	31.86	416.30	30.50	19.46	173.31	0.184	31.22	2.6	3.2	35.712	D
C - Standhouse Rd West	1	51.00	51.00	443.93	69.50	0.00	257.11	0.198	49.78	1.7	2.9	12.524	B

14:30 - 14:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	71.24	71.24	437.11	69.50	0.00	253.16	0.281	70.71	3.6	4.1	13.529	B
B - Development Access	1	25.24	25.24	416.30	30.50	19.46	173.31	0.146	25.90	3.2	2.5	35.191	D
C - Standhouse Rd West	1	39.00	39.00	455.40	69.50	0.00	263.75	0.148	39.76	2.9	2.2	11.977	B

14:45 - 15:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	116.67	116.67	447.28	69.50	0.00	259.05	0.450	114.03	4.1	6.8	16.068	B
B - Development Access	1	34.67	34.67	416.30	30.50	19.46	173.31	0.200	33.71	2.5	3.5	35.941	D
C - Standhouse Rd West	1	40.00	40.00	455.95	69.50	0.00	264.07	0.151	39.95	2.2	2.3	12.013	B

15:00 - 15:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	94.82	94.82	448.19	69.50	0.00	259.58	0.365	96.17	6.8	5.4	14.682	B
B - Development Access	1	29.82	29.82	416.30	30.50	19.46	173.31	0.172	30.31	3.5	3.0	35.551	D
C - Standhouse Rd West	1	38.00	38.00	454.81	69.50	0.00	263.41	0.144	38.11	2.3	2.1	11.941	B

15:15 - 15:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	70.43	70.43	444.82	69.50	0.00	257.63	0.273	71.83	5.4	4.0	13.417	B
B - Development Access	1	22.43	22.43	416.30	30.50	19.46	173.31	0.129	23.18	3.0	2.2	34.976	C
C - Standhouse Rd West	1	70.00	70.00	459.07	69.50	0.00	265.88	0.263	68.18	2.1	4.0	13.261	B

15:30 - 15:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	62.57	62.57	440.52	69.50	0.00	255.14	0.245	63.07	4.0	3.6	13.074	B
B - Development Access	1	29.57	29.57	416.30	30.50	19.46	173.31	0.171	28.85	2.2	3.0	35.528	D
C - Standhouse Rd West	1	40.00	40.00	455.95	69.50	0.00	264.07	0.151	41.70	4.0	2.3	12.014	B

15:45 - 16:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	81.14	81.14	451.06	69.50	0.00	261.24	0.311	80.12	3.6	4.6	13.885	B
B - Development Access	1	33.14	33.14	416.30	30.50	19.46	173.31	0.191	32.78	3.0	3.3	35.816	D
C - Standhouse Rd West	1	41.00	41.00	467.35	69.50	0.00	270.67	0.151	41.00	2.3	2.3	12.004	B

16:00 - 16:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	75.02	75.02	454.22	69.50	0.00	263.07	0.285	75.38	4.6	4.3	13.549	B
B - Development Access	1	27.02	27.02	416.30	30.50	19.46	173.31	0.156	27.64	3.3	2.7	35.330	D
C - Standhouse Rd West	1	48.00	48.00	478.75	69.50	0.00	277.28	0.173	47.66	2.3	2.7	12.217	B

16:15 - 16:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	85.31	85.31	450.30	69.50	0.00	260.80	0.327	84.66	4.3	4.9	14.114	B
B - Development Access	1	29.31	29.31	416.30	30.50	19.46	173.31	0.169	29.08	2.7	2.9	35.509	D
C - Standhouse Rd West	1	39.00	39.00	455.40	69.50	0.00	263.75	0.148	39.38	2.7	2.2	11.977	B

16:30 - 16:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	79.78	79.78	444.41	69.50	0.00	257.39	0.310	80.04	4.9	4.6	13.895	B
B - Development Access	1	27.78	27.78	416.30	30.50	19.46	173.31	0.160	27.94	2.9	2.8	35.389	D
C - Standhouse Rd West	1	40.00	40.00	478.75	69.50	0.00	277.28	0.144	40.06	2.2	2.3	11.923	B

16:45 - 17:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	75.63	75.63	449.59	69.50	0.00	260.39	0.290	75.99	4.6	4.3	13.625	B
B - Development Access	1	32.63	32.63	416.30	30.50	19.46	173.31	0.188	32.14	2.8	3.3	35.775	D
C - Standhouse Rd West	1	44.00	44.00	478.75	69.50	0.00	277.28	0.159	43.77	2.3	2.5	12.069	B

17:00 - 17:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	63.82	63.82	447.43	69.50	0.00	259.14	0.246	64.51	4.3	3.6	13.077	B
B - Development Access	1	29.82	29.82	416.30	30.50	19.46	173.31	0.172	30.11	3.3	3.0	35.551	D
C - Standhouse Rd West	1	29.00	29.00	447.86	69.50	0.00	259.39	0.112	29.69	2.5	1.6	11.624	B

17:15 - 17:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	67.51	67.51	433.91	69.50	0.00	251.31	0.269	67.14	3.6	3.8	13.372	B
B - Development Access	1	26.51	26.51	416.30	30.50	19.46	173.31	0.153	26.84	3.0	2.7	35.290	D
C - Standhouse Rd West	1	35.00	35.00	440.96	69.50	0.00	255.39	0.137	34.63	1.6	2.0	11.878	B

17:30 - 17:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	69.00	69.00	453.14	69.50	0.00	262.44	0.263	69.09	3.8	3.9	13.269	B
B - Development Access	1	26.00	26.00	416.30	30.50	19.46	173.31	0.150	26.05	2.7	2.6	35.249	D
C - Standhouse Rd West	1	41.00	41.00	467.35	69.50	0.00	270.67	0.151	40.78	2.0	2.3	12.004	B

17:45 - 18:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	49.98	49.98	445.35	69.50	0.00	257.93	0.194	51.08	3.9	2.8	12.474	B
B - Development Access	1	24.98	24.98	416.30	30.50	19.46	173.31	0.144	25.08	2.6	2.5	35.170	D
C - Standhouse Rd West	1	52.00	52.00	469.72	69.50	0.00	272.04	0.191	51.38	2.3	2.9	12.417	B

18:00 - 18:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	65.57	65.57	442.14	69.50	0.00	256.07	0.256	64.63	2.8	3.7	13.200	B
B - Development Access	1	29.57	29.57	416.30	30.50	19.46	173.31	0.171	29.11	2.5	3.0	35.529	D
C - Standhouse Rd West	1	45.00	45.00	468.34	69.50	0.00	271.25	0.166	45.39	2.9	2.5	12.152	B

18:15 - 18:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	69.73	69.73	448.45	69.50	0.00	259.73	0.268	69.49	3.7	4.0	13.345	B
B - Development Access	1	24.73	24.73	416.30	30.50	19.46	173.31	0.143	25.21	3.0	2.5	35.151	D
C - Standhouse Rd West	1	28.00	28.00	478.75	69.50	0.00	277.28	0.101	29.02	2.5	1.6	11.505	B

18:30 - 18:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	72.29	72.29	452.23	69.50	0.00	261.91	0.276	72.20	4.0	4.1	13.434	B
B - Development Access	1	28.29	28.29	416.30	30.50	19.46	173.31	0.163	27.93	2.5	2.8	35.428	D
C - Standhouse Rd West	1	22.00	22.00	478.75	69.50	0.00	277.28	0.079	22.34	1.6	1.2	11.306	B

18:45 - 19:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	49.24	49.24	444.56	69.50	0.00	257.48	0.191	50.56	4.1	2.8	12.447	B
B - Development Access	1	25.24	25.24	416.30	30.50	19.46	173.31	0.146	25.54	2.8	2.5	35.190	D
C - Standhouse Rd West	1	34.00	34.00	478.75	69.50	0.00	277.28	0.123	33.32	1.2	1.9	11.710	B

Opening year+ Adj+ Dev,

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Junction 1	Signalised		23.51	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

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
D10	Opening year+ Adj+ Dev	DIRECT	07:00	19:00	720	15	✓	Simple	D2+D6+D5

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Standhouse Rd East		DIRECT	✓	100.000
B - Development Access		DIRECT	✓	100.000
C - Standhouse Rd West		DIRECT	✓	100.000

Origin-Destination Data

07:00 - 07:15

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	27.23	11.12
	B - Development Access	34.75	0.00	0.00
	C - Standhouse Rd West	12.50	0.00	0.00

07:15 - 07:30

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	26.52	15.01
	B - Development Access	34.04	0.00	0.00
	C - Standhouse Rd West	19.45	0.00	0.00

07:30 - 07:45

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	30.42	16.40
	B - Development Access	37.93	0.00	0.00
	C - Standhouse Rd West	11.96	0.00	0.00

07:45 - 08:00

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	37.85	30.57
	B - Development Access	45.37	0.00	0.00
	C - Standhouse Rd West	30.29	0.00	0.00

08:00 - 08:15

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	45.35	42.80
	B - Development Access	53.52	0.00	0.00
	C - Standhouse Rd West	51.98	0.00	0.00

Demand (Veh/TS)

08:15 - 08:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	47.12	48.36
	B - Development Access	55.29	0.00	0.00
	C - Standhouse Rd West	89.49	0.00	0.00

Demand (Veh/TS)

08:30 - 08:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	40.39	48.63
	B - Development Access	48.56	0.00	0.00
	C - Standhouse Rd West	114.50	0.00	0.00

Demand (Veh/TS)

08:45 - 09:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	41.81	65.30
	B - Development Access	49.98	0.00	0.00
	C - Standhouse Rd West	100.88	0.00	0.00

Demand (Veh/TS)

09:00 - 09:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	40.77	76.72
	B - Development Access	42.74	0.00	0.00
	C - Standhouse Rd West	51.41	0.00	0.00

Demand (Veh/TS)

09:15 - 09:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	38.65	34.19
	B - Development Access	40.62	0.00	0.00
	C - Standhouse Rd West	38.36	0.00	0.00

Demand (Veh/TS)

09:30 - 09:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	42.54	20.84
	B - Development Access	44.51	0.00	0.00
	C - Standhouse Rd West	30.57	0.00	0.00

Demand (Veh/TS)

09:45 - 10:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	34.40	25.01
	B - Development Access	36.37	0.00	0.00
	C - Standhouse Rd West	16.40	0.00	0.00

Demand (Veh/TS)

10:00 - 10:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	32.10	34.46
	B - Development Access	33.21	0.00	0.00
	C - Standhouse Rd West	34.46	0.00	0.00

Demand (Veh/TS)

10:15 - 10:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	31.03	26.13
	B - Development Access	32.15	0.00	0.00
	C - Standhouse Rd West	27.52	0.00	0.00

10:30 - 10:45 **Demand (Veh/TS)**

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	34.93	20.84
	B - Development Access	36.05	0.00	0.00
	C - Standhouse Rd West	40.02	0.00	0.00

10:45 - 11:00

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	40.24	34.73
	B - Development Access	41.36	0.00	0.00
	C - Standhouse Rd West	29.18	0.00	0.00

11:00 - 11:15

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	36.96	31.68
	B - Development Access	37.54	0.00	0.00
	C - Standhouse Rd West	22.23	0.00	0.00

11:15 - 11:30

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	34.83	35.85
	B - Development Access	35.42	0.00	0.00
	C - Standhouse Rd West	23.35	0.00	0.00

11:30 - 11:45

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	34.83	26.13
	B - Development Access	35.42	0.00	0.00
	C - Standhouse Rd West	29.18	0.00	0.00

11:45 - 12:00

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	45.81	37.24
	B - Development Access	46.40	0.00	0.00
	C - Standhouse Rd West	36.12	0.00	0.00

12:00 - 12:15

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	45.50	36.12
	B - Development Access	45.65	0.00	0.00
	C - Standhouse Rd West	26.13	0.00	0.00

12:15 - 12:30

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	44.79	30.29
	B - Development Access	44.95	0.00	0.00
	C - Standhouse Rd West	36.12	0.00	0.00

12:30 - 12:45

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	46.56	41.68
	B - Development Access	46.72	0.00	0.00
	C - Standhouse Rd West	29.18	0.00	0.00

12:45 - 13:00

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	34.87	28.91
	B - Development Access	35.03	0.00	0.00
	C - Standhouse Rd West	38.63	0.00	0.00

13:00 - 13:15

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	31.38	34.73
	B - Development Access	31.17	0.00	0.00
	C - Standhouse Rd West	30.29	0.00	0.00

13:15 - 13:30

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	40.23	40.02
	B - Development Access	40.03	0.00	0.00
	C - Standhouse Rd West	51.14	0.00	0.00

13:30 - 13:45

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	45.19	41.14
	B - Development Access	44.99	0.00	0.00
	C - Standhouse Rd West	43.07	0.00	0.00

13:45 - 14:00

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	43.42	53.64
	B - Development Access	43.21	0.00	0.00
	C - Standhouse Rd West	38.90	0.00	0.00

14:00 - 14:15

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	43.22	47.24
	B - Development Access	42.44	0.00	0.00
	C - Standhouse Rd West	42.80	0.00	0.00

14:15 - 14:30

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	52.08	44.19
	B - Development Access	51.29	0.00	0.00
	C - Standhouse Rd West	69.77	0.00	0.00

14:30 - 14:45

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	42.87	63.10
	B - Development Access	42.09	0.00	0.00
	C - Standhouse Rd West	53.64	0.00	0.00

14:45 - 15:00

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	55.97	113.11
	B - Development Access	55.19	0.00	0.00
	C - Standhouse Rd West	55.03	0.00	0.00

15:00 - 15:15

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	50.80	89.77
	B - Development Access	47.82	0.00	0.00
	C - Standhouse Rd West	52.25	0.00	0.00

15:15 - 15:30

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	40.53	66.15
	B - Development Access	37.55	0.00	0.00
	C - Standhouse Rd West	96.44	0.00	0.00

15:30 - 15:45

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	50.44	45.58
	B - Development Access	47.47	0.00	0.00
	C - Standhouse Rd West	55.03	0.00	0.00

15:45 - 16:00

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	55.40	66.69
	B - Development Access	52.42	0.00	0.00
	C - Standhouse Rd West	56.69	0.00	0.00

16:00 - 16:15

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	47.86	66.69
	B - Development Access	43.58	0.00	0.00
	C - Standhouse Rd West	66.69	0.00	0.00

16:15 - 16:30

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	51.05	77.53
	B - Development Access	46.77	0.00	0.00
	C - Standhouse Rd West	53.64	0.00	0.00

16:30 - 16:45

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	48.92	71.70
	B - Development Access	44.64	0.00	0.00
	C - Standhouse Rd West	55.58	0.00	0.00

16:45 - 17:00

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	55.65	59.74
	B - Development Access	51.37	0.00	0.00
	C - Standhouse Rd West	61.13	0.00	0.00

17:00 - 17:15

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	55.48	47.24
	B - Development Access	48.32	0.00	0.00
	C - Standhouse Rd West	39.75	0.00	0.00

17:15 - 17:30

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	50.88	56.15
	B - Development Access	43.71	0.00	0.00
	C - Standhouse Rd West	47.81	0.00	0.00

17:30 - 17:45

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	50.17	59.74
	B - Development Access	43.01	0.00	0.00
	C - Standhouse Rd West	56.69	0.00	0.00

17:45 - 18:00

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	48.75	34.73
	B - Development Access	41.59	0.00	0.00
	C - Standhouse Rd West	71.98	0.00	0.00

18:00 - 18:15

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	51.48	49.75
	B - Development Access	47.63	0.00	0.00
	C - Standhouse Rd West	62.25	0.00	0.00

Demand (Veh/TS)

18:15 - 18:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	44.75	62.25
	B - Development Access	40.90	0.00	0.00
	C - Standhouse Rd West	38.90	0.00	0.00

Demand (Veh/TS)

18:30 - 18:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	49.71	61.13
	B - Development Access	45.86	0.00	0.00
	C - Standhouse Rd West	30.57	0.00	0.00

Demand (Veh/TS)

18:45 - 19:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	45.46	33.35
	B - Development Access	41.61	0.00	0.00
	C - Standhouse Rd West	47.24	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

07:00 - 07:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Heavy Vehicle Percentages

07:15 - 07:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	7
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Heavy Vehicle Percentages

07:30 - 07:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	7
	B - Development Access	0	0	0
	C - Standhouse Rd West	19	0	0

Heavy Vehicle Percentages

07:45 - 08:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	4	0	0

Heavy Vehicle Percentages

08:00 - 08:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	3
	B - Development Access	0	0	0
	C - Standhouse Rd West	6	0	0

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	2
	B - Development Access	0	0	0
	C - Standhouse Rd West	4	0	0

Heavy Vehicle Percentages

08:30 - 08:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	3	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	2	0	0

Heavy Vehicle Percentages

09:00 - 09:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	6
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Heavy Vehicle Percentages

09:15 - 09:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	7
	B - Development Access	0	0	0
	C - Standhouse Rd West	6	0	0

Heavy Vehicle Percentages

09:30 - 09:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Heavy Vehicle Percentages

09:45 - 10:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	7	0	0

Heavy Vehicle Percentages

10:00 - 10:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	3
	B - Development Access	0	0	0
	C - Standhouse Rd West	3	0	0

Heavy Vehicle Percentages

10:15 - 10:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	4
	B - Development Access	0	0	0
	C - Standhouse Rd West	4	0	0

Heavy Vehicle Percentages

10:30 - 10:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	3	0	0

10:45 - 11:00

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

11:00 - 11:15

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	4
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

11:15 - 11:30

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	3
	B - Development Access	0	0	0
	C - Standhouse Rd West	5	0	0

11:30 - 11:45

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	4
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

11:45 - 12:00

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	3
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

12:00 - 12:15

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	4	0	0

12:15 - 12:30

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	4
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

12:30 - 12:45

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

12:45 - 13:00

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	4
	B - Development Access	0	0	0
	C - Standhouse Rd West	3	0	0

13:00 - 13:15

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	4	0	0

13:15 - 13:30

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	3
	B - Development Access	0	0	0
	C - Standhouse Rd West	2	0	0

Heavy Vehicle Percentages

13:30 - 13:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	5
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Heavy Vehicle Percentages

13:45 - 14:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	4
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Heavy Vehicle Percentages

14:00 - 14:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	3	0	0

Heavy Vehicle Percentages

14:15 - 14:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	3
	B - Development Access	0	0	0
	C - Standhouse Rd West	6	0	0

Heavy Vehicle Percentages

14:30 - 14:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	5
	B - Development Access	0	0	0
	C - Standhouse Rd West	4	0	0

Heavy Vehicle Percentages

14:45 - 15:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	3
	B - Development Access	0	0	0
	C - Standhouse Rd West	4	0	0

Heavy Vehicle Percentages

15:00 - 15:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	2
	B - Development Access	0	0	0
	C - Standhouse Rd West	4	0	0

Heavy Vehicle Percentages

15:15 - 15:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	3
	B - Development Access	0	0	0
	C - Standhouse Rd West	3	0	0

Heavy Vehicle Percentages

15:30 - 15:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	2
	B - Development Access	0	0	0
	C - Standhouse Rd West	4	0	0

15:45 - 16:00

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	2	0	0

Heavy Vehicle Percentages

16:00 - 16:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Heavy Vehicle Percentages

16:15 - 16:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	1
	B - Development Access	0	0	0
	C - Standhouse Rd West	4	0	0

Heavy Vehicle Percentages

16:30 - 16:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	3
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Heavy Vehicle Percentages

16:45 - 17:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Heavy Vehicle Percentages

17:00 - 17:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	6	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	6
	B - Development Access	0	0	0
	C - Standhouse Rd West	7	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	2	0	0

Heavy Vehicle Percentages

17:45 - 18:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	2	0	0

Heavy Vehicle Percentages

18:00 - 18:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	2
	B - Development Access	0	0	0
	C - Standhouse Rd West	2	0	0

18:15 - 18:30

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	2
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Heavy Vehicle Percentages

18:30 - 18:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Heavy Vehicle Percentages

18:45 - 19:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Results

Results Summary for whole modelled period

Arm	Max DOS	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
A - Standhouse Rd East	0.65	20.87	10.3	C	88.99	4271.62
B - Development Access	0.32	37.78	5.6	D	43.09	2068.22
C - Standhouse Rd West	0.43	15.57	6.6	B	46.19	2217.31

Main Results for each time segment

07:00 - 07:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	38.35	38.35	432.53	69.50	0.00	250.51	0.153	36.18	0.0	2.2	12.049	B
B - Development Access	1	34.75	34.75	416.30	30.50	19.46	173.31	0.200	31.26	0.0	3.5	35.946	D
C - Standhouse Rd West	1	12.50	12.50	478.75	69.50	0.00	277.28	0.045	11.80	0.0	0.7	11.003	B

07:15 - 07:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	41.53	41.53	426.54	69.50	0.00	247.04	0.168	41.29	2.2	2.4	12.214	B
B - Development Access	1	34.04	34.04	416.30	30.50	19.46	173.31	0.196	34.11	3.5	3.4	35.891	D
C - Standhouse Rd West	1	19.45	19.45	478.75	69.50	0.00	277.28	0.070	19.06	0.7	1.1	11.223	B

07:30 - 07:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	46.82	46.82	426.90	69.50	0.00	247.25	0.189	46.52	2.4	2.7	12.445	B
B - Development Access	1	37.93	37.93	416.30	30.50	19.46	173.31	0.219	37.54	3.4	3.8	36.214	D
C - Standhouse Rd West	1	11.96	11.96	403.36	69.50	0.00	233.61	0.051	12.21	1.1	0.7	11.076	B

07:45 - 08:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	68.42	68.42	442.07	69.50	0.00	256.03	0.267	67.24	2.7	3.9	13.339	B
B - Development Access	1	45.37	45.37	416.30	30.50	19.46	173.31	0.262	44.61	3.8	4.6	36.856	D
C - Standhouse Rd West	1	30.29	30.29	461.71	69.50	0.00	267.41	0.113	29.36	0.7	1.7	11.630	B

08:00 - 08:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	88.15	88.15	439.34	69.50	0.00	254.45	0.346	86.94	3.9	5.1	14.413	B
B - Development Access	1	53.52	53.52	416.30	30.50	19.46	173.31	0.309	52.68	4.6	5.4	37.605	D
C - Standhouse Rd West	1	51.98	51.98	449.74	69.50	0.00	260.47	0.200	50.70	1.7	2.9	12.530	B

08:15 - 08:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	95.48	95.48	440.99	69.50	0.00	255.41	0.374	95.05	5.1	5.5	14.821	B
B - Development Access	1	55.29	55.29	416.30	30.50	19.46	173.31	0.319	55.11	5.4	5.6	37.779	D
C - Standhouse Rd West	1	89.49	89.49	461.46	69.50	0.00	267.26	0.335	87.40	2.9	5.1	14.195	B

08:30 - 08:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	89.02	89.02	448.24	69.50	0.00	259.61	0.343	89.47	5.5	5.1	14.348	B
B - Development Access	1	48.56	48.56	416.30	30.50	19.46	173.31	0.280	49.25	5.6	4.9	37.153	D
C - Standhouse Rd West	1	114.50	114.50	465.13	69.50	0.00	269.39	0.425	113.05	5.1	6.6	15.569	B

08:45 - 09:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	107.11	107.11	452.28	69.50	0.00	261.94	0.409	106.03	5.1	6.2	15.342	B
B - Development Access	1	49.98	49.98	416.30	30.50	19.46	173.31	0.288	49.83	4.9	5.0	37.277	D
C - Standhouse Rd West	1	100.88	100.88	468.37	69.50	0.00	271.26	0.372	101.75	6.6	5.8	14.727	B

09:00 - 09:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	117.49	117.49	439.20	69.50	0.00	254.37	0.462	116.61	6.2	6.8	16.318	B
B - Development Access	1	42.74	42.74	416.30	30.50	19.46	173.31	0.247	43.48	5.0	4.3	36.632	D
C - Standhouse Rd West	1	51.41	51.41	478.75	69.50	0.00	277.28	0.185	54.42	5.8	2.9	12.349	B

09:15 - 09:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	72.84	72.84	431.19	69.50	0.00	249.73	0.292	75.56	6.8	4.2	13.681	B
B - Development Access	1	40.62	40.62	416.30	30.50	19.46	173.31	0.234	40.83	4.3	4.1	36.445	D
C - Standhouse Rd West	1	38.36	38.36	452.39	69.50	0.00	262.01	0.146	38.94	2.9	2.2	11.965	B

09:30 - 09:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	63.38	63.38	434.91	69.50	0.00	251.89	0.252	64.06	4.2	3.6	13.161	B
B - Development Access	1	44.51	44.51	416.30	30.50	19.46	173.31	0.257	44.12	4.1	4.5	36.782	D
C - Standhouse Rd West	1	30.57	30.57	478.75	69.50	0.00	277.28	0.110	31.14	2.2	1.7	11.592	B

09:45 - 10:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	59.41	59.41	440.44	69.50	0.00	255.09	0.233	59.64	3.6	3.4	12.926	B
B - Development Access	1	36.37	36.37	416.30	30.50	19.46	173.31	0.210	37.20	4.5	3.7	36.087	D
C - Standhouse Rd West	1	16.40	16.40	448.20	69.50	0.00	259.59	0.063	17.09	1.7	0.9	11.170	B

10:00 - 10:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	66.56	66.56	439.59	69.50	0.00	254.59	0.261	66.09	3.4	3.8	13.272	B
B - Development Access	1	33.21	33.21	416.30	30.50	19.46	173.31	0.192	33.53	3.7	3.3	35.825	D
C - Standhouse Rd West	1	34.46	34.46	463.71	69.50	0.00	268.57	0.128	33.47	0.9	1.9	11.775	B

10:15 - 10:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	57.16	57.16	434.86	69.50	0.00	251.85	0.227	57.69	3.8	3.2	12.865	B
B - Development Access	1	32.15	32.15	416.30	30.50	19.46	173.31	0.186	32.26	3.3	3.2	35.738	D
C - Standhouse Rd West	1	27.52	27.52	460.06	69.50	0.00	266.45	0.103	27.89	1.9	1.6	11.536	B

10:30 - 10:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	55.77	55.77	437.55	69.50	0.00	253.41	0.220	55.91	3.2	3.2	12.780	B
B - Development Access	1	36.05	36.05	416.30	30.50	19.46	173.31	0.208	35.65	3.2	3.6	36.056	D
C - Standhouse Rd West	1	40.02	40.02	465.74	69.50	0.00	269.74	0.148	39.33	1.6	2.3	11.973	B

10:45 - 11:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	74.98	74.98	443.08	69.50	0.00	256.62	0.292	73.86	3.2	4.3	13.656	B
B - Development Access	1	41.36	41.36	416.30	30.50	19.46	173.31	0.239	40.82	3.6	4.2	36.505	D
C - Standhouse Rd West	1	29.18	29.18	478.75	69.50	0.00	277.28	0.105	29.86	2.3	1.6	11.545	B

11:00 - 11:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	68.64	68.64	436.36	69.50	0.00	252.73	0.272	68.94	4.3	3.9	13.408	B
B - Development Access	1	37.54	37.54	416.30	30.50	19.46	173.31	0.217	37.93	4.2	3.8	36.184	D
C - Standhouse Rd West	1	22.23	22.23	478.75	69.50	0.00	277.28	0.080	22.62	1.6	1.3	11.313	B

11:15 - 11:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	70.69	70.69	439.38	69.50	0.00	254.47	0.278	70.57	3.9	4.0	13.479	B
B - Development Access	1	35.42	35.42	416.30	30.50	19.46	173.31	0.204	35.63	3.8	3.6	36.006	D
C - Standhouse Rd West	1	23.35	23.35	456.88	69.50	0.00	264.61	0.088	23.23	1.3	1.3	11.396	B

11:30 - 11:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	60.96	60.96	433.67	69.50	0.00	251.17	0.243	61.51	4.0	3.5	13.055	B
B - Development Access	1	35.42	35.42	416.30	30.50	19.46	173.31	0.204	35.42	3.6	3.6	36.005	D
C - Standhouse Rd West	1	29.18	29.18	478.75	69.50	0.00	277.28	0.105	28.91	1.3	1.6	11.545	B

11:45 - 12:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	83.05	83.05	436.71	69.50	0.00	252.93	0.328	81.78	3.5	4.8	14.161	B
B - Development Access	1	46.40	46.40	416.30	30.50	19.46	173.31	0.268	45.28	3.6	4.7	36.947	D
C - Standhouse Rd West	1	36.12	36.12	478.75	69.50	0.00	277.28	0.130	35.73	1.6	2.0	11.785	B

12:00 - 12:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	81.62	81.62	441.76	69.50	0.00	255.85	0.319	81.77	4.8	4.7	14.024	B
B - Development Access	1	45.65	45.65	416.30	30.50	19.46	173.31	0.263	45.73	4.7	4.6	36.886	D
C - Standhouse Rd West	1	26.13	26.13	459.11	69.50	0.00	265.90	0.098	26.61	2.0	1.5	11.489	B

12:15 - 12:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	75.08	75.08	433.56	69.50	0.00	251.10	0.299	75.39	4.7	4.3	13.771	B
B - Development Access	1	44.95	44.95	416.30	30.50	19.46	173.31	0.259	45.02	4.6	4.5	36.823	D
C - Standhouse Rd West	1	36.12	36.12	478.75	69.50	0.00	277.28	0.130	35.62	1.5	2.0	11.785	B

12:30 - 12:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	88.24	88.24	443.68	69.50	0.00	256.97	0.343	87.54	4.3	5.1	14.360	B
B - Development Access	1	46.72	46.72	416.30	30.50	19.46	173.31	0.270	46.54	4.5	4.7	36.979	D
C - Standhouse Rd West	1	29.18	29.18	478.75	69.50	0.00	277.28	0.105	29.57	2.0	1.6	11.545	B

12:45 - 13:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	63.78	63.78	435.45	69.50	0.00	252.20	0.253	65.12	5.1	3.6	13.177	B
B - Development Access	1	35.03	35.03	416.30	30.50	19.46	173.31	0.202	36.22	4.7	3.5	35.976	D
C - Standhouse Rd West	1	38.63	38.63	465.29	69.50	0.00	269.48	0.143	38.05	1.6	2.2	11.923	B

13:00 - 13:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	66.11	66.11	446.88	69.50	0.00	258.82	0.255	66.05	3.6	3.8	13.187	B
B - Development Access	1	31.17	31.17	416.30	30.50	19.46	173.31	0.180	31.56	3.5	3.1	35.660	D
C - Standhouse Rd West	1	30.29	30.29	461.71	69.50	0.00	267.41	0.113	30.75	2.2	1.7	11.630	B

13:15 - 13:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	80.25	80.25	439.61	69.50	0.00	254.61	0.315	79.37	3.8	4.6	13.972	B
B - Development Access	1	40.03	40.03	416.30	30.50	19.46	173.31	0.231	39.13	3.1	4.0	36.390	D
C - Standhouse Rd West	1	51.14	51.14	468.51	69.50	0.00	271.34	0.188	49.97	1.7	2.9	12.389	B

13:30 - 13:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	86.33	86.33	433.43	69.50	0.00	251.03	0.344	85.92	4.6	5.0	14.394	B
B - Development Access	1	44.99	44.99	416.30	30.50	19.46	173.31	0.260	44.48	4.0	4.5	36.823	D
C - Standhouse Rd West	1	43.07	43.07	478.75	69.50	0.00	277.28	0.155	43.60	2.9	2.4	12.035	B

13:45 - 14:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	97.06	97.06	439.17	69.50	0.00	254.35	0.382	96.44	5.0	5.6	14.947	B
B - Development Access	1	43.21	43.21	416.30	30.50	19.46	173.31	0.249	43.40	4.5	4.3	36.671	D
C - Standhouse Rd West	1	38.90	38.90	478.75	69.50	0.00	277.28	0.140	39.14	2.4	2.2	11.884	B

14:00 - 14:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	90.46	90.46	446.73	69.50	0.00	258.73	0.350	90.99	5.6	5.2	14.450	B
B - Development Access	1	42.44	42.44	416.30	30.50	19.46	173.31	0.245	42.52	4.3	4.3	36.602	D
C - Standhouse Rd West	1	42.80	42.80	466.56	69.50	0.00	270.22	0.158	42.52	2.2	2.4	12.075	B

14:15 - 14:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	96.27	96.27	438.12	69.50	0.00	253.74	0.379	95.85	5.2	5.5	14.916	B
B - Development Access	1	51.29	51.29	416.30	30.50	19.46	173.31	0.296	50.39	4.3	5.2	37.395	D
C - Standhouse Rd West	1	69.77	69.77	449.92	69.50	0.00	260.58	0.268	68.13	2.4	4.0	13.331	B

14:30 - 14:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	105.97	105.97	438.34	69.50	0.00	253.87	0.417	105.27	5.5	6.1	15.532	B
B - Development Access	1	42.09	42.09	416.30	30.50	19.46	173.31	0.243	43.03	5.2	4.2	36.575	D
C - Standhouse Rd West	1	53.64	53.64	459.60	69.50	0.00	266.18	0.202	54.66	4.0	3.0	12.543	B

14:45 - 15:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	169.09	169.09	447.64	69.50	0.00	259.26	0.652	165.07	6.1	10.2	20.867	C
B - Development Access	1	55.19	55.19	416.30	30.50	19.46	173.31	0.318	53.84	4.2	5.6	37.763	D
C - Standhouse Rd West	1	55.03	55.03	460.06	69.50	0.00	266.45	0.207	54.96	3.0	3.1	12.597	B

15:00 - 15:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	140.57	140.57	447.40	69.50	0.00	259.12	0.542	142.54	10.2	8.3	18.006	B
B - Development Access	1	47.82	47.82	416.30	30.50	19.46	173.31	0.276	48.58	5.6	4.8	37.085	D
C - Standhouse Rd West	1	52.25	52.25	459.11	69.50	0.00	265.90	0.197	52.41	3.1	3.0	12.488	B

15:15 - 15:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	106.67	106.67	444.17	69.50	0.00	257.25	0.415	108.75	8.3	6.2	15.485	B
B - Development Access	1	37.55	37.55	416.30	30.50	19.46	173.31	0.217	38.60	4.8	3.8	36.186	D
C - Standhouse Rd West	1	96.44	96.44	462.66	69.50	0.00	267.96	0.360	93.89	3.0	5.5	14.551	B

15:30 - 15:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	96.02	96.02	439.04	69.50	0.00	254.28	0.378	96.72	6.2	5.5	14.894	B
B - Development Access	1	47.47	47.47	416.30	30.50	19.46	173.31	0.274	46.45	3.8	4.8	37.044	D
C - Standhouse Rd West	1	55.03	55.03	460.06	69.50	0.00	266.45	0.207	57.41	5.5	3.1	12.599	B

15:45 - 16:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	122.09	122.09	448.23	69.50	0.00	259.60	0.470	120.58	5.5	7.1	16.436	B
B - Development Access	1	52.42	52.42	416.30	30.50	19.46	173.31	0.302	51.91	4.8	5.3	37.503	D
C - Standhouse Rd West	1	56.69	56.69	469.49	69.50	0.00	271.91	0.209	56.66	3.1	3.2	12.609	B

16:00 - 16:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	114.55	114.55	450.57	69.50	0.00	260.95	0.439	115.01	7.1	6.6	15.874	B
B - Development Access	1	43.58	43.58	416.30	30.50	19.46	173.31	0.251	44.49	5.3	4.4	36.706	D
C - Standhouse Rd West	1	66.69	66.69	478.75	69.50	0.00	277.28	0.241	66.18	3.2	3.8	12.962	B

16:15 - 16:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	128.58	128.58	448.20	69.50	0.00	259.58	0.495	127.65	6.6	7.5	16.928	B
B - Development Access	1	46.77	46.77	416.30	30.50	19.46	173.31	0.270	46.44	4.4	4.7	36.983	D
C - Standhouse Rd West	1	53.64	53.64	459.60	69.50	0.00	266.18	0.202	54.24	3.8	3.0	12.543	B

16:30 - 16:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	120.63	120.63	443.54	69.50	0.00	256.88	0.470	121.04	7.5	7.0	16.464	B
B - Development Access	1	44.64	44.64	416.30	30.50	19.46	173.31	0.258	44.86	4.7	4.5	36.797	D
C - Standhouse Rd West	1	55.58	55.58	478.75	69.50	0.00	277.28	0.200	55.59	3.0	3.1	12.510	B

16:45 - 17:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	115.39	115.39	446.43	69.50	0.00	258.56	0.446	115.85	7.0	6.7	16.020	B
B - Development Access	1	51.37	51.37	416.30	30.50	19.46	173.31	0.296	50.68	4.5	5.2	37.404	D
C - Standhouse Rd West	1	61.13	61.13	478.75	69.50	0.00	277.28	0.220	60.81	3.1	3.5	12.732	B

17:00 - 17:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	102.72	102.72	442.87	69.50	0.00	256.49	0.400	103.49	6.7	5.9	15.248	B
B - Development Access	1	48.32	48.32	416.30	30.50	19.46	173.31	0.279	48.63	5.2	4.9	37.128	D
C - Standhouse Rd West	1	39.75	39.75	453.26	69.50	0.00	262.51	0.151	40.79	3.5	2.2	12.015	B

17:15 - 17:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	107.03	107.03	434.15	69.50	0.00	251.45	0.426	106.58	5.9	6.2	15.689	B
B - Development Access	1	43.71	43.71	416.30	30.50	19.46	173.31	0.252	44.19	4.9	4.4	36.716	D
C - Standhouse Rd West	1	47.81	47.81	447.38	69.50	0.00	259.11	0.185	47.32	2.2	2.7	12.369	B

17:30 - 17:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	109.91	109.91	448.05	69.50	0.00	259.49	0.424	109.95	6.2	6.4	15.609	B
B - Development Access	1	43.01	43.01	416.30	30.50	19.46	173.31	0.248	43.08	4.4	4.3	36.652	D
C - Standhouse Rd West	1	56.69	56.69	469.49	69.50	0.00	271.91	0.209	56.32	2.7	3.2	12.608	B

17:45 - 18:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	83.49	83.49	440.20	69.50	0.00	254.95	0.327	85.06	6.4	4.8	14.150	B
B - Development Access	1	41.59	41.59	416.30	30.50	19.46	173.31	0.240	41.73	4.3	4.2	36.529	D
C - Standhouse Rd West	1	71.98	71.98	471.43	69.50	0.00	273.04	0.264	71.11	3.2	4.1	13.247	B

18:00 - 18:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	101.23	101.23	440.26	69.50	0.00	254.98	0.397	100.12	4.8	5.8	15.186	B
B - Development Access	1	47.63	47.63	416.30	30.50	19.46	173.31	0.275	47.01	4.2	4.8	37.059	D
C - Standhouse Rd West	1	62.25	62.25	470.30	69.50	0.00	272.38	0.229	62.80	4.1	3.5	12.835	B

18:15 - 18:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	107.00	107.00	446.07	69.50	0.00	258.35	0.414	106.66	5.8	6.2	15.454	B
B - Development Access	1	40.90	40.90	416.30	30.50	19.46	173.31	0.236	41.59	4.8	4.1	36.471	D
C - Standhouse Rd West	1	38.90	38.90	478.75	69.50	0.00	277.28	0.140	40.30	3.5	2.2	11.884	B

18:30 - 18:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	110.84	110.84	448.59	69.50	0.00	259.81	0.427	110.68	6.2	6.4	15.657	B
B - Development Access	1	45.86	45.86	416.30	30.50	19.46	173.31	0.265	45.35	4.1	4.6	36.901	D
C - Standhouse Rd West	1	30.57	30.57	478.75	69.50	0.00	277.28	0.110	31.04	2.2	1.7	11.592	B

18:45 - 19:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	78.81	78.81	440.57	69.50	0.00	255.16	0.309	80.71	6.4	4.5	13.892	B
B - Development Access	1	41.61	41.61	416.30	30.50	19.46	173.31	0.240	42.04	4.6	4.2	36.532	D
C - Standhouse Rd West	1	47.24	47.24	478.75	69.50	0.00	277.28	0.170	46.29	1.7	2.7	12.189	B

+5+Adj+Dev,

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Junction 1	Signalised		24.98	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

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
D11	+5+Adj+Dev	DIRECT	07:00	19:00	720	15	✓	Simple	D3+D5+D6

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 - Standhouse Rd East		DIRECT	✓	100.000
B - Development Access		DIRECT	✓	100.000
C - Standhouse Rd West		DIRECT	✓	100.000

Origin-Destination Data

07:00 - 07:15

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	29.73	12.25
	B - Development Access	37.25	0.00	0.00
	C - Standhouse Rd West	13.79	0.00	0.00

07:15 - 07:30

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	28.95	16.66
	B - Development Access	36.47	0.00	0.00
	C - Standhouse Rd West	21.44	0.00	0.00

07:30 - 07:45

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	33.25	18.19
	B - Development Access	40.76	0.00	0.00
	C - Standhouse Rd West	13.41	0.00	0.00

07:45 - 08:00

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	41.45	33.70
	B - Development Access	48.96	0.00	0.00
	C - Standhouse Rd West	33.51	0.00	0.00

08:00 - 08:15

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	49.41	47.30
	B - Development Access	57.58	0.00	0.00
	C - Standhouse Rd West	57.65	0.00	0.00

Demand (Veh/TS)

08:15 - 08:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	51.37	53.42
	B - Development Access	59.53	0.00	0.00
	C - Standhouse Rd West	99.00	0.00	0.00

Demand (Veh/TS)

08:30 - 08:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	43.95	53.61
	B - Development Access	52.12	0.00	0.00
	C - Standhouse Rd West	126.58	0.00	0.00

Demand (Veh/TS)

08:45 - 09:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	45.51	71.99
	B - Development Access	53.68	0.00	0.00
	C - Standhouse Rd West	111.44	0.00	0.00

Demand (Veh/TS)

09:00 - 09:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	44.40	85.03
	B - Development Access	46.37	0.00	0.00
	C - Standhouse Rd West	56.67	0.00	0.00

Demand (Veh/TS)

09:15 - 09:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	42.06	37.92
	B - Development Access	44.03	0.00	0.00
	C - Standhouse Rd West	42.52	0.00	0.00

Demand (Veh/TS)

09:30 - 09:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	46.35	22.98
	B - Development Access	48.32	0.00	0.00
	C - Standhouse Rd West	33.70	0.00	0.00

Demand (Veh/TS)

09:45 - 10:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	37.37	27.57
	B - Development Access	39.34	0.00	0.00
	C - Standhouse Rd West	18.19	0.00	0.00

Demand (Veh/TS)

10:00 - 10:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	34.96	38.11
	B - Development Access	36.08	0.00	0.00
	C - Standhouse Rd West	38.11	0.00	0.00

Demand (Veh/TS)

10:15 - 10:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	33.79	28.92
	B - Development Access	34.91	0.00	0.00
	C - Standhouse Rd West	30.45	0.00	0.00

10:30 - 10:45

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	38.09	22.98
	B - Development Access	39.20	0.00	0.00
	C - Standhouse Rd West	44.23	0.00	0.00

10:45 - 11:00

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	43.94	38.29
	B - Development Access	45.06	0.00	0.00
	C - Standhouse Rd West	32.17	0.00	0.00

11:00 - 11:15

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	40.26	35.04
	B - Development Access	40.84	0.00	0.00
	C - Standhouse Rd West	24.51	0.00	0.00

11:15 - 11:30

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	37.92	39.64
	B - Development Access	38.50	0.00	0.00
	C - Standhouse Rd West	25.85	0.00	0.00

11:30 - 11:45

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	37.92	28.92
	B - Development Access	38.50	0.00	0.00
	C - Standhouse Rd West	32.17	0.00	0.00

11:45 - 12:00

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	50.02	41.17
	B - Development Access	50.60	0.00	0.00
	C - Standhouse Rd West	39.83	0.00	0.00

12:00 - 12:15

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	49.45	39.83
	B - Development Access	49.61	0.00	0.00
	C - Standhouse Rd West	28.92	0.00	0.00

12:15 - 12:30

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	48.67	33.51
	B - Development Access	48.83	0.00	0.00
	C - Standhouse Rd West	39.83	0.00	0.00

12:30 - 12:45

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	50.62	45.95
	B - Development Access	50.78	0.00	0.00
	C - Standhouse Rd West	32.17	0.00	0.00

12:45 - 13:00

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	37.74	31.98
	B - Development Access	37.90	0.00	0.00
	C - Standhouse Rd West	42.70	0.00	0.00

13:00 - 13:15

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	33.92	38.29
	B - Development Access	33.71	0.00	0.00
	C - Standhouse Rd West	33.51	0.00	0.00

13:15 - 13:30

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	43.68	44.23
	B - Development Access	43.47	0.00	0.00
	C - Standhouse Rd West	56.49	0.00	0.00

13:30 - 13:45

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	49.15	45.58
	B - Development Access	48.94	0.00	0.00
	C - Standhouse Rd West	47.48	0.00	0.00

13:45 - 14:00

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	47.20	59.37
	B - Development Access	46.99	0.00	0.00
	C - Standhouse Rd West	42.89	0.00	0.00

14:00 - 14:15

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	46.85	52.08
	B - Development Access	46.07	0.00	0.00
	C - Standhouse Rd West	47.30	0.00	0.00

14:15 - 14:30

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	56.61	48.83
	B - Development Access	55.83	0.00	0.00
	C - Standhouse Rd West	77.37	0.00	0.00

14:30 - 14:45

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	46.46	69.90
	B - Development Access	45.68	0.00	0.00
	C - Standhouse Rd West	59.37	0.00	0.00

14:45 - 15:00

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	60.91	125.04
	B - Development Access	60.12	0.00	0.00
	C - Standhouse Rd West	60.90	0.00	0.00

15:00 - 15:15

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	55.04	99.19
	B - Development Access	52.07	0.00	0.00
	C - Standhouse Rd West	57.83	0.00	0.00

15:15 - 15:30

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	43.72	73.15
	B - Development Access	40.74	0.00	0.00
	C - Standhouse Rd West	106.66	0.00	0.00

15:30 - 15:45

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	54.65	50.36
	B - Development Access	51.68	0.00	0.00
	C - Standhouse Rd West	60.90	0.00	0.00

15:45 - 16:00

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	60.12	73.52
	B - Development Access	57.14	0.00	0.00
	C - Standhouse Rd West	62.61	0.00	0.00

16:00 - 16:15

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	51.71	73.52
	B - Development Access	47.43	0.00	0.00
	C - Standhouse Rd West	73.52	0.00	0.00

16:15 - 16:30

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	55.22	85.59
	B - Development Access	50.94	0.00	0.00
	C - Standhouse Rd West	59.37	0.00	0.00

16:30 - 16:45

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	52.88	79.28
	B - Development Access	48.60	0.00	0.00
	C - Standhouse Rd West	61.27	0.00	0.00

16:45 - 17:00

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	60.29	65.86
	B - Development Access	56.02	0.00	0.00
	C - Standhouse Rd West	67.40	0.00	0.00

17:00 - 17:15

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	59.73	52.08
	B - Development Access	52.56	0.00	0.00
	C - Standhouse Rd West	44.05	0.00	0.00

17:15 - 17:30

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	54.65	62.24
	B - Development Access	47.49	0.00	0.00
	C - Standhouse Rd West	53.05	0.00	0.00

17:30 - 17:45

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	53.87	65.86
	B - Development Access	46.71	0.00	0.00
	C - Standhouse Rd West	62.61	0.00	0.00

17:45 - 18:00

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	52.31	38.29
	B - Development Access	45.15	0.00	0.00
	C - Standhouse Rd West	79.46	0.00	0.00

18:00 - 18:15

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	55.69	54.96
	B - Development Access	51.84	0.00	0.00
	C - Standhouse Rd West	68.74	0.00	0.00

Demand (Veh/TS)

18:15 - 18:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	48.27	68.74
	B - Development Access	44.42	0.00	0.00
	C - Standhouse Rd West	42.89	0.00	0.00

Demand (Veh/TS)

18:30 - 18:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	53.74	67.40
	B - Development Access	49.88	0.00	0.00
	C - Standhouse Rd West	33.70	0.00	0.00

Demand (Veh/TS)

18:45 - 19:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	49.05	36.76
	B - Development Access	45.20	0.00	0.00
	C - Standhouse Rd West	52.08	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

07:00 - 07:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Heavy Vehicle Percentages

07:15 - 07:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	8
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Heavy Vehicle Percentages

07:30 - 07:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	7
	B - Development Access	0	0	0
	C - Standhouse Rd West	20	0	0

Heavy Vehicle Percentages

07:45 - 08:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	4	0	0

Heavy Vehicle Percentages

08:00 - 08:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	3
	B - Development Access	0	0	0
	C - Standhouse Rd West	7	0	0

08:15 - 08:30 **Heavy Vehicle Percentages**

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	3
	B - Development Access	0	0	0
	C - Standhouse Rd West	4	0	0

Heavy Vehicle Percentages

08:30 - 08:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	3	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	2	0	0

Heavy Vehicle Percentages

09:00 - 09:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	6
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Heavy Vehicle Percentages

09:15 - 09:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	7
	B - Development Access	0	0	0
	C - Standhouse Rd West	6	0	0

Heavy Vehicle Percentages

09:30 - 09:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Heavy Vehicle Percentages

09:45 - 10:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	7	0	0

Heavy Vehicle Percentages

10:00 - 10:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	4
	B - Development Access	0	0	0
	C - Standhouse Rd West	4	0	0

Heavy Vehicle Percentages

10:15 - 10:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	5
	B - Development Access	0	0	0
	C - Standhouse Rd West	4	0	0

Heavy Vehicle Percentages

10:30 - 10:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	3	0	0

10:45 - 11:00 **Heavy Vehicle Percentages**

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

11:00 - 11:15

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	4
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

11:15 - 11:30

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	3
	B - Development Access	0	0	0
	C - Standhouse Rd West	5	0	0

11:30 - 11:45

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	5
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

11:45 - 12:00

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	3
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

12:00 - 12:15

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	5	0	0

12:15 - 12:30

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	4
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

12:30 - 12:45

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

12:45 - 13:00

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	4
	B - Development Access	0	0	0
	C - Standhouse Rd West	3	0	0

13:00 - 13:15

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	4	0	0

13:15 - 13:30

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	3
	B - Development Access	0	0	0
	C - Standhouse Rd West	2	0	0

Heavy Vehicle Percentages

13:30 - 13:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	6
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Heavy Vehicle Percentages

13:45 - 14:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	5
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Heavy Vehicle Percentages

14:00 - 14:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	3	0	0

Heavy Vehicle Percentages

14:15 - 14:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	3
	B - Development Access	0	0	0
	C - Standhouse Rd West	7	0	0

Heavy Vehicle Percentages

14:30 - 14:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	6
	B - Development Access	0	0	0
	C - Standhouse Rd West	5	0	0

Heavy Vehicle Percentages

14:45 - 15:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	3
	B - Development Access	0	0	0
	C - Standhouse Rd West	4	0	0

Heavy Vehicle Percentages

15:00 - 15:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	3
	B - Development Access	0	0	0
	C - Standhouse Rd West	5	0	0

Heavy Vehicle Percentages

15:15 - 15:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	4
	B - Development Access	0	0	0
	C - Standhouse Rd West	4	0	0

Heavy Vehicle Percentages

15:30 - 15:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	3
	B - Development Access	0	0	0
	C - Standhouse Rd West	4	0	0

15:45 - 16:00

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	2	0	0

Heavy Vehicle Percentages

16:00 - 16:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Heavy Vehicle Percentages

16:15 - 16:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	2
	B - Development Access	0	0	0
	C - Standhouse Rd West	5	0	0

Heavy Vehicle Percentages

16:30 - 16:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	3
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Heavy Vehicle Percentages

16:45 - 17:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Heavy Vehicle Percentages

17:00 - 17:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	6	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	6
	B - Development Access	0	0	0
	C - Standhouse Rd West	8	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	2	0	0

Heavy Vehicle Percentages

17:45 - 18:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	2	0	0

Heavy Vehicle Percentages

18:00 - 18:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	2
	B - Development Access	0	0	0
	C - Standhouse Rd West	2	0	0

18:15 - 18:30

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	2
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Heavy Vehicle Percentages

18:30 - 18:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Heavy Vehicle Percentages

18:45 - 19:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Results

Results Summary for whole modelled period

Arm	Max DOS	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
A - Standhouse Rd East	0.72	23.26	11.6	C	97.46	4678.03
B - Development Access	0.35	38.25	6.1	D	46.75	2243.91
C - Standhouse Rd West	0.47	16.39	7.4	B	51.05	2450.42

Main Results for each time segment

07:00 - 07:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	41.99	41.99	432.77	69.50	0.00	250.65	0.168	39.61	0.0	2.4	12.200	B
B - Development Access	1	37.25	37.25	416.30	30.50	19.46	173.31	0.215	33.51	0.0	3.7	36.154	D
C - Standhouse Rd West	1	13.79	13.79	478.75	69.50	0.00	277.28	0.050	13.01	0.0	0.8	11.043	B

07:15 - 07:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	45.62	45.62	425.64	69.50	0.00	246.52	0.185	45.34	2.4	2.6	12.398	B
B - Development Access	1	36.47	36.47	416.30	30.50	19.46	173.31	0.210	36.55	3.7	3.7	36.093	D
C - Standhouse Rd West	1	21.44	21.44	478.75	69.50	0.00	277.28	0.077	21.01	0.8	1.2	11.287	B

07:30 - 07:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	51.44	51.44	426.24	69.50	0.00	246.87	0.208	51.12	2.6	2.9	12.660	B
B - Development Access	1	40.76	40.76	416.30	30.50	19.46	173.31	0.235	40.33	3.7	4.1	36.454	D
C - Standhouse Rd West	1	13.41	13.41	398.75	69.50	0.00	230.94	0.058	13.66	1.2	0.8	11.140	B

07:45 - 08:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	75.15	75.15	442.17	69.50	0.00	256.09	0.293	73.85	2.9	4.3	13.674	B
B - Development Access	1	48.96	48.96	416.30	30.50	19.46	173.31	0.283	48.12	4.1	4.9	37.180	D
C - Standhouse Rd West	1	33.51	33.51	460.27	69.50	0.00	266.57	0.126	32.49	0.8	1.9	11.751	B

08:00 - 08:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	96.71	96.71	439.01	69.50	0.00	254.26	0.380	95.38	4.3	5.6	14.925	B
B - Development Access	1	57.58	57.58	416.30	30.50	19.46	173.31	0.332	56.69	4.9	5.8	37.997	D
C - Standhouse Rd West	1	57.65	57.65	447.42	69.50	0.00	259.13	0.222	56.21	1.9	3.3	12.792	B

08:15 - 08:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	104.79	104.79	440.72	69.50	0.00	255.25	0.411	104.31	5.6	6.1	15.409	B
B - Development Access	1	59.53	59.53	416.30	30.50	19.46	173.31	0.344	59.33	5.8	6.0	38.196	D
C - Standhouse Rd West	1	99.00	99.00	460.00	69.50	0.00	266.41	0.372	96.68	3.3	5.7	14.732	B

08:30 - 08:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	97.56	97.56	448.40	69.50	0.00	259.70	0.376	98.08	6.1	5.6	14.836	B
B - Development Access	1	52.12	52.12	416.30	30.50	19.46	173.31	0.301	52.88	6.0	5.3	37.484	D
C - Standhouse Rd West	1	126.58	126.58	463.95	69.50	0.00	268.71	0.471	124.96	5.7	7.4	16.388	B

08:45 - 09:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	117.50	117.50	452.47	69.50	0.00	262.05	0.448	116.30	5.6	6.8	16.018	B
B - Development Access	1	53.68	53.68	416.30	30.50	19.46	173.31	0.310	53.52	5.3	5.4	37.624	D
C - Standhouse Rd West	1	111.44	111.44	467.46	69.50	0.00	270.74	0.412	112.43	7.4	6.4	15.356	B

09:00 - 09:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	129.43	129.43	437.98	69.50	0.00	253.66	0.510	128.39	6.8	7.6	17.283	B
B - Development Access	1	46.37	46.37	416.30	30.50	19.46	173.31	0.268	47.12	5.4	4.7	36.954	D
C - Standhouse Rd West	1	56.67	56.67	478.75	69.50	0.00	277.28	0.204	60.04	6.4	3.2	12.555	B

09:15 - 09:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	79.98	79.98	430.30	69.50	0.00	249.22	0.321	83.04	7.6	4.6	14.083	B
B - Development Access	1	44.03	44.03	416.30	30.50	19.46	173.31	0.254	44.27	4.7	4.4	36.743	D
C - Standhouse Rd West	1	42.52	42.52	450.25	69.50	0.00	260.77	0.163	43.13	3.2	2.4	12.138	B

09:30 - 09:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	69.33	69.33	435.16	69.50	0.00	252.03	0.275	70.11	4.6	4.0	13.455	B
B - Development Access	1	48.32	48.32	416.30	30.50	19.46	173.31	0.279	47.88	4.4	4.9	37.123	D
C - Standhouse Rd West	1	33.70	33.70	478.75	69.50	0.00	277.28	0.122	34.35	2.4	1.9	11.700	B

09:45 - 10:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	64.94	64.94	440.72	69.50	0.00	255.25	0.254	65.20	4.0	3.7	13.186	B
B - Development Access	1	39.34	39.34	416.30	30.50	19.46	173.31	0.227	40.26	4.9	4.0	36.338	D
C - Standhouse Rd West	1	18.19	18.19	445.78	69.50	0.00	258.18	0.070	18.94	1.9	1.0	11.237	B

10:00 - 10:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	73.07	73.07	439.14	69.50	0.00	254.34	0.287	72.53	3.7	4.2	13.601	B
B - Development Access	1	36.08	36.08	416.30	30.50	19.46	173.31	0.208	36.41	4.0	3.6	36.061	D
C - Standhouse Rd West	1	38.11	38.11	462.42	69.50	0.00	267.82	0.142	37.02	1.0	2.2	11.914	B

10:15 - 10:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	62.71	62.71	434.34	69.50	0.00	251.55	0.249	63.30	4.2	3.6	13.134	B
B - Development Access	1	34.91	34.91	416.30	30.50	19.46	173.31	0.201	35.03	3.6	3.5	35.963	D
C - Standhouse Rd West	1	30.45	30.45	458.49	69.50	0.00	265.54	0.115	30.87	2.2	1.7	11.646	B

10:30 - 10:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	61.06	61.06	437.84	69.50	0.00	253.58	0.241	61.23	3.6	3.5	13.024	B
B - Development Access	1	39.20	39.20	416.30	30.50	19.46	173.31	0.226	38.77	3.5	3.9	36.321	D
C - Standhouse Rd West	1	44.23	44.23	464.62	69.50	0.00	269.09	0.164	43.47	1.7	2.5	12.138	B

10:45 - 11:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	82.24	82.24	443.19	69.50	0.00	256.68	0.320	81.00	3.5	4.7	14.035	B
B - Development Access	1	45.06	45.06	416.30	30.50	19.46	173.31	0.260	44.46	3.9	4.5	36.829	D
C - Standhouse Rd West	1	32.17	32.17	478.75	69.50	0.00	277.28	0.116	32.93	2.5	1.8	11.647	B

11:00 - 11:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	75.31	75.31	436.04	69.50	0.00	252.54	0.298	75.63	4.7	4.3	13.754	B
B - Development Access	1	40.84	40.84	416.30	30.50	19.46	173.31	0.236	41.27	4.5	4.1	36.465	D
C - Standhouse Rd West	1	24.51	24.51	478.75	69.50	0.00	277.28	0.088	24.94	1.8	1.4	11.388	B

11:15 - 11:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	77.56	77.56	438.92	69.50	0.00	254.21	0.305	77.43	4.3	4.4	13.839	B
B - Development Access	1	38.50	38.50	416.30	30.50	19.46	173.31	0.222	38.74	4.1	3.9	36.264	D
C - Standhouse Rd West	1	25.85	25.85	455.06	69.50	0.00	263.56	0.098	25.71	1.4	1.5	11.489	B

11:30 - 11:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	66.84	66.84	433.13	69.50	0.00	250.85	0.266	67.45	4.4	3.8	13.349	B
B - Development Access	1	38.50	38.50	416.30	30.50	19.46	173.31	0.222	38.50	3.9	3.9	36.263	D
C - Standhouse Rd West	1	32.17	32.17	478.75	69.50	0.00	277.28	0.116	31.89	1.5	1.8	11.647	B

11:45 - 12:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	91.19	91.19	436.40	69.50	0.00	252.75	0.361	89.78	3.8	5.2	14.633	B
B - Development Access	1	50.60	50.60	416.30	30.50	19.46	173.31	0.292	49.37	3.9	5.1	37.330	D
C - Standhouse Rd West	1	39.83	39.83	478.75	69.50	0.00	277.28	0.144	39.39	1.8	2.2	11.917	B

12:00 - 12:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	89.28	89.28	441.98	69.50	0.00	255.98	0.349	89.47	5.2	5.1	14.447	B
B - Development Access	1	49.61	49.61	416.30	30.50	19.46	173.31	0.286	49.71	5.1	5.0	37.245	D
C - Standhouse Rd West	1	28.92	28.92	457.46	69.50	0.00	264.95	0.109	29.44	2.2	1.6	11.593	B

12:15 - 12:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	82.18	82.18	433.11	69.50	0.00	250.84	0.328	82.52	5.1	4.7	14.166	B
B - Development Access	1	48.83	48.83	416.30	30.50	19.46	173.31	0.282	48.91	5.0	4.9	37.173	D
C - Standhouse Rd West	1	39.83	39.83	478.75	69.50	0.00	277.28	0.144	39.28	1.6	2.2	11.916	B

12:30 - 12:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	96.58	96.58	443.90	69.50	0.00	257.09	0.376	95.81	4.7	5.6	14.839	B
B - Development Access	1	50.78	50.78	416.30	30.50	19.46	173.31	0.293	50.58	4.9	5.1	37.351	D
C - Standhouse Rd West	1	32.17	32.17	478.75	69.50	0.00	277.28	0.116	32.60	2.2	1.8	11.647	B

12:45 - 13:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	69.72	69.72	434.99	69.50	0.00	251.93	0.277	71.19	5.6	4.0	13.478	B
B - Development Access	1	37.90	37.90	416.30	30.50	19.46	173.31	0.219	39.21	5.1	3.8	36.216	D
C - Standhouse Rd West	1	42.70	42.70	464.13	69.50	0.00	268.81	0.159	42.05	1.8	2.4	12.082	B

13:00 - 13:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	72.21	72.21	447.18	69.50	0.00	258.99	0.279	72.15	4.0	4.1	13.478	B
B - Development Access	1	33.71	33.71	416.30	30.50	19.46	173.31	0.195	34.14	3.8	3.4	35.866	D
C - Standhouse Rd West	1	33.51	33.51	460.27	69.50	0.00	266.57	0.126	34.01	2.4	1.9	11.752	B

13:15 - 13:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	87.92	87.92	439.23	69.50	0.00	254.39	0.346	86.93	4.1	5.0	14.402	B
B - Development Access	1	43.47	43.47	416.30	30.50	19.46	173.31	0.251	42.48	3.4	4.4	36.688	D
C - Standhouse Rd West	1	56.49	56.49	467.61	69.50	0.00	270.82	0.209	55.21	1.9	3.2	12.610	B

13:30 - 13:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	94.73	94.73	432.74	69.50	0.00	250.63	0.378	94.25	5.0	5.5	14.909	B
B - Development Access	1	48.94	48.94	416.30	30.50	19.46	173.31	0.282	48.38	4.4	4.9	37.179	D
C - Standhouse Rd West	1	47.48	47.48	478.75	69.50	0.00	277.28	0.171	48.08	3.2	2.7	12.199	B

13:45 - 14:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	106.56	106.56	438.51	69.50	0.00	253.97	0.420	105.87	5.5	6.2	15.568	B
B - Development Access	1	46.99	46.99	416.30	30.50	19.46	173.31	0.271	47.19	4.9	4.7	37.007	D
C - Standhouse Rd West	1	42.89	42.89	478.75	69.50	0.00	277.28	0.155	43.15	2.7	2.4	12.028	B

14:00 - 14:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	98.93	98.93	447.01	69.50	0.00	258.89	0.382	99.55	6.2	5.7	14.941	B
B - Development Access	1	46.07	46.07	416.30	30.50	19.46	173.31	0.266	46.16	4.7	4.6	36.923	D
C - Standhouse Rd West	1	47.30	47.30	465.51	69.50	0.00	269.61	0.175	46.98	2.4	2.7	12.254	B

14:15 - 14:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	105.44	105.44	437.95	69.50	0.00	253.65	0.416	104.97	5.7	6.1	15.505	B
B - Development Access	1	55.83	55.83	416.30	30.50	19.46	173.31	0.322	54.82	4.6	5.6	37.826	D
C - Standhouse Rd West	1	77.37	77.37	447.61	69.50	0.00	259.24	0.298	75.53	2.7	4.4	13.729	B

14:30 - 14:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	116.36	116.36	437.38	69.50	0.00	253.32	0.459	115.56	6.1	6.8	16.279	B
B - Development Access	1	45.68	45.68	416.30	30.50	19.46	173.31	0.264	46.72	5.6	4.6	36.893	D
C - Standhouse Rd West	1	59.37	59.37	457.99	69.50	0.00	265.25	0.224	60.52	4.4	3.4	12.797	B

14:45 - 15:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	185.95	185.95	447.05	69.50	0.00	258.92	0.718	181.30	6.8	11.5	23.262	C
B - Development Access	1	60.12	60.12	416.30	30.50	19.46	173.31	0.347	58.63	4.6	6.1	38.248	D
C - Standhouse Rd West	1	60.90	60.90	458.49	69.50	0.00	265.54	0.229	60.81	3.4	3.5	12.858	B

15:00 - 15:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	154.23	154.23	447.05	69.50	0.00	258.92	0.596	156.60	11.5	9.2	19.367	B
B - Development Access	1	52.07	52.07	416.30	30.50	19.46	173.31	0.300	52.90	6.1	5.3	37.480	D
C - Standhouse Rd West	1	57.83	57.83	457.46	69.50	0.00	264.95	0.218	58.00	3.5	3.3	12.733	B

15:15 - 15:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	116.87	116.87	443.61	69.50	0.00	256.92	0.455	119.22	9.2	6.8	16.201	B
B - Development Access	1	40.74	40.74	416.30	30.50	19.46	173.31	0.235	41.90	5.3	4.1	36.459	D
C - Standhouse Rd West	1	106.66	106.66	461.29	69.50	0.00	267.16	0.399	103.83	3.3	6.1	15.156	B

15:30 - 15:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	105.01	105.01	438.85	69.50	0.00	254.17	0.413	105.80	6.8	6.1	15.472	B
B - Development Access	1	51.68	51.68	416.30	30.50	19.46	173.31	0.298	50.56	4.1	5.2	37.430	D
C - Standhouse Rd West	1	60.90	60.90	458.49	69.50	0.00	265.54	0.229	63.55	6.1	3.5	12.861	B

15:45 - 16:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	133.64	133.64	448.51	69.50	0.00	259.76	0.514	131.96	6.1	7.8	17.316	B
B - Development Access	1	57.14	57.14	416.30	30.50	19.46	173.31	0.330	56.58	5.2	5.8	37.956	D
C - Standhouse Rd West	1	62.61	62.61	468.68	69.50	0.00	271.44	0.231	62.59	3.5	3.6	12.861	B

16:00 - 16:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	125.23	125.23	450.81	69.50	0.00	261.09	0.480	125.76	7.8	7.3	16.630	B
B - Development Access	1	47.43	47.43	416.30	30.50	19.46	173.31	0.274	48.43	5.8	4.8	37.051	D
C - Standhouse Rd West	1	73.52	73.52	478.75	69.50	0.00	277.28	0.265	72.97	3.6	4.2	13.255	B

16:15 - 16:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	140.81	140.81	448.11	69.50	0.00	259.53	0.543	139.75	7.3	8.3	17.939	B
B - Development Access	1	50.94	50.94	416.30	30.50	19.46	173.31	0.294	50.58	4.8	5.1	37.365	D
C - Standhouse Rd West	1	59.37	59.37	457.99	69.50	0.00	265.25	0.224	60.00	4.2	3.4	12.797	B

16:30 - 16:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	132.15	132.15	443.10	69.50	0.00	256.63	0.515	132.61	8.3	7.7	17.388	B
B - Development Access	1	48.60	48.60	416.30	30.50	19.46	173.31	0.280	48.84	5.1	4.9	37.154	D
C - Standhouse Rd West	1	61.27	61.27	478.75	69.50	0.00	277.28	0.221	61.32	3.4	3.5	12.738	B

16:45 - 17:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	126.16	126.16	446.71	69.50	0.00	258.72	0.488	126.70	7.7	7.4	16.804	B
B - Development Access	1	56.02	56.02	416.30	30.50	19.46	173.31	0.323	55.25	4.9	5.7	37.845	D
C - Standhouse Rd West	1	67.40	67.40	478.75	69.50	0.00	277.28	0.243	67.04	3.5	3.8	12.992	B

17:00 - 17:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	111.81	111.81	443.20	69.50	0.00	256.69	0.436	112.69	7.4	6.5	15.845	B
B - Development Access	1	52.56	52.56	416.30	30.50	19.46	173.31	0.303	52.92	5.7	5.3	37.524	D
C - Standhouse Rd West	1	44.05	44.05	451.18	69.50	0.00	261.31	0.169	45.16	3.8	2.5	12.196	B

17:15 - 17:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	116.90	116.90	433.36	69.50	0.00	250.99	0.466	116.35	6.5	6.8	16.419	B
B - Development Access	1	47.49	47.49	416.30	30.50	19.46	173.31	0.274	48.01	5.3	4.8	37.054	D
C - Standhouse Rd West	1	53.05	53.05	444.90	69.50	0.00	257.67	0.206	52.50	2.5	3.0	12.607	B

17:30 - 17:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	119.74	119.74	448.49	69.50	0.00	259.75	0.461	119.82	6.8	7.0	16.275	B
B - Development Access	1	46.71	46.71	416.30	30.50	19.46	173.31	0.270	46.79	4.8	4.7	36.981	D
C - Standhouse Rd West	1	62.61	62.61	468.68	69.50	0.00	271.44	0.231	62.23	3.0	3.6	12.860	B

17:45 - 18:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	90.60	90.60	440.59	69.50	0.00	255.18	0.355	92.36	7.0	5.2	14.549	B
B - Development Access	1	45.15	45.15	416.30	30.50	19.46	173.31	0.260	45.31	4.7	4.5	36.841	D
C - Standhouse Rd West	1	79.46	79.46	470.78	69.50	0.00	272.66	0.291	78.50	3.6	4.5	13.596	B

18:00 - 18:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	110.65	110.65	440.14	69.50	0.00	254.91	0.434	109.38	5.2	6.4	15.809	B
B - Development Access	1	51.84	51.84	416.30	30.50	19.46	173.31	0.299	51.15	4.5	5.2	37.447	D
C - Standhouse Rd West	1	68.74	68.74	469.56	69.50	0.00	271.95	0.253	69.35	4.5	3.9	13.122	B

18:15 - 18:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	117.01	117.01	446.01	69.50	0.00	258.31	0.453	116.64	6.4	6.8	16.132	B
B - Development Access	1	44.42	44.42	416.30	30.50	19.46	173.31	0.256	45.18	5.2	4.5	36.779	D
C - Standhouse Rd West	1	42.89	42.89	478.75	69.50	0.00	277.28	0.155	44.45	3.9	2.4	12.029	B

18:30 - 18:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	121.14	121.14	448.90	69.50	0.00	259.99	0.466	120.96	6.8	7.0	16.361	B
B - Development Access	1	49.88	49.88	416.30	30.50	19.46	173.31	0.288	49.32	4.5	5.0	37.266	D
C - Standhouse Rd West	1	33.70	33.70	478.75	69.50	0.00	277.28	0.122	34.22	2.4	1.9	11.700	B

18:45 - 19:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	85.82	85.82	440.95	69.50	0.00	255.39	0.336	87.94	7.0	4.9	14.270	B
B - Development Access	1	45.20	45.20	416.30	30.50	19.46	173.31	0.261	45.68	5.0	4.6	36.848	D
C - Standhouse Rd West	1	52.08	52.08	478.75	69.50	0.00	277.28	0.188	51.03	1.9	2.9	12.373	B

+15+Adj+Dev,

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Junction 1	Signalised		26.26	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

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
D12	+15+Adj+Dev	DIRECT	07:00	19:00	720	15	✓	Simple	D4+D5+D6

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 - Standhouse Rd East		DIRECT	✓	100.000
B - Development Access		DIRECT	✓	100.000
C - Standhouse Rd West		DIRECT	✓	100.000

Origin-Destination Data

07:00 - 07:15

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	31.45	13.04
	B - Development Access	38.97	0.00	0.00
	C - Standhouse Rd West	14.66	0.00	0.00

07:15 - 07:30

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	30.62	17.86
	B - Development Access	38.14	0.00	0.00
	C - Standhouse Rd West	22.81	0.00	0.00

07:30 - 07:45

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	35.19	19.49
	B - Development Access	42.71	0.00	0.00
	C - Standhouse Rd West	14.54	0.00	0.00

07:45 - 08:00

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	43.91	35.85
	B - Development Access	51.43	0.00	0.00
	C - Standhouse Rd West	35.79	0.00	0.00

08:00 - 08:15

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	52.20	50.45
	B - Development Access	60.37	0.00	0.00
	C - Standhouse Rd West	61.74	0.00	0.00

08:15 - 08:30

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	54.28	56.97
	B - Development Access	62.45	0.00	0.00
	C - Standhouse Rd West	105.73	0.00	0.00

08:30 - 08:45

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	46.39	57.03
	B - Development Access	54.56	0.00	0.00
	C - Standhouse Rd West	135.06	0.00	0.00

08:45 - 09:00

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	48.05	76.58
	B - Development Access	56.22	0.00	0.00
	C - Standhouse Rd West	118.83	0.00	0.00

09:00 - 09:15

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	46.89	91.01
	B - Development Access	48.86	0.00	0.00
	C - Standhouse Rd West	60.29	0.00	0.00

09:15 - 09:30

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	44.40	40.61
	B - Development Access	46.37	0.00	0.00
	C - Standhouse Rd West	45.50	0.00	0.00

09:30 - 09:45

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	48.97	24.44
	B - Development Access	50.94	0.00	0.00
	C - Standhouse Rd West	35.85	0.00	0.00

09:45 - 10:00

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	39.41	29.33
	B - Development Access	41.38	0.00	0.00
	C - Standhouse Rd West	19.49	0.00	0.00

10:00 - 10:15

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	36.93	40.67
	B - Development Access	38.05	0.00	0.00
	C - Standhouse Rd West	40.67	0.00	0.00

10:15 - 10:30

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	35.68	30.90
	B - Development Access	36.80	0.00	0.00
	C - Standhouse Rd West	32.53	0.00	0.00

10:30 - 10:45

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	40.25	24.44
	B - Development Access	41.37	0.00	0.00
	C - Standhouse Rd West	47.19	0.00	0.00

10:45 - 11:00

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	46.48	40.73
	B - Development Access	47.60	0.00	0.00
	C - Standhouse Rd West	34.22	0.00	0.00

11:00 - 11:15

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	42.53	37.42
	B - Development Access	43.11	0.00	0.00
	C - Standhouse Rd West	26.07	0.00	0.00

11:15 - 11:30

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	40.04	42.30
	B - Development Access	40.62	0.00	0.00
	C - Standhouse Rd West	27.64	0.00	0.00

11:30 - 11:45

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	40.04	30.90
	B - Development Access	40.62	0.00	0.00
	C - Standhouse Rd West	34.22	0.00	0.00

11:45 - 12:00

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	52.91	43.93
	B - Development Access	53.49	0.00	0.00
	C - Standhouse Rd West	42.36	0.00	0.00

12:00 - 12:15

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	52.17	42.36
	B - Development Access	52.32	0.00	0.00
	C - Standhouse Rd West	30.90	0.00	0.00

12:15 - 12:30

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	51.34	35.79
	B - Development Access	51.49	0.00	0.00
	C - Standhouse Rd West	42.36	0.00	0.00

12:30 - 12:45

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	53.41	48.88
	B - Development Access	53.57	0.00	0.00
	C - Standhouse Rd West	34.22	0.00	0.00

12:45 - 13:00

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	39.71	34.16
	B - Development Access	39.86	0.00	0.00
	C - Standhouse Rd West	45.56	0.00	0.00

13:00 - 13:15

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	35.66	40.73
	B - Development Access	35.46	0.00	0.00
	C - Standhouse Rd West	35.79	0.00	0.00

Demand (Veh/TS)

13:15 - 13:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	46.05	47.19
	B - Development Access	45.84	0.00	0.00
	C - Standhouse Rd West	60.23	0.00	0.00

Demand (Veh/TS)

13:30 - 13:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	51.86	48.76
	B - Development Access	51.65	0.00	0.00
	C - Standhouse Rd West	50.51	0.00	0.00

Demand (Veh/TS)

13:45 - 14:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	49.78	63.43
	B - Development Access	49.58	0.00	0.00
	C - Standhouse Rd West	45.62	0.00	0.00

Demand (Veh/TS)

14:00 - 14:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	49.34	55.40
	B - Development Access	48.56	0.00	0.00
	C - Standhouse Rd West	50.45	0.00	0.00

Demand (Veh/TS)

14:15 - 14:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	59.72	52.08
	B - Development Access	58.94	0.00	0.00
	C - Standhouse Rd West	82.86	0.00	0.00

Demand (Veh/TS)

14:30 - 14:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	48.93	74.77
	B - Development Access	48.14	0.00	0.00
	C - Standhouse Rd West	63.43	0.00	0.00

Demand (Veh/TS)

14:45 - 15:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	64.29	133.43
	B - Development Access	63.51	0.00	0.00
	C - Standhouse Rd West	65.06	0.00	0.00

Demand (Veh/TS)

15:00 - 15:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	57.96	105.79
	B - Development Access	54.98	0.00	0.00
	C - Standhouse Rd West	61.80	0.00	0.00

Demand (Veh/TS)

15:15 - 15:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	45.91	78.09
	B - Development Access	42.93	0.00	0.00
	C - Standhouse Rd West	113.88	0.00	0.00

15:30 - 15:45

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	57.54	53.71
	B - Development Access	54.56	0.00	0.00
	C - Standhouse Rd West	65.06	0.00	0.00

Demand (Veh/TS)

15:45 - 16:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	63.36	78.21
	B - Development Access	60.38	0.00	0.00
	C - Standhouse Rd West	66.75	0.00	0.00

Demand (Veh/TS)

16:00 - 16:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	54.34	78.21
	B - Development Access	50.07	0.00	0.00
	C - Standhouse Rd West	78.21	0.00	0.00

Demand (Veh/TS)

16:15 - 16:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	58.08	91.19
	B - Development Access	53.81	0.00	0.00
	C - Standhouse Rd West	63.43	0.00	0.00

Demand (Veh/TS)

16:30 - 16:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	55.59	84.61
	B - Development Access	51.31	0.00	0.00
	C - Standhouse Rd West	65.18	0.00	0.00

Demand (Veh/TS)

16:45 - 17:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	63.48	70.06
	B - Development Access	59.20	0.00	0.00
	C - Standhouse Rd West	71.69	0.00	0.00

Demand (Veh/TS)

17:00 - 17:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	62.64	55.40
	B - Development Access	55.48	0.00	0.00
	C - Standhouse Rd West	47.13	0.00	0.00

Demand (Veh/TS)

17:15 - 17:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	57.24	66.62
	B - Development Access	50.08	0.00	0.00
	C - Standhouse Rd West	56.85	0.00	0.00

Demand (Veh/TS)

17:30 - 17:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	56.41	70.06
	B - Development Access	49.25	0.00	0.00
	C - Standhouse Rd West	66.75	0.00	0.00

Demand (Veh/TS)

17:45 - 18:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	54.75	40.73
	B - Development Access	47.59	0.00	0.00
	C - Standhouse Rd West	84.67	0.00	0.00

18:00 - 18:15 Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	58.58	58.60
	B - Development Access	54.72	0.00	0.00
	C - Standhouse Rd West	73.26	0.00	0.00

18:15 - 18:30

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	50.69	73.26
	B - Development Access	46.83	0.00	0.00
	C - Standhouse Rd West	45.62	0.00	0.00

18:30 - 18:45

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	56.50	71.69
	B - Development Access	52.65	0.00	0.00
	C - Standhouse Rd West	35.85	0.00	0.00

18:45 - 19:00

Demand (Veh/TS)

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0.00	51.52	39.11
	B - Development Access	47.66	0.00	0.00
	C - Standhouse Rd West	55.40	0.00	0.00

Vehicle Mix

07:00 - 07:15

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

07:15 - 07:30

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	9
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

07:30 - 07:45

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	8
	B - Development Access	0	0	0
	C - Standhouse Rd West	22	0	0

07:45 - 08:00

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	4	0	0

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	3
	B - Development Access	0	0	0
	C - Standhouse Rd West	8	0	0

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	3
	B - Development Access	0	0	0
	C - Standhouse Rd West	4	0	0

Heavy Vehicle Percentages

08:30 - 08:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	3	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	3	0	0

Heavy Vehicle Percentages

09:00 - 09:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	7
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Heavy Vehicle Percentages

09:15 - 09:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	8
	B - Development Access	0	0	0
	C - Standhouse Rd West	7	0	0

Heavy Vehicle Percentages

09:30 - 09:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Heavy Vehicle Percentages

09:45 - 10:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	8	0	0

Heavy Vehicle Percentages

10:00 - 10:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	4
	B - Development Access	0	0	0
	C - Standhouse Rd West	4	0	0

Heavy Vehicle Percentages

10:15 - 10:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	5
	B - Development Access	0	0	0
	C - Standhouse Rd West	5	0	0

Heavy Vehicle Percentages

10:30 - 10:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	3	0	0

10:45 - 11:00 **Heavy Vehicle Percentages**

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

11:00 - 11:15

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	4
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

11:15 - 11:30

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	4
	B - Development Access	0	0	0
	C - Standhouse Rd West	6	0	0

11:30 - 11:45

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	5
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

11:45 - 12:00

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	4
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

12:00 - 12:15

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	5	0	0

12:15 - 12:30

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	4
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

12:30 - 12:45

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

12:45 - 13:00

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	5
	B - Development Access	0	0	0
	C - Standhouse Rd West	3	0	0

13:00 - 13:15

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	4	0	0

13:15 - 13:30

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	3
	B - Development Access	0	0	0
	C - Standhouse Rd West	3	0	0

Heavy Vehicle Percentages

13:30 - 13:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	6
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Heavy Vehicle Percentages

13:45 - 14:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	5
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Heavy Vehicle Percentages

14:00 - 14:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	3	0	0

Heavy Vehicle Percentages

14:15 - 14:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	3
	B - Development Access	0	0	0
	C - Standhouse Rd West	8	0	0

Heavy Vehicle Percentages

14:30 - 14:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	6
	B - Development Access	0	0	0
	C - Standhouse Rd West	5	0	0

Heavy Vehicle Percentages

14:45 - 15:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	4
	B - Development Access	0	0	0
	C - Standhouse Rd West	5	0	0

Heavy Vehicle Percentages

15:00 - 15:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	3
	B - Development Access	0	0	0
	C - Standhouse Rd West	5	0	0

Heavy Vehicle Percentages

15:15 - 15:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	4
	B - Development Access	0	0	0
	C - Standhouse Rd West	4	0	0

Heavy Vehicle Percentages

15:30 - 15:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	3
	B - Development Access	0	0	0
	C - Standhouse Rd West	5	0	0

15:45 - 16:00

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	2	0	0

Heavy Vehicle Percentages

16:00 - 16:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Heavy Vehicle Percentages

16:15 - 16:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	2
	B - Development Access	0	0	0
	C - Standhouse Rd West	5	0	0

Heavy Vehicle Percentages

16:30 - 16:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	4
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Heavy Vehicle Percentages

16:45 - 17:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Heavy Vehicle Percentages

17:00 - 17:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	7	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	7
	B - Development Access	0	0	0
	C - Standhouse Rd West	8	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	2	0	0

Heavy Vehicle Percentages

17:45 - 18:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	2	0	0

Heavy Vehicle Percentages

18:00 - 18:15

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	3
	B - Development Access	0	0	0
	C - Standhouse Rd West	2	0	0

18:15 - 18:30

Heavy Vehicle Percentages

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	2
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Heavy Vehicle Percentages

18:30 - 18:45

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Heavy Vehicle Percentages

18:45 - 19:00

		To		
		A - Standhouse Rd East	B - Development Access	C - Standhouse Rd West
From	A - Standhouse Rd East	0	0	0
	B - Development Access	0	0	0
	C - Standhouse Rd West	0	0	0

Results

Results Summary for whole modelled period

Arm	Max DOS	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
A - Standhouse Rd East	0.76	25.41	12.7	C	103.33	4959.79
B - Development Access	0.37	38.59	6.4	D	49.26	2364.45
C - Standhouse Rd West	0.50	17.04	7.9	B	54.46	2613.84

Main Results for each time segment

07:00 - 07:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	44.49	44.49	432.80	69.50	0.00	250.66	0.177	41.97	0.0	2.5	12.307	B
B - Development Access	1	38.97	38.97	416.30	30.50	19.46	173.31	0.225	35.05	0.0	3.9	36.299	D
C - Standhouse Rd West	1	14.66	14.66	478.75	69.50	0.00	277.28	0.053	13.84	0.0	0.8	11.071	B

07:15 - 07:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	48.48	48.48	424.86	69.50	0.00	246.07	0.197	48.17	2.5	2.7	12.533	B
B - Development Access	1	38.14	38.14	416.30	30.50	19.46	173.31	0.220	38.22	3.9	3.8	36.233	D
C - Standhouse Rd West	1	22.81	22.81	478.75	69.50	0.00	277.28	0.082	22.35	0.8	1.3	11.332	B

07:30 - 07:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	54.68	54.68	425.41	69.50	0.00	246.38	0.222	54.34	2.7	3.1	12.818	B
B - Development Access	1	42.71	42.71	416.30	30.50	19.46	173.31	0.246	42.24	3.8	4.3	36.623	D
C - Standhouse Rd West	1	14.54	14.54	393.77	69.50	0.00	228.06	0.064	14.78	1.3	0.8	11.195	B

07:45 - 08:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	79.76	79.76	442.16	69.50	0.00	256.08	0.311	78.39	3.1	4.6	13.915	B
B - Development Access	1	51.43	51.43	416.30	30.50	19.46	173.31	0.297	50.53	4.3	5.2	37.408	D
C - Standhouse Rd West	1	35.79	35.79	458.64	69.50	0.00	265.63	0.135	34.72	0.8	2.0	11.841	B

08:00 - 08:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	102.65	102.65	438.57	69.50	0.00	254.00	0.404	101.22	4.6	5.9	15.306	B
B - Development Access	1	60.37	60.37	416.30	30.50	19.46	173.31	0.348	59.44	5.2	6.1	38.275	D
C - Standhouse Rd West	1	61.74	61.74	444.83	69.50	0.00	257.63	0.240	60.19	2.0	3.5	12.997	B

08:15 - 08:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	111.25	111.25	440.31	69.50	0.00	255.01	0.436	110.73	5.9	6.4	15.851	B
B - Development Access	1	62.45	62.45	416.30	30.50	19.46	173.31	0.360	62.23	6.1	6.3	38.492	D
C - Standhouse Rd West	1	105.73	105.73	458.34	69.50	0.00	265.46	0.398	103.26	3.5	6.1	15.149	B

08:30 - 08:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	103.42	103.42	448.52	69.50	0.00	259.77	0.398	103.99	6.4	6.0	15.191	B
B - Development Access	1	54.56	54.56	416.30	30.50	19.46	173.31	0.315	55.37	6.3	5.5	37.717	D
C - Standhouse Rd West	1	135.06	135.06	462.62	69.50	0.00	267.94	0.504	133.32	6.1	7.9	17.035	B

08:45 - 09:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	124.63	124.63	452.58	69.50	0.00	262.12	0.475	123.34	6.0	7.3	16.518	B
B - Development Access	1	56.22	56.22	416.30	30.50	19.46	173.31	0.324	56.05	5.5	5.7	37.869	D
C - Standhouse Rd West	1	118.83	118.83	466.43	69.50	0.00	270.14	0.440	119.90	7.9	6.9	15.839	B

09:00 - 09:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	137.90	137.90	436.57	69.50	0.00	252.85	0.545	136.70	7.3	8.1	18.067	B
B - Development Access	1	48.86	48.86	416.30	30.50	19.46	173.31	0.282	49.62	5.7	4.9	37.181	D
C - Standhouse Rd West	1	60.29	60.29	478.75	69.50	0.00	277.28	0.217	63.93	6.9	3.4	12.700	B

09:15 - 09:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	85.01	85.01	429.24	69.50	0.00	248.60	0.342	88.33	8.1	4.9	14.388	B
B - Development Access	1	46.37	46.37	416.30	30.50	19.46	173.31	0.268	46.62	4.9	4.7	36.951	D
C - Standhouse Rd West	1	45.50	45.50	447.86	69.50	0.00	259.38	0.175	46.13	3.4	2.6	12.271	B

09:30 - 09:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	73.41	73.41	435.23	69.50	0.00	252.07	0.291	74.27	4.9	4.2	13.665	B
B - Development Access	1	50.94	50.94	416.30	30.50	19.46	173.31	0.294	50.47	4.7	5.1	37.364	D
C - Standhouse Rd West	1	35.85	35.85	478.75	69.50	0.00	277.28	0.129	36.58	2.6	2.0	11.776	B

09:45 - 10:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	68.74	68.74	440.76	69.50	0.00	255.28	0.269	69.02	4.2	3.9	13.370	B
B - Development Access	1	41.38	41.38	416.30	30.50	19.46	173.31	0.239	42.36	5.1	4.2	36.514	D
C - Standhouse Rd West	1	19.49	19.49	443.08	69.50	0.00	256.62	0.076	20.27	2.0	1.1	11.288	B

10:00 - 10:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	77.60	77.60	438.55	69.50	0.00	253.99	0.306	77.01	3.9	4.4	13.844	B
B - Development Access	1	38.05	38.05	416.30	30.50	19.46	173.31	0.220	38.39	4.2	3.8	36.226	D
C - Standhouse Rd West	1	40.67	40.67	460.97	69.50	0.00	266.98	0.152	39.52	1.1	2.3	12.017	B

10:15 - 10:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	66.58	66.58	433.65	69.50	0.00	251.16	0.265	67.21	4.4	3.8	13.331	B
B - Development Access	1	36.80	36.80	416.30	30.50	19.46	173.31	0.212	36.93	3.8	3.7	36.121	D
C - Standhouse Rd West	1	32.53	32.53	456.71	69.50	0.00	264.51	0.123	32.97	2.3	1.8	11.727	B

10:30 - 10:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	64.69	64.69	437.92	69.50	0.00	253.63	0.255	64.89	3.8	3.7	13.198	B
B - Development Access	1	41.37	41.37	416.30	30.50	19.46	173.31	0.239	40.90	3.7	4.2	36.506	D
C - Standhouse Rd West	1	47.19	47.19	463.34	69.50	0.00	268.35	0.176	46.38	1.8	2.7	12.260	B

10:45 - 11:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	87.22	87.22	443.31	69.50	0.00	256.75	0.340	85.90	3.7	5.0	14.306	B
B - Development Access	1	47.60	47.60	416.30	30.50	19.46	173.31	0.275	46.96	4.2	4.8	37.057	D
C - Standhouse Rd West	1	34.22	34.22	478.75	69.50	0.00	277.28	0.123	35.05	2.7	1.9	11.718	B

11:00 - 11:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	79.94	79.94	435.47	69.50	0.00	252.21	0.317	80.27	5.0	4.6	14.011	B
B - Development Access	1	43.11	43.11	416.30	30.50	19.46	173.31	0.249	43.57	4.8	4.3	36.663	D
C - Standhouse Rd West	1	26.07	26.07	478.75	69.50	0.00	277.28	0.094	26.53	1.9	1.5	11.440	B

11:15 - 11:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	82.34	82.34	438.39	69.50	0.00	253.90	0.324	82.20	4.6	4.7	14.103	B
B - Development Access	1	40.62	40.62	416.30	30.50	19.46	173.31	0.234	40.87	4.3	4.1	36.445	D
C - Standhouse Rd West	1	27.64	27.64	453.03	69.50	0.00	262.38	0.105	27.47	1.5	1.6	11.559	B

11:30 - 11:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	70.93	70.93	432.59	69.50	0.00	250.54	0.283	71.59	4.7	4.0	13.564	B
B - Development Access	1	40.62	40.62	416.30	30.50	19.46	173.31	0.234	40.62	4.1	4.1	36.444	D
C - Standhouse Rd West	1	34.22	34.22	478.75	69.50	0.00	277.28	0.123	33.93	1.6	1.9	11.718	B

11:45 - 12:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	96.84	96.84	435.93	69.50	0.00	252.48	0.384	95.34	4.0	5.6	14.984	B
B - Development Access	1	53.49	53.49	416.30	30.50	19.46	173.31	0.309	52.17	4.1	5.4	37.601	D
C - Standhouse Rd West	1	42.36	42.36	478.75	69.50	0.00	277.28	0.153	41.90	1.9	2.4	12.008	B

12:00 - 12:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	94.53	94.53	442.09	69.50	0.00	256.04	0.369	94.76	5.6	5.4	14.753	B
B - Development Access	1	52.32	52.32	416.30	30.50	19.46	173.31	0.302	52.44	5.4	5.3	37.499	D
C - Standhouse Rd West	1	30.90	30.90	455.61	69.50	0.00	263.87	0.117	31.43	2.4	1.7	11.671	B

12:15 - 12:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	87.12	87.12	432.69	69.50	0.00	250.60	0.348	87.46	5.4	5.0	14.456	B
B - Development Access	1	51.49	51.49	416.30	30.50	19.46	173.31	0.297	51.58	5.3	5.2	37.420	D
C - Standhouse Rd West	1	42.36	42.36	478.75	69.50	0.00	277.28	0.153	41.80	1.7	2.4	12.008	B

12:30 - 12:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	102.29	102.29	443.99	69.50	0.00	257.14	0.398	101.49	5.0	5.9	15.188	B
B - Development Access	1	53.57	53.57	416.30	30.50	19.46	173.31	0.309	53.36	5.2	5.4	37.614	D
C - Standhouse Rd West	1	34.22	34.22	478.75	69.50	0.00	277.28	0.123	34.68	2.4	1.9	11.718	B

12:45 - 13:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	73.86	73.86	434.48	69.50	0.00	251.63	0.294	75.42	5.9	4.2	13.698	B
B - Development Access	1	39.86	39.86	416.30	30.50	19.46	173.31	0.230	41.27	5.4	4.0	36.384	D
C - Standhouse Rd West	1	45.56	45.56	462.81	69.50	0.00	268.04	0.170	44.85	1.9	2.6	12.198	B

13:00 - 13:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	76.40	76.40	447.39	69.50	0.00	259.11	0.295	76.34	4.2	4.4	13.686	B
B - Development Access	1	35.46	35.46	416.30	30.50	19.46	173.31	0.205	35.90	4.0	3.6	36.010	D
C - Standhouse Rd West	1	35.79	35.79	458.64	69.50	0.00	265.63	0.135	36.32	2.6	2.0	11.842	B

13:15 - 13:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	93.24	93.24	438.87	69.50	0.00	254.18	0.367	92.17	4.4	5.4	14.718	B
B - Development Access	1	45.84	45.84	416.30	30.50	19.46	173.31	0.264	44.78	3.6	4.6	36.897	D
C - Standhouse Rd West	1	60.23	60.23	466.59	69.50	0.00	270.23	0.223	58.87	2.0	3.4	12.773	B

13:30 - 13:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	100.62	100.62	431.95	69.50	0.00	250.17	0.402	100.10	5.4	5.8	15.300	B
B - Development Access	1	51.65	51.65	416.30	30.50	19.46	173.31	0.298	51.06	4.6	5.2	37.430	D
C - Standhouse Rd West	1	50.51	50.51	478.75	69.50	0.00	277.28	0.182	51.16	3.4	2.9	12.314	B

13:45 - 14:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	113.21	113.21	437.74	69.50	0.00	253.52	0.447	112.47	5.8	6.6	16.043	B
B - Development Access	1	49.58	49.58	416.30	30.50	19.46	173.31	0.286	49.79	5.2	5.0	37.243	D
C - Standhouse Rd West	1	45.62	45.62	478.75	69.50	0.00	277.28	0.165	45.90	2.9	2.6	12.129	B

14:00 - 14:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	104.74	104.74	447.21	69.50	0.00	259.01	0.404	105.45	6.6	6.0	15.298	B
B - Development Access	1	48.56	48.56	416.30	30.50	19.46	173.31	0.280	48.66	5.0	4.9	37.149	D
C - Standhouse Rd West	1	50.45	50.45	464.31	69.50	0.00	268.91	0.188	50.10	2.6	2.9	12.385	B

14:15 - 14:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	111.80	111.80	437.57	69.50	0.00	253.43	0.441	111.28	6.0	6.5	15.948	B
B - Development Access	1	58.94	58.94	416.30	30.50	19.46	173.31	0.340	57.87	4.9	6.0	38.131	D
C - Standhouse Rd West	1	82.86	82.86	445.03	69.50	0.00	257.75	0.321	80.86	2.9	4.7	14.045	B

14:30 - 14:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	123.70	123.70	436.24	69.50	0.00	252.66	0.490	122.81	6.5	7.2	16.868	B
B - Development Access	1	48.14	48.14	416.30	30.50	19.46	173.31	0.278	49.26	6.0	4.9	37.116	D
C - Standhouse Rd West	1	63.43	63.43	456.18	69.50	0.00	264.20	0.240	64.68	4.7	3.6	12.990	B

14:45 - 15:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	197.72	197.72	446.37	69.50	0.00	258.52	0.765	192.51	7.2	12.5	25.414	C
B - Development Access	1	63.51	63.51	416.30	30.50	19.46	173.31	0.366	61.92	4.9	6.4	38.593	D
C - Standhouse Rd West	1	65.06	65.06	456.71	69.50	0.00	264.51	0.246	64.97	3.6	3.7	13.057	B

15:00 - 15:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	163.75	163.75	446.48	69.50	0.00	258.59	0.633	166.48	12.5	9.9	20.494	C
B - Development Access	1	54.98	54.98	416.30	30.50	19.46	173.31	0.317	55.86	6.4	5.6	37.758	D
C - Standhouse Rd West	1	61.80	61.80	455.61	69.50	0.00	263.87	0.234	61.98	3.7	3.5	12.920	B

15:15 - 15:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	124.00	124.00	442.92	69.50	0.00	256.52	0.483	126.57	9.9	7.2	16.755	B
B - Development Access	1	42.93	42.93	416.30	30.50	19.46	173.31	0.248	44.17	5.6	4.3	36.650	D
C - Standhouse Rd West	1	113.88	113.88	459.74	69.50	0.00	266.27	0.428	110.84	3.5	6.6	15.627	B

15:30 - 15:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	111.25	111.25	438.54	69.50	0.00	253.99	0.438	112.11	7.2	6.4	15.905	B
B - Development Access	1	54.56	54.56	416.30	30.50	19.46	173.31	0.315	53.37	4.3	5.5	37.703	D
C - Standhouse Rd West	1	65.06	65.06	456.71	69.50	0.00	264.51	0.246	67.89	6.6	3.7	13.060	B

15:45 - 16:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	141.57	141.57	448.67	69.50	0.00	259.85	0.545	139.77	6.4	8.3	17.980	B
B - Development Access	1	60.38	60.38	416.30	30.50	19.46	173.31	0.348	59.77	5.5	6.1	38.278	D
C - Standhouse Rd West	1	66.75	66.75	467.75	69.50	0.00	270.91	0.246	66.74	3.7	3.8	13.046	B

16:00 - 16:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	132.56	132.56	451.05	69.50	0.00	261.23	0.507	133.13	8.3	7.8	17.192	B
B - Development Access	1	50.07	50.07	416.30	30.50	19.46	173.31	0.289	51.13	6.1	5.0	37.293	D
C - Standhouse Rd West	1	78.21	78.21	478.75	69.50	0.00	277.28	0.282	77.64	3.8	4.5	13.465	B

16:15 - 16:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	149.27	149.27	447.92	69.50	0.00	259.42	0.575	148.10	7.8	8.8	18.724	B
B - Development Access	1	53.81	53.81	416.30	30.50	19.46	173.31	0.310	53.42	5.0	5.4	37.635	D
C - Standhouse Rd West	1	63.43	63.43	456.18	69.50	0.00	264.20	0.240	64.07	4.5	3.6	12.989	B

16:30 - 16:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	140.20	140.20	442.55	69.50	0.00	256.31	0.547	140.67	8.8	8.3	18.113	B
B - Development Access	1	51.31	51.31	416.30	30.50	19.46	173.31	0.296	51.57	5.4	5.2	37.405	D
C - Standhouse Rd West	1	65.18	65.18	478.75	69.50	0.00	277.28	0.235	65.26	3.6	3.7	12.899	B

16:45 - 17:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	133.55	133.55	446.87	69.50	0.00	258.81	0.516	134.17	8.3	7.8	17.394	B
B - Development Access	1	59.20	59.20	416.30	30.50	19.46	173.31	0.342	58.39	5.2	6.0	38.158	D
C - Standhouse Rd West	1	71.69	71.69	478.75	69.50	0.00	277.28	0.259	71.32	3.7	4.1	13.176	B

17:00 - 17:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	118.04	118.04	443.45	69.50	0.00	256.83	0.460	119.01	7.8	6.9	16.282	B
B - Development Access	1	55.48	55.48	416.30	30.50	19.46	173.31	0.320	55.86	6.0	5.6	37.803	D
C - Standhouse Rd West	1	47.13	47.13	448.86	69.50	0.00	259.96	0.181	48.29	4.1	2.7	12.334	B

17:15 - 17:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	123.87	123.87	432.33	69.50	0.00	250.39	0.495	123.23	6.9	7.2	16.993	B
B - Development Access	1	50.08	50.08	416.30	30.50	19.46	173.31	0.289	50.63	5.6	5.1	37.292	D
C - Standhouse Rd West	1	56.85	56.85	442.13	69.50	0.00	256.07	0.222	56.25	2.7	3.2	12.795	B

17:30 - 17:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	126.47	126.47	448.69	69.50	0.00	259.87	0.487	126.61	7.2	7.4	16.770	B
B - Development Access	1	49.25	49.25	416.30	30.50	19.46	173.31	0.284	49.33	5.1	5.0	37.212	D
C - Standhouse Rd West	1	66.75	66.75	467.75	69.50	0.00	270.91	0.246	66.37	3.2	3.8	13.045	B

17:45 - 18:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	95.48	95.48	440.84	69.50	0.00	255.32	0.374	97.37	7.4	5.5	14.837	B
B - Development Access	1	47.59	47.59	416.30	30.50	19.46	173.31	0.275	47.76	5.0	4.8	37.061	D
C - Standhouse Rd West	1	84.67	84.67	470.04	69.50	0.00	272.23	0.311	83.65	3.8	4.8	13.853	B

18:00 - 18:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	117.18	117.18	439.92	69.50	0.00	254.79	0.460	115.79	5.5	6.8	16.275	B
B - Development Access	1	54.72	54.72	416.30	30.50	19.46	173.31	0.316	53.99	4.8	5.5	37.720	D
C - Standhouse Rd West	1	73.26	73.26	468.71	69.50	0.00	271.46	0.270	73.91	4.8	4.2	13.332	B

18:15 - 18:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	123.95	123.95	445.73	69.50	0.00	258.15	0.480	123.54	6.8	7.2	16.645	B
B - Development Access	1	46.83	46.83	416.30	30.50	19.46	173.31	0.270	47.64	5.5	4.7	36.996	D
C - Standhouse Rd West	1	45.62	45.62	478.75	69.50	0.00	277.28	0.165	47.30	4.2	2.6	12.130	B

18:30 - 18:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	128.20	128.20	449.07	69.50	0.00	260.09	0.493	128.03	7.2	7.5	16.884	B
B - Development Access	1	52.65	52.65	416.30	30.50	19.46	173.31	0.304	52.05	4.7	5.3	37.523	D
C - Standhouse Rd West	1	35.85	35.85	478.75	69.50	0.00	277.28	0.129	36.40	2.6	2.0	11.776	B

18:45 - 19:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Standhouse Rd East	1	90.62	90.62	441.10	69.50	0.00	255.47	0.355	92.90	7.5	5.2	14.544	B
B - Development Access	1	47.66	47.66	416.30	30.50	19.46	173.31	0.275	48.18	5.3	4.8	37.070	D
C - Standhouse Rd West	1	55.40	55.40	478.75	69.50	0.00	277.28	0.200	54.28	2.0	3.1	12.502	B

Junctions 9

OSCADY 9 - Signalised Intersection Module

Version: 9.5.0.6896
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Filename: Junction 2- Strandhouse road Signals (2) ls.j9
Path: W:\2021\P21-034
Report generation date: 13/05/2021 21:22:30

»Opening year+Adj+Dev,
»+5+Adj+Dev,
»+15+Adj+Dev,

Summary of junction performance

	Queue (Veh)	Delay (s)	DOS	LOS
	Opening year+Adj+Dev			
A - Morristown Rd	18.3	41.31	0.86	D
B - L7037 East	20.5	84.30	1.01	F
C - Langton Rd	18.3	65.68	0.95	E
D - L7037 West	18.5	44.74	0.86	D
	+5+Adj+Dev			
A - Morristown Rd	23.6	52.86	0.95	D
B - L7037 East	30.2	125.85	1.11	F
C - Langton Rd	27.6	88.62	1.05	F
D - L7037 West	23.5	56.55	0.94	E
	+15+Adj+Dev			
A - Morristown Rd	31.3	66.46	1.01	E
B - L7037 East	38.7	210.36	1.19	F
C - Langton Rd	37.5	110.71	1.12	F
D - L7037 West	30.5	71.25	1.00	E

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

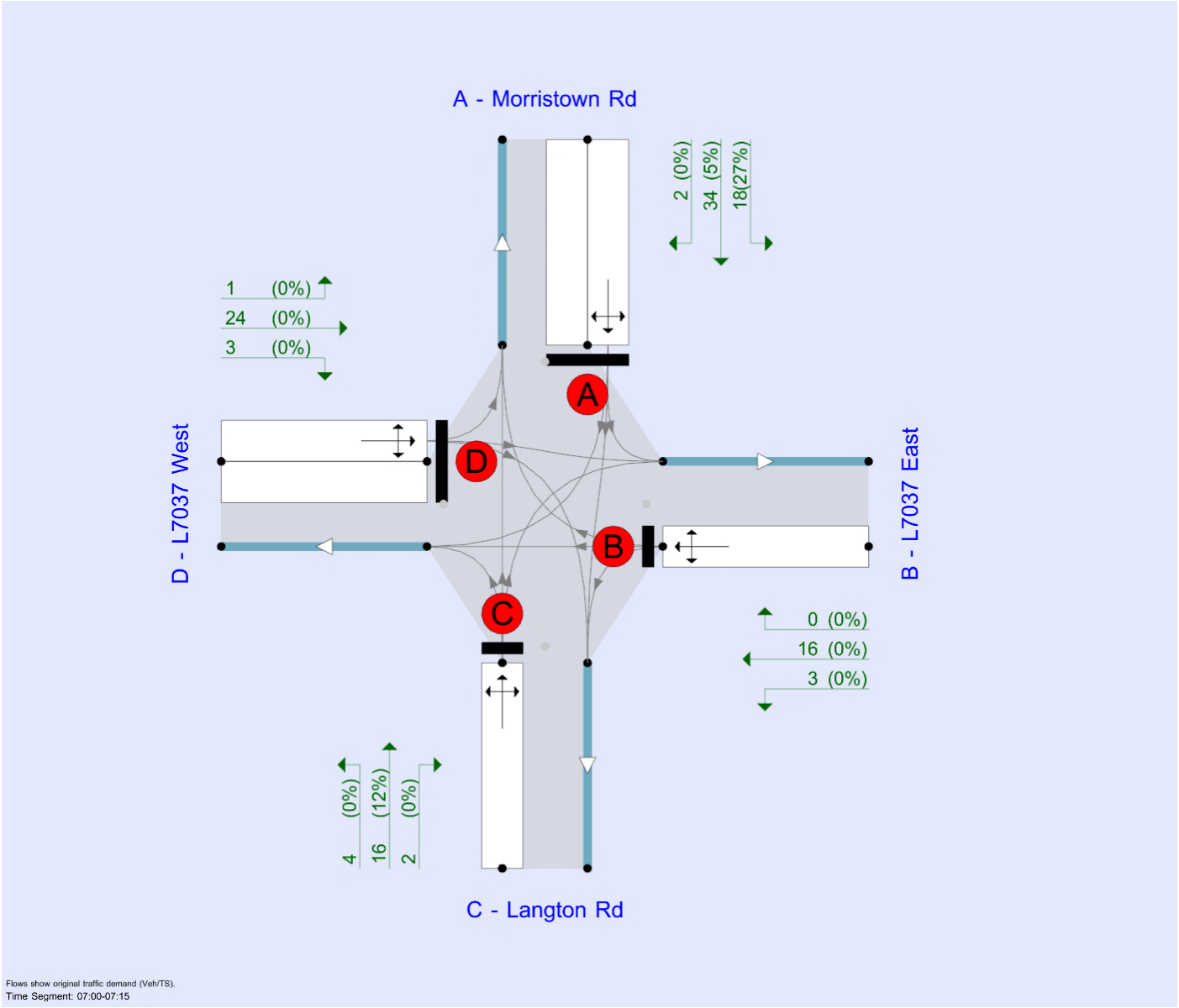
File summary

File Description

Title	
Location	
Site number	
Date	14/04/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	PMCE\papadakisa
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	DOS Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.90	36.00	20.00

Demand Set Summary

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
D1	Base Year	DIRECT	07:00	19:00	720	15			
D2	Opening year	DIRECT	07:00	19:00	720	15			
D3	+5	DIRECT	07:00	19:00	720	15			
D4	+15	DIRECT	07:00	19:00	720	15			
D5	Dev traffic	DIRECT	07:00	19:00	720	15			
D6	Adj traffic	DIRECT	07:00	19:00	720	15			
D7	Opening year+Adj	DIRECT	07:00	19:00	720	15		Simple	D2+D6
D8	+5+Adj	DIRECT	07:00	19:00	720	15		Simple	D3+D6
D9	+15+Adj	DIRECT	07:00	19:00	720	15		Simple	D4+D6
D10	Opening year+Adj+Dev	DIRECT	07:00	19:00	720	15	✓	Simple	D2+D6+D5
D11	+5+Adj+Dev	DIRECT	07:00	19:00	720	15	✓	Simple	D3+D6+D5
D12	+15+Adj+Dev	DIRECT	07:00	19:00	720	15	✓	Simple	D4+D6+D5

Analysis Set Details

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

Opening year+Adj+Dev,

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Junction 2	Signalised		57.76	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
A	Morristown Rd	
B	L7037 East	
C	Langton Rd	
D	L7037 West	

OSCADY Traffic Streams

Arm	Traffic Stream	Phase	Notional EEG (s)	Signals EEG (s)	Destination arms	Straight move
A - Morristown Rd	1	A	0.00	0.00	B, C, D	C
B - L7037 East	1	B	0.00	0.00	A, C, D	D
C - Langton Rd	1	C	0.00	0.00	A, B, D	A
D - L7037 West	1	D	0.00	0.00	A, B, C	B

OSCADY Lanes

Arm	Traffic Stream	Destination arms	Gradient (%)	Width (m)	Turning radius (m)	Nearside lane	Has bay	Bay position	Bay storage (PCU)	Bay saturation flow ratio
A - Morristown Rd	1	B, C, D	0	3.00	10.00		✓	Right	8.00	1.00
B - L7037 East	1	A, C, D	0	3.00	10.00	✓				
C - Langton Rd	1	A, B, D	0	3.00	10.00	✓				
D - L7037 West	1	A, B, C	0	3.00	10.00	✓	✓	Right	7.00	1.00

Signal Timings

Junction 1

Junction	Sequence to use	Cycle time (s)	Maximum cycle time (s)	Start displacement (s)	End displacement (s)
1	1	120	300	1.40	2.90

Optimisation options

Junction	Optimise stage lengths	Optimise cycle time	Optimiser demand source	Optimiser message
1			Average	(Optimiser not used)

Phases

Junction	Phase	Name	Minimum green (s)
1	A		7
	B		7
	C		7
	D		7
	E		7
	F		7
	G		7

Library Stages

Junction	Library Stage	Phases in stage	User stage minimum (s)	Run every N cycles	Probability of running (%)
1	1	A, C	1		
	2	A	1		
	3	D, B	1		
	4	D	1		
	5	G	1		

Stage Sequences

Junction	Sequence	Name	Stage IDs	Stage ends
1	1		1, 2, 3, 4, 5	42, 51, 91, 103, 115

Intergreen Matrix for Junction 1

		To						
		A	B	C	D	E	F	G
From	A		5		5	5		5
	B	5		5				5
	C		5		5			5
	D	5		5				5
	E	5						
	F							
	G	5	5	5	5			

Interstage Matrix for Junction 1

		To				
		1	2	3	4	5
From	1	0	0	5	5	5
	2	0	0	5	5	5
	3	5	5	0	0	5
	4	5	5	0	0	5
	5	5	5	5	5	0

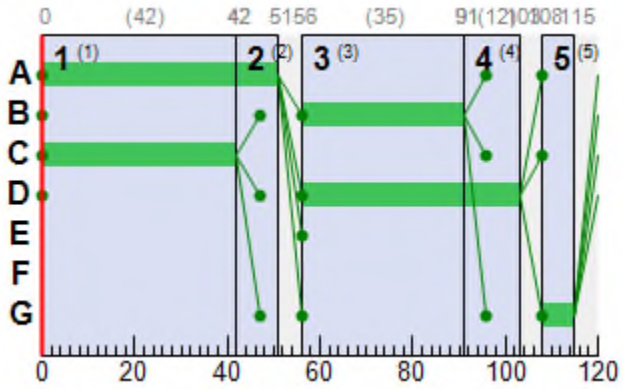
Resultant Stages

Junction	Resultant Stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	1	A,C	0	42	42	1	7
	2	2	A	42	51	9	1	1
	3	3	D,B	56	91	35	1	7
	4	4	D	91	103	12	1	1
	5	5	G	108	115	7	1	7

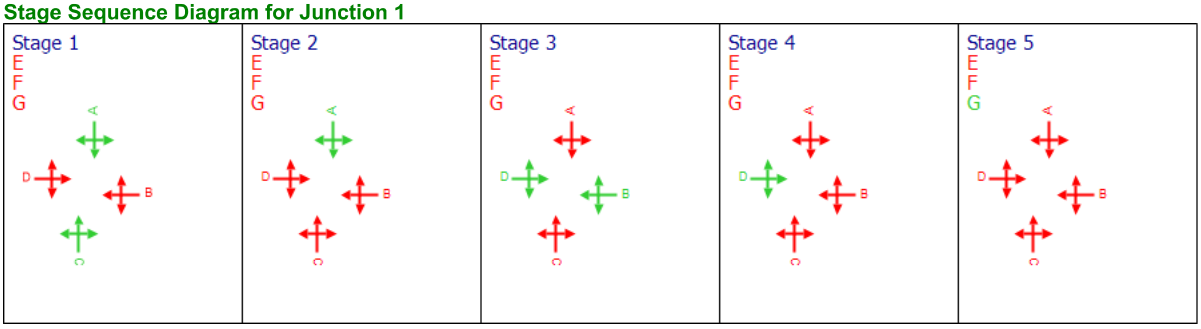
Resultant Phase Green Periods

Junction	Phase	Green period	Start time (s)	End time (s)	Duration (s)
1	A	1	0	51	51
	B	1	56	91	35
	C	1	0	42	42
	D	1	56	103	47
	G	1	108	115	7

Phase Timings Diagram for Junction 1



Stage Sequence Diagram for Junction 1



Traffic Demand

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
D10	Opening year+Adj+Dev	DIRECT	07:00	19:00	720	15	✓	Simple	D2+D6+D5

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Morristown Rd		DIRECT	✓	100.000
B - L7037 East		DIRECT	✓	100.000
C - Langton Rd		DIRECT	✓	100.000
D - L7037 West		DIRECT	✓	100.000

Origin-Destination Data

07:00 - 07:15

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	15.26	29.24	1.68
	B - L7037 East	0.00	0.00	2.78	14.71
	C - Langton Rd	13.68	1.39	0.00	3.51
	D - L7037 West	3.66	24.52	4.31	0.00

07:15 - 07:30

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	12.60	48.46	1.67
	B - L7037 East	7.47	0.00	5.56	10.43
	C - Langton Rd	26.23	4.17	0.00	4.85
	D - L7037 West	9.22	23.86	8.44	0.00

07:30 - 07:45

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	8.89	47.13	3.09
	B - L7037 East	0.00	0.00	2.78	15.20
	C - Langton Rd	24.59	16.67	0.00	7.89
	D - L7037 West	7.83	26.46	8.65	0.00

07:45 - 08:00

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	17.61	68.41	7.30
	B - L7037 East	6.57	0.00	0.00	17.73
	C - Langton Rd	50.50	15.28	0.00	5.60
	D - L7037 West	18.95	40.24	9.06	0.00

08:00 - 08:15

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	25.15	78.16	11.60
	B - L7037 East	10.30	0.00	11.12	26.38
	C - Langton Rd	67.72	19.45	0.00	12.00
	D - L7037 West	17.43	46.93	7.08	0.00

Demand (Veh/TS)

08:15 - 08:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	16.51	78.34	32.18
	B - L7037 East	11.42	0.00	12.50	26.93
	C - Langton Rd	82.04	26.40	0.00	21.84
	D - L7037 West	38.27	51.40	12.73	0.00

Demand (Veh/TS)

08:30 - 08:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	17.67	82.06	69.92
	B - L7037 East	18.29	0.00	16.40	62.02
	C - Langton Rd	76.38	10.84	0.00	26.95
	D - L7037 West	46.33	54.42	16.53	0.00

Demand (Veh/TS)

08:45 - 09:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	50.23	84.18	82.16
	B - L7037 East	13.90	0.00	18.06	56.40
	C - Langton Rd	69.07	33.35	0.00	45.11
	D - L7037 West	73.00	76.89	27.72	0.00

Demand (Veh/TS)

09:00 - 09:15

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	27.00	81.17	26.85
	B - L7037 East	29.29	0.00	11.12	26.97
	C - Langton Rd	67.73	13.89	0.00	8.88
	D - L7037 West	77.63	90.25	30.57	0.00

Demand (Veh/TS)

09:15 - 09:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	20.69	40.45	9.89
	B - L7037 East	22.67	0.00	18.06	19.97
	C - Langton Rd	27.00	6.68	0.00	8.74
	D - L7037 West	17.89	45.15	12.67	0.00

Demand (Veh/TS)

09:30 - 09:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	21.14	40.51	14.36
	B - L7037 East	15.13	0.00	9.73	19.18
	C - Langton Rd	23.42	8.34	0.00	11.77
	D - L7037 West	10.94	30.53	7.32	0.00

Demand (Veh/TS)

09:45 - 10:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	31.14	33.16	5.97
	B - L7037 East	23.32	0.00	9.73	19.32
	C - Langton Rd	43.13	9.45	0.00	12.63
	D - L7037 West	10.94	28.02	15.21	0.00

Demand (Veh/TS)

10:00 - 10:15

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	31.05	27.39	3.17
	B - L7037 East	17.93	0.00	9.73	14.44
	C - Langton Rd	23.18	6.95	0.00	3.99
	D - L7037 West	12.97	25.42	5.11	0.00

10:15 - 10:30

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	30.12	26.33	12.89
	B - L7037 East	19.48	0.00	8.34	22.62
	C - Langton Rd	20.47	6.95	0.00	5.31
	D - L7037 West	10.20	21.07	4.78	0.00

10:30 - 10:45

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	19.45	36.96	7.36
	B - L7037 East	18.61	0.00	6.95	27.38
	C - Langton Rd	25.77	8.34	0.00	6.95
	D - L7037 West	11.58	23.13	7.77	0.00

10:45 - 11:00

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	18.54	47.79	4.61
	B - L7037 East	22.24	0.00	11.12	26.27
	C - Langton Rd	22.37	6.95	0.00	8.69
	D - L7037 West	8.81	40.71	8.33	0.00

11:00 - 11:15

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	15.31	31.05	8.78
	B - L7037 East	28.39	0.00	9.73	26.48
	C - Langton Rd	29.57	6.95	0.00	12.45
	D - L7037 West	12.73	23.41	5.35	0.00

11:15 - 11:30

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	18.46	35.61	18.79
	B - L7037 East	21.50	0.00	4.17	33.10
	C - Langton Rd	32.76	9.45	0.00	8.41
	D - L7037 West	7.44	36.40	5.23	0.00

11:30 - 11:45

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	26.79	31.44	11.27
	B - L7037 East	23.16	0.00	9.73	28.66
	C - Langton Rd	20.26	12.23	0.00	8.41
	D - L7037 West	10.22	20.00	7.47	0.00

11:45 - 12:00

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	24.91	47.79	15.79
	B - L7037 East	18.70	0.00	16.40	30.62
	C - Langton Rd	38.72	15.28	0.00	14.69
	D - L7037 West	14.39	30.49	8.61	0.00

12:00 - 12:15

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	21.17	35.15	10.28
	B - L7037 East	31.58	0.00	17.79	31.19
	C - Langton Rd	40.27	9.73	0.00	9.10
	D - L7037 West	9.45	37.59	8.74	0.00

12:15 - 12:30

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	24.07	39.63	14.45
	B - L7037 East	39.75	0.00	27.79	22.75
	C - Langton Rd	44.76	11.12	0.00	14.61
	D - L7037 West	19.18	29.40	12.60	0.00

Demand (Veh/TS)

12:30 - 12:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	18.21	54.81	21.40
	B - L7037 East	35.59	0.00	9.73	33.86
	C - Langton Rd	48.84	5.56	0.00	20.29
	D - L7037 West	13.62	26.93	10.19	0.00

Demand (Veh/TS)

12:45 - 13:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	17.43	42.67	9.94
	B - L7037 East	31.28	0.00	12.50	25.39
	C - Langton Rd	42.36	8.34	0.00	12.85
	D - L7037 West	17.79	27.70	8.17	0.00

Demand (Veh/TS)

13:00 - 13:15

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	13.81	72.29	21.04
	B - L7037 East	42.04	0.00	20.84	33.10
	C - Langton Rd	40.06	11.12	0.00	13.70
	D - L7037 West	21.45	40.72	9.28	0.00

Demand (Veh/TS)

13:15 - 13:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	27.30	52.36	50.54
	B - L7037 East	22.62	0.00	16.67	33.07
	C - Langton Rd	51.98	15.28	0.00	20.11
	D - L7037 West	16.16	28.35	6.98	0.00

Demand (Veh/TS)

13:30 - 13:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	36.45	60.43	35.29
	B - L7037 East	30.19	0.00	20.84	40.78
	C - Langton Rd	36.10	15.28	0.00	21.82
	D - L7037 West	18.94	30.59	13.92	0.00

Demand (Veh/TS)

13:45 - 14:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	27.03	57.75	17.22
	B - L7037 East	26.30	0.00	16.67	26.62
	C - Langton Rd	55.94	12.50	0.00	13.37
	D - L7037 West	50.90	64.75	19.66	0.00

Demand (Veh/TS)

14:00 - 14:15

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	13.38	53.38	22.83
	B - L7037 East	30.41	0.00	11.12	40.83
	C - Langton Rd	54.38	12.50	0.00	20.18
	D - L7037 West	16.39	31.47	13.85	0.00

Demand (Veh/TS)

14:15 - 14:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	34.09	58.19	49.01
	B - L7037 East	33.49	0.00	24.47	69.98
	C - Langton Rd	51.29	15.28	0.00	34.92
	D - L7037 West	27.50	52.71	14.60	0.00

14:30 - 14:45

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	28.45	77.29	42.27
	B - L7037 East	34.90	0.00	13.62	47.72
	C - Langton Rd	76.09	11.12	0.00	28.22
	D - L7037 West	35.84	51.13	26.34	0.00

14:45 - 15:00

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	30.64	70.21	36.80
	B - L7037 East	24.55	0.00	13.89	33.06
	C - Langton Rd	74.11	19.45	0.00	12.95
	D - L7037 West	15.00	32.54	9.26	0.00

15:00 - 15:15

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	35.97	43.06	20.20
	B - L7037 East	28.37	0.00	11.12	50.77
	C - Langton Rd	73.70	11.12	0.00	7.24
	D - L7037 West	32.83	39.41	15.74	0.00

15:15 - 15:30

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	31.90	67.24	34.03
	B - L7037 East	43.57	0.00	16.40	45.02
	C - Langton Rd	62.17	13.89	0.00	11.86
	D - L7037 West	24.50	33.48	13.79	0.00

15:30 - 15:45

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	27.69	51.69	14.64
	B - L7037 East	43.43	0.00	13.89	39.60
	C - Langton Rd	40.38	19.45	0.00	10.00
	D - L7037 West	27.28	40.74	7.38	0.00

15:45 - 16:00

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	22.67	62.80	33.85
	B - L7037 East	27.66	0.00	12.50	36.20
	C - Langton Rd	56.46	8.34	0.00	11.71
	D - L7037 West	20.33	45.76	11.28	0.00

16:00 - 16:15

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	19.96	96.34	46.61
	B - L7037 East	39.81	0.00	20.84	51.98
	C - Langton Rd	45.90	12.23	0.00	12.72
	D - L7037 West	21.60	34.41	16.86	0.00

16:15 - 16:30

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	20.80	61.43	29.96
	B - L7037 East	39.59	0.00	13.89	49.69
	C - Langton Rd	56.81	12.50	0.00	14.32
	D - L7037 West	32.71	34.95	21.21	0.00

16:30 - 16:45

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	30.89	65.99	28.29
	B - L7037 East	32.97	0.00	19.45	32.69
	C - Langton Rd	66.94	6.95	0.00	8.35
	D - L7037 West	28.54	38.76	8.59	0.00

Demand (Veh/TS)

16:45 - 17:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	29.74	57.01	32.77
	B - L7037 East	21.94	0.00	13.89	44.84
	C - Langton Rd	49.83	5.56	0.00	16.01
	D - L7037 West	21.60	48.25	11.73	0.00

Demand (Veh/TS)

17:00 - 17:15

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	22.07	61.67	30.14
	B - L7037 East	47.82	0.00	12.50	51.44
	C - Langton Rd	76.48	16.40	0.00	23.13
	D - L7037 West	29.96	35.49	11.65	0.00

Demand (Veh/TS)

17:15 - 17:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	18.69	66.08	25.94
	B - L7037 East	33.24	0.00	33.35	38.23
	C - Langton Rd	55.94	16.13	0.00	23.10
	D - L7037 West	42.47	34.70	17.80	0.00

Demand (Veh/TS)

17:30 - 17:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	17.43	61.68	17.60
	B - L7037 East	33.35	0.00	23.62	47.84
	C - Langton Rd	89.33	12.50	0.00	21.66
	D - L7037 West	28.57	30.41	11.36	0.00

Demand (Veh/TS)

17:45 - 18:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	28.78	62.03	16.20
	B - L7037 East	40.52	0.00	12.50	37.90
	C - Langton Rd	46.36	8.34	0.00	18.79
	D - L7037 West	31.62	38.50	11.28	0.00

Demand (Veh/TS)

18:00 - 18:15

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	20.74	61.68	18.87
	B - L7037 East	38.15	0.00	26.40	47.00
	C - Langton Rd	54.00	15.28	0.00	12.97
	D - L7037 West	13.44	32.48	11.58	0.00

Demand (Veh/TS)

18:15 - 18:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	21.90	57.88	14.66
	B - L7037 East	15.56	0.00	16.67	52.65
	C - Langton Rd	54.72	9.73	0.00	22.26
	D - L7037 West	14.83	31.33	11.21	0.00

Demand (Veh/TS)

18:30 - 18:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	21.05	42.33	13.30
	B - L7037 East	28.69	0.00	18.06	34.23
	C - Langton Rd	43.28	13.89	0.00	8.69
	D - L7037 West	16.22	28.01	7.31	0.00

Demand (Veh/TS)

18:45 - 19:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	28.72	60.62	20.22
	B - L7037 East	27.96	0.00	8.34	29.41
	C - Langton Rd	40.78	6.95	0.00	18.13
	D - L7037 West	10.66	23.11	5.69	0.00

Vehicle Mix

Heavy Vehicle Percentages

07:00 - 07:15

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	27	5	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	12	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

07:15 - 07:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	32	5	0
	B - L7037 East	49	0	0	0
	C - Langton Rd	6	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

07:30 - 07:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	66	3	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	7	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

07:45 - 08:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	34	6	0
	B - L7037 East	100	0	0	0
	C - Langton Rd	5	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

08:00 - 08:15

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	27	4	0
	B - L7037 East	70	0	0	0
	C - Langton Rd	7	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

08:15 - 08:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	43	3	3
	B - L7037 East	66	0	0	0
	C - Langton Rd	3	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

08:30 - 08:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	34	6	0
	B - L7037 East	29	0	7	0
	C - Langton Rd	6	10	0	0
	D - L7037 West	2	0	0	0

08:45 - 09:00

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	17	2	1
	B - L7037 East	40	0	0	0
	C - Langton Rd	8	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

09:00 - 09:15

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	27	4	0
	B - L7037 East	19	0	0	0
	C - Langton Rd	8	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

09:15 - 09:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	28	13	9
	B - L7037 East	23	0	0	0
	C - Langton Rd	8	17	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

09:30 - 09:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	35	10	0
	B - L7037 East	38	0	0	0
	C - Langton Rd	20	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

09:45 - 10:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	16	5	0
	B - L7037 East	19	0	0	0
	C - Langton Rd	12	12	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

10:00 - 10:15

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	19	10	0
	B - L7037 East	24	0	0	0
	C - Langton Rd	8	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

10:15 - 10:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	15	6	0
	B - L7037 East	21	0	0	0
	C - Langton Rd	9	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

10:30 - 10:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	33	8	0
	B - L7037 East	31	0	0	0
	C - Langton Rd	8	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

10:45 - 11:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	39	6	0
	B - L7037 East	25	0	0	0
	C - Langton Rd	16	0	0	0
	D - L7037 West	0	0	0	0

11:00 - 11:15

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	36	13	0
	B - L7037 East	17	0	0	0
	C - Langton Rd	11	0	0	0
	D - L7037 West	9	0	0	0

11:15 - 11:30

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	28	8	23
	B - L7037 East	27	0	0	0
	C - Langton Rd	6	12	0	0
	D - L7037 West	0	0	0	0

11:30 - 11:45

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	19	9	8
	B - L7037 East	20	0	0	0
	C - Langton Rd	10	9	0	0
	D - L7037 West	0	0	8	0

11:45 - 12:00

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	28	5	0
	B - L7037 East	34	0	7	0
	C - Langton Rd	10	0	0	0
	D - L7037 West	0	0	0	0

12:00 - 12:15

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	31	9	0
	B - L7037 East	19	0	6	0
	C - Langton Rd	9	0	0	0
	D - L7037 West	0	0	0	0

12:15 - 12:30

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	27	5	0
	B - L7037 East	17	0	0	0
	C - Langton Rd	6	0	0	0
	D - L7037 West	0	0	0	0

12:30 - 12:45

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	37	4	0
	B - L7037 East	17	0	0	0
	C - Langton Rd	17	0	0	0
	D - L7037 West	0	0	0	0

12:45 - 13:00

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	28	6	9
	B - L7037 East	21	0	0	0
	C - Langton Rd	7	0	0	0
	D - L7037 West	0	0	0	0

13:00 - 13:15

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	31	2	5
	B - L7037 East	9	0	0	0
	C - Langton Rd	4	0	0	0
	D - L7037 West	5	0	0	0

Heavy Vehicle Percentages

13:15 - 13:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	25	3	0
	B - L7037 East	23	0	0	0
	C - Langton Rd	4	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

13:30 - 13:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	18	3	0
	B - L7037 East	20	0	0	0
	C - Langton Rd	10	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

13:45 - 14:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	23	3	0
	B - L7037 East	22	0	0	0
	C - Langton Rd	4	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

14:00 - 14:15

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	45	6	0
	B - L7037 East	22	0	0	0
	C - Langton Rd	6	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

14:15 - 14:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	22	8	2
	B - L7037 East	20	0	9	0
	C - Langton Rd	6	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

14:30 - 14:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	25	2	0
	B - L7037 East	15	0	8	0
	C - Langton Rd	7	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

14:45 - 15:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	27	8	0
	B - L7037 East	30	0	0	0
	C - Langton Rd	7	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

15:00 - 15:15

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	20	10	0
	B - L7037 East	22	0	0	0
	C - Langton Rd	4	0	0	0
	D - L7037 West	0	0	0	0

15:15 - 15:30

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	20	6	0
	B - L7037 East	14	0	7	0
	C - Langton Rd	10	0	0	0
	D - L7037 West	0	0	0	0

15:30 - 15:45

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	25	6	0
	B - L7037 East	17	0	0	0
	C - Langton Rd	7	0	0	0
	D - L7037 West	0	0	0	0

15:45 - 16:00

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	35	4	2
	B - L7037 East	26	0	0	0
	C - Langton Rd	7	0	0	0
	D - L7037 West	0	0	0	0

16:00 - 16:15

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	32	3	0
	B - L7037 East	17	0	0	0
	C - Langton Rd	8	9	0	0
	D - L7037 West	0	0	0	0

16:15 - 16:30

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	34	5	0
	B - L7037 East	16	0	0	0
	C - Langton Rd	7	0	0	0
	D - L7037 West	0	0	0	0

16:30 - 16:45

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	21	3	3
	B - L7037 East	18	0	0	0
	C - Langton Rd	4	0	0	0
	D - L7037 West	0	0	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	26	6	0
	B - L7037 East	37	0	0	0
	C - Langton Rd	6	0	0	0
	D - L7037 West	0	0	0	0

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	32	4	0
	B - L7037 East	13	0	0	0
	C - Langton Rd	4	7	0	0
	D - L7037 West	4	0	0	0

17:15 - 17:30

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	34	3	0
	B - L7037 East	17	0	0	0
	C - Langton Rd	4	14	0	0
	D - L7037 West	3	0	1	0

Heavy Vehicle Percentages

17:30 - 17:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	36	5	0
	B - L7037 East	17	0	0	0
	C - Langton Rd	3	0	0	0
	D - L7037 West	4	0	0	0

Heavy Vehicle Percentages

17:45 - 18:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	21	3	0
	B - L7037 East	13	0	0	0
	C - Langton Rd	5	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

18:00 - 18:15

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	34	4	0
	B - L7037 East	17	0	0	0
	C - Langton Rd	7	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

18:15 - 18:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	27	3	0
	B - L7037 East	34	0	0	0
	C - Langton Rd	4	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

18:30 - 18:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	32	5	0
	B - L7037 East	21	0	0	0
	C - Langton Rd	6	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

18:45 - 19:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	21	3	0
	B - L7037 East	19	0	0	0
	C - Langton Rd	6	0	0	0
	D - L7037 West	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max DOS	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
A - Morristown Rd	0.86	41.31	18.3	D	101.37	4865.83
B - L7037 East	1.01	84.30	20.5	F	74.57	3579.56
C - Langton Rd	0.95	65.68	18.3	E	74.81	3590.77
D - L7037 West	0.86	44.74	18.5	D	71.33	3423.74

Main Results for each time segment

07:00 - 07:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	46.18	46.18	432.31	52.50	14.88	242.74	0.190	42.69	0.0	3.5	21.229	C
B - L7037 East	1	17.49	17.49	467.73	36.50	0.00	142.27	0.123	15.85	0.0	1.6	30.710	C
C - Langton Rd	1	18.58	18.58	425.07	43.50	0.00	154.09	0.121	16.99	0.0	1.6	25.979	C
D - L7037 West	1	32.50	32.50	461.70	48.50	13.65	239.10	0.136	29.90	0.0	2.6	22.894	C

07:15 - 07:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	62.74	62.74	447.76	52.50	14.58	250.28	0.251	61.52	3.5	4.8	22.043	C
B - L7037 East	1	23.46	23.46	379.55	36.50	0.00	115.45	0.203	22.66	1.6	2.2	32.151	C
C - Langton Rd	1	35.26	35.26	442.30	43.50	0.00	160.33	0.220	33.88	1.6	3.0	27.442	C
D - L7037 West	1	41.52	41.52	449.89	48.50	14.00	234.33	0.177	40.79	2.6	3.3	23.440	C

07:30 - 07:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	59.10	59.10	439.32	52.50	14.58	245.57	0.241	59.29	4.8	4.5	21.916	C
B - L7037 East	1	17.98	17.98	468.02	36.50	0.00	142.36	0.126	18.85	2.2	1.7	30.761	C
C - Langton Rd	1	49.15	49.15	430.58	43.50	0.00	156.08	0.315	47.94	3.0	4.3	29.106	C
D - L7037 West	1	42.94	42.94	452.69	48.50	13.92	235.46	0.182	42.83	3.3	3.4	23.507	C

07:45 - 08:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	93.33	93.33	443.55	52.50	14.64	248.17	0.376	90.73	4.5	7.1	24.026	C
B - L7037 East	1	24.30	24.30	354.13	36.50	0.00	107.71	0.226	23.33	1.7	2.3	32.643	C
C - Langton Rd	1	71.38	71.38	444.99	43.50	0.00	161.31	0.443	69.39	4.3	6.3	31.665	C
D - L7037 West	1	68.24	68.24	451.00	48.50	13.97	234.78	0.291	66.18	3.4	5.5	25.075	C

08:00 - 08:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	114.92	114.92	448.93	52.50	14.75	251.57	0.457	113.34	7.1	8.8	25.517	C
B - L7037 East	1	47.80	47.80	385.97	36.50	0.00	117.40	0.407	45.73	2.3	4.6	36.264	D
C - Langton Rd	1	99.17	99.17	436.67	43.50	0.00	158.29	0.626	96.30	6.3	9.0	37.052	D
D - L7037 West	1	71.43	71.43	455.35	48.50	13.84	236.54	0.302	71.17	5.5	5.8	25.249	C

08:15 - 08:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	127.03	127.03	447.87	52.50	14.88	251.48	0.505	126.10	8.8	9.8	26.546	C
B - L7037 East	1	50.85	50.85	386.13	36.50	0.00	117.45	0.433	50.55	4.6	4.9	36.944	D
C - Langton Rd	1	130.28	130.28	444.78	43.50	0.00	161.23	0.808	126.62	9.0	12.9	46.710	D
D - L7037 West	1	102.40	102.40	445.50	48.50	14.14	232.56	0.440	99.81	5.8	8.3	27.722	C

08:30 - 08:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	169.64	169.64	447.26	52.50	15.10	251.97	0.673	166.07	9.8	13.5	31.186	C
B - L7037 East	1	96.70	96.70	423.52	36.50	0.00	128.82	0.751	91.74	4.9	10.2	48.869	D
C - Langton Rd	1	114.18	114.18	435.06	43.50	0.00	157.71	0.724	115.88	12.9	10.9	42.665	D
D - L7037 West	1	117.28	117.28	438.69	48.50	14.23	229.31	0.511	115.91	8.3	9.6	29.292	C

08:45 - 09:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	216.57	216.57	446.69	52.50	15.32	252.46	0.858	211.24	13.5	19.1	41.313	D
B - L7037 East	1	88.37	88.37	425.02	36.50	0.00	129.28	0.684	89.53	10.2	9.1	46.161	D
C - Langton Rd	1	147.52	147.52	428.05	43.50	0.00	155.17	0.951	140.13	10.9	18.4	65.677	E
D - L7037 West	1	177.62	177.62	441.24	48.50	14.28	230.83	0.769	171.76	9.6	15.6	38.130	D

09:00 - 09:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	135.02	135.02	449.27	52.50	14.90	252.33	0.535	143.16	19.1	10.5	27.457	C
B - L7037 East	1	67.38	67.38	404.78	36.50	0.00	123.12	0.547	69.69	9.1	6.7	40.358	D
C - Langton Rd	1	90.50	90.50	434.97	43.50	0.00	157.68	0.574	100.31	18.4	8.2	37.687	D
D - L7037 West	1	198.45	198.45	442.55	48.50	14.24	231.36	0.858	195.47	15.6	18.6	44.738	D

09:15 - 09:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	71.04	71.04	412.87	52.50	14.96	232.11	0.306	75.32	10.5	5.4	22.954	C
B - L7037 East	1	60.71	60.71	399.81	36.50	0.00	121.61	0.499	61.41	6.7	5.9	38.754	D
C - Langton Rd	1	42.41	42.41	421.42	43.50	0.00	152.77	0.278	46.79	8.2	3.7	28.497	C
D - L7037 West	1	75.70	75.70	451.36	48.50	13.96	234.92	0.322	88.16	18.6	6.1	25.863	C

09:30 - 09:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	76.01	76.01	414.52	52.50	15.04	233.32	0.326	75.68	5.4	5.8	23.256	C
B - L7037 East	1	44.03	44.03	388.06	36.50	0.00	118.04	0.373	45.51	5.9	4.2	35.535	D
C - Langton Rd	1	43.53	43.53	406.94	43.50	0.00	147.51	0.295	43.33	3.7	3.8	28.834	C
D - L7037 West	1	48.79	48.79	453.30	48.50	13.90	235.71	0.207	50.99	6.1	3.9	23.846	C

09:45 - 10:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	70.27	70.27	434.28	52.50	15.16	244.88	0.287	71.05	5.8	5.3	22.600	C
B - L7037 East	1	52.37	52.37	401.37	36.50	0.00	122.08	0.429	51.71	4.2	5.1	36.697	D
C - Langton Rd	1	65.22	65.22	415.92	43.50	0.00	150.77	0.433	63.28	3.8	5.7	31.611	C
D - L7037 West	1	54.17	54.17	446.35	48.50	14.11	232.90	0.233	53.74	3.9	4.3	24.213	C

10:00 - 10:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	61.61	61.61	415.44	52.50	15.22	234.45	0.263	62.06	5.3	4.7	22.273	C
B - L7037 East	1	42.10	42.10	393.74	36.50	0.00	119.76	0.352	43.05	5.1	4.0	35.002	D
C - Langton Rd	1	34.11	34.11	434.45	43.50	0.00	157.49	0.217	37.16	5.7	2.9	27.418	C
D - L7037 West	1	43.50	43.50	450.77	48.50	13.98	234.69	0.185	44.37	4.3	3.5	23.551	C

10:15 - 10:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	69.34	69.34	431.44	52.50	15.34	243.92	0.284	68.97	4.7	5.3	22.559	C
B - L7037 East	1	50.44	50.44	406.76	36.50	0.00	123.72	0.408	49.69	4.0	4.8	36.138	D
C - Langton Rd	1	32.73	32.73	431.32	43.50	0.00	156.35	0.209	32.85	2.9	2.8	27.301	C
D - L7037 West	1	36.05	36.05	450.59	48.50	13.98	234.61	0.154	36.65	3.5	2.9	23.130	C

10:30 - 10:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	63.77	63.77	420.44	52.50	14.97	236.39	0.270	63.94	5.3	4.8	22.370	C
B - L7037 East	1	52.94	52.94	399.13	36.50	0.00	121.40	0.436	52.55	4.8	5.1	36.909	D
C - Langton Rd	1	41.06	41.06	433.29	43.50	0.00	157.07	0.261	40.34	2.8	3.5	28.149	C
D - L7037 West	1	42.48	42.48	448.29	48.50	14.05	233.68	0.182	41.96	2.9	3.4	23.503	C

10:45 - 11:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	70.95	70.95	424.36	52.50	14.80	238.00	0.298	70.38	4.8	5.4	22.793	C
B - L7037 East	1	59.62	59.62	402.02	36.50	0.00	122.28	0.488	59.01	5.1	5.8	38.254	D
C - Langton Rd	1	38.01	38.01	414.95	43.50	0.00	150.42	0.253	38.14	3.5	3.3	28.059	C
D - L7037 West	1	57.85	57.85	458.50	48.50	13.74	237.81	0.243	56.60	3.4	4.6	24.351	C

11:00 - 11:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	55.15	55.15	410.06	52.50	14.98	230.58	0.239	56.24	5.4	4.2	21.942	C
B - L7037 East	1	64.60	64.60	406.90	36.50	0.00	123.76	0.522	64.16	5.8	6.3	39.239	D
C - Langton Rd	1	48.97	48.97	425.34	43.50	0.00	154.19	0.318	48.08	3.3	4.3	29.178	C
D - L7037 West	1	41.49	41.49	436.89	48.50	14.04	227.70	0.182	42.69	4.6	3.3	23.524	C

11:15 - 11:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	72.86	72.86	406.68	52.50	15.17	229.33	0.318	71.51	4.2	5.6	23.141	C
B - L7037 East	1	58.77	58.77	406.36	36.50	0.00	123.60	0.475	59.26	6.3	5.7	37.977	D
C - Langton Rd	1	50.63	50.63	428.51	43.50	0.00	155.33	0.326	50.50	4.3	4.4	29.330	C
D - L7037 West	1	49.08	49.08	460.85	48.50	13.67	238.76	0.206	48.56	3.3	3.9	23.815	C

11:30 - 11:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	69.51	69.51	420.30	52.50	15.20	237.12	0.293	69.97	5.6	5.3	22.724	C
B - L7037 East	1	61.55	61.55	410.43	36.50	0.00	124.84	0.493	61.39	5.7	6.0	38.361	D
C - Langton Rd	1	40.91	40.91	414.42	43.50	0.00	150.23	0.272	41.71	4.4	3.5	28.407	C
D - L7037 West	1	37.69	37.69	439.73	48.50	14.10	229.40	0.164	38.55	3.9	3.0	23.280	C

11:45 - 12:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	88.49	88.49	433.28	52.50	15.04	243.87	0.363	87.12	5.3	6.8	23.822	C
B - L7037 East	1	65.72	65.72	395.57	36.50	0.00	120.32	0.546	65.02	6.0	6.5	40.140	D
C - Langton Rd	1	68.69	68.69	427.11	43.50	0.00	154.83	0.444	66.25	3.5	6.0	31.798	C
D - L7037 West	1	53.49	53.49	449.75	48.50	14.01	234.27	0.228	52.26	3.0	4.3	24.147	C

12:00 - 12:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	66.60	66.60	416.54	52.50	15.06	234.52	0.284	68.04	6.8	5.1	22.595	C
B - L7037 East	1	80.56	80.56	401.45	36.50	0.00	122.11	0.660	78.98	6.5	8.2	44.488	D
C - Langton Rd	1	59.10	59.10	431.60	43.50	0.00	156.46	0.378	59.95	6.0	5.2	30.368	C
D - L7037 West	1	55.78	55.78	456.34	48.50	13.81	236.94	0.235	55.60	4.3	4.5	24.243	C

12:15 - 12:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	78.14	78.14	429.64	52.50	15.11	242.05	0.323	77.43	5.1	6.0	23.167	C
B - L7037 East	1	90.29	90.29	398.75	36.50	0.00	121.29	0.744	88.98	8.2	9.6	49.498	D
C - Langton Rd	1	70.49	70.49	439.37	43.50	0.00	159.27	0.443	69.58	5.2	6.2	31.709	C
D - L7037 West	1	61.18	61.18	444.21	48.50	14.18	232.04	0.264	60.74	4.5	4.9	24.674	C

12:30 - 12:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	94.43	94.43	439.64	52.50	14.96	247.15	0.382	93.23	6.0	7.2	24.139	C
B - L7037 East	1	79.17	79.17	407.59	36.50	0.00	123.97	0.639	80.73	9.6	8.0	44.177	D
C - Langton Rd	1	74.69	74.69	412.22	43.50	0.00	149.43	0.500	73.83	6.2	6.6	33.345	C
D - L7037 West	1	50.74	50.74	447.35	48.50	14.08	233.30	0.217	51.59	4.9	4.1	23.999	C

12:45 - 13:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	70.04	70.04	431.63	52.50	14.90	242.44	0.289	71.79	7.2	5.3	22.641	C
B - L7037 East	1	69.17	69.17	397.84	36.50	0.00	121.01	0.572	70.20	8.0	6.9	41.311	D
C - Langton Rd	1	63.54	63.54	436.75	43.50	0.00	158.32	0.401	65.02	6.6	5.6	30.851	C
D - L7037 West	1	53.66	53.66	446.36	48.50	14.11	232.90	0.230	53.42	4.1	4.3	24.182	C

13:00 - 13:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	107.14	107.14	459.90	52.50	14.75	257.75	0.416	104.54	5.3	8.2	24.684	C
B - L7037 East	1	95.98	95.98	418.52	36.50	0.00	127.30	0.754	93.03	6.9	10.2	49.351	D
C - Langton Rd	1	64.87	64.87	442.37	43.50	0.00	160.36	0.405	64.87	5.6	5.7	30.862	C
D - L7037 West	1	71.45	71.45	442.32	48.50	14.02	230.46	0.310	69.93	4.3	5.8	25.401	C

13:15 - 13:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	130.21	130.21	441.19	52.50	15.30	249.26	0.522	128.27	8.2	10.1	26.950	C
B - L7037 East	1	72.36	72.36	411.39	36.50	0.00	125.13	0.578	75.06	10.2	7.2	41.469	D
C - Langton Rd	1	87.37	87.37	440.93	43.50	0.00	159.84	0.547	85.23	5.7	7.8	34.391	C
D - L7037 West	1	51.49	51.49	448.39	48.50	14.05	233.72	0.220	53.21	5.8	4.1	24.038	C

13:30 - 13:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	132.17	132.17	444.88	52.50	15.18	250.93	0.527	132.03	10.1	10.3	27.062	C
B - L7037 East	1	91.81	91.81	413.58	36.50	0.00	125.80	0.730	89.42	7.2	9.6	47.967	D
C - Langton Rd	1	73.21	73.21	425.29	43.50	0.00	154.17	0.475	74.36	7.8	6.5	32.669	C
D - L7037 West	1	63.45	63.45	444.13	48.50	14.19	232.00	0.273	62.48	4.1	5.1	24.822	C

13:45 - 14:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	101.99	101.99	444.49	52.50	14.98	249.94	0.408	104.29	10.3	7.8	24.613	C
B - L7037 East	1	69.58	69.58	403.52	36.50	0.00	122.74	0.567	72.16	9.6	6.9	41.125	D
C - Langton Rd	1	81.82	81.82	444.61	43.50	0.00	161.17	0.508	81.16	6.5	7.3	33.310	C
D - L7037 West	1	135.30	135.30	443.98	48.50	14.19	231.94	0.583	129.17	5.1	11.2	31.057	C

14:00 - 14:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	89.59	89.59	438.21	52.50	14.91	246.18	0.364	90.42	7.8	6.8	23.840	C
B - L7037 East	1	82.35	82.35	410.15	36.50	0.00	124.75	0.660	80.89	6.9	8.4	44.385	D
C - Langton Rd	1	87.06	87.06	436.86	43.50	0.00	158.36	0.550	86.46	7.3	7.8	34.563	C
D - L7037 West	1	61.71	61.71	445.98	48.50	14.13	232.75	0.265	67.98	11.2	5.0	24.706	C

14:15 - 14:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	141.29	141.29	431.88	52.50	15.26	243.87	0.579	137.12	6.8	11.1	28.419	C
B - L7037 East	1	127.93	127.93	416.59	36.50	0.00	126.71	1.010	115.72	8.4	20.7	84.299	F
C - Langton Rd	1	101.50	101.50	434.15	43.50	0.00	157.38	0.645	100.06	7.8	9.3	37.844	D
D - L7037 West	1	94.82	94.82	448.90	48.50	14.03	233.93	0.405	92.08	5.0	7.7	27.035	C

14:30 - 14:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	148.02	148.02	450.73	52.50	15.06	253.74	0.583	147.83	11.1	11.6	28.464	C
B - L7037 East	1	96.25	96.25	415.11	36.50	0.00	126.26	0.762	105.75	20.7	11.2	65.689	E
C - Langton Rd	1	115.42	115.42	435.24	43.50	0.00	157.77	0.732	113.60	9.3	11.0	41.967	D
D - L7037 West	1	113.31	113.31	442.42	48.50	14.24	231.31	0.490	111.73	7.7	9.3	28.779	C

14:45 - 15:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	137.66	137.66	433.25	52.50	15.06	243.93	0.564	138.03	11.6	10.8	28.090	C
B - L7037 East	1	71.51	71.51	398.99	36.50	0.00	121.36	0.589	75.21	11.2	7.2	42.186	D
C - Langton Rd	1	106.51	106.51	436.69	43.50	0.00	158.30	0.673	107.54	11.0	9.9	39.524	D
D - L7037 West	1	56.80	56.80	449.91	48.50	14.00	234.34	0.242	61.52	9.3	4.6	24.357	C

15:00 - 15:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	99.23	99.23	423.73	52.50	15.22	239.11	0.415	102.24	10.8	7.6	24.814	C
B - L7037 East	1	90.25	90.25	417.51	36.50	0.00	126.99	0.711	88.25	7.2	9.4	46.806	D
C - Langton Rd	1	92.06	92.06	451.99	43.50	0.00	163.85	0.562	93.91	9.9	8.3	34.972	C
D - L7037 West	1	87.98	87.98	442.19	48.50	14.25	231.22	0.381	85.41	4.6	7.1	26.597	C

15:15 - 15:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	133.16	133.16	443.11	52.50	15.07	249.52	0.534	130.70	7.6	10.4	27.212	C
B - L7037 East	1	104.99	104.99	411.78	36.50	0.00	125.25	0.838	102.39	9.4	12.0	57.099	E
C - Langton Rd	1	87.92	87.92	428.24	43.50	0.00	155.24	0.566	87.93	8.3	7.9	35.226	D
D - L7037 West	1	71.77	71.77	443.30	48.50	14.21	231.67	0.310	73.12	7.1	5.8	25.401	C

15:30 - 15:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	94.02	94.02	431.94	52.50	15.01	243.00	0.387	96.87	10.4	7.2	24.267	C
B - L7037 East	1	96.93	96.93	406.76	36.50	0.00	123.72	0.783	98.00	12.0	10.8	55.245	E
C - Langton Rd	1	69.83	69.83	434.48	43.50	0.00	157.50	0.443	71.87	7.9	6.1	31.831	C
D - L7037 West	1	75.40	75.40	447.83	48.50	14.07	233.50	0.323	75.10	5.8	6.1	25.600	C

15:45 - 16:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	119.33	119.33	436.88	52.50	15.07	245.99	0.485	117.42	7.2	9.2	26.148	C
B - L7037 East	1	76.36	76.36	403.87	36.50	0.00	122.84	0.622	79.31	10.8	7.7	43.572	D
C - Langton Rd	1	76.51	76.51	437.90	43.50	0.00	158.74	0.482	75.79	6.1	6.8	32.685	C
D - L7037 West	1	77.36	77.36	451.16	48.50	13.96	234.84	0.329	77.20	6.1	6.2	25.702	C

16:00 - 16:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	162.92	162.92	456.23	52.50	14.90	256.27	0.636	159.57	9.2	12.9	29.887	C
B - L7037 East	1	112.63	112.63	415.92	36.50	0.00	126.51	0.890	106.81	7.7	13.8	62.631	E
C - Langton Rd	1	70.86	70.86	426.96	43.50	0.00	154.77	0.458	71.29	6.8	6.3	32.199	C
D - L7037 West	1	72.87	72.87	443.75	48.50	14.20	231.85	0.314	73.24	6.2	5.9	25.470	C

16:15 - 16:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	112.20	112.20	439.44	52.50	15.01	247.21	0.454	116.04	12.9	8.6	25.528	C
B - L7037 East	1	103.18	103.18	417.22	36.50	0.00	126.90	0.813	105.03	13.8	11.9	59.810	E
C - Langton Rd	1	83.63	83.63	437.89	43.50	0.00	158.74	0.527	82.56	6.3	7.5	33.873	C
D - L7037 West	1	88.87	88.87	438.81	48.50	14.36	229.85	0.387	87.54	5.9	7.2	26.719	C

16:30 - 16:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	125.17	125.17	444.23	52.50	15.06	250.09	0.501	124.25	8.6	9.7	26.456	C
B - L7037 East	1	85.12	85.12	408.29	36.50	0.00	124.19	0.685	88.10	11.9	8.8	47.080	D
C - Langton Rd	1	82.24	82.24	452.27	43.50	0.00	163.95	0.502	82.51	7.5	7.3	33.142	C
D - L7037 West	1	75.89	75.89	446.07	48.50	14.12	232.79	0.326	76.97	7.2	6.1	25.661	C

16:45 - 17:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	119.53	119.53	434.21	52.50	15.14	244.76	0.488	119.80	9.7	9.2	26.252	C
B - L7037 East	1	80.68	80.68	405.02	36.50	0.00	123.19	0.655	81.01	8.8	8.3	44.848	D
C - Langton Rd	1	71.40	71.40	440.52	43.50	0.00	159.69	0.447	72.33	7.3	6.3	31.866	C
D - L7037 West	1	81.57	81.57	451.14	48.50	13.96	234.84	0.347	81.11	6.1	6.6	26.001	C

17:00 - 17:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	113.88	113.88	442.77	52.50	15.03	249.16	0.457	114.46	9.2	8.8	25.563	C
B - L7037 East	1	111.76	111.76	417.58	36.50	0.00	127.02	0.880	106.92	8.3	13.4	61.359	E
C - Langton Rd	1	116.01	116.01	440.99	43.50	0.00	159.86	0.726	111.39	6.3	11.0	41.345	D
D - L7037 West	1	77.09	77.09	436.16	48.50	14.24	228.03	0.338	77.36	6.6	6.2	25.883	C

17:15 - 17:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	110.72	110.72	449.01	52.50	14.92	252.25	0.439	111.04	8.8	8.5	25.176	C
B - L7037 East	1	104.81	104.81	413.65	36.50	0.00	125.82	0.833	105.83	13.4	12.5	62.083	E
C - Langton Rd	1	95.17	95.17	429.74	43.50	0.00	155.78	0.611	97.29	11.0	8.7	36.980	D
D - L7037 West	1	94.96	94.96	430.73	48.50	14.42	225.85	0.420	93.47	6.2	7.7	27.385	C

17:30 - 17:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	96.71	96.71	443.04	52.50	14.83	248.58	0.389	97.66	8.5	7.4	24.269	C
B - L7037 East	1	104.81	104.81	419.03	36.50	0.00	127.46	0.822	105.09	12.5	12.2	59.626	E
C - Langton Rd	1	123.50	123.50	451.36	43.50	0.00	163.62	0.755	120.61	8.7	11.8	42.924	D
D - L7037 West	1	70.34	70.34	433.94	48.50	14.29	227.06	0.310	72.38	7.7	5.7	25.423	C

17:45 - 18:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	107.02	107.02	448.85	52.50	14.95	252.28	0.424	106.36	7.4	8.2	24.881	C
B - L7037 East	1	90.92	90.92	414.58	36.50	0.00	126.10	0.721	93.44	12.2	9.6	49.421	D
C - Langton Rd	1	73.49	73.49	440.83	43.50	0.00	159.80	0.460	78.69	11.8	6.5	32.271	C
D - L7037 West	1	81.41	81.41	443.73	48.50	14.20	231.84	0.351	80.59	5.7	6.6	26.080	C

18:00 - 18:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	101.30	101.30	442.72	52.50	14.90	248.66	0.407	101.61	8.2	7.8	24.598	C
B - L7037 East	1	111.55	111.55	415.60	36.50	0.00	126.41	0.882	107.69	9.6	13.5	62.391	E
C - Langton Rd	1	82.26	82.26	436.09	43.50	0.00	158.08	0.520	81.32	6.5	7.3	33.709	C
D - L7037 West	1	57.50	57.50	449.44	48.50	14.02	234.15	0.246	59.46	6.6	4.6	24.402	C

18:15 - 18:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	94.43	94.43	446.91	52.50	14.89	250.97	0.376	95.05	7.8	7.2	24.028	C
B - L7037 East	1	84.88	84.88	424.27	36.50	0.00	129.05	0.658	89.64	13.5	8.7	45.477	D
C - Langton Rd	1	86.70	86.70	442.77	43.50	0.00	160.50	0.540	86.42	7.3	7.7	34.246	C
D - L7037 West	1	57.37	57.37	448.22	48.50	14.06	233.65	0.246	57.38	4.6	4.6	24.400	C

18:30 - 18:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	76.68	76.68	429.57	52.50	15.02	241.72	0.317	77.84	7.2	5.8	23.086	C
B - L7037 East	1	80.98	80.98	408.37	36.50	0.00	124.21	0.652	81.28	8.7	8.3	44.451	D
C - Langton Rd	1	65.86	65.86	438.88	43.50	0.00	159.10	0.414	67.73	7.7	5.8	31.121	C
D - L7037 West	1	51.54	51.54	448.08	48.50	14.06	233.60	0.221	52.01	4.6	4.1	24.042	C

18:45 - 19:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	**1**	109.56	109.56	447.71	52.50	15.00	251.83	0.435	107.22	5.8	8.4	25.086	C
B - L7037 East	**1**	65.70	65.70	406.79	36.50	0.00	123.73	0.531	67.44	8.3	6.5	39.752	D
C - Langton Rd	**1**	65.86	65.86	438.31	43.50	0.00	158.89	0.414	65.88	5.8	5.8	31.102	C
D - L7037 West	**1**	39.47	39.47	450.52	48.50	13.98	234.59	0.168	40.44	4.1	3.2	23.322	C

+5+Adj+Dev,

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Junction 2	Signalised		79.05	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

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
D11	+5+Adj+Dev	DIRECT	07:00	19:00	720	15	✓	Simple	D3+D6+D5

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Morristown Rd		DIRECT	✓	100.000
B - L7037 East		DIRECT	✓	100.000
C - Langton Rd		DIRECT	✓	100.000
D - L7037 West		DIRECT	✓	100.000

Origin-Destination Data

07:00 - 07:15

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	16.82	32.24	1.84
	B - L7037 East	0.00	0.00	3.06	16.09
	C - Langton Rd	15.09	1.53	0.00	3.82
	D - L7037 West	3.66	26.52	4.59	0.00

07:15 - 07:30

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	13.90	53.54	1.83
	B - L7037 East	8.23	0.00	6.13	11.37
	C - Langton Rd	28.92	4.60	0.00	5.30
	D - L7037 West	9.79	26.01	9.14	0.00

07:30 - 07:45

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	9.91	51.96	3.39
	B - L7037 East	0.00	0.00	3.06	16.63
	C - Langton Rd	27.11	18.38	0.00	8.64
	D - L7037 West	8.26	28.65	9.38	0.00

07:45 - 08:00

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	19.41	75.65	8.04
	B - L7037 East	7.47	0.00	0.00	19.42
	C - Langton Rd	55.68	16.85	0.00	6.12
	D - L7037 West	20.51	43.84	9.82	0.00

Demand (Veh/TS)

08:00 - 08:15

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	27.73	86.28	12.76
	B - L7037 East	11.47	0.00	12.25	28.94
	C - Langton Rd	74.88	21.44	0.00	13.12
	D - L7037 West	18.71	51.05	7.58	0.00

Demand (Veh/TS)

08:15 - 08:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	18.21	86.36	35.57
	B - L7037 East	12.71	0.00	13.79	29.43
	C - Langton Rd	90.45	29.10	0.00	23.97
	D - L7037 West	41.68	55.98	13.81	0.00

Demand (Veh/TS)

08:30 - 08:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	19.48	90.80	77.06
	B - L7037 East	20.16	0.00	18.19	68.11
	C - Langton Rd	84.43	12.07	0.00	29.61
	D - L7037 West	50.69	59.30	18.01	0.00

Demand (Veh/TS)

08:45 - 09:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	55.60	92.81	90.67
	B - L7037 East	15.32	0.00	19.91	62.04
	C - Langton Rd	76.49	36.76	0.00	49.62
	D - L7037 West	79.98	84.07	30.34	0.00

Demand (Veh/TS)

09:00 - 09:15

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	29.88	89.60	29.58
	B - L7037 East	32.29	0.00	12.25	29.61
	C - Langton Rd	75.00	15.32	0.00	9.68
	D - L7037 West	85.32	99.12	33.70	0.00

Demand (Veh/TS)

09:15 - 09:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	22.81	44.94	11.00
	B - L7037 East	24.99	0.00	19.91	21.78
	C - Langton Rd	29.76	7.47	0.00	9.53
	D - L7037 West	19.45	49.52	13.85	0.00

Demand (Veh/TS)

09:30 - 09:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	23.42	44.89	15.81
	B - L7037 East	16.68	0.00	10.72	20.91
	C - Langton Rd	26.05	9.19	0.00	12.88
	D - L7037 West	11.79	33.41	7.95	0.00

Demand (Veh/TS)

09:45 - 10:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	34.34	36.56	6.56
	B - L7037 East	25.71	0.00	10.72	21.06
	C - Langton Rd	47.89	10.54	0.00	13.82
	D - L7037 West	11.79	30.52	16.66	0.00

10:00 - 10:15

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	34.35	30.31	3.47
	B - L7037 East	19.77	0.00	10.72	15.74
	C - Langton Rd	25.55	7.66	0.00	4.32
	D - L7037 West	14.11	27.77	5.55	0.00

10:15 - 10:30

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	33.21	29.03	14.19
	B - L7037 East	21.48	0.00	9.19	24.75
	C - Langton Rd	22.57	7.66	0.00	5.78
	D - L7037 West	11.05	22.97	5.30	0.00

10:30 - 10:45

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	21.56	40.86	8.09
	B - L7037 East	20.63	0.00	7.66	30.00
	C - Langton Rd	28.41	9.19	0.00	7.59
	D - L7037 West	12.58	25.24	8.59	0.00

10:45 - 11:00

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	20.56	52.80	5.07
	B - L7037 East	24.51	0.00	12.25	29.00
	C - Langton Rd	24.78	7.66	0.00	9.50
	D - L7037 West	9.52	44.62	9.10	0.00

11:00 - 11:15

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	16.88	34.46	9.66
	B - L7037 East	31.30	0.00	10.72	28.98
	C - Langton Rd	32.72	7.66	0.00	13.75
	D - L7037 West	13.96	25.54	5.81	0.00

11:15 - 11:30

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	20.35	39.37	21.15
	B - L7037 East	23.82	0.00	4.60	36.28
	C - Langton Rd	36.12	10.54	0.00	9.18
	D - L7037 West	8.01	40.09	5.69	0.00

11:30 - 11:45

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	29.54	34.78	12.52
	B - L7037 East	25.53	0.00	10.72	31.50
	C - Langton Rd	22.34	13.60	0.00	9.18
	D - L7037 West	11.08	21.89	8.38	0.00

11:45 - 12:00

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	27.46	52.69	17.38
	B - L7037 East	20.61	0.00	18.19	33.55
	C - Langton Rd	42.80	16.85	0.00	16.10
	D - L7037 West	15.67	33.34	9.41	0.00

12:00 - 12:15

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	23.34	38.86	11.30
	B - L7037 East	34.82	0.00	19.73	34.08
	C - Langton Rd	44.51	10.72	0.00	10.02
	D - L7037 West	10.16	41.20	9.53	0.00

Demand (Veh/TS)

12:15 - 12:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	26.53	43.69	15.89
	B - L7037 East	43.94	0.00	30.63	24.77
	C - Langton Rd	49.34	12.25	0.00	16.09
	D - L7037 West	20.89	32.06	13.89	0.00

Demand (Veh/TS)

12:30 - 12:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	20.07	60.43	23.57
	B - L7037 East	39.23	0.00	10.72	37.13
	C - Langton Rd	54.41	6.13	0.00	22.35
	D - L7037 West	14.76	29.33	11.12	0.00

Demand (Veh/TS)

12:45 - 13:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	19.22	47.16	11.04
	B - L7037 East	34.71	0.00	13.79	27.68
	C - Langton Rd	46.81	9.19	0.00	14.03
	D - L7037 West	19.35	30.19	8.89	0.00

Demand (Veh/TS)

13:00 - 13:15

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	15.23	79.70	23.27
	B - L7037 East	46.35	0.00	22.98	36.20
	C - Langton Rd	44.16	12.25	0.00	15.09
	D - L7037 West	23.53	44.57	10.13	0.00

Demand (Veh/TS)

13:15 - 13:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	30.22	57.73	55.69
	B - L7037 East	24.93	0.00	18.38	36.17
	C - Langton Rd	57.31	16.85	0.00	22.04
	D - L7037 West	17.58	30.93	7.59	0.00

Demand (Veh/TS)

13:30 - 13:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	40.19	66.62	38.88
	B - L7037 East	33.28	0.00	22.98	44.66
	C - Langton Rd	39.92	16.85	0.00	23.93
	D - L7037 West	20.65	33.40	15.36	0.00

Demand (Veh/TS)

13:45 - 14:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	29.80	63.66	18.95
	B - L7037 East	28.99	0.00	18.38	29.05
	C - Langton Rd	61.68	13.79	0.00	14.61
	D - L7037 West	55.88	71.17	21.57	0.00

Demand (Veh/TS)

14:00 - 14:15

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	14.75	58.97	25.13
	B - L7037 East	33.64	0.00	12.25	44.66
	C - Langton Rd	60.06	13.79	0.00	22.21
	D - L7037 West	17.81	34.46	15.27	0.00

14:15 - 14:30

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	37.58	64.38	54.11
	B - L7037 East	36.92	0.00	27.20	76.79
	C - Langton Rd	56.54	16.85	0.00	38.35
	D - L7037 West	30.07	57.76	15.99	0.00

14:30 - 14:45

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	31.48	85.21	46.57
	B - L7037 East	38.48	0.00	15.13	52.26
	C - Langton Rd	84.22	12.25	0.00	31.19
	D - L7037 West	39.26	56.02	29.04	0.00

14:45 - 15:00

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	33.78	77.74	40.54
	B - L7037 East	27.07	0.00	15.32	36.10
	C - Langton Rd	81.93	21.44	0.00	14.13
	D - L7037 West	16.28	35.52	10.09	0.00

15:00 - 15:15

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	39.65	47.70	22.22
	B - L7037 East	31.27	0.00	12.25	55.55
	C - Langton Rd	81.26	12.25	0.00	7.80
	D - L7037 West	35.97	43.13	17.25	0.00

15:15 - 15:30

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	35.28	74.35	37.46
	B - L7037 East	48.14	0.00	18.19	49.22
	C - Langton Rd	69.00	15.32	0.00	13.00
	D - L7037 West	26.78	36.59	15.11	0.00

15:30 - 15:45

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	30.53	57.10	16.09
	B - L7037 East	48.00	0.00	15.32	43.24
	C - Langton Rd	44.52	21.44	0.00	10.84
	D - L7037 West	29.84	44.59	8.04	0.00

15:45 - 16:00

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	25.00	69.24	37.39
	B - L7037 East	30.49	0.00	13.79	39.48
	C - Langton Rd	62.36	9.19	0.00	12.73
	D - L7037 West	22.18	50.12	12.56	0.00

16:00 - 16:15

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	22.01	106.32	51.34
	B - L7037 East	44.00	0.00	22.98	56.84
	C - Langton Rd	50.72	13.60	0.00	13.83
	D - L7037 West	23.59	37.63	18.50	0.00

16:15 - 16:30

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	22.94	67.84	32.98
	B - L7037 East	43.65	0.00	15.32	54.32
	C - Langton Rd	62.74	13.79	0.00	15.59
	D - L7037 West	35.84	38.23	23.28	0.00

Demand (Veh/TS)

16:30 - 16:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	34.06	72.75	31.25
	B - L7037 East	36.35	0.00	21.44	35.58
	C - Langton Rd	73.80	7.66	0.00	9.12
	D - L7037 West	31.25	42.42	9.37	0.00

Demand (Veh/TS)

16:45 - 17:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	32.79	62.97	36.08
	B - L7037 East	24.30	0.00	15.32	48.97
	C - Langton Rd	54.93	6.13	0.00	17.45
	D - L7037 West	23.59	52.89	12.84	0.00

Demand (Veh/TS)

17:00 - 17:15

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	24.33	67.98	33.16
	B - L7037 East	52.72	0.00	13.79	56.08
	C - Langton Rd	84.32	18.19	0.00	25.34
	D - L7037 West	32.89	38.78	12.73	0.00

Demand (Veh/TS)

17:15 - 17:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	20.61	72.85	28.53
	B - L7037 East	36.65	0.00	36.76	41.51
	C - Langton Rd	61.68	18.01	0.00	25.20
	D - L7037 West	46.68	37.91	19.74	0.00

Demand (Veh/TS)

17:30 - 17:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	19.21	68.11	19.33
	B - L7037 East	36.77	0.00	26.04	52.11
	C - Langton Rd	98.49	13.79	0.00	23.61
	D - L7037 West	31.36	33.18	12.42	0.00

Demand (Veh/TS)

17:45 - 18:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	31.73	68.39	17.79
	B - L7037 East	44.67	0.00	13.79	41.15
	C - Langton Rd	51.11	9.19	0.00	20.45
	D - L7037 West	34.61	42.10	12.33	0.00

Demand (Veh/TS)

18:00 - 18:15

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	22.87	68.00	20.75
	B - L7037 East	42.05	0.00	29.10	51.35
	C - Langton Rd	59.65	16.85	0.00	14.10
	D - L7037 West	14.58	35.48	12.66	0.00

Demand (Veh/TS)

18:15 - 18:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	24.14	63.81	16.10
	B - L7037 East	17.16	0.00	18.38	57.68
	C - Langton Rd	60.32	10.72	0.00	24.34
	D - L7037 West	16.11	34.21	12.26	0.00

Demand (Veh/TS)

18:30 - 18:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	23.20	46.67	14.61
	B - L7037 East	31.63	0.00	19.91	37.27
	C - Langton Rd	47.71	15.32	0.00	9.38
	D - L7037 West	17.64	30.55	7.96	0.00

Demand (Veh/TS)

18:45 - 19:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	31.67	66.83	22.24
	B - L7037 East	30.82	0.00	9.19	31.95
	C - Langton Rd	44.95	7.66	0.00	19.79
	D - L7037 West	11.52	25.15	6.17	0.00

Vehicle Mix

Heavy Vehicle Percentages

07:00 - 07:15

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	27	5	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	12	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

07:15 - 07:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	32	5	0
	B - L7037 East	49	0	0	0
	C - Langton Rd	6	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

07:30 - 07:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	66	3	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	7	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

07:45 - 08:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	34	6	0
	B - L7037 East	100	0	0	0
	C - Langton Rd	5	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

08:00 - 08:15

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	27	4	0
	B - L7037 East	70	0	0	0
	C - Langton Rd	7	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

08:15 - 08:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	43	3	3
	B - L7037 East	66	0	0	0
	C - Langton Rd	3	0	0	0
	D - L7037 West	0	0	0	0

08:30 - 08:45 **Heavy Vehicle Percentages**

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	34	7	0
	B - L7037 East	29	0	7	0
	C - Langton Rd	6	11	0	0
	D - L7037 West	3	0	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	17	2	1
	B - L7037 East	40	0	0	0
	C - Langton Rd	9	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

09:00 - 09:15

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	27	4	0
	B - L7037 East	19	0	0	0
	C - Langton Rd	9	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

09:15 - 09:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	28	13	10
	B - L7037 East	23	0	0	0
	C - Langton Rd	8	18	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

09:30 - 09:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	36	11	0
	B - L7037 East	38	0	0	0
	C - Langton Rd	21	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

09:45 - 10:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	16	5	0
	B - L7037 East	19	0	0	0
	C - Langton Rd	13	13	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

10:00 - 10:15

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	19	10	0
	B - L7037 East	24	0	0	0
	C - Langton Rd	8	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

10:15 - 10:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	15	6	0
	B - L7037 East	21	0	0	0
	C - Langton Rd	9	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

10:30 - 10:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	33	8	0
	B - L7037 East	32	0	0	0
	C - Langton Rd	8	0	0	0
	D - L7037 West	0	0	0	0

10:45 - 11:00

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	40	7	0
	B - L7037 East	25	0	0	0
	C - Langton Rd	16	0	0	0
	D - L7037 West	0	0	0	0

11:00 - 11:15

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	36	13	0
	B - L7037 East	17	0	0	0
	C - Langton Rd	11	0	0	0
	D - L7037 West	10	0	0	0

11:15 - 11:30

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	28	8	24
	B - L7037 East	27	0	0	0
	C - Langton Rd	6	13	0	0
	D - L7037 West	0	0	0	0

11:30 - 11:45

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	19	9	9
	B - L7037 East	20	0	0	0
	C - Langton Rd	10	10	0	0
	D - L7037 West	0	0	11	0

11:45 - 12:00

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	28	5	0
	B - L7037 East	34	0	7	0
	C - Langton Rd	10	0	0	0
	D - L7037 West	0	0	0	0

12:00 - 12:15

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	31	9	0
	B - L7037 East	19	0	7	0
	C - Langton Rd	9	0	0	0
	D - L7037 West	0	0	0	0

12:15 - 12:30

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	27	5	0
	B - L7037 East	18	0	0	0
	C - Langton Rd	6	0	0	0
	D - L7037 West	0	0	0	0

12:30 - 12:45

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	37	4	0
	B - L7037 East	17	0	0	0
	C - Langton Rd	18	0	0	0
	D - L7037 West	0	0	0	0

12:45 - 13:00

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	28	6	10
	B - L7037 East	21	0	0	0
	C - Langton Rd	7	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

13:00 - 13:15

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	31	2	5
	B - L7037 East	9	0	0	0
	C - Langton Rd	4	0	0	0
	D - L7037 West	6	0	0	0

Heavy Vehicle Percentages

13:15 - 13:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	26	3	0
	B - L7037 East	23	0	0	0
	C - Langton Rd	4	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

13:30 - 13:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	18	3	0
	B - L7037 East	20	0	0	0
	C - Langton Rd	10	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

13:45 - 14:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	23	3	0
	B - L7037 East	22	0	0	0
	C - Langton Rd	4	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

14:00 - 14:15

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	45	6	0
	B - L7037 East	22	0	0	0
	C - Langton Rd	6	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

14:15 - 14:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	22	8	2
	B - L7037 East	20	0	10	0
	C - Langton Rd	6	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

14:30 - 14:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	25	2	0
	B - L7037 East	15	0	9	0
	C - Langton Rd	8	0	0	1
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

14:45 - 15:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	27	9	0
	B - L7037 East	30	0	0	0
	C - Langton Rd	8	0	0	0
	D - L7037 West	0	0	0	0

15:00 - 15:15

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	20	11	0
	B - L7037 East	22	0	0	0
	C - Langton Rd	4	0	0	0
	D - L7037 West	0	0	0	0

15:15 - 15:30

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	21	6	0
	B - L7037 East	14	0	7	0
	C - Langton Rd	11	0	0	0
	D - L7037 West	0	0	0	0

15:30 - 15:45

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	25	7	0
	B - L7037 East	17	0	0	0
	C - Langton Rd	7	0	0	0
	D - L7037 West	0	0	0	0

15:45 - 16:00

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	35	4	3
	B - L7037 East	26	0	0	0
	C - Langton Rd	7	0	0	0
	D - L7037 West	0	0	0	0

16:00 - 16:15

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	32	3	0
	B - L7037 East	18	0	0	0
	C - Langton Rd	8	10	0	0
	D - L7037 West	0	0	0	0

16:15 - 16:30

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	34	6	0
	B - L7037 East	16	0	0	0
	C - Langton Rd	7	0	0	0
	D - L7037 West	0	0	0	0

16:30 - 16:45

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	21	3	3
	B - L7037 East	18	0	0	0
	C - Langton Rd	4	0	0	0
	D - L7037 West	0	0	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	26	6	0
	B - L7037 East	37	0	0	0
	C - Langton Rd	6	0	0	0
	D - L7037 West	0	0	0	0

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	32	4	0
	B - L7037 East	13	0	0	0
	C - Langton Rd	4	7	0	0
	D - L7037 West	4	0	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	34	3	0
	B - L7037 East	17	0	0	0
	C - Langton Rd	4	15	0	0
	D - L7037 West	3	0	2	0

Heavy Vehicle Percentages

17:30 - 17:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	36	5	0
	B - L7037 East	17	0	0	0
	C - Langton Rd	3	0	0	0
	D - L7037 West	4	0	0	0

Heavy Vehicle Percentages

17:45 - 18:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	21	3	0
	B - L7037 East	13	0	0	0
	C - Langton Rd	5	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

18:00 - 18:15

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	34	4	0
	B - L7037 East	17	0	0	0
	C - Langton Rd	7	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

18:15 - 18:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	27	3	0
	B - L7037 East	34	0	0	0
	C - Langton Rd	4	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

18:30 - 18:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	32	5	0
	B - L7037 East	21	0	0	0
	C - Langton Rd	6	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

18:45 - 19:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	21	3	0
	B - L7037 East	19	0	0	0
	C - Langton Rd	6	0	0	0
	D - L7037 West	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max DOS	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
A - Morristown Rd	0.95	52.86	23.6	D	111.86	5369.45
B - L7037 East	1.11	125.85	30.2	F	81.95	3933.65
C - Langton Rd	1.05	88.62	27.6	F	82.47	3958.51
D - L7037 West	0.94	56.55	23.5	E	77.95	3741.58

Main Results for each time segment

07:00 - 07:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	50.90	50.90	432.47	52.50	14.87	242.80	0.210	47.05	0.0	3.9	21.489	C
B - L7037 East	1	19.15	19.15	467.67	36.50	0.00	142.25	0.135	17.36	0.0	1.8	30.881	C
C - Langton Rd	1	20.43	20.43	425.49	43.50	0.00	154.24	0.132	18.69	0.0	1.7	26.148	C
D - L7037 West	1	34.77	34.77	462.29	48.50	13.63	239.34	0.145	31.99	0.0	2.8	23.013	C

07:15 - 07:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	69.26	69.26	447.31	52.50	14.57	250.02	0.277	67.91	3.9	5.3	22.428	C
B - L7037 East	1	25.73	25.73	378.74	36.50	0.00	115.20	0.223	24.86	1.8	2.4	32.509	C
C - Langton Rd	1	38.82	38.82	442.54	43.50	0.00	160.42	0.242	37.29	1.7	3.3	27.798	C
D - L7037 West	1	44.94	44.94	450.24	48.50	13.99	234.47	0.192	44.12	2.8	3.6	23.635	C

07:30 - 07:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	65.26	65.26	438.40	52.50	14.59	245.09	0.266	65.47	5.3	5.0	22.288	C
B - L7037 East	1	19.69	19.69	468.08	36.50	0.00	142.38	0.138	20.66	2.4	1.8	30.938	C
C - Langton Rd	1	54.13	54.13	430.47	43.50	0.00	156.04	0.347	52.79	3.3	4.7	29.715	C
D - L7037 West	1	46.29	46.29	452.82	48.50	13.91	235.52	0.197	46.18	3.6	3.7	23.700	C

07:45 - 08:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	103.10	103.10	442.82	52.50	14.64	247.75	0.416	100.21	5.0	7.9	24.751	C
B - L7037 East	1	26.89	26.89	351.71	36.50	0.00	106.98	0.251	25.79	1.8	2.5	33.138	C
C - Langton Rd	1	78.64	78.64	445.08	43.50	0.00	161.34	0.487	76.41	4.7	7.0	32.747	C
D - L7037 West	1	74.18	74.18	451.09	48.50	13.97	234.82	0.316	71.90	3.7	6.0	25.475	C

08:00 - 08:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	126.78	126.78	448.59	52.50	14.75	251.38	0.504	125.04	7.9	9.8	26.523	C
B - L7037 East	1	52.67	52.67	384.99	36.50	0.00	117.10	0.450	50.39	2.5	5.1	37.346	D
C - Langton Rd	1	109.44	109.44	436.01	43.50	0.00	158.05	0.692	106.07	7.0	10.2	39.798	D
D - L7037 West	1	77.33	77.33	455.53	48.50	13.83	236.61	0.327	77.07	6.0	6.2	25.650	C

08:15 - 08:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	140.14	140.14	447.51	52.50	14.88	251.29	0.558	139.09	9.8	10.9	27.794	C
B - L7037 East	1	55.92	55.92	385.20	36.50	0.00	117.16	0.477	55.59	5.1	5.4	38.156	D
C - Langton Rd	1	143.51	143.51	444.84	43.50	0.00	161.25	0.890	138.36	10.2	15.7	55.183	E
D - L7037 West	1	111.47	111.47	445.49	48.50	14.14	232.55	0.479	108.59	6.2	9.1	28.532	C

08:30 - 08:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	187.34	187.34	446.69	52.50	15.10	251.63	0.745	183.10	10.9	15.3	34.067	C
B - L7037 East	1	106.47	106.47	422.89	36.50	0.00	128.63	0.828	100.36	5.4	12.0	54.945	D
C - Langton Rd	1	126.11	126.11	434.05	43.50	0.00	157.34	0.801	128.49	15.7	12.8	50.085	D
D - L7037 West	1	127.99	127.99	438.17	48.50	14.23	229.05	0.559	126.43	9.1	10.6	30.461	C

08:45 - 09:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	239.08	239.08	446.06	52.50	15.32	252.11	0.948	230.06	15.3	24.5	52.863	D
B - L7037 East	1	97.28	97.28	424.86	36.50	0.00	129.23	0.753	98.82	12.0	10.5	51.543	D
C - Langton Rd	1	162.87	162.87	427.37	43.50	0.00	154.92	1.051	148.04	12.8	27.8	88.622	F
D - L7037 West	1	194.39	194.39	441.19	48.50	14.28	230.81	0.842	187.19	10.6	17.9	42.942	D

09:00 - 09:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	149.06	149.06	448.64	52.50	14.90	251.98	0.592	161.36	24.5	11.7	29.870	C
B - L7037 East	1	74.16	74.16	404.60	36.50	0.00	123.07	0.603	77.03	10.5	7.4	42.610	D
C - Langton Rd	1	100.01	100.01	433.87	43.50	0.00	157.28	0.636	116.76	27.8	10.4	60.141	E
D - L7037 West	1	218.14	218.14	442.52	48.50	14.24	231.35	0.943	212.51	17.9	23.5	56.554	E

09:15 - 09:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	78.74	78.74	411.42	52.50	14.95	231.26	0.341	83.50	11.7	6.0	23.527	C
B - L7037 East	1	66.69	66.69	399.47	36.50	0.00	121.51	0.549	67.51	7.4	6.6	40.409	D
C - Langton Rd	1	46.77	46.77	420.44	43.50	0.00	152.41	0.307	52.95	10.4	4.1	29.051	C
D - L7037 West	1	82.82	82.82	451.54	48.50	13.95	235.00	0.352	99.66	23.5	6.7	27.422	C

09:30 - 09:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	84.12	84.12	413.37	52.50	15.04	232.67	0.362	83.76	6.0	6.4	23.863	C
B - L7037 East	1	48.30	48.30	387.67	36.50	0.00	117.91	0.410	49.98	6.6	4.7	36.427	D
C - Langton Rd	1	48.11	48.11	405.47	43.50	0.00	146.98	0.327	47.87	4.1	4.2	29.450	C
D - L7037 West	1	53.15	53.15	453.52	48.50	13.89	235.80	0.225	55.59	6.7	4.3	24.105	C

09:45 - 10:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	77.45	77.45	434.26	52.50	15.17	244.87	0.316	78.37	6.4	5.9	23.057	C
B - L7037 East	1	57.49	57.49	401.06	36.50	0.00	121.99	0.471	56.76	4.7	5.6	37.805	D
C - Langton Rd	1	72.25	72.25	413.81	43.50	0.00	150.00	0.482	70.06	4.2	6.4	32.827	C
D - L7037 West	1	58.97	58.97	446.40	48.50	14.11	232.92	0.253	58.50	4.3	4.7	24.514	C

10:00 - 10:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	68.13	68.13	414.42	52.50	15.22	233.86	0.291	68.60	5.9	5.2	22.709	C
B - L7037 East	1	46.23	46.23	393.43	36.50	0.00	119.67	0.386	47.29	5.6	4.4	35.800	D
C - Langton Rd	1	37.53	37.53	434.51	43.50	0.00	157.51	0.238	41.01	6.4	3.2	27.773	C
D - L7037 West	1	47.43	47.43	450.84	48.50	13.97	234.71	0.202	48.36	4.7	3.8	23.779	C

10:15 - 10:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	76.42	76.42	431.54	52.50	15.34	243.96	0.313	76.04	5.2	5.8	23.007	C
B - L7037 East	1	55.42	55.42	406.52	36.50	0.00	123.65	0.448	54.58	4.4	5.4	37.140	D
C - Langton Rd	1	36.00	36.00	431.26	43.50	0.00	156.33	0.230	36.13	3.2	3.1	27.640	C
D - L7037 West	1	39.32	39.32	450.76	48.50	13.98	234.68	0.168	39.97	3.8	3.1	23.312	C

10:30 - 10:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	70.51	70.51	419.33	52.50	14.97	235.77	0.299	70.66	5.8	5.4	22.821	C
B - L7037 East	1	58.30	58.30	398.13	36.50	0.00	121.10	0.481	57.83	5.4	5.7	38.132	D
C - Langton Rd	1	45.19	45.19	433.38	43.50	0.00	157.10	0.288	44.39	3.1	3.9	28.604	C
D - L7037 West	1	46.41	46.41	448.22	48.50	14.06	233.66	0.199	45.84	3.1	3.7	23.732	C

10:45 - 11:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	78.42	78.42	423.34	52.50	14.80	237.43	0.330	77.80	5.4	6.0	23.310	C
B - L7037 East	1	65.77	65.77	401.98	36.50	0.00	122.27	0.538	65.07	5.7	6.5	39.781	D
C - Langton Rd	1	41.94	41.94	414.22	43.50	0.00	150.16	0.279	42.06	3.9	3.6	28.527	C
D - L7037 West	1	63.24	63.24	458.55	48.50	13.74	237.83	0.266	61.87	3.7	5.1	24.686	C

11:00 - 11:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	61.00	61.00	409.02	52.50	14.97	229.99	0.265	62.21	6.0	4.6	22.327	C
B - L7037 East	1	71.01	71.01	406.69	36.50	0.00	123.70	0.574	70.53	6.5	7.0	40.981	D
C - Langton Rd	1	54.12	54.12	424.72	43.50	0.00	153.96	0.352	53.13	3.6	4.7	29.833	C
D - L7037 West	1	45.31	45.31	435.44	48.50	14.05	226.98	0.200	46.62	5.1	3.6	23.766	C

11:15 - 11:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	80.87	80.87	404.48	52.50	15.17	228.11	0.355	79.33	4.6	6.2	23.763	C
B - L7037 East	1	64.69	64.69	405.59	36.50	0.00	123.37	0.524	65.24	7.0	6.4	39.475	D
C - Langton Rd	1	55.84	55.84	427.48	43.50	0.00	154.96	0.360	55.71	4.7	4.9	30.008	C
D - L7037 West	1	53.79	53.79	461.06	48.50	13.66	238.84	0.225	53.21	3.6	4.3	24.090	C

11:30 - 11:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	76.83	76.83	419.35	52.50	15.20	236.58	0.325	77.40	6.2	5.9	23.229	C
B - L7037 East	1	67.76	67.76	410.25	36.50	0.00	124.78	0.543	67.59	6.4	6.7	39.906	D
C - Langton Rd	1	45.12	45.12	413.29	43.50	0.00	149.82	0.301	46.01	4.9	3.9	28.936	C
D - L7037 West	1	41.35	41.35	437.21	48.50	14.11	228.10	0.181	42.26	4.3	3.3	23.510	C

11:45 - 12:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	97.53	97.53	433.27	52.50	15.04	243.87	0.400	96.04	5.9	7.5	24.478	C
B - L7037 East	1	72.35	72.35	394.87	36.50	0.00	120.11	0.602	71.54	6.7	7.2	42.197	D
C - Langton Rd	1	75.75	75.75	426.70	43.50	0.00	154.68	0.490	73.03	3.9	6.7	32.935	C
D - L7037 West	1	58.42	58.42	449.64	48.50	14.01	234.23	0.249	57.11	3.3	4.7	24.453	C

12:00 - 12:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	73.51	73.51	416.12	52.50	15.06	234.27	0.314	75.09	7.5	5.6	23.065	C
B - L7037 East	1	88.62	88.62	400.75	36.50	0.00	121.89	0.727	86.72	7.2	9.3	48.147	D
C - Langton Rd	1	65.25	65.25	430.95	43.50	0.00	156.22	0.418	66.20	6.7	5.7	31.243	C
D - L7037 West	1	60.89	60.89	456.58	48.50	13.80	237.03	0.257	60.69	4.7	4.9	24.556	C

12:15 - 12:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	86.12	86.12	429.57	52.50	15.11	242.02	0.356	85.34	5.6	6.6	23.713	C
B - L7037 East	1	99.34	99.34	398.10	36.50	0.00	121.09	0.820	97.54	9.3	11.2	56.009	E
C - Langton Rd	1	77.69	77.69	439.28	43.50	0.00	159.24	0.488	76.69	5.7	6.9	32.814	C
D - L7037 West	1	66.84	66.84	443.96	48.50	14.19	231.93	0.288	66.35	4.9	5.4	25.050	C

12:30 - 12:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	104.07	104.07	439.68	52.50	14.96	247.16	0.421	102.75	6.6	8.0	24.851	C
B - L7037 East	1	87.09	87.09	407.55	36.50	0.00	123.96	0.703	89.19	11.2	9.1	48.124	D
C - Langton Rd	1	82.89	82.89	410.15	43.50	0.00	148.68	0.557	81.81	6.9	7.5	35.049	D
D - L7037 West	1	55.21	55.21	447.33	48.50	14.08	233.30	0.237	56.16	5.4	4.4	24.274	C

12:45 - 13:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	77.42	77.42	430.58	52.50	14.90	241.85	0.320	79.31	8.0	5.9	23.133	C
B - L7037 East	1	76.18	76.18	396.44	36.50	0.00	120.58	0.632	77.39	9.1	7.7	44.013	D
C - Langton Rd	1	70.03	70.03	436.11	43.50	0.00	158.09	0.443	71.81	7.5	6.2	31.810	C
D - L7037 West	1	58.43	58.43	446.41	48.50	14.11	232.93	0.251	58.17	4.4	4.7	24.480	C

13:00 - 13:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	118.20	118.20	459.35	52.50	14.76	257.46	0.459	115.33	5.9	9.1	25.520	C
B - L7037 East	1	105.52	105.52	418.39	36.50	0.00	127.26	0.829	101.78	7.7	11.9	55.545	E
C - Langton Rd	1	71.51	71.51	442.38	43.50	0.00	160.36	0.446	71.52	6.2	6.3	31.795	C
D - L7037 West	1	78.23	78.23	441.50	48.50	14.03	230.05	0.340	76.52	4.7	6.3	25.898	C

13:15 - 13:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	143.63	143.63	440.81	52.50	15.30	249.05	0.577	141.44	9.1	11.2	28.297	C
B - L7037 East	1	79.48	79.48	411.18	36.50	0.00	125.07	0.635	82.98	11.9	8.1	44.178	D
C - Langton Rd	1	96.20	96.20	440.94	43.50	0.00	159.84	0.602	93.78	6.3	8.7	36.135	D
D - L7037 West	1	56.11	56.11	448.70	48.50	14.04	233.85	0.240	58.04	6.3	4.5	24.320	C

13:30 - 13:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	145.68	145.68	444.85	52.50	15.18	250.91	0.581	145.54	11.2	11.4	28.424	C
B - L7037 East	1	100.92	100.92	413.41	36.50	0.00	125.75	0.803	97.90	8.1	11.1	53.319	D
C - Langton Rd	1	80.70	80.70	424.80	43.50	0.00	153.99	0.524	81.98	8.7	7.2	34.042	C
D - L7037 West	1	69.41	69.41	444.23	48.50	14.18	232.04	0.299	68.32	4.5	5.6	25.220	C

13:45 - 14:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	112.41	112.41	444.44	52.50	14.98	249.92	0.450	115.00	11.4	8.7	25.422	C
B - L7037 East	1	76.42	76.42	403.31	36.50	0.00	122.67	0.623	79.65	11.1	7.7	43.629	D
C - Langton Rd	1	90.07	90.07	444.66	43.50	0.00	161.19	0.559	89.36	7.2	8.1	34.777	C
D - L7037 West	1	148.62	148.62	444.05	48.50	14.19	231.97	0.641	141.73	5.6	12.5	32.761	C

14:00 - 14:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	98.84	98.84	437.78	52.50	14.91	245.94	0.402	99.75	8.7	7.6	24.518	C
B - L7037 East	1	90.55	90.55	409.45	36.50	0.00	124.54	0.727	88.78	7.7	9.5	48.027	D
C - Langton Rd	1	96.06	96.06	436.50	43.50	0.00	158.23	0.607	95.33	8.1	8.7	36.437	D
D - L7037 West	1	67.54	67.54	446.04	48.50	14.12	232.77	0.290	74.59	12.5	5.4	25.098	C

14:15 - 14:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	156.07	156.07	431.15	52.50	15.26	243.45	0.641	151.32	7.6	12.4	30.230	C
B - L7037 East	1	140.91	140.91	415.74	36.50	0.00	126.45	1.114	120.08	9.5	30.4	106.984	F
C - Langton Rd	1	111.74	111.74	434.22	43.50	0.00	157.41	0.710	110.06	8.7	10.5	40.779	D
D - L7037 West	1	103.82	103.82	448.90	48.50	14.03	233.93	0.444	100.79	5.4	8.5	27.781	C

14:30 - 14:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	163.26	163.26	450.37	52.50	15.06	253.55	0.644	163.09	12.4	12.9	30.273	C
B - L7037 East	1	105.87	105.87	414.44	36.50	0.00	126.06	0.840	121.35	30.4	15.0	125.849	F
C - Langton Rd	1	127.66	127.66	433.70	43.50	0.00	157.22	0.812	125.15	10.5	12.8	47.612	D
D - L7037 West	1	124.31	124.31	442.31	48.50	14.24	231.27	0.538	122.53	8.5	10.2	29.892	C

14:45 - 15:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	152.07	152.07	432.58	52.50	15.06	243.54	0.624	152.45	12.9	12.0	29.832	C
B - L7037 East	1	78.48	78.48	398.74	36.50	0.00	121.28	0.647	85.01	15.0	8.0	45.989	D
C - Langton Rd	1	117.50	117.50	435.99	43.50	0.00	158.04	0.743	118.94	12.8	11.3	43.964	D
D - L7037 West	1	61.90	61.90	450.05	48.50	14.00	234.40	0.264	67.17	10.2	5.0	24.680	C

15:00 - 15:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	109.57	109.57	423.12	52.50	15.21	238.75	0.459	113.01	12.0	8.5	25.698	C
B - L7037 East	1	99.08	99.08	417.25	36.50	0.00	126.91	0.781	96.62	8.0	10.7	51.504	D
C - Langton Rd	1	101.31	101.31	452.02	43.50	0.00	163.86	0.618	103.68	11.3	9.2	36.997	D
D - L7037 West	1	96.34	96.34	442.15	48.50	14.25	231.20	0.417	93.49	5.0	7.8	27.269	C

15:15 - 15:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	147.10	147.10	442.25	52.50	15.07	249.03	0.591	144.31	8.5	11.5	28.672	C
B - L7037 East	1	115.56	115.56	410.81	36.50	0.00	124.95	0.925	111.16	10.7	15.1	69.709	E
C - Langton Rd	1	97.32	97.32	426.72	43.50	0.00	154.69	0.629	97.22	9.2	8.9	37.490	D
D - L7037 West	1	78.47	78.47	443.27	48.50	14.21	231.66	0.339	79.96	7.8	6.3	25.881	C

15:30 - 15:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	103.72	103.72	431.72	52.50	15.00	242.86	0.427	106.96	11.5	8.0	25.022	C
B - L7037 East	1	106.55	106.55	406.17	36.50	0.00	123.54	0.862	107.97	15.1	13.6	71.075	E
C - Langton Rd	1	76.81	76.81	434.60	43.50	0.00	157.54	0.488	79.24	8.9	6.8	32.951	C
D - L7037 West	1	82.47	82.47	447.91	48.50	14.07	233.53	0.353	82.14	6.3	6.7	26.108	C

15:45 - 16:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	131.62	131.62	436.51	52.50	15.07	245.78	0.536	129.48	8.0	10.2	27.294	C
B - L7037 East	1	83.76	83.76	403.56	36.50	0.00	122.75	0.682	88.48	13.6	8.7	47.835	D
C - Langton Rd	1	84.28	84.28	437.41	43.50	0.00	158.56	0.532	83.46	6.8	7.5	34.024	C
D - L7037 West	1	84.86	84.86	451.01	48.50	13.97	234.78	0.361	84.67	6.7	6.9	26.246	C

16:00 - 16:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	179.67	179.67	456.06	52.50	14.90	256.16	0.701	175.81	10.2	14.4	32.152	C
B - L7037 East	1	123.82	123.82	415.29	36.50	0.00	126.32	0.980	114.29	8.7	18.5	78.703	E
C - Langton Rd	1	78.14	78.14	425.81	43.50	0.00	154.36	0.506	78.61	7.5	7.0	33.478	C
D - L7037 West	1	79.72	79.72	443.70	48.50	14.20	231.83	0.344	80.14	6.9	6.4	25.962	C

16:15 - 16:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	123.76	123.76	439.10	52.50	15.01	247.01	0.501	128.17	14.4	9.6	26.550	C
B - L7037 East	1	113.28	113.28	416.99	36.50	0.00	126.84	0.893	115.79	18.5	16.0	85.330	F
C - Langton Rd	1	92.12	92.12	437.53	43.50	0.00	158.60	0.581	90.92	7.0	8.3	35.508	D
D - L7037 West	1	97.36	97.36	438.82	48.50	14.36	229.86	0.424	95.88	6.4	7.9	27.415	C

16:30 - 16:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	138.05	138.05	443.93	52.50	15.06	249.92	0.552	137.02	9.6	10.8	27.677	C
B - L7037 East	1	93.37	93.37	407.94	36.50	0.00	124.08	0.753	99.08	16.0	10.1	54.815	D
C - Langton Rd	1	90.58	90.58	452.28	43.50	0.00	163.95	0.553	90.90	8.3	8.1	34.596	C
D - L7037 West	1	83.04	83.04	446.10	48.50	14.12	232.80	0.357	84.25	7.9	6.7	26.183	C

16:45 - 17:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	131.83	131.83	433.99	52.50	15.14	244.63	0.539	132.14	10.8	10.3	27.429	C
B - L7037 East	1	88.59	88.59	404.31	36.50	0.00	122.98	0.720	89.05	10.1	9.4	49.137	D
C - Langton Rd	1	78.52	78.52	440.47	43.50	0.00	159.67	0.492	79.58	8.1	7.0	32.994	C
D - L7037 West	1	89.31	89.31	451.26	48.50	13.96	234.88	0.380	88.79	6.7	7.2	26.576	C

17:00 - 17:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	125.48	125.48	442.76	52.50	15.03	249.15	0.504	126.15	10.3	9.7	26.563	C
B - L7037 East	1	122.58	122.58	417.29	36.50	0.00	126.93	0.966	114.77	9.4	17.6	76.125	E
C - Langton Rd	1	127.86	127.86	440.64	43.50	0.00	159.73	0.800	122.23	7.0	12.6	46.078	D
D - L7037 West	1	84.40	84.40	435.44	48.50	14.24	227.67	0.371	84.69	7.2	6.8	26.454	C

17:15 - 17:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	121.99	121.99	449.06	52.50	14.91	252.27	0.484	122.35	9.7	9.4	26.091	C
B - L7037 East	1	114.92	114.92	413.32	36.50	0.00	125.72	0.914	115.72	17.6	16.8	86.929	F
C - Langton Rd	1	104.88	104.88	428.69	43.50	0.00	155.40	0.675	107.54	12.6	9.8	39.939	D
D - L7037 West	1	104.33	104.33	429.13	48.50	14.43	225.03	0.464	102.63	6.8	8.5	28.268	C

17:30 - 17:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	106.66	106.66	442.64	52.50	14.83	248.36	0.429	107.70	9.4	8.2	25.024	C
B - L7037 East	1	114.92	114.92	418.72	36.50	0.00	127.36	0.902	115.33	16.8	16.5	84.238	F
C - Langton Rd	1	135.89	135.89	451.49	43.50	0.00	163.67	0.830	132.23	9.8	13.7	48.568	D
D - L7037 West	1	76.95	76.95	433.07	48.50	14.30	226.63	0.340	79.26	8.5	6.2	25.923	C

17:45 - 18:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	117.91	117.91	448.88	52.50	14.95	252.29	0.467	117.20	8.2	9.1	25.732	C
B - L7037 East	1	99.60	99.60	414.22	36.50	0.00	125.99	0.791	104.75	16.5	11.2	59.091	E
C - Langton Rd	1	80.74	80.74	440.72	43.50	0.00	159.76	0.505	87.15	13.7	7.2	33.629	C
D - L7037 West	1	89.04	89.04	443.69	48.50	14.20	231.83	0.384	88.15	6.2	7.2	26.662	C

18:00 - 18:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	111.62	111.62	442.63	52.50	14.90	248.62	0.449	111.96	9.1	8.6	25.400	C
B - L7037 East	1	122.51	122.51	415.41	36.50	0.00	126.35	0.970	115.82	11.2	17.9	79.159	E
C - Langton Rd	1	90.60	90.60	435.80	43.50	0.00	157.98	0.574	89.51	7.2	8.2	35.295	D
D - L7037 West	1	62.72	62.72	449.47	48.50	14.02	234.16	0.268	64.89	7.2	5.0	24.734	C

18:15 - 18:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	104.06	104.06	446.90	52.50	14.89	250.96	0.415	104.74	8.6	8.0	24.722	C
B - L7037 East	1	93.22	93.22	424.02	36.50	0.00	128.97	0.723	101.20	17.9	9.8	52.975	D
C - Langton Rd	1	95.38	95.38	442.84	43.50	0.00	160.53	0.594	95.09	8.2	8.6	35.955	D
D - L7037 West	1	62.58	62.58	448.35	48.50	14.05	233.71	0.268	62.59	5.0	5.0	24.731	C

18:30 - 18:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	84.48	84.48	429.51	52.50	15.02	241.68	0.350	85.77	8.0	6.4	23.619	C
B - L7037 East	1	88.81	88.81	408.02	36.50	0.00	124.11	0.716	89.19	9.8	9.4	48.294	D
C - Langton Rd	1	72.40	72.40	439.04	43.50	0.00	159.15	0.455	74.53	8.6	6.4	32.083	C
D - L7037 West	1	56.15	56.15	447.99	48.50	14.06	233.56	0.240	56.67	5.0	4.5	24.327	C

18:45 - 19:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	120.73	120.73	447.76	52.50	15.00	251.85	0.479	118.13	6.4	9.3	25.977	C
B - L7037 East	1	71.96	71.96	406.30	36.50	0.00	123.58	0.582	74.08	9.4	7.2	41.677	D
C - Langton Rd	1	72.40	72.40	438.47	43.50	0.00	158.95	0.456	72.43	6.4	6.4	32.050	C
D - L7037 West	1	42.84	42.84	450.83	48.50	13.97	234.71	0.183	43.92	4.5	3.4	23.512	C

+15+Adj+Dev,

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Junction 2	Signalised		111.51	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

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
D12	+15+Adj+Dev	DIRECT	07:00	19:00	720	15	✓	Simple	D4+D6+D5

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Morristown Rd		DIRECT	✓	100.000
B - L7037 East		DIRECT	✓	100.000
C - Langton Rd		DIRECT	✓	100.000
D - L7037 West		DIRECT	✓	100.000

Origin-Destination Data

07:00 - 07:15

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	17.90	34.29	1.95
	B - L7037 East	0.00	0.00	3.26	17.04
	C - Langton Rd	16.05	1.63	0.00	4.03
	D - L7037 West	3.66	27.89	4.78	0.00

07:15 - 07:30

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	14.78	57.09	1.94
	B - L7037 East	8.76	0.00	6.52	12.02
	C - Langton Rd	30.77	4.89	0.00	5.60
	D - L7037 West	10.18	27.63	9.62	0.00

07:30 - 07:45

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	10.68	55.27	3.60
	B - L7037 East	0.00	0.00	3.26	17.61
	C - Langton Rd	28.84	19.55	0.00	9.16
	D - L7037 West	8.55	30.16	9.87	0.00

07:45 - 08:00

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	20.65	80.75	8.54
	B - L7037 East	8.23	0.00	0.00	20.58
	C - Langton Rd	59.23	17.92	0.00	6.47
	D - L7037 West	21.59	46.32	10.34	0.00

Demand (Veh/TS)

08:00 - 08:15

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	29.50	91.92	13.56
	B - L7037 East	12.34	0.00	13.04	30.77
	C - Langton Rd	79.93	22.81	0.00	13.88
	D - L7037 West	19.59	53.87	7.93	0.00

Demand (Veh/TS)

08:15 - 08:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	19.37	91.87	37.96
	B - L7037 East	13.65	0.00	14.66	31.15
	C - Langton Rd	96.21	30.96	0.00	25.43
	D - L7037 West	44.03	59.11	14.56	0.00

Demand (Veh/TS)

08:30 - 08:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	20.72	97.01	81.96
	B - L7037 East	21.44	0.00	19.49	72.30
	C - Langton Rd	90.09	12.98	0.00	31.43
	D - L7037 West	53.74	62.65	19.02	0.00

Demand (Veh/TS)

08:45 - 09:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	59.42	98.73	96.58
	B - L7037 East	16.30	0.00	21.18	65.98
	C - Langton Rd	81.78	39.11	0.00	52.72
	D - L7037 West	84.76	89.00	32.14	0.00

Demand (Veh/TS)

09:00 - 09:15

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	31.92	95.45	31.45
	B - L7037 East	34.35	0.00	13.04	31.49
	C - Langton Rd	80.20	16.29	0.00	10.24
	D - L7037 West	90.59	105.22	35.91	0.00

Demand (Veh/TS)

09:15 - 09:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	24.26	48.21	11.82
	B - L7037 East	26.59	0.00	21.18	23.02
	C - Langton Rd	31.66	8.09	0.00	10.07
	D - L7037 West	20.53	52.59	14.66	0.00

Demand (Veh/TS)

09:30 - 09:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	25.05	48.03	16.80
	B - L7037 East	17.74	0.00	11.41	22.09
	C - Langton Rd	27.98	9.78	0.00	13.63
	D - L7037 West	12.38	35.45	8.39	0.00

Demand (Veh/TS)

09:45 - 10:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	36.52	38.89	6.96
	B - L7037 East	27.35	0.00	11.41	22.25
	C - Langton Rd	51.36	11.35	0.00	14.64
	D - L7037 West	12.38	32.24	17.65	0.00

10:00 - 10:15

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	36.68	32.38	3.68
	B - L7037 East	21.03	0.00	11.41	16.63
	C - Langton Rd	27.18	8.15	0.00	4.55
	D - L7037 West	14.89	29.37	5.85	0.00

10:15 - 10:30

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	35.32	30.88	15.08
	B - L7037 East	22.85	0.00	9.78	26.21
	C - Langton Rd	24.00	8.15	0.00	6.09
	D - L7037 West	11.64	24.27	5.72	0.00

10:30 - 10:45

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	23.07	43.60	8.59
	B - L7037 East	22.09	0.00	8.15	31.80
	C - Langton Rd	30.22	9.78	0.00	8.02
	D - L7037 West	13.27	26.68	9.23	0.00

10:45 - 11:00

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	22.01	56.30	5.38
	B - L7037 East	26.08	0.00	13.04	31.01
	C - Langton Rd	26.50	8.15	0.00	10.06
	D - L7037 West	10.01	47.30	9.63	0.00

11:00 - 11:15

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	17.96	36.94	10.26
	B - L7037 East	33.30	0.00	11.41	30.70
	C - Langton Rd	34.94	8.15	0.00	14.70
	D - L7037 West	14.86	27.01	6.13	0.00

11:15 - 11:30

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	21.65	42.02	23.03
	B - L7037 East	25.47	0.00	4.89	38.46
	C - Langton Rd	38.42	11.35	0.00	9.71
	D - L7037 West	8.40	42.75	6.00	0.00

11:30 - 11:45

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	31.42	37.13	13.44
	B - L7037 East	27.16	0.00	11.41	33.51
	C - Langton Rd	23.76	14.60	0.00	9.71
	D - L7037 West	11.66	23.26	9.13	0.00

11:45 - 12:00

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	29.22	56.05	18.47
	B - L7037 East	21.92	0.00	19.49	35.55
	C - Langton Rd	45.67	17.92	0.00	17.07
	D - L7037 West	16.55	35.30	9.95	0.00

12:00 - 12:15

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	24.83	41.48	12.01
	B - L7037 East	37.04	0.00	21.12	36.06
	C - Langton Rd	47.49	11.41	0.00	10.71
	D - L7037 West	10.65	43.75	10.06	0.00

Demand (Veh/TS)

12:15 - 12:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	28.23	46.47	16.89
	B - L7037 East	46.88	0.00	32.59	26.15
	C - Langton Rd	52.49	13.04	0.00	17.17
	D - L7037 West	22.06	33.89	14.85	0.00

Demand (Veh/TS)

12:30 - 12:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	21.35	64.28	25.05
	B - L7037 East	41.73	0.00	11.41	39.45
	C - Langton Rd	58.57	6.52	0.00	23.83
	D - L7037 West	15.54	30.98	11.76	0.00

Demand (Veh/TS)

12:45 - 13:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	20.44	50.30	11.86
	B - L7037 East	37.20	0.00	14.66	29.25
	C - Langton Rd	49.93	9.78	0.00	14.84
	D - L7037 West	20.43	31.89	9.39	0.00

Demand (Veh/TS)

13:00 - 13:15

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	16.20	84.78	24.88
	B - L7037 East	49.30	0.00	24.44	38.32
	C - Langton Rd	46.98	13.04	0.00	16.11
	D - L7037 West	25.02	47.22	10.71	0.00

Demand (Veh/TS)

13:15 - 13:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	32.28	61.41	59.22
	B - L7037 East	26.52	0.00	19.55	38.29
	C - Langton Rd	60.96	17.92	0.00	23.37
	D - L7037 West	18.56	32.70	8.02	0.00

Demand (Veh/TS)

13:30 - 13:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	42.75	70.87	41.34
	B - L7037 East	35.41	0.00	24.44	47.33
	C - Langton Rd	42.60	17.92	0.00	25.38
	D - L7037 West	21.82	35.33	16.42	0.00

Demand (Veh/TS)

13:45 - 14:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	31.70	67.72	20.14
	B - L7037 East	30.84	0.00	19.55	30.71
	C - Langton Rd	65.61	14.66	0.00	15.47
	D - L7037 West	59.30	75.65	22.88	0.00

Demand (Veh/TS)

14:00 - 14:15

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	15.69	62.86	26.71
	B - L7037 East	35.92	0.00	13.04	47.29
	C - Langton Rd	64.03	14.66	0.00	23.67
	D - L7037 West	18.79	36.57	16.31	0.00

14:15 - 14:30

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	39.98	68.76	57.67
	B - L7037 East	39.27	0.00	29.21	81.47
	C - Langton Rd	60.15	17.92	0.00	40.70
	D - L7037 West	31.82	61.22	16.94	0.00

14:30 - 14:45

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	33.62	90.65	49.51
	B - L7037 East	40.93	0.00	16.23	55.37
	C - Langton Rd	90.00	13.04	0.00	33.36
	D - L7037 West	41.60	59.37	30.96	0.00

14:45 - 15:00

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	35.94	83.12	43.10
	B - L7037 East	28.80	0.00	16.29	38.18
	C - Langton Rd	87.43	22.81	0.00	14.93
	D - L7037 West	17.16	37.57	10.67	0.00

15:00 - 15:15

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	42.18	51.02	23.61
	B - L7037 East	33.27	0.00	13.04	58.83
	C - Langton Rd	86.44	13.04	0.00	8.19
	D - L7037 West	38.11	45.68	18.29	0.00

15:15 - 15:30

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	37.67	79.37	39.82
	B - L7037 East	51.35	0.00	19.49	52.09
	C - Langton Rd	73.95	16.29	0.00	13.86
	D - L7037 West	28.34	38.72	16.01	0.00

15:30 - 15:45

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	32.47	60.87	17.09
	B - L7037 East	51.19	0.00	16.29	45.73
	C - Langton Rd	47.36	22.81	0.00	11.42
	D - L7037 West	31.60	47.24	8.49	0.00

15:45 - 16:00

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	26.59	73.65	39.88
	B - L7037 East	32.44	0.00	14.66	41.74
	C - Langton Rd	66.47	9.78	0.00	13.43
	D - L7037 West	23.45	53.12	13.57	0.00

16:00 - 16:15

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	23.41	113.24	54.58
	B - L7037 East	46.94	0.00	24.44	60.18
	C - Langton Rd	54.09	14.60	0.00	14.59
	D - L7037 West	24.96	39.84	19.62	0.00

16:15 - 16:30

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	24.40	72.30	35.05
	B - L7037 East	46.43	0.00	16.29	57.49
	C - Langton Rd	66.88	14.66	0.00	16.46
	D - L7037 West	37.99	40.48	24.71	0.00

Demand (Veh/TS)

16:30 - 16:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	36.23	77.39	33.34
	B - L7037 East	38.67	0.00	22.81	37.56
	C - Langton Rd	78.51	8.15	0.00	9.72
	D - L7037 West	33.10	44.94	9.91	0.00

Demand (Veh/TS)

16:45 - 17:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	34.88	67.12	38.34
	B - L7037 East	25.99	0.00	16.29	51.81
	C - Langton Rd	58.44	6.52	0.00	18.44
	D - L7037 West	24.96	56.07	13.59	0.00

Demand (Veh/TS)

17:00 - 17:15

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	25.89	72.32	35.23
	B - L7037 East	56.08	0.00	14.66	59.26
	C - Langton Rd	89.70	19.49	0.00	26.93
	D - L7037 West	34.97	41.03	13.48	0.00

Demand (Veh/TS)

17:15 - 17:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	21.92	77.50	30.30
	B - L7037 East	38.98	0.00	39.11	43.76
	C - Langton Rd	65.61	19.43	0.00	26.64
	D - L7037 West	49.64	40.11	21.21	0.00

Demand (Veh/TS)

17:30 - 17:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	20.44	72.60	20.52
	B - L7037 East	39.11	0.00	27.70	55.04
	C - Langton Rd	104.77	14.66	0.00	24.95
	D - L7037 West	33.34	35.08	13.14	0.00

Demand (Veh/TS)

17:45 - 18:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	33.76	72.75	18.88
	B - L7037 East	47.51	0.00	14.66	43.38
	C - Langton Rd	54.36	9.78	0.00	21.58
	D - L7037 West	36.66	44.57	13.05	0.00

Demand (Veh/TS)

18:00 - 18:15

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	24.33	72.34	22.04
	B - L7037 East	44.74	0.00	30.96	54.34
	C - Langton Rd	63.59	17.92	0.00	14.87
	D - L7037 West	15.36	37.54	13.40	0.00

Demand (Veh/TS)

18:15 - 18:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	25.68	67.88	17.10
	B - L7037 East	18.25	0.00	19.55	61.21
	C - Langton Rd	64.17	11.41	0.00	25.76
	D - L7037 West	16.99	36.18	12.97	0.00

18:30 - 18:45

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	24.68	49.64	15.51
	B - L7037 East	33.65	0.00	21.18	39.35
	C - Langton Rd	50.75	16.29	0.00	9.85
	D - L7037 West	18.62	32.29	8.40	0.00

18:45 - 19:00

Demand (Veh/TS)

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0.00	33.68	71.09	23.62
	B - L7037 East	32.79	0.00	9.78	33.70
	C - Langton Rd	47.82	8.15	0.00	20.93
	D - L7037 West	12.10	26.55	6.50	0.00

Vehicle Mix

07:00 - 07:15

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	27	5	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	12	0	0	0
	D - L7037 West	0	0	0	0

07:15 - 07:30

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	32	5	0
	B - L7037 East	49	0	0	0
	C - Langton Rd	6	0	0	0
	D - L7037 West	0	0	0	0

07:30 - 07:45

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	67	3	0
	B - L7037 East	0	0	0	0
	C - Langton Rd	7	0	0	0
	D - L7037 West	0	0	0	0

07:45 - 08:00

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	34	7	0
	B - L7037 East	100	0	0	0
	C - Langton Rd	5	0	0	0
	D - L7037 West	0	0	0	0

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	27	4	0
	B - L7037 East	71	0	0	0
	C - Langton Rd	8	0	0	0
	D - L7037 West	0	0	0	0

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	43	3	3
	B - L7037 East	66	0	0	0
	C - Langton Rd	3	0	0	0
	D - L7037 West	0	0	0	0

08:30 - 08:45

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	34	7	0
	B - L7037 East	29	0	8	0
	C - Langton Rd	6	12	0	0
	D - L7037 West	3	0	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	18	2	1
	B - L7037 East	40	0	0	0
	C - Langton Rd	9	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

09:00 - 09:15

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	27	4	0
	B - L7037 East	19	0	0	0
	C - Langton Rd	9	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

09:15 - 09:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	28	14	11
	B - L7037 East	23	0	0	0
	C - Langton Rd	8	19	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

09:30 - 09:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	36	11	0
	B - L7037 East	38	0	0	0
	C - Langton Rd	21	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

09:45 - 10:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	16	5	0
	B - L7037 East	19	0	0	0
	C - Langton Rd	14	14	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

10:00 - 10:15

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	20	10	0
	B - L7037 East	24	0	0	0
	C - Langton Rd	8	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

10:15 - 10:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	15	6	0
	B - L7037 East	21	0	0	0
	C - Langton Rd	9	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

10:30 - 10:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	34	8	0
	B - L7037 East	32	0	0	0
	C - Langton Rd	8	0	0	0
	D - L7037 West	0	0	0	0

10:45 - 11:00

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	40	7	0
	B - L7037 East	25	0	0	0
	C - Langton Rd	16	0	0	0
	D - L7037 West	0	0	0	0

11:00 - 11:15

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	36	14	0
	B - L7037 East	17	0	0	0
	C - Langton Rd	12	0	0	0
	D - L7037 West	11	0	0	0

11:15 - 11:30

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	28	8	26
	B - L7037 East	27	0	0	0
	C - Langton Rd	6	14	0	0
	D - L7037 West	0	0	0	0

11:30 - 11:45

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	19	9	10
	B - L7037 East	20	0	0	0
	C - Langton Rd	10	11	0	0
	D - L7037 West	0	0	13	0

11:45 - 12:00

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	28	5	0
	B - L7037 East	34	0	8	0
	C - Langton Rd	10	0	0	0
	D - L7037 West	0	0	0	0

12:00 - 12:15

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	31	10	0
	B - L7037 East	19	0	7	0
	C - Langton Rd	10	0	0	0
	D - L7037 West	0	0	0	0

12:15 - 12:30

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	27	5	0
	B - L7037 East	18	0	0	0
	C - Langton Rd	6	0	0	0
	D - L7037 West	0	0	0	0

12:30 - 12:45

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	37	4	0
	B - L7037 East	17	0	0	0
	C - Langton Rd	19	0	0	0
	D - L7037 West	0	0	0	0

12:45 - 13:00

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	28	7	11
	B - L7037 East	22	0	0	0
	C - Langton Rd	7	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

13:00 - 13:15

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	31	2	6
	B - L7037 East	9	0	0	0
	C - Langton Rd	4	0	0	0
	D - L7037 West	6	0	0	0

Heavy Vehicle Percentages

13:15 - 13:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	26	3	0
	B - L7037 East	23	0	0	0
	C - Langton Rd	4	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

13:30 - 13:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	18	3	0
	B - L7037 East	20	0	0	0
	C - Langton Rd	11	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

13:45 - 14:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	23	3	0
	B - L7037 East	22	0	0	0
	C - Langton Rd	4	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

14:00 - 14:15

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	45	6	0
	B - L7037 East	22	0	0	0
	C - Langton Rd	7	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

14:15 - 14:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	22	9	2
	B - L7037 East	20	0	11	0
	C - Langton Rd	6	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

14:30 - 14:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	26	2	0
	B - L7037 East	15	0	10	0
	C - Langton Rd	8	0	0	1
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

14:45 - 15:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	27	9	0
	B - L7037 East	30	0	0	0
	C - Langton Rd	8	0	0	0
	D - L7037 West	0	0	0	0

15:00 - 15:15

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	20	11	0
	B - L7037 East	22	0	0	0
	C - Langton Rd	4	0	0	0
	D - L7037 West	0	0	0	0

15:15 - 15:30

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	21	6	0
	B - L7037 East	14	0	8	0
	C - Langton Rd	12	0	0	0
	D - L7037 West	0	0	0	0

15:30 - 15:45

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	25	7	0
	B - L7037 East	18	0	0	0
	C - Langton Rd	7	0	0	0
	D - L7037 West	0	0	0	0

15:45 - 16:00

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	35	4	3
	B - L7037 East	26	0	0	0
	C - Langton Rd	8	0	0	0
	D - L7037 West	0	0	2	0

16:00 - 16:15

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	32	3	0
	B - L7037 East	18	0	0	0
	C - Langton Rd	8	11	0	0
	D - L7037 West	0	0	0	0

16:15 - 16:30

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	34	6	0
	B - L7037 East	16	0	0	0
	C - Langton Rd	7	0	0	0
	D - L7037 West	0	0	0	0

16:30 - 16:45

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	21	3	4
	B - L7037 East	18	0	0	0
	C - Langton Rd	4	0	0	0
	D - L7037 West	0	0	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	26	7	0
	B - L7037 East	37	0	0	0
	C - Langton Rd	6	0	0	0
	D - L7037 West	0	0	0	0

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	32	4	0
	B - L7037 East	13	0	0	0
	C - Langton Rd	4	8	0	0
	D - L7037 West	4	0	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	34	3	0
	B - L7037 East	17	0	0	0
	C - Langton Rd	4	16	0	0
	D - L7037 West	3	0	4	0

Heavy Vehicle Percentages

17:30 - 17:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	36	5	0
	B - L7037 East	17	0	0	0
	C - Langton Rd	3	0	0	0
	D - L7037 West	5	0	0	0

Heavy Vehicle Percentages

17:45 - 18:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	21	3	0
	B - L7037 East	13	0	0	0
	C - Langton Rd	5	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

18:00 - 18:15

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	34	4	0
	B - L7037 East	17	0	0	0
	C - Langton Rd	7	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

18:15 - 18:30

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	27	3	0
	B - L7037 East	34	0	0	0
	C - Langton Rd	4	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

18:30 - 18:45

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	32	5	0
	B - L7037 East	21	0	0	0
	C - Langton Rd	6	0	0	0
	D - L7037 West	0	0	0	0

Heavy Vehicle Percentages

18:45 - 19:00

		To			
		A - Morristown Rd	B - L7037 East	C - Langton Rd	D - L7037 West
From	A - Morristown Rd	0	21	3	0
	B - L7037 East	19	0	0	0
	C - Langton Rd	6	0	0	0
	D - L7037 West	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max DOS	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
A - Morristown Rd	1.01	66.46	31.3	E	119.14	5718.88
B - L7037 East	1.19	210.36	38.7	F	87.04	4178.13
C - Langton Rd	1.12	110.71	37.5	F	87.81	4214.70
D - L7037 West	1.00	71.25	30.5	E	82.53	3961.62

Main Results for each time segment

07:00 - 07:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	54.14	54.14	432.39	52.50	14.87	242.77	0.223	50.04	0.0	4.1	21.673	C
B - L7037 East	1	20.30	20.30	467.50	36.50	0.00	142.20	0.143	18.40	0.0	1.9	31.000	C
C - Langton Rd	1	21.70	21.70	425.23	43.50	0.00	154.14	0.141	19.85	0.0	1.9	26.268	C
D - L7037 West	1	36.33	36.33	462.59	48.50	13.62	239.46	0.152	33.43	0.0	2.9	23.095	C

07:15 - 07:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	73.81	73.81	446.75	52.50	14.57	249.68	0.296	72.35	4.1	5.6	22.709	C
B - L7037 East	1	27.30	27.30	378.74	36.50	0.00	115.20	0.237	26.36	1.9	2.6	32.754	C
C - Langton Rd	1	41.26	41.26	442.31	43.50	0.00	160.34	0.257	39.63	1.9	3.6	28.053	C
D - L7037 West	1	47.43	47.43	450.64	48.50	13.98	234.64	0.202	46.53	2.9	3.8	23.778	C

07:30 - 07:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	69.55	69.55	437.75	52.50	14.59	244.72	0.284	69.77	5.6	5.3	22.557	C
B - L7037 East	1	20.87	20.87	467.76	36.50	0.00	142.28	0.147	21.90	2.6	2.0	31.062	C
C - Langton Rd	1	57.55	57.55	430.66	43.50	0.00	156.11	0.369	56.12	3.6	5.0	30.147	C
D - L7037 West	1	48.58	48.58	453.17	48.50	13.90	235.66	0.206	48.49	3.8	3.9	23.832	C

07:45 - 08:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	109.94	109.94	441.95	52.50	14.64	247.27	0.445	106.84	5.3	8.5	25.301	C
B - L7037 East	1	28.81	28.81	349.06	36.50	0.00	106.17	0.271	27.59	2.0	2.7	33.541	C
C - Langton Rd	1	83.62	83.62	444.92	43.50	0.00	161.28	0.518	81.23	5.0	7.4	33.561	C
D - L7037 West	1	78.25	78.25	451.20	48.50	13.96	234.86	0.333	75.82	3.9	6.3	25.758	C

08:00 - 08:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	134.99	134.99	448.26	52.50	14.74	251.19	0.537	133.13	8.5	10.5	27.287	C
B - L7037 East	1	56.15	56.15	384.14	36.50	0.00	116.84	0.481	53.72	2.7	5.5	38.194	D
C - Langton Rd	1	116.63	116.63	435.10	43.50	0.00	157.73	0.739	112.81	7.4	11.1	42.233	D
D - L7037 West	1	81.38	81.38	455.62	48.50	13.83	236.65	0.344	81.12	6.3	6.6	25.934	C

08:15 - 08:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	149.20	149.20	447.05	52.50	14.89	251.04	0.594	148.06	10.5	11.7	28.766	C
B - L7037 East	1	59.47	59.47	384.16	36.50	0.00	116.85	0.509	59.12	5.5	5.8	39.110	D
C - Langton Rd	1	152.60	152.60	444.81	43.50	0.00	161.24	0.946	145.40	11.1	18.7	64.200	E
D - L7037 West	1	117.70	117.70	445.48	48.50	14.14	232.55	0.506	114.61	6.6	9.7	29.126	C

08:30 - 08:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	199.69	199.69	445.98	52.50	15.09	251.21	0.795	194.79	11.7	16.7	36.735	D
B - L7037 East	1	113.24	113.24	422.29	36.50	0.00	128.45	0.882	105.91	5.8	13.6	60.940	E
C - Langton Rd	1	134.49	134.49	432.84	43.50	0.00	156.90	0.857	137.61	18.7	14.9	60.630	E
D - L7037 West	1	135.41	135.41	437.68	48.50	14.23	228.80	0.592	133.69	9.7	11.3	31.363	C

08:45 - 09:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	254.72	254.72	445.33	52.50	15.33	251.71	1.012	239.18	16.7	32.5	66.463	E
B - L7037 East	1	103.46	103.46	424.91	36.50	0.00	129.24	0.800	105.44	13.6	11.7	57.471	E
C - Langton Rd	1	173.60	173.60	426.54	43.50	0.00	154.62	1.123	150.96	14.9	37.8	110.705	F
D - L7037 West	1	205.91	205.91	441.17	48.50	14.28	230.80	0.892	197.23	11.3	20.1	47.779	D

09:00 - 09:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	158.83	158.83	447.98	52.50	14.90	251.61	0.631	177.07	32.5	13.5	38.949	D
B - L7037 East	1	78.87	78.87	404.64	36.50	0.00	123.08	0.641	82.35	11.7	8.0	44.580	D
C - Langton Rd	1	106.73	106.73	432.56	43.50	0.00	156.80	0.681	131.54	37.8	12.0	98.821	F
D - L7037 West	1	231.72	231.72	442.52	48.50	14.24	231.35	1.002	221.26	20.1	30.5	71.247	E

09:15 - 09:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	84.30	84.30	409.50	52.50	14.95	230.18	0.366	90.28	13.5	6.5	23.983	C
B - L7037 East	1	70.79	70.79	399.39	36.50	0.00	121.48	0.583	71.72	8.0	7.1	41.708	D
C - Langton Rd	1	49.82	49.82	419.15	43.50	0.00	151.94	0.328	57.36	12.0	4.3	29.484	C
D - L7037 West	1	87.77	87.77	451.54	48.50	13.95	235.00	0.374	110.25	30.5	8.1	37.275	D

09:30 - 09:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	89.88	89.88	412.08	52.50	15.04	231.93	0.388	89.52	6.5	6.9	24.330	C
B - L7037 East	1	51.23	51.23	387.31	36.50	0.00	117.81	0.435	53.06	7.1	5.0	37.088	D
C - Langton Rd	1	51.39	51.39	403.99	43.50	0.00	146.45	0.351	51.11	4.3	4.5	29.925	C
D - L7037 West	1	56.21	56.21	453.47	48.50	13.89	235.78	0.238	59.77	8.1	4.5	24.292	C

09:45 - 10:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	82.38	82.38	434.26	52.50	15.16	244.87	0.336	83.41	6.9	6.3	23.383	C
B - L7037 East	1	61.01	61.01	400.98	36.50	0.00	121.96	0.500	60.22	5.0	6.0	38.625	D
C - Langton Rd	1	77.34	77.34	411.40	43.50	0.00	149.13	0.519	74.95	4.5	6.9	33.844	C
D - L7037 West	1	62.27	62.27	446.35	48.50	14.11	232.90	0.267	61.77	4.5	5.0	24.726	C

10:00 - 10:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	72.74	72.74	413.33	52.50	15.21	233.24	0.312	73.20	6.3	5.5	23.036	C
B - L7037 East	1	49.06	49.06	393.35	36.50	0.00	119.64	0.410	50.20	6.0	4.7	36.380	D
C - Langton Rd	1	39.88	39.88	434.50	43.50	0.00	157.51	0.253	43.71	6.9	3.4	28.025	C
D - L7037 West	1	50.12	50.12	450.69	48.50	13.98	234.66	0.214	51.10	5.0	4.0	23.940	C

10:15 - 10:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	81.28	81.28	431.47	52.50	15.34	243.93	0.333	80.92	5.5	6.2	23.328	C
B - L7037 East	1	58.84	58.84	406.42	36.50	0.00	123.62	0.476	57.93	4.7	5.7	37.879	D
C - Langton Rd	1	38.25	38.25	431.31	43.50	0.00	156.35	0.245	38.39	3.4	3.3	27.877	C
D - L7037 West	1	41.63	41.63	450.43	48.50	13.99	234.55	0.177	42.31	4.0	3.3	23.445	C

10:30 - 10:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	75.27	75.27	418.26	52.50	14.97	235.16	0.320	75.39	6.2	5.7	23.158	C
B - L7037 East	1	62.04	62.04	397.18	36.50	0.00	120.81	0.514	61.51	5.7	6.1	39.086	D
C - Langton Rd	1	48.02	48.02	433.32	43.50	0.00	157.08	0.306	47.17	3.3	4.2	28.929	C
D - L7037 West	1	49.18	49.18	448.05	48.50	14.06	233.59	0.211	48.57	3.3	3.9	23.897	C

10:45 - 11:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	83.68	83.68	422.26	52.50	14.80	236.83	0.353	83.02	5.7	6.4	23.698	C
B - L7037 East	1	70.12	70.12	402.19	36.50	0.00	122.33	0.573	69.36	6.1	7.0	40.980	D
C - Langton Rd	1	44.70	44.70	413.28	43.50	0.00	149.81	0.298	44.81	4.2	3.9	28.877	C
D - L7037 West	1	66.94	66.94	458.48	48.50	13.74	237.80	0.281	65.49	3.9	5.4	24.922	C

11:00 - 11:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	65.15	65.15	408.01	52.50	14.97	229.39	0.284	66.44	6.4	5.0	22.616	C
B - L7037 East	1	75.40	75.40	406.60	36.50	0.00	123.67	0.610	74.91	7.0	7.6	42.346	D
C - Langton Rd	1	57.79	57.79	423.86	43.50	0.00	153.65	0.376	56.72	3.9	5.0	30.335	C
D - L7037 West	1	48.00	48.00	433.84	48.50	14.06	226.18	0.212	49.37	5.4	3.8	23.945	C

11:15 - 11:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	86.70	86.70	402.02	52.50	15.18	226.74	0.382	85.01	5.0	6.6	24.263	C
B - L7037 East	1	68.82	68.82	404.63	36.50	0.00	123.08	0.559	69.39	7.6	6.8	40.688	D
C - Langton Rd	1	59.48	59.48	426.51	43.50	0.00	154.61	0.385	59.35	5.0	5.2	30.516	C
D - L7037 West	1	57.15	57.15	461.23	48.50	13.66	238.91	0.239	56.54	3.8	4.6	24.291	C

11:30 - 11:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	81.99	81.99	418.25	52.50	15.20	235.96	0.347	82.65	6.6	6.3	23.611	C
B - L7037 East	1	72.08	72.08	410.30	36.50	0.00	124.80	0.578	71.91	6.8	7.2	41.116	D
C - Langton Rd	1	48.08	48.08	412.09	43.50	0.00	149.38	0.322	49.02	5.2	4.2	29.333	C
D - L7037 West	1	44.06	44.06	434.14	48.50	14.12	226.54	0.194	44.99	4.6	3.5	23.695	C

11:45 - 12:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	103.73	103.73	433.29	52.50	15.04	243.87	0.425	102.18	6.3	8.0	24.953	C
B - L7037 East	1	76.97	76.97	394.12	36.50	0.00	119.88	0.642	76.05	7.2	7.8	43.897	D
C - Langton Rd	1	80.66	80.66	426.11	43.50	0.00	154.46	0.522	77.74	4.2	7.2	33.812	C
D - L7037 West	1	61.81	61.81	449.80	48.50	14.01	234.29	0.264	60.47	3.5	5.0	24.667	C

12:00 - 12:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	78.31	78.31	415.71	52.50	15.05	234.02	0.335	79.99	8.0	6.0	23.408	C
B - L7037 East	1	94.21	94.21	400.03	36.50	0.00	121.68	0.774	92.00	7.8	10.2	51.464	D
C - Langton Rd	1	69.60	69.60	430.15	43.50	0.00	155.93	0.446	70.62	7.2	6.1	31.922	C
D - L7037 West	1	64.46	64.46	456.71	48.50	13.79	237.09	0.272	64.25	5.0	5.2	24.781	C

12:15 - 12:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	91.59	91.59	429.63	52.50	15.10	242.04	0.378	90.78	6.0	7.0	24.104	C
B - L7037 East	1	105.62	105.62	397.58	36.50	0.00	120.93	0.873	103.20	10.2	12.7	62.636	E
C - Langton Rd	1	82.70	82.70	439.24	43.50	0.00	159.23	0.519	81.65	6.1	7.4	33.651	C
D - L7037 West	1	70.79	70.79	444.14	48.50	14.18	232.01	0.305	70.27	5.2	5.7	25.317	C

12:30 - 12:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	110.69	110.69	439.67	52.50	14.96	247.16	0.448	109.27	7.0	8.5	25.370	C
B - L7037 East	1	92.58	92.58	407.45	36.50	0.00	123.93	0.747	95.34	12.7	10.0	52.079	D
C - Langton Rd	1	88.92	88.92	407.95	43.50	0.00	147.88	0.601	87.61	7.4	8.1	36.543	D
D - L7037 West	1	58.29	58.29	447.36	48.50	14.08	233.31	0.250	59.31	5.7	4.7	24.467	C

12:45 - 13:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	82.61	82.61	429.47	52.50	14.90	241.23	0.342	84.60	8.5	6.3	23.503	C
B - L7037 East	1	81.12	81.12	395.00	36.50	0.00	120.15	0.675	82.50	10.0	8.4	46.514	D
C - Langton Rd	1	74.55	74.55	435.56	43.50	0.00	157.89	0.472	76.61	8.1	6.6	32.539	C
D - L7037 West	1	61.71	61.71	446.35	48.50	14.11	232.90	0.265	61.43	4.7	5.0	24.690	C

13:00 - 13:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	125.86	125.86	458.82	52.50	14.76	257.18	0.489	122.81	6.3	9.7	26.147	C
B - L7037 East	1	112.06	112.06	418.25	36.50	0.00	127.22	0.881	107.47	8.4	13.5	61.598	E
C - Langton Rd	1	76.12	76.12	442.40	43.50	0.00	160.37	0.475	76.15	6.6	6.7	32.494	C
D - L7037 West	1	82.95	82.95	440.72	48.50	14.03	229.65	0.361	81.10	5.0	6.7	26.264	C

13:15 - 13:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	152.91	152.91	440.45	52.50	15.30	248.85	0.614	150.53	9.7	12.0	29.351	C
B - L7037 East	1	84.36	84.36	411.11	36.50	0.00	125.05	0.675	88.75	13.5	8.7	46.723	D
C - Langton Rd	1	102.26	102.26	440.91	43.50	0.00	159.83	0.640	99.62	6.7	9.4	37.510	D
D - L7037 West	1	59.28	59.28	448.65	48.50	14.04	233.83	0.254	61.36	6.7	4.8	24.520	C

13:30 - 13:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	154.95	154.95	444.87	52.50	15.18	250.92	0.618	154.82	12.0	12.2	29.482	C
B - L7037 East	1	107.17	107.17	413.27	36.50	0.00	125.70	0.853	103.49	8.7	12.4	58.400	E
C - Langton Rd	1	85.90	85.90	424.25	43.50	0.00	153.79	0.559	87.28	9.4	7.7	35.128	D
D - L7037 West	1	73.57	73.57	444.08	48.50	14.19	231.98	0.317	72.40	4.8	5.9	25.509	C

13:45 - 14:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	119.56	119.56	444.46	52.50	14.98	249.93	0.478	122.37	12.2	9.2	26.017	C
B - L7037 East	1	81.10	81.10	403.24	36.50	0.00	122.65	0.661	85.03	12.4	8.3	45.859	D
C - Langton Rd	1	95.74	95.74	444.59	43.50	0.00	161.16	0.594	94.99	7.7	8.7	35.916	D
D - L7037 West	1	157.83	157.83	444.07	48.50	14.19	231.98	0.680	150.37	5.9	13.4	34.129	C

14:00 - 14:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	105.26	105.26	437.43	52.50	14.91	245.73	0.428	106.22	9.2	8.1	25.020	C
B - L7037 East	1	96.24	96.24	408.75	36.50	0.00	124.33	0.774	94.16	8.3	10.4	51.338	D
C - Langton Rd	1	102.36	102.36	435.92	43.50	0.00	158.02	0.648	101.51	8.7	9.4	37.989	D
D - L7037 West	1	71.68	71.68	446.00	48.50	14.13	232.76	0.308	79.29	13.4	5.8	25.390	C

14:15 - 14:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	166.41	166.41	430.33	52.50	15.26	242.98	0.685	161.20	8.1	13.4	31.747	C
B - L7037 East	1	149.95	149.95	414.97	36.50	0.00	126.22	1.188	121.59	10.4	38.8	125.343	F
C - Langton Rd	1	118.78	118.78	434.14	43.50	0.00	157.38	0.755	116.88	9.4	11.4	43.328	D
D - L7037 West	1	109.99	109.99	448.91	48.50	14.03	233.93	0.470	106.78	5.8	9.0	28.324	C

14:30 - 14:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	173.78	173.78	450.04	52.50	15.06	253.37	0.686	173.65	13.4	13.9	31.769	C
B - L7037 East	1	112.54	112.54	413.83	36.50	0.00	125.87	0.894	123.39	38.8	28.1	210.359	F
C - Langton Rd	1	136.40	136.40	431.72	43.50	0.00	156.50	0.872	132.92	11.4	14.6	53.852	D
D - L7037 West	1	131.93	131.93	442.25	48.50	14.25	231.24	0.571	129.99	9.0	10.9	30.738	C

14:45 - 15:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	162.15	162.15	431.88	52.50	15.05	243.12	0.667	162.53	13.9	13.0	31.294	C
B - L7037 East	1	83.27	83.27	398.62	36.50	0.00	121.25	0.687	101.85	28.1	8.7	81.546	F
C - Langton Rd	1	125.17	125.17	435.29	43.50	0.00	157.79	0.793	127.20	14.6	12.6	48.867	D
D - L7037 West	1	65.39	65.39	449.90	48.50	14.00	234.34	0.279	71.07	10.9	5.3	24.911	C

15:00 - 15:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	116.80	116.80	422.52	52.50	15.20	238.39	0.490	120.58	13.0	9.0	26.377	C
B - L7037 East	1	105.13	105.13	417.10	36.50	0.00	126.87	0.829	102.22	8.7	11.9	55.900	E
C - Langton Rd	1	107.66	107.66	452.00	43.50	0.00	163.85	0.657	110.64	12.6	9.9	38.708	D
D - L7037 West	1	102.08	102.08	442.17	48.50	14.25	231.21	0.442	99.02	5.3	8.3	27.756	C

15:15 - 15:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	156.86	156.86	441.31	52.50	15.07	248.49	0.631	153.82	9.0	12.4	29.859	C
B - L7037 East	1	122.94	122.94	409.76	36.50	0.00	124.64	0.986	115.85	11.9	19.0	83.656	F
C - Langton Rd	1	104.10	104.10	424.95	43.50	0.00	154.04	0.676	103.86	9.9	9.7	39.531	D
D - L7037 West	1	83.07	83.07	443.30	48.50	14.21	231.67	0.359	84.67	8.3	6.7	26.223	C

15:30 - 15:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	110.44	110.44	431.29	52.50	15.00	242.62	0.455	113.99	12.4	8.5	25.590	C
B - L7037 East	1	113.22	113.22	405.53	36.50	0.00	123.35	0.918	114.33	19.0	17.7	95.790	F
C - Langton Rd	1	81.59	81.59	434.59	43.50	0.00	157.54	0.518	84.41	9.7	7.3	33.802	C
D - L7037 West	1	87.32	87.32	447.95	48.50	14.06	233.54	0.374	86.97	6.7	7.1	26.471	C

15:45 - 16:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	140.12	140.12	436.14	52.50	15.07	245.58	0.571	137.81	8.5	11.0	28.176	C
B - L7037 East	1	88.84	88.84	403.33	36.50	0.00	122.68	0.724	96.87	17.7	9.5	55.264	E
C - Langton Rd	1	89.68	89.68	436.89	43.50	0.00	158.37	0.566	88.77	7.3	8.1	35.069	D
D - L7037 West	1	90.14	90.14	449.79	48.50	13.97	234.17	0.385	89.89	7.1	7.3	26.667	C

16:00 - 16:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	191.23	191.23	455.77	52.50	14.90	255.99	0.747	186.93	11.0	15.6	34.091	C
B - L7037 East	1	131.56	131.56	414.78	36.50	0.00	126.16	1.043	117.93	9.5	23.4	91.826	F
C - Langton Rd	1	83.28	83.28	424.53	43.50	0.00	153.89	0.541	83.76	8.1	7.5	34.508	C
D - L7037 West	1	84.41	84.41	443.60	48.50	14.20	231.79	0.364	84.90	7.3	6.8	26.315	C

16:15 - 16:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	131.75	131.75	438.87	52.50	15.00	246.86	0.534	136.64	15.6	10.3	27.335	C
B - L7037 East	1	120.22	120.22	416.87	36.50	0.00	126.80	0.948	120.79	23.4	22.8	124.071	F
C - Langton Rd	1	98.00	98.00	436.93	43.50	0.00	158.39	0.619	96.72	7.5	8.9	36.827	D
D - L7037 West	1	103.18	103.18	438.75	48.50	14.36	229.83	0.449	101.60	6.8	8.4	27.922	C

16:30 - 16:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	146.96	146.96	443.50	52.50	15.06	249.68	0.589	145.84	10.3	11.5	28.627	C
B - L7037 East	1	99.04	99.04	407.84	36.50	0.00	124.05	0.798	110.32	22.8	11.4	74.555	E
C - Langton Rd	1	96.37	96.37	452.20	43.50	0.00	163.92	0.588	96.74	8.9	8.7	35.746	D
D - L7037 West	1	87.95	87.95	446.06	48.50	14.12	232.78	0.378	89.24	8.4	7.1	26.558	C

16:45 - 17:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	140.34	140.34	433.66	52.50	15.14	244.44	0.574	140.68	11.5	11.0	28.342	C
B - L7037 East	1	94.09	94.09	403.50	36.50	0.00	122.73	0.767	94.76	11.4	10.3	53.667	D
C - Langton Rd	1	83.40	83.40	440.59	43.50	0.00	159.71	0.522	84.58	8.7	7.4	33.840	C
D - L7037 West	1	94.62	94.62	451.18	48.50	13.96	234.85	0.403	94.07	7.1	7.7	26.991	C

17:00 - 17:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	133.43	133.43	442.79	52.50	15.03	249.16	0.536	134.19	11.0	10.4	27.313	C
B - L7037 East	1	130.00	130.00	417.13	36.50	0.00	126.88	1.025	118.75	10.3	22.0	89.307	F
C - Langton Rd	1	136.12	136.12	440.13	43.50	0.00	159.55	0.853	129.45	7.4	14.2	50.730	D
D - L7037 West	1	89.48	89.48	434.67	48.50	14.24	227.28	0.394	89.77	7.7	7.3	26.877	C

17:15 - 17:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	129.73	129.73	449.06	52.50	14.91	252.27	0.514	130.12	10.4	10.1	26.772	C
B - L7037 East	1	121.85	121.85	413.18	36.50	0.00	125.68	0.970	121.25	22.0	22.7	128.429	F
C - Langton Rd	1	111.68	111.68	427.64	43.50	0.00	155.02	0.720	114.92	14.2	10.7	42.779	D
D - L7037 West	1	110.95	110.95	427.30	48.50	14.44	224.10	0.495	109.09	7.3	9.1	28.967	C

17:30 - 17:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	113.55	113.55	442.23	52.50	14.83	248.12	0.458	114.65	10.1	8.7	25.588	C
B - L7037 East	1	121.85	121.85	418.60	36.50	0.00	127.33	0.957	122.14	22.7	22.5	128.378	F
C - Langton Rd	1	144.38	144.38	451.45	43.50	0.00	163.65	0.882	139.86	10.7	15.5	54.265	D
D - L7037 West	1	81.56	81.56	432.14	48.50	14.30	226.17	0.361	84.08	9.1	6.6	26.293	C

17:45 - 18:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	125.38	125.38	448.83	52.50	14.95	252.27	0.497	124.64	8.7	9.7	26.363	C
B - L7037 East	1	105.56	105.56	413.99	36.50	0.00	125.92	0.838	114.95	22.5	12.9	79.529	E
C - Langton Rd	1	85.73	85.73	440.90	43.50	0.00	159.83	0.536	93.42	15.5	7.7	34.865	C
D - L7037 West	1	94.28	94.28	443.62	48.50	14.20	231.80	0.407	93.35	6.6	7.7	27.081	C

18:00 - 18:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	118.70	118.70	442.69	52.50	14.90	248.64	0.477	119.07	9.7	9.2	25.987	C
B - L7037 East	1	130.03	130.03	415.25	36.50	0.00	126.30	1.030	120.02	12.9	23.0	96.244	F
C - Langton Rd	1	96.39	96.39	435.22	43.50	0.00	157.77	0.611	95.17	7.7	8.8	36.567	D
D - L7037 West	1	66.30	66.30	449.49	48.50	14.02	234.17	0.283	68.62	7.7	5.3	24.969	C

18:15 - 18:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	1	110.66	110.66	446.97	52.50	14.89	251.00	0.441	111.39	9.2	8.5	25.226	C
B - L7037 East	1	99.01	99.01	423.99	36.50	0.00	128.96	0.768	110.10	23.0	11.8	72.804	E
C - Langton Rd	1	101.34	101.34	442.82	43.50	0.00	160.52	0.631	101.04	8.8	9.2	37.311	D
D - L7037 West	1	66.15	66.15	448.30	48.50	14.05	233.69	0.283	66.16	5.3	5.3	24.965	C

18:30 - 18:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	**1**	89.83	89.83	429.57	52.50	15.02	241.71	0.372	91.21	8.5	6.9	24.000	C
B - L7037 East	**1**	94.18	94.18	407.80	36.50	0.00	124.04	0.759	95.56	11.8	10.3	52.045	D
C - Langton Rd	**1**	76.90	76.90	439.20	43.50	0.00	159.21	0.483	79.22	9.2	6.8	32.796	C
D - L7037 West	**1**	59.31	59.31	448.12	48.50	14.06	233.61	0.254	59.87	5.3	4.8	24.525	C

18:45 - 19:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - Morristown Rd	**1**	128.40	128.40	447.74	52.50	15.00	251.84	0.510	125.60	6.9	9.9	26.638	C
B - L7037 East	**1**	76.26	76.26	406.12	36.50	0.00	123.53	0.617	78.75	10.3	7.7	43.249	D
C - Langton Rd	**1**	76.90	76.90	438.44	43.50	0.00	158.93	0.484	76.93	6.8	6.8	32.756	C
D - L7037 West	**1**	45.15	45.15	450.94	48.50	13.97	234.76	0.192	46.30	4.8	3.6	23.646	C

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.0.6896
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Filename: Junction 4- R445 Access (2).j9
Path: W:\2021\P21-034
Report generation date: 12/05/2021 20:10:12

»Opening year+ Adj+ Dev,
»+5+Adj+Dev,
»+15+Adj+Dev,

Summary of junction performance

	Queue (Veh)	Delay (s)	RFC	LOS
	Opening year+ Adj+ Dev			
Stream B-C	0.1	7.68	0.11	A
Stream B-A	0.3	16.08	0.22	C
Stream C-AB	0.7	5.16	0.21	A
	+5+Adj+Dev			
Stream B-C	0.1	8.10	0.11	A
Stream B-A	0.3	18.35	0.25	C
Stream C-AB	0.8	5.10	0.23	A
	+15+Adj+Dev			
Stream B-C	0.1	8.45	0.12	A
Stream B-A	0.4	20.40	0.27	C
Stream C-AB	1.0	5.06	0.25	A

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

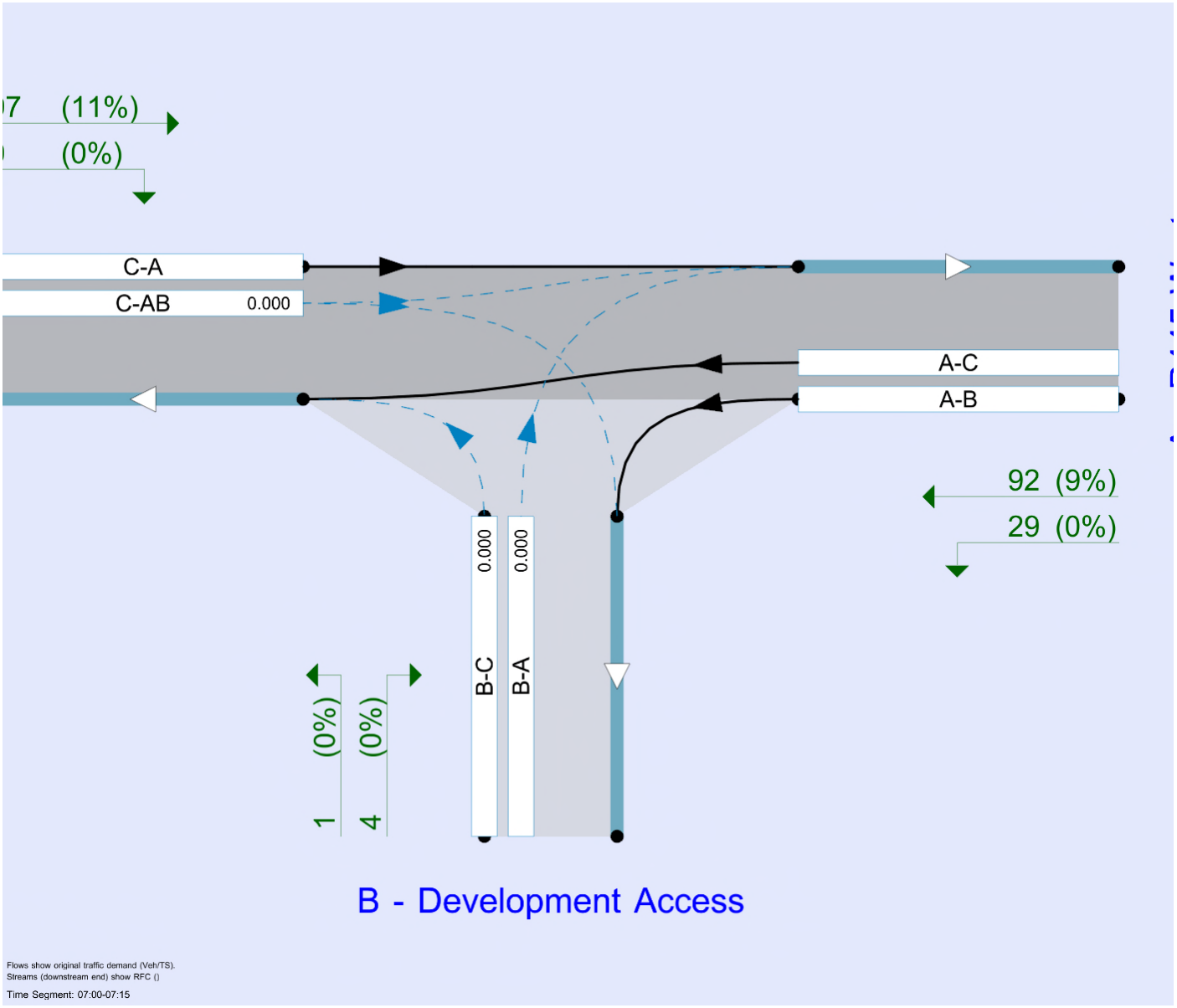
File summary

File Description

Title	
Location	
Site number	
Date	14/04/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	PMCE\papadakisa
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

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

Analysis Set Details

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

Opening year+ Adj+ Dev,

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Junction 4	T-Junction	Two-way		1.01	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	R445 West		Major
B	Development Access		Minor
C	R445 East		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 - R445 East	7.60			100.0	✓	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 - Development Access	One lane plus flare	9.00	3.50	3.10	3.00	3.00		1.00	30	30

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	131.103	0.089	0.225	0.141	0.321
1	B-C	182.844	0.104	0.264	-	-
1	C-B	157.969	0.228	0.228	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - R445 West		DIRECT	✓	100.000
B - Development Access		DIRECT	✓	100.000
C - R445 East		DIRECT	✓	100.000

Origin-Destination Data

07:00 - 07:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	26.83	77.02
	B - Development Access	10.89	0.00	10.31
	C - R445 East	80.83	2.79	0.00

07:15 - 07:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	26.12	76.07
	B - Development Access	11.47	0.00	10.31
	C - R445 East	105.57	2.79	0.00

07:30 - 07:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	30.02	87.45
	B - Development Access	12.11	0.00	10.31
	C - R445 East	129.67	2.79	0.00

07:45 - 08:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	37.46	110.31
	B - Development Access	11.16	0.00	10.31
	C - R445 East	85.82	2.79	0.00

08:00 - 08:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	44.54	123.77
	B - Development Access	14.92	0.00	13.85
	C - R445 East	119.33	5.69	0.00

08:15 - 08:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	46.31	126.71
	B - Development Access	16.10	0.00	13.85
	C - R445 East	156.76	5.69	0.00

08:30 - 08:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	39.58	108.16
	B - Development Access	15.57	0.00	13.85
	C - R445 East	135.60	5.69	0.00

08:45 - 09:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	41.00	112.30
	B - Development Access	14.81	0.00	13.85
	C - R445 East	108.56	5.69	0.00

09:00 - 09:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	40.01	113.58
	B - Development Access	9.02	0.00	7.33
	C - R445 East	106.28	5.36	0.00

09:15 - 09:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	37.88	106.25
	B - Development Access	9.79	0.00	7.33
	C - R445 East	126.61	5.36	0.00

09:30 - 09:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	41.78	117.64
	B - Development Access	8.99	0.00	7.33
	C - R445 East	100.45	5.36	0.00

09:45 - 10:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	33.63	92.71
	B - Development Access	9.29	0.00	7.33
	C - R445 East	111.27	5.36	0.00

10:00 - 10:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	31.51	90.72
	B - Development Access	7.73	0.00	5.23
	C - R445 East	119.38	4.12	0.00

10:15 - 10:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	30.44	85.38
	B - Development Access	7.23	0.00	5.23
	C - R445 East	100.69	4.12	0.00

10:30 - 10:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	34.34	99.01
	B - Development Access	7.92	0.00	5.23
	C - R445 East	123.90	4.12	0.00

10:45 - 11:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	39.65	108.95
	B - Development Access	7.73	0.00	5.23
	C - R445 East	122.73	4.12	0.00

11:00 - 11:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	36.28	98.68
	B - Development Access	8.17	0.00	5.31
	C - R445 East	132.90	4.73	0.00

11:15 - 11:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	34.16	95.82
	B - Development Access	7.91	0.00	5.31
	C - R445 East	126.79	4.73	0.00

11:30 - 11:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	34.16	99.17
	B - Development Access	8.06	0.00	5.31
	C - R445 East	128.84	4.73	0.00

Demand (Veh/TS)

11:45 - 12:00

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	45.14	121.20
	B - Development Access	7.64	0.00	5.31
	C - R445 East	112.85	4.73	0.00

Demand (Veh/TS)

12:00 - 12:15

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	44.51	116.19
	B - Development Access	9.66	0.00	7.05
	C - R445 East	132.90	6.89	0.00

Demand (Veh/TS)

12:15 - 12:30

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	43.80	113.00
	B - Development Access	9.93	0.00	7.05
	C - R445 East	142.36	6.89	0.00

Demand (Veh/TS)

12:30 - 12:45

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	45.57	120.42
	B - Development Access	10.08	0.00	7.05
	C - R445 East	151.12	6.89	0.00

Demand (Veh/TS)

12:45 - 13:00

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	33.89	86.25
	B - Development Access	9.63	0.00	7.05
	C - R445 East	136.02	6.89	0.00

Demand (Veh/TS)

13:00 - 13:15

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	30.44	73.58
	B - Development Access	10.04	0.00	6.38
	C - R445 East	166.70	6.59	0.00

Demand (Veh/TS)

13:15 - 13:30

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	39.29	102.82
	B - Development Access	9.13	0.00	6.38
	C - R445 East	135.37	6.59	0.00

Demand (Veh/TS)

13:30 - 13:45

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	44.25	116.19
	B - Development Access	9.40	0.00	6.38
	C - R445 East	143.71	6.59	0.00

Demand (Veh/TS)

13:45 - 14:00

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	42.48	113.25
	B - Development Access	9.13	0.00	6.38
	C - R445 East	137.60	6.59	0.00

14:00 - 14:15 Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	42.11	113.58
	B - Development Access	10.59	0.00	7.02
	C - R445 East	167.81	7.81	0.00

14:15 - 14:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	50.96	137.23
	B - Development Access	9.68	0.00	7.02
	C - R445 East	129.78	7.81	0.00

14:30 - 14:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	41.75	110.31
	B - Development Access	10.10	0.00	7.02
	C - R445 East	148.00	7.81	0.00

14:45 - 15:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	54.86	146.38
	B - Development Access	10.33	0.00	7.02
	C - R445 East	157.23	7.81	0.00

15:00 - 15:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	49.46	131.18
	B - Development Access	8.44	0.00	6.38
	C - R445 East	113.27	9.36	0.00

15:15 - 15:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	39.19	94.45
	B - Development Access	9.70	0.00	6.38
	C - R445 East	155.65	9.36	0.00

15:30 - 15:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	49.11	127.91
	B - Development Access	9.51	0.00	6.38
	C - R445 East	151.12	9.36	0.00

15:45 - 16:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	54.06	136.82
	B - Development Access	9.43	0.00	6.38
	C - R445 East	147.30	9.36	0.00

16:00 - 16:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	46.38	111.97
	B - Development Access	10.48	0.00	6.04
	C - R445 East	192.38	10.32	0.00

16:15 - 16:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	49.57	123.52
	B - Development Access	10.44	0.00	6.04
	C - R445 East	192.15	10.32	0.00

16:30 - 16:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	47.45	117.31
	B - Development Access	9.18	0.00	6.04
	C - R445 East	153.12	10.32	0.00

16:45 - 17:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	54.18	136.98
	B - Development Access	9.87	0.00	6.04
	C - R445 East	169.63	10.32	0.00

17:00 - 17:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	53.48	125.59
	B - Development Access	10.93	0.00	6.88
	C - R445 East	181.80	14.05	0.00

17:15 - 17:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	48.87	111.02
	B - Development Access	10.89	0.00	6.88
	C - R445 East	179.33	14.05	0.00

17:30 - 17:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	48.16	112.30
	B - Development Access	10.40	0.00	6.88
	C - R445 East	161.76	14.05	0.00

17:45 - 18:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	46.75	104.81
	B - Development Access	10.70	0.00	6.88
	C - R445 East	172.57	14.05	0.00

18:00 - 18:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	50.00	122.32
	B - Development Access	10.45	0.00	6.55
	C - R445 East	172.80	10.40	0.00

18:15 - 18:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	43.27	103.77
	B - Development Access	10.14	0.00	6.55
	C - R445 East	161.99	10.40	0.00

18:30 - 18:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	48.23	116.03
	B - Development Access	9.69	0.00	6.55
	C - R445 East	144.65	10.40	0.00

18:45 - 19:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	43.98	103.61
	B - Development Access	10.07	0.00	6.55
	C - R445 East	161.52	10.40	0.00

Vehicle Mix

07:00 - 07:15

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	7
	B - Development Access	0	0	0
	C - R445 East	10	0	0

07:15 - 07:30

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	9
	B - Development Access	0	0	0
	C - R445 East	12	0	0

07:30 - 07:45

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	8
	B - Development Access	0	0	0
	C - R445 East	10	0	0

07:45 - 08:00

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	7
	B - Development Access	0	0	0
	C - R445 East	4	0	0

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	6
	B - Development Access	0	0	0
	C - R445 East	9	0	0

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	4
	B - Development Access	0	0	0
	C - R445 East	4	0	0

08:30 - 08:45

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	6
	B - Development Access	0	0	0
	C - R445 East	3	0	0

08:45 - 09:00

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	6
	B - Development Access	0	0	0
	C - R445 East	4	0	0

09:00 - 09:15

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	9
	B - Development Access	0	0	0
	C - R445 East	8	0	0

09:15 - 09:30

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	8
	B - Development Access	0	0	0
	C - R445 East	2	0	0

Heavy Vehicle Percentages

09:30 - 09:45

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	8
	B - Development Access	0	0	0
	C - R445 East	4	0	0

Heavy Vehicle Percentages

09:45 - 10:00

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	8
	B - Development Access	0	0	0
	C - R445 East	4	0	0

Heavy Vehicle Percentages

10:00 - 10:15

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	10
	B - Development Access	0	0	0
	C - R445 East	4	0	0

Heavy Vehicle Percentages

10:15 - 10:30

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	8
	B - Development Access	0	0	0
	C - R445 East	3	0	0

Heavy Vehicle Percentages

10:30 - 10:45

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	9
	B - Development Access	0	0	0
	C - R445 East	2	0	0

Heavy Vehicle Percentages

10:45 - 11:00

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	3
	B - Development Access	0	0	0
	C - R445 East	6	0	0

Heavy Vehicle Percentages

11:00 - 11:15

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	5
	B - Development Access	0	0	0
	C - R445 East	3	0	0

Heavy Vehicle Percentages

11:15 - 11:30

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	8
	B - Development Access	0	0	0
	C - R445 East	6	0	0

Heavy Vehicle Percentages

11:30 - 11:45

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	11
	B - Development Access	0	0	0
	C - R445 East	3	0	0

11:45 - 12:00

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	1
	B - Development Access	0	0	0
	C - R445 East	3	0	0

Heavy Vehicle Percentages

12:00 - 12:15

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	3
	B - Development Access	0	0	0
	C - R445 East	3	0	0

Heavy Vehicle Percentages

12:15 - 12:30

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	2
	B - Development Access	0	0	0
	C - R445 East	3	0	0

Heavy Vehicle Percentages

12:30 - 12:45

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	4
	B - Development Access	0	0	0
	C - R445 East	5	0	0

Heavy Vehicle Percentages

12:45 - 13:00

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	5
	B - Development Access	0	0	0
	C - R445 East	7	0	0

Heavy Vehicle Percentages

13:00 - 13:15

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	2
	B - Development Access	0	0	0
	C - R445 East	3	0	0

Heavy Vehicle Percentages

13:15 - 13:30

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	4
	B - Development Access	0	0	0
	C - R445 East	4	0	0

Heavy Vehicle Percentages

13:30 - 13:45

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	3
	B - Development Access	0	0	0
	C - R445 East	3	0	0

Heavy Vehicle Percentages

13:45 - 14:00

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	5
	B - Development Access	0	0	0
	C - R445 East	6	0	0

Heavy Vehicle Percentages

14:00 - 14:15

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	9
	B - Development Access	0	0	0
	C - R445 East	3	0	0

14:15 - 14:30

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	6
	B - Development Access	0	0	0
	C - R445 East	0	0	0

Heavy Vehicle Percentages

14:30 - 14:45

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	7
	B - Development Access	0	0	0
	C - R445 East	2	0	0

Heavy Vehicle Percentages

14:45 - 15:00

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	4
	B - Development Access	0	0	0
	C - R445 East	3	0	0

Heavy Vehicle Percentages

15:00 - 15:15

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	8
	B - Development Access	0	0	0
	C - R445 East	7	0	0

Heavy Vehicle Percentages

15:15 - 15:30

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	4
	B - Development Access	0	0	0
	C - R445 East	4	0	0

Heavy Vehicle Percentages

15:30 - 15:45

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	6
	B - Development Access	0	0	0
	C - R445 East	5	0	0

Heavy Vehicle Percentages

15:45 - 16:00

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	2
	B - Development Access	0	0	0
	C - R445 East	5	0	0

Heavy Vehicle Percentages

16:00 - 16:15

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	2
	B - Development Access	0	0	0
	C - R445 East	2	0	0

Heavy Vehicle Percentages

16:15 - 16:30

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	4
	B - Development Access	0	0	0
	C - R445 East	3	0	0

Heavy Vehicle Percentages

16:30 - 16:45

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	4
	B - Development Access	0	0	0
	C - R445 East	7	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	3
	B - Development Access	0	0	0
	C - R445 East	2	0	0

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	4
	B - Development Access	0	0	0
	C - R445 East	2	0	0

17:15 - 17:30

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	3
	B - Development Access	0	0	0
	C - R445 East	1	0	0

17:30 - 17:45

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	6
	B - Development Access	0	0	0
	C - R445 East	1	0	0

17:45 - 18:00

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	3
	B - Development Access	0	0	0
	C - R445 East	1	0	0

18:00 - 18:15

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	2
	B - Development Access	0	0	0
	C - R445 East	1	0	0

18:15 - 18:30

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	3
	B - Development Access	0	0	0
	C - R445 East	1	0	0

18:30 - 18:45

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	1
	B - Development Access	0	0	0
	C - R445 East	0	0	0

18:45 - 19:00

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	1
	B - Development Access	0	0	0
	C - R445 East	2	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	0.11	7.68	0.1	A	7.36	353.41
B-A	0.22	16.08	0.3	C	10.09	484.51
C-AB	0.21	5.16	0.7	A	21.46	1029.87
C-A					125.35	6017.01
A-B					42.02	2016.88
A-C					109.99	5279.70

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	10.31	10.31	153.60	0.067	10.24	0.0	0.1	6.275	A
B-A	10.89	10.89	96.69	0.113	10.77	0.0	0.1	10.460	B
C-AB	4.91	4.91	187.66	0.026	4.87	0.0	0.0	4.924	A
C-A	78.71	78.71			78.71				
A-B	26.83	26.83			26.83				
A-C	77.02	77.02			77.02				

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	10.31	10.31	151.41	0.068	10.31	0.1	0.1	6.377	A
B-A	11.47	11.47	92.80	0.124	11.45	0.1	0.1	11.064	B
C-AB	5.81	5.81	203.85	0.029	5.81	0.0	0.0	4.508	A
C-A	102.55	102.55			102.55				
A-B	26.12	26.12			26.12				
A-C	76.07	76.07			76.07				

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	10.31	10.31	145.77	0.071	10.31	0.1	0.1	6.643	A
B-A	12.11	12.11	86.51	0.140	12.09	0.1	0.2	12.089	B
C-AB	6.91	6.91	218.11	0.032	6.91	0.0	0.0	4.260	A
C-A	125.55	125.55			125.55				
A-B	30.02	30.02			30.02				
A-C	87.45	87.45			87.45				

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	10.31	10.31	141.87	0.073	10.31	0.1	0.1	6.840	A
B-A	11.16	11.16	87.79	0.127	11.17	0.2	0.1	11.750	B
C-AB	5.25	5.25	184.01	0.029	5.25	0.0	0.0	5.158	A
C-A	83.36	83.36			83.36				
A-B	37.46	37.46			37.46				
A-C	110.31	110.31			110.31				

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	13.85	13.85	134.97	0.103	13.82	0.1	0.1	7.427	A
B-A	14.92	14.92	77.24	0.193	14.83	0.1	0.2	14.400	B
C-AB	13.82	13.82	203.02	0.068	13.75	0.0	0.1	4.708	A
C-A	111.19	111.19			111.19				
A-B	44.54	44.54			44.54				
A-C	123.77	123.77			123.77				

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	13.85	13.85	131.02	0.106	13.85	0.1	0.1	7.681	A
B-A	16.10	16.10	72.47	0.222	16.06	0.2	0.3	15.939	C
C-AB	17.72	17.72	231.44	0.077	17.70	0.1	0.1	4.263	A
C-A	144.73	144.73			144.73				
A-B	46.31	46.31			46.31				
A-C	126.71	126.71			126.71				

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	13.85	13.85	138.16	0.100	13.86	0.1	0.1	7.242	A
B-A	15.57	15.57	80.24	0.194	15.60	0.3	0.2	13.935	B
C-AB	14.88	14.88	220.21	0.068	14.90	0.1	0.1	4.408	A
C-A	126.41	126.41			126.41				
A-B	39.58	39.58			39.58				
A-C	108.16	108.16			108.16				

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	13.85	13.85	139.20	0.100	13.85	0.1	0.1	7.179	A
B-A	14.81	14.81	82.84	0.179	14.83	0.2	0.2	13.241	B
C-AB	12.52	12.52	199.60	0.063	12.54	0.1	0.1	4.809	A
C-A	101.73	101.73			101.73				
A-B	41.00	41.00			41.00				
A-C	112.30	112.30			112.30				

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	7.33	7.33	137.26	0.053	7.38	0.1	0.1	6.934	A
B-A	9.02	9.02	82.30	0.110	9.12	0.2	0.1	12.314	B
C-AB	11.75	11.75	196.11	0.060	11.76	0.1	0.1	4.826	A
C-A	99.88	99.88			99.88				
A-B	40.01	40.01			40.01				
A-C	113.58	113.58			113.58				

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	7.33	7.33	139.08	0.053	7.33	0.1	0.1	6.830	A
B-A	9.79	9.79	82.48	0.119	9.78	0.1	0.1	12.377	B
C-AB	13.14	13.14	214.44	0.061	13.14	0.1	0.1	4.551	A
C-A	118.82	118.82			118.82				
A-B	37.88	37.88			37.88				
A-C	106.25	106.25			106.25				

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	7.33	7.33	136.62	0.054	7.33	0.1	0.1	6.959	A
B-A	8.99	8.99	82.92	0.108	9.00	0.1	0.1	12.178	B
C-AB	11.27	11.27	192.23	0.059	11.28	0.1	0.1	4.941	A
C-A	94.54	94.54			94.54				
A-B	41.78	41.78			41.78				
A-C	117.64	117.64			117.64				

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	7.33	7.33	143.67	0.051	7.33	0.1	0.1	6.603	A
B-A	9.29	9.29	88.04	0.106	9.29	0.1	0.1	11.431	B
C-AB	11.71	11.71	205.92	0.057	11.71	0.1	0.1	4.638	A
C-A	104.92	104.92			104.92				
A-B	33.63	33.63			33.63				
A-C	92.71	92.71			92.71				

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	5.23	5.23	144.80	0.036	5.25	0.1	0.0	6.449	A
B-A	7.73	7.73	87.69	0.088	7.75	0.1	0.1	11.262	B
C-AB	9.47	9.47	212.23	0.045	9.49	0.1	0.1	4.443	A
C-A	114.03	114.03			114.03				
A-B	31.51	31.51			31.51				
A-C	90.72	90.72			90.72				

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	5.23	5.23	147.20	0.036	5.24	0.0	0.0	6.341	A
B-A	7.23	7.23	92.33	0.078	7.24	0.1	0.1	10.578	B
C-AB	8.29	8.29	200.68	0.041	8.30	0.1	0.1	4.691	A
C-A	96.51	96.51			96.51				
A-B	30.44	30.44			30.44				
A-C	85.38	85.38			85.38				

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	5.23	5.23	142.29	0.037	5.23	0.0	0.0	6.566	A
B-A	7.92	7.92	85.24	0.093	7.90	0.1	0.1	11.633	B
C-AB	9.80	9.80	214.27	0.046	9.80	0.1	0.1	4.416	A
C-A	118.22	118.22			118.22				
A-B	34.34	34.34			34.34				
A-C	99.01	99.01			99.01				

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	5.23	5.23	140.67	0.037	5.23	0.0	0.0	6.644	A
B-A	7.73	7.73	83.16	0.093	7.72	0.1	0.1	11.930	B
C-AB	9.93	9.93	210.34	0.047	9.93	0.1	0.1	4.433	A
C-A	116.92	116.92			116.92				
A-B	39.65	39.65			39.65				
A-C	108.95	108.95			108.95				

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	5.31	5.31	143.12	0.037	5.31	0.0	0.0	6.530	A
B-A	8.17	8.17	84.36	0.097	8.17	0.1	0.1	11.812	B
C-AB	11.95	11.95	220.58	0.054	11.93	0.1	0.1	4.349	A
C-A	125.68	125.68			125.68				
A-B	36.28	36.28			36.28				
A-C	98.68	98.68			98.68				

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	5.31	5.31	143.35	0.037	5.31	0.0	0.0	6.519	A
B-A	7.91	7.91	84.83	0.093	7.91	0.1	0.1	11.701	B
C-AB	11.54	11.54	215.54	0.054	11.55	0.1	0.1	4.376	A
C-A	119.98	119.98			119.98				
A-B	34.16	34.16			34.16				
A-C	95.82	95.82			95.82				

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	5.31	5.31	141.55	0.038	5.31	0.0	0.0	6.605	A
B-A	8.06	8.06	83.49	0.097	8.06	0.1	0.1	11.930	B
C-AB	11.71	11.71	216.85	0.054	11.71	0.1	0.1	4.423	A
C-A	121.86	121.86			121.86				
A-B	34.16	34.16			34.16				
A-C	99.17	99.17			99.17				

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	5.31	5.31	137.64	0.039	5.31	0.0	0.0	6.800	A
B-A	7.64	7.64	82.24	0.093	7.64	0.1	0.1	12.067	B
C-AB	10.78	10.78	201.76	0.053	10.78	0.1	0.1	4.723	A
C-A	106.80	106.80			106.80				
A-B	45.14	45.14			45.14				
A-C	121.20	121.20			121.20				

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	7.05	7.05	137.23	0.051	7.04	0.0	0.1	6.912	A
B-A	9.66	9.66	79.20	0.122	9.63	0.1	0.1	12.930	B
C-AB	17.89	17.89	216.71	0.083	17.82	0.1	0.2	4.519	A
C-A	121.90	121.90			121.90				
A-B	44.51	44.51			44.51				
A-C	116.19	116.19			116.19				

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	7.05	7.05	138.18	0.051	7.05	0.1	0.1	6.862	A
B-A	9.93	9.93	78.87	0.126	9.93	0.1	0.1	13.051	B
C-AB	18.97	18.97	224.43	0.085	18.96	0.2	0.2	4.385	A
C-A	130.29	130.29			130.29				
A-B	43.80	43.80			43.80				
A-C	113.01	113.01			113.01				

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	7.05	7.05	135.26	0.052	7.05	0.1	0.1	7.018	A
B-A	10.08	10.08	74.80	0.135	10.07	0.1	0.2	13.898	B
C-AB	20.54	20.54	228.26	0.090	20.52	0.2	0.2	4.305	A
C-A	137.48	137.48			137.48				
A-B	45.57	45.57			45.57				
A-C	120.42	120.42			120.42				

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	7.05	7.05	145.76	0.048	7.06	0.1	0.1	6.487	A
B-A	9.63	9.63	85.57	0.112	9.65	0.2	0.1	11.860	B
C-AB	17.67	17.67	223.92	0.079	17.69	0.2	0.1	4.353	A
C-A	125.25	125.25			125.25				
A-B	33.89	33.89			33.89				
A-C	86.25	86.25			86.25				

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	6.38	6.38	149.88	0.043	6.39	0.1	0.0	6.274	A
B-A	10.04	10.04	85.88	0.117	10.04	0.1	0.1	11.866	B
C-AB	19.94	19.94	249.75	0.080	19.93	0.1	0.2	3.960	A
C-A	153.35	153.35			153.35				
A-B	30.44	30.44			30.44				
A-C	73.58	73.58			73.58				

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	6.38	6.38	141.20	0.045	6.38	0.0	0.0	6.675	A
B-A	9.13	9.13	82.02	0.111	9.13	0.1	0.1	12.351	B
C-AB	17.10	17.10	221.00	0.077	17.10	0.2	0.1	4.399	A
C-A	124.86	124.86			124.86				
A-B	39.29	39.29			39.29				
A-C	102.82	102.82			102.82				

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	6.38	6.38	137.29	0.046	6.38	0.0	0.0	6.874	A
B-A	9.40	9.40	77.77	0.121	9.39	0.1	0.1	13.159	B
C-AB	18.39	18.39	224.68	0.082	18.38	0.1	0.2	4.376	A
C-A	131.91	131.91			131.91				
A-B	44.25	44.25			44.25				
A-C	116.19	116.19			116.19				

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	6.38	6.38	137.82	0.046	6.38	0.0	0.0	6.846	A
B-A	9.13	9.13	78.48	0.116	9.13	0.1	0.1	12.977	B
C-AB	17.74	17.74	219.73	0.081	17.74	0.2	0.2	4.421	A
C-A	126.46	126.46			126.46				
A-B	42.48	42.48			42.48				
A-C	113.25	113.25			113.25				

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	7.02	7.02	135.47	0.052	7.02	0.0	0.1	7.005	A
B-A	10.59	10.59	73.04	0.145	10.56	0.1	0.2	14.396	B
C-AB	25.67	25.67	241.75	0.106	25.59	0.2	0.2	4.190	A
C-A	149.95	149.95			149.95				
A-B	42.11	42.11			42.11				
A-C	113.58	113.58			113.58				

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	7.02	7.02	129.90	0.054	7.02	0.1	0.1	7.323	A
B-A	9.68	9.68	73.60	0.131	9.69	0.2	0.2	14.084	B
C-AB	20.49	20.49	210.49	0.097	20.51	0.2	0.2	4.810	A
C-A	117.09	117.09			117.09				
A-B	50.96	50.96			50.96				
A-C	137.23	137.23			137.23				

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	7.02	7.02	137.47	0.051	7.03	0.1	0.1	6.901	A
B-A	10.10	10.10	77.45	0.130	10.10	0.2	0.2	13.363	B
C-AB	22.29	22.29	228.78	0.097	22.29	0.2	0.2	4.331	A
C-A	133.52	133.52			133.52				
A-B	41.75	41.75			41.75				
A-C	110.31	110.31			110.31				

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	7.02	7.02	126.93	0.055	7.02	0.1	0.1	7.505	A
B-A	10.33	10.33	67.15	0.154	10.30	0.2	0.2	15.823	C
C-AB	25.26	25.26	228.35	0.111	25.22	0.2	0.2	4.425	A
C-A	139.78	139.78			139.78				
A-B	54.86	54.86			54.86				
A-C	146.38	146.38			146.38				

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	6.38	6.38	131.74	0.048	6.39	0.1	0.1	7.182	A
B-A	8.44	8.44	75.34	0.112	8.49	0.2	0.1	13.476	B
C-AB	22.14	22.14	197.12	0.112	22.14	0.2	0.2	5.092	A
C-A	100.49	100.49			100.49				
A-B	49.46	49.46			49.46				
A-C	131.18	131.18			131.18				

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	6.38	6.38	143.16	0.045	6.39	0.1	0.0	6.582	A
B-A	9.70	9.70	80.37	0.121	9.69	0.1	0.1	12.733	B
C-AB	27.49	27.49	237.04	0.116	27.47	0.2	0.3	4.332	A
C-A	137.52	137.52			137.52				
A-B	39.19	39.19			39.19				
A-C	94.45	94.45			94.45				

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	6.38	6.38	132.30	0.048	6.38	0.0	0.1	7.146	A
B-A	9.51	9.51	71.22	0.134	9.49	0.1	0.2	14.577	B
C-AB	28.44	28.44	226.19	0.126	28.41	0.3	0.3	4.529	A
C-A	132.05	132.05			132.05				
A-B	49.11	49.11			49.11				
A-C	127.91	127.91			127.91				

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	6.38	6.38	131.00	0.049	6.38	0.1	0.1	7.221	A
B-A	9.43	9.43	70.72	0.133	9.43	0.2	0.2	14.683	B
C-AB	27.96	27.96	222.39	0.126	27.96	0.3	0.3	4.648	A
C-A	128.70	128.70			128.70				
A-B	54.06	54.06			54.06				
A-C	136.81	136.81			136.81				

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	6.04	6.04	137.21	0.044	6.05	0.1	0.0	6.863	A
B-A	10.48	10.48	70.62	0.148	10.46	0.2	0.2	14.952	B
C-AB	39.70	39.70	260.78	0.152	39.58	0.3	0.4	4.100	A
C-A	163.00	163.00			163.00				
A-B	46.38	46.38			46.38				
A-C	111.97	111.97			111.97				

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	6.04	6.04	133.20	0.045	6.04	0.0	0.0	7.076	A
B-A	10.44	10.44	67.08	0.156	10.43	0.2	0.2	15.883	C
C-AB	40.77	40.77	258.25	0.158	40.75	0.4	0.4	4.136	A
C-A	161.69	161.69			161.69				
A-B	49.57	49.57			49.57				
A-C	123.52	123.52			123.52				

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	6.04	6.04	136.22	0.044	6.04	0.0	0.0	6.912	A
B-A	9.18	9.18	73.43	0.125	9.22	0.2	0.1	14.026	B
C-AB	31.41	31.41	229.22	0.137	31.50	0.4	0.4	4.486	A
C-A	132.03	132.03			132.03				
A-B	47.45	47.45			47.45				
A-C	117.31	117.31			117.31				

16:45 - 17:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6.04	6.04	129.85	0.047	6.04	0.0	0.0	7.268	A
B-A	9.87	9.87	67.15	0.147	9.84	0.1	0.2	15.697	C
C-AB	35.70	35.70	239.54	0.149	35.63	0.4	0.4	4.506	A
C-A	144.26	144.26			144.26				
A-B	54.18	54.18			54.18				
A-C	136.98	136.98			136.98				

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	6.88	6.88	131.98	0.052	6.88	0.0	0.1	7.193	A
B-A	10.93	10.93	66.84	0.164	10.91	0.2	0.2	16.083	C
C-AB	51.76	51.76	250.38	0.207	51.49	0.4	0.7	4.539	A
C-A	144.09	144.09			144.09				
A-B	53.48	53.48			53.48				
A-C	125.59	125.59			125.59				

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	6.88	6.88	136.71	0.050	6.88	0.1	0.1	6.931	A
B-A	10.89	10.89	71.26	0.153	10.90	0.2	0.2	14.915	B
C-AB	49.54	49.54	251.72	0.197	49.57	0.7	0.7	4.484	A
C-A	143.84	143.84			143.84				
A-B	48.87	48.87			48.87				
A-C	111.02	111.02			111.02				

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	6.88	6.88	136.09	0.051	6.88	0.1	0.1	6.964	A
B-A	10.40	10.40	72.78	0.143	10.41	0.2	0.2	14.432	B
C-AB	44.31	44.31	238.29	0.186	44.38	0.7	0.6	4.659	A
C-A	131.49	131.49			131.49				
A-B	48.16	48.16			48.16				
A-C	112.30	112.30			112.30				

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	6.88	6.88	138.80	0.050	6.88	0.1	0.1	6.821	A
B-A	10.70	10.70	73.83	0.145	10.70	0.2	0.2	14.254	B
C-AB	46.83	46.83	247.88	0.189	46.82	0.6	0.6	4.494	A
C-A	139.79	139.79			139.79				
A-B	46.75	46.75			46.75				
A-C	104.81	104.81			104.81				

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	6.55	6.55	134.38	0.049	6.55	0.1	0.1	7.042	A
B-A	10.45	10.45	71.14	0.147	10.45	0.2	0.2	14.828	B
C-AB	35.64	35.64	245.61	0.145	35.83	0.6	0.4	4.315	A
C-A	147.57	147.57			147.57				
A-B	50.00	50.00			50.00				
A-C	122.32	122.32			122.32				

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	6.55	6.55	139.99	0.047	6.55	0.1	0.0	6.746	A
B-A	10.14	10.14	77.26	0.131	10.16	0.2	0.2	13.417	B
C-AB	32.02	32.02	241.06	0.133	32.08	0.4	0.3	4.314	A
C-A	140.37	140.37			140.37				
A-B	43.27	43.27			43.27				
A-C	103.77	103.77			103.77				

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	6.55	6.55	137.29	0.048	6.54	0.0	0.0	6.882	A
B-A	9.69	9.69	77.19	0.125	9.69	0.2	0.1	13.338	B
C-AB	29.04	29.04	226.44	0.128	29.06	0.3	0.3	4.580	A
C-A	126.01	126.01			126.01				
A-B	48.23	48.23			48.23				
A-C	116.03	116.03			116.03				

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	6.55	6.55	140.58	0.047	6.55	0.0	0.0	6.716	A
B-A	10.07	10.07	77.51	0.130	10.07	0.1	0.1	13.344	B
C-AB	32.02	32.02	240.32	0.133	32.01	0.3	0.3	4.295	A
C-A	139.90	139.90			139.90				
A-B	43.98	43.98			43.98				
A-C	103.61	103.61			103.61				

+5+Adj+Dev,

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Junction 4	T-Junction	Two-way		1.06	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

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
D11	+5+Adj+Dev	DIRECT	07:00	19:00	720	15	✓	Simple	D3+D5+D6

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 - R445 West		DIRECT	✓	100.000
B - Development Access		DIRECT	✓	100.000
C - R445 East		DIRECT	✓	100.000

Origin-Destination Data

07:00 - 07:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	29.33	85.48
	B - Development Access	11.11	0.00	10.31
	C - R445 East	89.90	2.79	0.00

07:15 - 07:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	28.55	84.54
	B - Development Access	11.74	0.00	10.31
	C - R445 East	117.64	2.79	0.00

07:30 - 07:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	32.85	97.09
	B - Development Access	12.45	0.00	10.31
	C - R445 East	144.32	2.79	0.00

07:45 - 08:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	41.05	122.41
	B - Development Access	11.40	0.00	10.31
	C - R445 East	94.95	2.79	0.00

08:00 - 08:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	48.60	137.24
	B - Development Access	15.23	0.00	13.85
	C - R445 East	132.69	5.69	0.00

08:15 - 08:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	50.55	140.26
	B - Development Access	16.54	0.00	13.85
	C - R445 East	173.51	5.69	0.00

08:30 - 08:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	43.14	119.92
	B - Development Access	15.95	0.00	13.85
	C - R445 East	149.95	5.69	0.00

08:45 - 09:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	44.70	124.49
	B - Development Access	15.11	0.00	13.85
	C - R445 East	120.14	5.69	0.00

09:00 - 09:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	43.64	126.24
	B - Development Access	9.30	0.00	7.33
	C - R445 East	118.07	5.36	0.00

09:15 - 09:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	41.29	118.05
	B - Development Access	10.15	0.00	7.33
	C - R445 East	139.81	5.36	0.00

09:30 - 09:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	45.59	130.60
	B - Development Access	9.26	0.00	7.33
	C - R445 East	111.20	5.36	0.00

09:45 - 10:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	36.61	103.01
	B - Development Access	9.60	0.00	7.33
	C - R445 East	123.12	5.36	0.00

10:00 - 10:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	34.37	100.93
	B - Development Access	8.06	0.00	5.23
	C - R445 East	132.06	4.12	0.00

10:15 - 10:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	33.20	94.81
	B - Development Access	7.51	0.00	5.23
	C - R445 East	111.34	4.12	0.00

10:30 - 10:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	37.50	110.06
	B - Development Access	8.27	0.00	5.23
	C - R445 East	136.83	4.12	0.00

10:45 - 11:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	43.35	120.45
	B - Development Access	8.06	0.00	5.23
	C - R445 East	136.10	4.12	0.00

11:00 - 11:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	39.59	109.24
	B - Development Access	8.54	0.00	5.31
	C - R445 East	146.97	4.73	0.00

11:15 - 11:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	37.24	106.43
	B - Development Access	8.25	0.00	5.31
	C - R445 East	140.57	4.73	0.00

11:30 - 11:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	37.24	110.47
	B - Development Access	8.42	0.00	5.31
	C - R445 East	142.50	4.73	0.00

11:45 - 12:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	49.35	133.74
	B - Development Access	7.96	0.00	5.31
	C - R445 East	124.76	4.73	0.00

12:00 - 12:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	48.47	128.44
	B - Development Access	10.04	0.00	7.05
	C - R445 East	146.97	6.89	0.00

12:15 - 12:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	47.69	124.81
	B - Development Access	10.33	0.00	7.05
	C - R445 East	157.40	6.89	0.00

12:30 - 12:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	49.64	133.21
	B - Development Access	10.50	0.00	7.05
	C - R445 East	167.40	6.89	0.00

12:45 - 13:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	36.75	95.54
	B - Development Access	9.99	0.00	7.05
	C - R445 East	150.86	6.89	0.00

13:00 - 13:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	32.98	81.24
	B - Development Access	10.51	0.00	6.38
	C - R445 East	184.23	6.59	0.00

13:15 - 13:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	42.74	113.81
	B - Development Access	9.50	0.00	6.38
	C - R445 East	149.80	6.59	0.00

13:30 - 13:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	48.21	128.44
	B - Development Access	9.80	0.00	6.38
	C - R445 East	158.89	6.59	0.00

13:45 - 14:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	46.25	125.42
	B - Development Access	9.50	0.00	6.38
	C - R445 East	152.50	6.59	0.00

14:00 - 14:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	45.74	126.24
	B - Development Access	11.06	0.00	7.02
	C - R445 East	185.57	7.81	0.00

14:15 - 14:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	55.50	152.08
	B - Development Access	10.05	0.00	7.02
	C - R445 East	143.08	7.81	0.00

14:30 - 14:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	45.35	122.41
	B - Development Access	10.52	0.00	7.02
	C - R445 East	163.51	7.81	0.00

14:45 - 15:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	59.79	161.94
	B - Development Access	10.77	0.00	7.02
	C - R445 East	173.79	7.81	0.00

15:00 - 15:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	53.71	145.64
	B - Development Access	8.75	0.00	6.38
	C - R445 East	125.67	9.36	0.00

15:15 - 15:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	42.38	104.47
	B - Development Access	10.13	0.00	6.38
	C - R445 East	172.16	9.36	0.00

15:30 - 15:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	53.32	141.81
	B - Development Access	9.92	0.00	6.38
	C - R445 East	167.40	9.36	0.00

15:45 - 16:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	58.78	151.06
	B - Development Access	9.84	0.00	6.38
	C - R445 East	163.07	9.36	0.00

16:00 - 16:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	50.23	123.67
	B - Development Access	11.02	0.00	6.04
	C - R445 East	212.54	10.32	0.00

16:15 - 16:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	53.75	136.63
	B - Development Access	10.98	0.00	6.04
	C - R445 East	212.40	10.32	0.00

16:30 - 16:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	51.40	129.78
	B - Development Access	9.59	0.00	6.04
	C - R445 East	169.95	10.32	0.00

16:45 - 17:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	58.82	151.47
	B - Development Access	10.35	0.00	6.04
	C - R445 East	187.35	10.32	0.00

17:00 - 17:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	57.72	138.91
	B - Development Access	11.44	0.00	6.88
	C - R445 East	200.77	14.05	0.00

17:15 - 17:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	52.65	122.73
	B - Development Access	11.40	0.00	6.88
	C - R445 East	197.93	14.05	0.00

17:30 - 17:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	51.86	124.49
	B - Development Access	10.86	0.00	6.88
	C - R445 East	178.56	14.05	0.00

17:45 - 18:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	50.30	115.88
	B - Development Access	11.19	0.00	6.88
	C - R445 East	190.48	14.05	0.00

18:00 - 18:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	54.21	135.08
	B - Development Access	10.94	0.00	6.55
	C - R445 East	190.62	10.40	0.00

18:15 - 18:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	46.79	114.74
	B - Development Access	10.61	0.00	6.55
	C - R445 East	178.70	10.40	0.00

18:30 - 18:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	52.25	128.03
	B - Development Access	10.10	0.00	6.55
	C - R445 East	159.47	10.40	0.00

18:45 - 19:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	47.57	114.33
	B - Development Access	10.52	0.00	6.55
	C - R445 East	178.41	10.40	0.00

Vehicle Mix

07:00 - 07:15

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	8
	B - Development Access	0	0	0
	C - R445 East	10	0	0

07:15 - 07:30

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	10
	B - Development Access	0	0	0
	C - R445 East	13	0	0

07:30 - 07:45

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	8
	B - Development Access	0	0	0
	C - R445 East	11	0	0

07:45 - 08:00

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	8
	B - Development Access	0	0	0
	C - R445 East	4	0	0

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	7
	B - Development Access	0	0	0
	C - R445 East	10	0	0

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	5
	B - Development Access	0	0	0
	C - R445 East	5	0	0

Heavy Vehicle Percentages

08:30 - 08:45

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	7
	B - Development Access	0	0	0
	C - R445 East	4	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	6
	B - Development Access	0	0	0
	C - R445 East	4	0	0

Heavy Vehicle Percentages

09:00 - 09:15

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	10
	B - Development Access	0	0	0
	C - R445 East	9	0	0

Heavy Vehicle Percentages

09:15 - 09:30

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	9
	B - Development Access	0	0	0
	C - R445 East	2	0	0

Heavy Vehicle Percentages

09:30 - 09:45

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	8
	B - Development Access	0	0	0
	C - R445 East	5	0	0

Heavy Vehicle Percentages

09:45 - 10:00

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	9
	B - Development Access	0	0	0
	C - R445 East	4	0	0

Heavy Vehicle Percentages

10:00 - 10:15

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	11
	B - Development Access	0	0	0
	C - R445 East	4	0	0

Heavy Vehicle Percentages

10:15 - 10:30

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	9
	B - Development Access	0	0	0
	C - R445 East	4	0	0

Heavy Vehicle Percentages

10:30 - 10:45

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	10
	B - Development Access	0	0	0
	C - R445 East	2	0	0

10:45 - 11:00 **Heavy Vehicle Percentages**

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	3
	B - Development Access	0	0	0
	C - R445 East	7	0	0

Heavy Vehicle Percentages

11:00 - 11:15

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	5
	B - Development Access	0	0	0
	C - R445 East	4	0	0

Heavy Vehicle Percentages

11:15 - 11:30

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	9
	B - Development Access	0	0	0
	C - R445 East	7	0	0

Heavy Vehicle Percentages

11:30 - 11:45

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	12
	B - Development Access	0	0	0
	C - R445 East	4	0	0

Heavy Vehicle Percentages

11:45 - 12:00

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	1
	B - Development Access	0	0	0
	C - R445 East	3	0	0

Heavy Vehicle Percentages

12:00 - 12:15

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	3
	B - Development Access	0	0	0
	C - R445 East	4	0	0

Heavy Vehicle Percentages

12:15 - 12:30

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	2
	B - Development Access	0	0	0
	C - R445 East	3	0	0

Heavy Vehicle Percentages

12:30 - 12:45

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	4
	B - Development Access	0	0	0
	C - R445 East	6	0	0

Heavy Vehicle Percentages

12:45 - 13:00

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	6
	B - Development Access	0	0	0
	C - R445 East	7	0	0

Heavy Vehicle Percentages

13:00 - 13:15

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	2
	B - Development Access	0	0	0
	C - R445 East	3	0	0

13:15 - 13:30 **Heavy Vehicle Percentages**

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	5
	B - Development Access	0	0	0
	C - R445 East	4	0	0

Heavy Vehicle Percentages

13:30 - 13:45

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	3
	B - Development Access	0	0	0
	C - R445 East	3	0	0

Heavy Vehicle Percentages

13:45 - 14:00

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	5
	B - Development Access	0	0	0
	C - R445 East	6	0	0

Heavy Vehicle Percentages

14:00 - 14:15

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	10
	B - Development Access	0	0	0
	C - R445 East	4	0	0

Heavy Vehicle Percentages

14:15 - 14:30

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	6
	B - Development Access	0	0	0
	C - R445 East	0	0	0

Heavy Vehicle Percentages

14:30 - 14:45

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	8
	B - Development Access	0	0	0
	C - R445 East	2	0	0

Heavy Vehicle Percentages

14:45 - 15:00

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	4
	B - Development Access	0	0	0
	C - R445 East	3	0	0

Heavy Vehicle Percentages

15:00 - 15:15

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	8
	B - Development Access	0	0	0
	C - R445 East	7	0	0

Heavy Vehicle Percentages

15:15 - 15:30

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	4
	B - Development Access	0	0	0
	C - R445 East	4	0	0

Heavy Vehicle Percentages

15:30 - 15:45

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	7
	B - Development Access	0	0	0
	C - R445 East	6	0	0

15:45 - 16:00

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	2
	B - Development Access	0	0	0
	C - R445 East	5	0	0

Heavy Vehicle Percentages

16:00 - 16:15

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	2
	B - Development Access	0	0	0
	C - R445 East	3	0	0

Heavy Vehicle Percentages

16:15 - 16:30

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	4
	B - Development Access	0	0	0
	C - R445 East	3	0	0

Heavy Vehicle Percentages

16:30 - 16:45

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	4
	B - Development Access	0	0	0
	C - R445 East	8	0	0

Heavy Vehicle Percentages

16:45 - 17:00

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	4
	B - Development Access	0	0	0
	C - R445 East	2	0	0

Heavy Vehicle Percentages

17:00 - 17:15

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	4
	B - Development Access	0	0	0
	C - R445 East	2	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	3
	B - Development Access	0	0	0
	C - R445 East	1	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	6
	B - Development Access	0	0	0
	C - R445 East	2	0	0

Heavy Vehicle Percentages

17:45 - 18:00

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	3
	B - Development Access	0	0	0
	C - R445 East	1	0	0

Heavy Vehicle Percentages

18:00 - 18:15

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	2
	B - Development Access	0	0	0
	C - R445 East	1	0	0

18:15 - 18:30

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	4
	B - Development Access	0	0	0
	C - R445 East	1	0	0

Heavy Vehicle Percentages

18:30 - 18:45

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	1
	B - Development Access	0	0	0
	C - R445 East	0	0	0

Heavy Vehicle Percentages

18:45 - 19:00

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	1
	B - Development Access	0	0	0
	C - R445 East	2	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	0.11	8.10	0.1	A	7.36	353.41
B-A	0.25	18.35	0.3	C	10.48	503.11
C-AB	0.23	5.10	0.8	A	24.52	1176.78
C-A					137.12	6581.53
A-B					45.68	2192.58
A-C					121.83	5847.77

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	10.31	10.31	150.02	0.069	10.24	0.0	0.1	6.436	A
B-A	11.11	11.11	92.88	0.120	10.97	0.0	0.1	10.970	B
C-AB	5.27	5.27	191.43	0.028	5.23	0.0	0.0	4.834	A
C-A	87.43	87.43			87.43				
A-B	29.33	29.33			29.33				
A-C	85.48	85.48			85.48				

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	10.31	10.31	147.57	0.070	10.31	0.1	0.1	6.555	A
B-A	11.74	11.74	88.39	0.133	11.72	0.1	0.2	11.736	B
C-AB	6.39	6.39	209.63	0.030	6.38	0.0	0.0	4.388	A
C-A	114.04	114.04			114.04				
A-B	28.55	28.55			28.55				
A-C	84.54	84.54			84.54				

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	10.31	10.31	141.38	0.073	10.31	0.1	0.1	6.865	A
B-A	12.45	12.45	81.40	0.153	12.42	0.2	0.2	13.041	B
C-AB	7.78	7.78	225.71	0.034	7.77	0.0	0.0	4.127	A
C-A	139.34	139.34			139.34				
A-B	32.85	32.85			32.85				
A-C	97.09	97.09			97.09				

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	10.31	10.31	137.00	0.075	10.31	0.1	0.1	7.103	A
B-A	11.40	11.40	83.08	0.137	11.42	0.2	0.2	12.563	B
C-AB	5.68	5.68	187.39	0.030	5.68	0.0	0.0	5.097	A
C-A	92.07	92.07			92.07				
A-B	41.05	41.05			41.05				
A-C	122.41	122.41			122.41				

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	13.85	13.85	129.28	0.107	13.82	0.1	0.1	7.792	A
B-A	15.23	15.23	71.33	0.214	15.13	0.2	0.3	15.983	C
C-AB	15.56	15.56	209.34	0.074	15.48	0.0	0.1	4.590	A
C-A	122.81	122.81			122.81				
A-B	48.60	48.60			48.60				
A-C	137.24	137.24			137.24				

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	13.85	13.85	124.90	0.111	13.85	0.1	0.1	8.104	A
B-A	16.54	16.54	66.27	0.250	16.48	0.3	0.3	18.050	C
C-AB	20.45	20.45	240.89	0.085	20.42	0.1	0.2	4.140	A
C-A	158.74	158.74			158.74				
A-B	50.55	50.55			50.55				
A-C	140.26	140.26			140.26				

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	13.85	13.85	132.90	0.104	13.86	0.1	0.1	7.562	A
B-A	15.95	15.95	74.87	0.213	16.00	0.3	0.3	15.304	C
C-AB	16.72	16.72	227.92	0.073	16.75	0.2	0.1	4.288	A
C-A	138.92	138.92			138.92				
A-B	43.14	43.14			43.14				
A-C	119.92	119.92			119.92				

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	13.85	13.85	134.10	0.103	13.85	0.1	0.1	7.483	A
B-A	15.11	15.11	77.75	0.194	15.14	0.3	0.2	14.381	B
C-AB	13.81	13.81	204.99	0.067	13.82	0.1	0.1	4.703	A
C-A	112.02	112.02			112.02				
A-B	44.70	44.70			44.70				
A-C	124.49	124.49			124.49				

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	7.33	7.33	132.63	0.055	7.38	0.1	0.1	7.190	A
B-A	9.30	9.30	76.72	0.121	9.41	0.2	0.1	13.392	B
C-AB	13.03	13.03	201.29	0.065	13.04	0.1	0.1	4.717	A
C-A	110.40	110.40			110.40				
A-B	43.64	43.64			43.64				
A-C	126.24	126.24			126.24				

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	7.33	7.33	134.85	0.054	7.33	0.1	0.1	7.059	A
B-A	10.15	10.15	77.15	0.132	10.14	0.1	0.1	13.429	B
C-AB	14.63	14.63	221.25	0.066	14.62	0.1	0.1	4.445	A
C-A	130.54	130.54			130.54				
A-B	41.29	41.29			41.29				
A-C	118.05	118.05			118.05				

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	7.33	7.33	131.82	0.056	7.33	0.1	0.1	7.228	A
B-A	9.26	9.26	77.61	0.119	9.27	0.1	0.1	13.174	B
C-AB	12.38	12.38	196.75	0.063	12.39	0.1	0.1	4.842	A
C-A	104.18	104.18			104.18				
A-B	45.59	45.59			45.59				
A-C	130.60	130.60			130.60				

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	7.33	7.33	140.02	0.052	7.33	0.1	0.1	6.784	A
B-A	9.60	9.60	83.27	0.115	9.60	0.1	0.1	12.220	B
C-AB	12.86	12.86	211.75	0.061	12.87	0.1	0.1	4.532	A
C-A	115.61	115.61			115.61				
A-B	36.61	36.61			36.61				
A-C	103.01	103.01			103.01				

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	5.23	5.23	141.15	0.037	5.25	0.1	0.0	6.622	A
B-A	8.06	8.06	82.78	0.097	8.08	0.1	0.1	12.051	B
C-AB	10.46	10.46	218.70	0.048	10.49	0.1	0.1	4.327	A
C-A	125.72	125.72			125.72				
A-B	34.37	34.37			34.37				
A-C	100.93	100.93			100.93				

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	5.23	5.23	143.95	0.036	5.24	0.0	0.0	6.490	A
B-A	7.51	7.51	88.02	0.085	7.53	0.1	0.1	11.184	B
C-AB	9.01	9.01	205.77	0.044	9.02	0.1	0.1	4.589	A
C-A	106.45	106.45			106.45				
A-B	33.20	33.20			33.20				
A-C	94.81	94.81			94.81				

10:30 - 10:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5.23	5.23	138.37	0.038	5.23	0.0	0.0	6.759	A
B-A	8.27	8.27	80.14	0.103	8.25	0.1	0.1	12.515	B
C-AB	10.86	10.86	220.95	0.049	10.85	0.1	0.1	4.300	A
C-A	130.08	130.08			130.08				
A-B	37.50	37.50			37.50				
A-C	110.06	110.06			110.06				

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	5.23	5.23	136.86	0.038	5.23	0.0	0.0	6.836	A
B-A	8.06	8.06	77.94	0.103	8.06	0.1	0.1	12.878	B
C-AB	11.08	11.08	217.17	0.051	11.08	0.1	0.1	4.301	A
C-A	129.14	129.14			129.14				
A-B	43.35	43.35			43.35				
A-C	120.45	120.45			120.45				

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	5.31	5.31	139.51	0.038	5.31	0.0	0.0	6.706	A
B-A	8.54	8.54	79.33	0.108	8.54	0.1	0.1	12.713	B
C-AB	13.34	13.34	228.22	0.058	13.32	0.1	0.1	4.228	A
C-A	138.36	138.36			138.36				
A-B	39.59	39.59			39.59				
A-C	109.24	109.24			109.24				

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	5.31	5.31	139.59	0.038	5.31	0.0	0.0	6.704	A
B-A	8.25	8.25	79.60	0.104	8.25	0.1	0.1	12.615	B
C-AB	12.90	12.90	222.69	0.058	12.90	0.1	0.1	4.249	A
C-A	132.41	132.41			132.41				
A-B	37.24	37.24			37.24				
A-C	106.43	106.43			106.43				

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	5.31	5.31	137.42	0.039	5.31	0.0	0.0	6.811	A
B-A	8.42	8.42	78.07	0.108	8.42	0.1	0.1	12.920	B
C-AB	13.08	13.08	223.91	0.058	13.07	0.1	0.1	4.311	A
C-A	134.15	134.15			134.15				
A-B	37.24	37.24			37.24				
A-C	110.47	110.47			110.47				

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	5.31	5.31	133.65	0.040	5.31	0.0	0.0	7.011	A
B-A	7.96	7.96	77.18	0.103	7.96	0.1	0.1	13.002	B
C-AB	11.92	11.92	207.55	0.057	11.92	0.1	0.1	4.612	A
C-A	117.57	117.57			117.57				
A-B	49.35	49.35			49.35				
A-C	133.74	133.74			133.74				

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	7.05	7.05	133.08	0.053	7.04	0.0	0.1	7.140	A
B-A	10.04	10.04	73.78	0.136	10.00	0.1	0.2	14.101	B
C-AB	20.09	20.09	224.23	0.090	20.01	0.1	0.2	4.400	A
C-A	133.77	133.77			133.77				
A-B	48.47	48.47			48.47				
A-C	128.44	128.44			128.44				

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	7.05	7.05	134.16	0.053	7.05	0.1	0.1	7.079	A
B-A	10.33	10.33	73.47	0.141	10.32	0.2	0.2	14.249	B
C-AB	21.43	21.43	232.83	0.092	21.42	0.2	0.2	4.263	A
C-A	142.87	142.87			142.87				
A-B	47.69	47.69			47.69				
A-C	124.81	124.81			124.81				

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	7.05	7.05	130.75	0.054	7.05	0.1	0.1	7.275	A
B-A	10.50	10.50	68.79	0.153	10.48	0.2	0.2	15.429	C
C-AB	23.56	23.56	237.37	0.099	23.54	0.2	0.2	4.177	A
C-A	150.73	150.73			150.73				
A-B	49.64	49.64			49.64				
A-C	133.21	133.21			133.21				

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	7.05	7.05	142.46	0.050	7.06	0.1	0.1	6.648	A
B-A	9.99	9.99	80.63	0.124	10.03	0.2	0.1	12.753	B
C-AB	19.83	19.83	232.08	0.085	19.87	0.2	0.2	4.228	A
C-A	137.92	137.92			137.92				
A-B	36.75	36.75			36.75				
A-C	95.54	95.54			95.54				

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	6.38	6.38	147.13	0.043	6.39	0.1	0.0	6.396	A
B-A	10.51	10.51	81.24	0.129	10.51	0.1	0.1	12.723	B
C-AB	22.67	22.67	260.42	0.087	22.67	0.2	0.2	3.834	A
C-A	168.14	168.14			168.14				
A-B	32.98	32.98			32.98				
A-C	81.24	81.24			81.24				

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	6.38	6.38	137.40	0.046	6.38	0.0	0.0	6.868	A
B-A	9.50	9.50	76.80	0.124	9.51	0.1	0.1	13.375	B
C-AB	19.19	19.19	228.86	0.084	19.20	0.2	0.2	4.275	A
C-A	137.20	137.20			137.20				
A-B	42.74	42.74			42.74				
A-C	113.81	113.81			113.81				

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	6.38	6.38	133.10	0.048	6.38	0.0	0.1	7.101	A
B-A	9.80	9.80	72.20	0.136	9.79	0.1	0.2	14.416	B
C-AB	20.83	20.83	233.12	0.089	20.82	0.2	0.2	4.257	A
C-A	144.65	144.65			144.65				
A-B	48.21	48.21			48.21				
A-C	128.44	128.44			128.44				

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	6.38	6.38	133.57	0.048	6.38	0.1	0.1	7.075	A
B-A	9.50	9.50	72.78	0.131	9.51	0.2	0.2	14.224	B
C-AB	20.09	20.09	227.71	0.088	20.09	0.2	0.2	4.297	A
C-A	139.00	139.00			139.00				
A-B	46.25	46.25			46.25				
A-C	125.42	125.42			125.42				

14:00 - 14:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7.02	7.02	130.61	0.054	7.02	0.1	0.1	7.281	A
B-A	11.06	11.06	66.70	0.166	11.02	0.2	0.2	16.151	C
C-AB	29.78	29.78	252.08	0.118	29.68	0.2	0.3	4.075	A
C-A	163.60	163.60			163.60				
A-B	45.74	45.74			45.74				
A-C	126.24	126.24			126.24				

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	7.02	7.02	124.71	0.056	7.02	0.1	0.1	7.646	A
B-A	10.05	10.05	67.57	0.149	10.07	0.2	0.2	15.658	C
C-AB	23.05	23.05	217.20	0.106	23.08	0.3	0.2	4.719	A
C-A	127.84	127.84			127.84				
A-B	55.50	55.50			55.50				
A-C	152.08	152.08			152.08				

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	7.02	7.02	133.06	0.053	7.03	0.1	0.1	7.143	A
B-A	10.52	10.52	71.72	0.147	10.52	0.2	0.2	14.709	B
C-AB	25.29	25.29	237.47	0.107	25.30	0.2	0.2	4.210	A
C-A	146.02	146.02			146.02				
A-B	45.35	45.35			45.35				
A-C	122.41	122.41			122.41				

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	7.02	7.02	121.35	0.058	7.02	0.1	0.1	7.871	A
B-A	10.77	10.77	60.43	0.178	10.73	0.2	0.2	18.092	C
C-AB	29.30	29.30	237.67	0.123	29.24	0.2	0.3	4.310	A
C-A	152.30	152.30			152.30				
A-B	59.79	59.79			59.79				
A-C	161.94	161.94			161.94				

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	6.38	6.38	126.68	0.050	6.39	0.1	0.1	7.481	A
B-A	8.75	8.75	69.22	0.126	8.81	0.2	0.1	14.913	B
C-AB	24.81	24.81	202.69	0.122	24.81	0.3	0.3	4.997	A
C-A	110.22	110.22			110.22				
A-B	53.71	53.71			53.71				
A-C	145.64	145.64			145.64				

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	6.38	6.38	139.59	0.046	6.39	0.1	0.0	6.756	A
B-A	10.13	10.13	75.14	0.135	10.13	0.1	0.2	13.842	B
C-AB	31.28	31.28	246.69	0.127	31.25	0.3	0.3	4.222	A
C-A	150.25	150.25			150.25				
A-B	42.38	42.38			42.38				
A-C	104.47	104.47			104.47				

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	6.38	6.38	127.28	0.050	6.38	0.0	0.1	7.443	A
B-A	9.92	9.92	64.79	0.153	9.90	0.2	0.2	16.390	C
C-AB	32.79	32.79	235.18	0.139	32.75	0.3	0.4	4.422	A
C-A	143.97	143.97			143.97				
A-B	53.32	53.32			53.32				
A-C	141.81	141.81			141.81				

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	6.38	6.38	126.15	0.051	6.38	0.1	0.1	7.513	A
B-A	9.84	9.84	64.52	0.153	9.84	0.2	0.2	16.458	C
C-AB	32.12	32.12	231.12	0.139	32.11	0.4	0.4	4.545	A
C-A	140.32	140.32			140.32				
A-B	58.78	58.78			58.78				
A-C	151.06	151.06			151.06				

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	6.04	6.04	132.85	0.045	6.05	0.1	0.0	7.099	A
B-A	11.02	11.02	64.52	0.171	10.99	0.2	0.2	16.804	C
C-AB	46.85	46.85	273.42	0.171	46.69	0.4	0.5	4.007	A
C-A	176.02	176.02			176.02				
A-B	50.23	50.23			50.23				
A-C	123.67	123.67			123.67				

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	6.04	6.04	128.21	0.047	6.04	0.0	0.0	7.365	A
B-A	10.98	10.98	60.47	0.182	10.96	0.2	0.2	18.172	C
C-AB	48.49	48.49	270.87	0.179	48.45	0.5	0.6	4.047	A
C-A	174.23	174.23			174.23				
A-B	53.75	53.75			53.75				
A-C	136.63	136.63			136.63				

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	6.04	6.04	131.80	0.046	6.04	0.0	0.0	7.158	A
B-A	9.59	9.59	67.31	0.142	9.64	0.2	0.2	15.620	C
C-AB	36.29	36.29	238.74	0.152	36.43	0.6	0.4	4.375	A
C-A	143.97	143.97			143.97				
A-B	51.40	51.40			51.40				
A-C	129.78	129.78			129.78				

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	6.04	6.04	124.63	0.048	6.04	0.0	0.1	7.588	A
B-A	10.35	10.35	60.62	0.171	10.31	0.2	0.2	17.877	C
C-AB	41.62	41.62	250.03	0.166	41.54	0.4	0.5	4.423	A
C-A	156.05	156.05			156.05				
A-B	58.82	58.82			58.82				
A-C	151.47	151.47			151.47				

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	6.88	6.88	126.92	0.054	6.88	0.1	0.1	7.496	A
B-A	11.44	11.44	60.42	0.189	11.42	0.2	0.2	18.353	C
C-AB	60.76	60.76	262.04	0.232	60.42	0.5	0.8	4.483	A
C-A	154.05	154.05			154.05				
A-B	57.72	57.72			57.72				
A-C	138.91	138.91			138.91				

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	6.88	6.88	132.32	0.052	6.88	0.1	0.1	7.176	A
B-A	11.40	11.40	65.38	0.174	11.42	0.2	0.2	16.686	C
C-AB	57.60	57.60	263.28	0.219	57.65	0.8	0.8	4.413	A
C-A	154.38	154.38			154.38				
A-B	52.65	52.65			52.65				
A-C	122.73	122.73			122.73				

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	6.88	6.88	131.55	0.052	6.88	0.1	0.1	7.218	A
B-A	10.86	10.86	66.90	0.162	10.87	0.2	0.2	16.070	C
C-AB	50.85	50.85	248.25	0.205	50.94	0.8	0.7	4.583	A
C-A	141.76	141.76			141.76				
A-B	51.86	51.86			51.86				
A-C	124.49	124.49			124.49				

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	6.88	6.88	134.71	0.051	6.88	0.1	0.1	7.040	A
B-A	11.19	11.19	68.22	0.164	11.19	0.2	0.2	15.783	C
C-AB	54.00	54.00	258.87	0.209	53.99	0.7	0.7	4.412	A
C-A	150.53	150.53			150.53				
A-B	50.30	50.30			50.30				
A-C	115.88	115.88			115.88				

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	6.55	6.55	129.82	0.050	6.55	0.1	0.1	7.300	A
B-A	10.94	10.94	65.18	0.168	10.94	0.2	0.2	16.591	C
C-AB	41.26	41.26	256.49	0.161	41.49	0.7	0.5	4.215	A
C-A	159.76	159.76			159.76				
A-B	54.21	54.21			54.21				
A-C	135.08	135.08			135.08				

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	6.55	6.55	136.06	0.048	6.55	0.1	0.1	6.948	A
B-A	10.61	10.61	71.89	0.148	10.63	0.2	0.2	14.701	B
C-AB	36.50	36.50	251.10	0.145	36.58	0.5	0.4	4.206	A
C-A	152.60	152.60			152.60				
A-B	46.79	46.79			46.79				
A-C	114.74	114.74			114.74				

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	6.55	6.55	133.25	0.049	6.54	0.1	0.1	7.102	A
B-A	10.10	10.10	71.94	0.140	10.11	0.2	0.2	14.558	B
C-AB	32.70	32.70	234.94	0.139	32.72	0.4	0.4	4.474	A
C-A	137.17	137.17			137.17				
A-B	52.25	52.25			52.25				
A-C	128.03	128.03			128.03				

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	6.55	6.55	136.84	0.048	6.55	0.1	0.1	6.909	A
B-A	10.52	10.52	72.19	0.146	10.52	0.2	0.2	14.592	B
C-AB	36.56	36.56	250.43	0.146	36.54	0.4	0.4	4.179	A
C-A	152.25	152.25			152.25				
A-B	47.57	47.57			47.57				
A-C	114.33	114.33			114.33				

+15+Adj+Dev,

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Junction 4	T-Junction	Two-way		1.10	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

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
D12	+15+Adj+Dev	DIRECT	07:00	19:00	720	15	✓	Simple	D4+D5+D6

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 - R445 West		DIRECT	✓	100.000
B - Development Access		DIRECT	✓	100.000
C - R445 East		DIRECT	✓	100.000

Origin-Destination Data

07:00 - 07:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	31.05	91.62
	B - Development Access	11.25	0.00	10.31
	C - R445 East	96.60	2.79	0.00

07:15 - 07:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	30.22	90.76
	B - Development Access	11.92	0.00	10.31
	C - R445 East	126.66	2.79	0.00

07:30 - 07:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	34.79	104.11
	B - Development Access	12.68	0.00	10.31
	C - R445 East	155.18	2.79	0.00

07:45 - 08:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	43.51	131.18
	B - Development Access	11.56	0.00	10.31
	C - R445 East	101.42	2.79	0.00

08:00 - 08:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	51.39	146.96
	B - Development Access	15.45	0.00	13.85
	C - R445 East	142.53	5.69	0.00

08:15 - 08:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	53.47	149.89
	B - Development Access	16.83	0.00	13.85
	C - R445 East	185.40	5.69	0.00

08:30 - 08:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	45.58	128.39
	B - Development Access	16.21	0.00	13.85
	C - R445 East	160.06	5.69	0.00

08:45 - 09:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	47.24	133.25
	B - Development Access	15.31	0.00	13.85
	C - R445 East	128.35	5.69	0.00

09:00 - 09:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	46.12	135.53
	B - Development Access	9.50	0.00	7.33
	C - R445 East	126.70	5.36	0.00

09:15 - 09:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	43.63	126.68
	B - Development Access	10.39	0.00	7.33
	C - R445 East	149.00	5.36	0.00

09:30 - 09:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	48.20	140.03
	B - Development Access	9.45	0.00	7.33
	C - R445 East	118.84	5.36	0.00

09:45 - 10:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	38.65	110.54
	B - Development Access	9.81	0.00	7.33
	C - R445 East	131.52	5.36	0.00

10:00 - 10:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	36.34	108.47
	B - Development Access	8.28	0.00	5.23
	C - R445 East	141.04	4.12	0.00

10:15 - 10:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	35.09	101.68
	B - Development Access	7.70	0.00	5.23
	C - R445 East	118.86	4.12	0.00

10:30 - 10:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	39.66	118.18
	B - Development Access	8.51	0.00	5.23
	C - R445 East	145.82	4.12	0.00

10:45 - 11:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	45.89	128.54
	B - Development Access	8.28	0.00	5.23
	C - R445 East	145.74	4.12	0.00

11:00 - 11:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	41.85	116.76
	B - Development Access	8.80	0.00	5.31
	C - R445 East	156.89	4.73	0.00

11:15 - 11:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	39.36	114.18
	B - Development Access	8.49	0.00	5.31
	C - R445 East	150.50	4.73	0.00

11:30 - 11:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	39.36	118.89
	B - Development Access	8.67	0.00	5.31
	C - R445 East	152.13	4.73	0.00

11:45 - 12:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	52.23	142.40
	B - Development Access	8.17	0.00	5.31
	C - R445 East	133.13	4.73	0.00

12:00 - 12:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	51.18	137.04
	B - Development Access	10.29	0.00	7.05
	C - R445 East	156.89	6.89	0.00

12:15 - 12:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	50.35	133.04
	B - Development Access	10.60	0.00	7.05
	C - R445 East	167.99	6.89	0.00

12:30 - 12:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	52.43	142.25
	B - Development Access	10.78	0.00	7.05
	C - R445 East	179.04	6.89	0.00

12:45 - 13:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	38.72	102.19
	B - Development Access	10.24	0.00	7.05
	C - R445 East	161.58	6.89	0.00

13:00 - 13:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	34.72	86.55
	B - Development Access	10.83	0.00	6.38
	C - R445 East	196.53	6.59	0.00

13:15 - 13:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	45.10	121.61
	B - Development Access	9.76	0.00	6.38
	C - R445 East	160.05	6.59	0.00

13:30 - 13:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	50.92	137.04
	B - Development Access	10.07	0.00	6.38
	C - R445 East	169.57	6.59	0.00

13:45 - 14:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	48.84	134.11
	B - Development Access	9.76	0.00	6.38
	C - R445 East	163.18	6.59	0.00

14:00 - 14:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	48.23	135.53
	B - Development Access	11.38	0.00	7.02
	C - R445 East	198.09	7.81	0.00

14:15 - 14:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	58.61	162.74
	B - Development Access	10.31	0.00	7.02
	C - R445 East	152.20	7.81	0.00

14:30 - 14:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	47.81	131.18
	B - Development Access	10.80	0.00	7.02
	C - R445 East	174.35	7.81	0.00

14:45 - 15:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	63.18	172.96
	B - Development Access	11.07	0.00	7.02
	C - R445 East	185.43	7.81	0.00

15:00 - 15:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	56.62	156.17
	B - Development Access	8.96	0.00	6.38
	C - R445 East	134.65	9.36	0.00

15:15 - 15:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	44.57	111.55
	B - Development Access	10.43	0.00	6.38
	C - R445 East	183.83	9.36	0.00

15:30 - 15:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	56.20	151.82
	B - Development Access	10.21	0.00	6.38
	C - R445 East	179.04	9.36	0.00

15:45 - 16:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	62.02	160.97
	B - Development Access	10.12	0.00	6.38
	C - R445 East	174.30	9.36	0.00

16:00 - 16:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	52.87	131.83
	B - Development Access	11.39	0.00	6.04
	C - R445 East	226.65	10.32	0.00

16:15 - 16:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	56.61	145.89
	B - Development Access	11.35	0.00	6.04
	C - R445 East	226.63	10.32	0.00

16:30 - 16:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	54.12	138.61
	B - Development Access	9.87	0.00	6.04
	C - R445 East	182.16	10.32	0.00

16:45 - 17:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	62.01	161.68
	B - Development Access	10.68	0.00	6.04
	C - R445 East	199.71	10.32	0.00

17:00 - 17:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	60.63	148.32
	B - Development Access	11.80	0.00	6.88
	C - R445 East	213.98	14.05	0.00

17:15 - 17:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	55.23	130.97
	B - Development Access	11.75	0.00	6.88
	C - R445 East	210.83	14.05	0.00

17:30 - 17:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	54.40	133.25
	B - Development Access	11.17	0.00	6.88
	C - R445 East	190.22	14.05	0.00

17:45 - 18:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	52.74	123.69
	B - Development Access	11.53	0.00	6.88
	C - R445 East	202.90	14.05	0.00

18:00 - 18:15

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	57.09	143.97
	B - Development Access	11.28	0.00	6.55
	C - R445 East	202.92	10.40	0.00

18:15 - 18:30

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	49.20	122.47
	B - Development Access	10.93	0.00	6.55
	C - R445 East	190.23	10.40	0.00

18:30 - 18:45

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	55.02	136.33
	B - Development Access	10.39	0.00	6.55
	C - R445 East	169.64	10.40	0.00

18:45 - 19:00

Demand (Veh/TS)

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0.00	50.03	121.76
	B - Development Access	10.84	0.00	6.55
	C - R445 East	190.20	10.40	0.00

Vehicle Mix

Heavy Vehicle Percentages

07:00 - 07:15

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	9
	B - Development Access	0	0	0
	C - R445 East	11	0	0

Heavy Vehicle Percentages

07:15 - 07:30

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	10
	B - Development Access	0	0	0
	C - R445 East	14	0	0

Heavy Vehicle Percentages

07:30 - 07:45

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	9
	B - Development Access	0	0	0
	C - R445 East	12	0	0

Heavy Vehicle Percentages

07:45 - 08:00

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	8
	B - Development Access	0	0	0
	C - R445 East	5	0	0

Heavy Vehicle Percentages

08:00 - 08:15

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	7
	B - Development Access	0	0	0
	C - R445 East	11	0	0

08:15 - 08:30 **Heavy Vehicle Percentages**

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	5
	B - Development Access	0	0	0
	C - R445 East	5	0	0

Heavy Vehicle Percentages

08:30 - 08:45

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	7
	B - Development Access	0	0	0
	C - R445 East	4	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	7
	B - Development Access	0	0	0
	C - R445 East	5	0	0

Heavy Vehicle Percentages

09:00 - 09:15

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	10
	B - Development Access	0	0	0
	C - R445 East	10	0	0

Heavy Vehicle Percentages

09:15 - 09:30

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	10
	B - Development Access	0	0	0
	C - R445 East	2	0	0

Heavy Vehicle Percentages

09:30 - 09:45

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	9
	B - Development Access	0	0	0
	C - R445 East	5	0	0

Heavy Vehicle Percentages

09:45 - 10:00

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	10
	B - Development Access	0	0	0
	C - R445 East	5	0	0

Heavy Vehicle Percentages

10:00 - 10:15

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	12
	B - Development Access	0	0	0
	C - R445 East	4	0	0

Heavy Vehicle Percentages

10:15 - 10:30

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	9
	B - Development Access	0	0	0
	C - R445 East	4	0	0

Heavy Vehicle Percentages

10:30 - 10:45

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	11
	B - Development Access	0	0	0
	C - R445 East	2	0	0

10:45 - 11:00 **Heavy Vehicle Percentages**

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	4
	B - Development Access	0	0	0
	C - R445 East	8	0	0

Heavy Vehicle Percentages

11:00 - 11:15

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	5
	B - Development Access	0	0	0
	C - R445 East	4	0	0

Heavy Vehicle Percentages

11:15 - 11:30

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	10
	B - Development Access	0	0	0
	C - R445 East	7	0	0

Heavy Vehicle Percentages

11:30 - 11:45

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	13
	B - Development Access	0	0	0
	C - R445 East	4	0	0

Heavy Vehicle Percentages

11:45 - 12:00

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	1
	B - Development Access	0	0	0
	C - R445 East	4	0	0

Heavy Vehicle Percentages

12:00 - 12:15

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	3
	B - Development Access	0	0	0
	C - R445 East	4	0	0

Heavy Vehicle Percentages

12:15 - 12:30

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	2
	B - Development Access	0	0	0
	C - R445 East	4	0	0

Heavy Vehicle Percentages

12:30 - 12:45

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	4
	B - Development Access	0	0	0
	C - R445 East	6	0	0

Heavy Vehicle Percentages

12:45 - 13:00

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	6
	B - Development Access	0	0	0
	C - R445 East	8	0	0

Heavy Vehicle Percentages

13:00 - 13:15

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	2
	B - Development Access	0	0	0
	C - R445 East	3	0	0

13:15 - 13:30 **Heavy Vehicle Percentages**

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	5
	B - Development Access	0	0	0
	C - R445 East	5	0	0

13:30 - 13:45

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	3
	B - Development Access	0	0	0
	C - R445 East	4	0	0

13:45 - 14:00

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	6
	B - Development Access	0	0	0
	C - R445 East	7	0	0

14:00 - 14:15

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	10
	B - Development Access	0	0	0
	C - R445 East	4	0	0

14:15 - 14:30

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	7
	B - Development Access	0	0	0
	C - R445 East	0	0	0

14:30 - 14:45

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	8
	B - Development Access	0	0	0
	C - R445 East	3	0	0

14:45 - 15:00

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	5
	B - Development Access	0	0	0
	C - R445 East	3	0	0

15:00 - 15:15

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	9
	B - Development Access	0	0	0
	C - R445 East	8	0	0

15:15 - 15:30

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	4
	B - Development Access	0	0	0
	C - R445 East	4	0	0

15:30 - 15:45

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	7
	B - Development Access	0	0	0
	C - R445 East	6	0	0

15:45 - 16:00

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	2
	B - Development Access	0	0	0
	C - R445 East	5	0	0

16:00 - 16:15

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	2
	B - Development Access	0	0	0
	C - R445 East	3	0	0

16:15 - 16:30

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	4
	B - Development Access	0	0	0
	C - R445 East	3	0	0

16:30 - 16:45

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	5
	B - Development Access	0	0	0
	C - R445 East	9	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	4
	B - Development Access	0	0	0
	C - R445 East	2	0	0

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	4
	B - Development Access	0	0	0
	C - R445 East	2	0	0

17:15 - 17:30

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	4
	B - Development Access	0	0	0
	C - R445 East	1	0	0

17:30 - 17:45

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	7
	B - Development Access	0	0	0
	C - R445 East	2	0	0

17:45 - 18:00

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	4
	B - Development Access	0	0	0
	C - R445 East	2	0	0

18:00 - 18:15

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	2
	B - Development Access	0	0	0
	C - R445 East	1	0	0

18:15 - 18:30

Heavy Vehicle Percentages

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	4
	B - Development Access	0	0	0
	C - R445 East	1	0	0

Heavy Vehicle Percentages

18:30 - 18:45

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	1
	B - Development Access	0	0	0
	C - R445 East	0	0	0

Heavy Vehicle Percentages

18:45 - 19:00

		To		
		A - R445 West	B - Development Access	C - R445 East
From	A - R445 West	0	0	1
	B - Development Access	0	0	0
	C - R445 East	2	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	0.12	8.45	0.1	A	7.36	353.41
B-A	0.27	20.40	0.4	C	10.75	515.88
C-AB	0.25	5.06	1.0	A	27.05	1298.32
C-A					145.07	6963.20
A-B					48.19	2313.11
A-C					130.28	6253.53

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	10.31	10.31	147.38	0.070	10.24	0.0	0.1	6.560	A
B-A	11.25	11.25	89.98	0.125	11.11	0.0	0.1	11.389	B
C-AB	5.56	5.56	194.18	0.029	5.52	0.0	0.0	4.771	A
C-A	93.83	93.83			93.83				
A-B	31.05	31.05			31.05				
A-C	91.62	91.62			91.62				

07:15 - 07:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	10.31	10.31	144.71	0.071	10.31	0.1	0.1	6.695	A
B-A	11.92	11.92	84.96	0.140	11.90	0.1	0.2	12.313	B
C-AB	6.88	6.88	213.90	0.032	6.87	0.0	0.0	4.302	A
C-A	122.57	122.57			122.57				
A-B	30.22	30.22			30.22				
A-C	90.76	90.76			90.76				

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	10.31	10.31	138.11	0.075	10.31	0.1	0.1	7.041	A
B-A	12.68	12.68	77.47	0.164	12.65	0.2	0.2	13.876	B
C-AB	8.52	8.52	231.33	0.037	8.51	0.0	0.1	4.039	A
C-A	149.45	149.45			149.45				
A-B	34.79	34.79			34.79				
A-C	104.11	104.11			104.11				

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	10.31	10.31	133.40	0.077	10.31	0.1	0.1	7.310	A
B-A	11.56	11.56	79.57	0.145	11.58	0.2	0.2	13.241	B
C-AB	6.02	6.02	189.74	0.032	6.02	0.1	0.0	5.062	A
C-A	98.19	98.19			98.19				
A-B	43.51	43.51			43.51				
A-C	131.18	131.18			131.18				

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	13.85	13.85	125.00	0.111	13.81	0.1	0.1	8.092	A
B-A	15.45	15.45	66.87	0.231	15.33	0.2	0.3	17.421	C
C-AB	17.06	17.06	214.06	0.080	16.96	0.0	0.1	4.508	A
C-A	131.15	131.15			131.15				
A-B	51.39	51.39			51.39				
A-C	146.96	146.96			146.96				

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	13.85	13.85	120.31	0.115	13.85	0.1	0.1	8.454	A
B-A	16.83	16.83	61.73	0.273	16.76	0.3	0.4	19.978	C
C-AB	22.75	22.75	247.70	0.092	22.71	0.1	0.2	4.065	A
C-A	168.33	168.33			168.33				
A-B	53.47	53.47			53.47				
A-C	149.89	149.89			149.89				

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	13.85	13.85	128.98	0.107	13.86	0.1	0.1	7.819	A
B-A	16.21	16.21	70.91	0.229	16.27	0.4	0.3	16.493	C
C-AB	18.22	18.22	233.37	0.078	18.26	0.2	0.1	4.213	A
C-A	147.53	147.53			147.53				
A-B	45.58	45.58			45.58				
A-C	128.39	128.39			128.39				

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	13.85	13.85	130.33	0.106	13.85	0.1	0.1	7.726	A
B-A	15.31	15.31	74.00	0.207	15.35	0.3	0.3	15.356	C
C-AB	14.84	14.84	208.81	0.071	14.86	0.1	0.1	4.636	A
C-A	119.20	119.20			119.20				
A-B	47.24	47.24			47.24				
A-C	133.25	133.25			133.25				

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	7.33	7.33	129.20	0.057	7.39	0.1	0.1	7.391	A
B-A	9.50	9.50	72.45	0.131	9.61	0.3	0.2	14.348	B
C-AB	14.11	14.11	205.06	0.069	14.11	0.1	0.1	4.641	A
C-A	117.95	117.95			117.95				
A-B	46.12	46.12			46.12				
A-C	135.53	135.53			135.53				

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	7.33	7.33	131.62	0.056	7.33	0.1	0.1	7.242	A
B-A	10.39	10.39	73.20	0.142	10.38	0.2	0.2	14.324	B
C-AB	15.81	15.81	225.96	0.070	15.80	0.1	0.1	4.384	A
C-A	138.54	138.54			138.54				
A-B	43.63	43.63			43.63				
A-C	126.68	126.68			126.68				

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	7.33	7.33	128.44	0.057	7.33	0.1	0.1	7.430	A
B-A	9.45	9.45	73.62	0.128	9.47	0.2	0.1	14.034	B
C-AB	13.28	13.28	199.94	0.066	13.29	0.1	0.1	4.778	A
C-A	110.92	110.92			110.92				
A-B	48.20	48.20			48.20				
A-C	140.03	140.03			140.03				

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	7.33	7.33	137.25	0.053	7.33	0.1	0.1	6.926	A
B-A	9.81	9.81	79.70	0.123	9.82	0.1	0.1	12.879	B
C-AB	13.79	13.79	215.83	0.064	13.79	0.1	0.1	4.461	A
C-A	123.09	123.09			123.09				
A-B	38.65	38.65			38.65				
A-C	110.54	110.54			110.54				

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	5.23	5.23	138.34	0.038	5.25	0.1	0.0	6.762	A
B-A	8.28	8.28	79.08	0.105	8.31	0.1	0.1	12.722	B
C-AB	11.26	11.26	223.21	0.050	11.29	0.1	0.1	4.252	A
C-A	133.89	133.89			133.89				
A-B	36.34	36.34			36.34				
A-C	108.47	108.47			108.47				

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	5.23	5.23	141.49	0.037	5.24	0.0	0.0	6.604	A
B-A	7.70	7.70	84.83	0.091	7.72	0.1	0.1	11.674	B
C-AB	9.57	9.57	209.31	0.046	9.58	0.1	0.1	4.520	A
C-A	113.41	113.41			113.41				
A-B	35.09	35.09			35.09				
A-C	101.68	101.68			101.68				

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	5.23	5.23	135.37	0.039	5.23	0.0	0.0	6.915	A
B-A	8.51	8.51	76.36	0.111	8.49	0.1	0.1	13.255	B
C-AB	11.70	11.70	225.55	0.052	11.69	0.1	0.1	4.227	A
C-A	138.24	138.24			138.24				
A-B	39.66	39.66			39.66				
A-C	118.18	118.18			118.18				

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	5.23	5.23	134.11	0.039	5.23	0.0	0.0	6.982	A
B-A	8.28	8.28	74.13	0.112	8.28	0.1	0.1	13.667	B
C-AB	12.03	12.03	222.16	0.054	12.03	0.1	0.1	4.210	A
C-A	137.83	137.83			137.83				
A-B	45.89	45.89			45.89				
A-C	128.54	128.54			128.54				

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	5.31	5.31	136.85	0.039	5.31	0.0	0.0	6.841	A
B-A	8.80	8.80	75.68	0.116	8.79	0.1	0.1	13.452	B
C-AB	14.46	14.46	233.64	0.062	14.44	0.1	0.1	4.149	A
C-A	147.16	147.16			147.16				
A-B	41.85	41.85			41.85				
A-C	116.76	116.76			116.76				

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	5.31	5.31	136.73	0.039	5.31	0.0	0.0	6.847	A
B-A	8.49	8.49	75.66	0.112	8.49	0.1	0.1	13.400	B
C-AB	14.02	14.02	227.81	0.062	14.02	0.1	0.1	4.164	A
C-A	141.21	141.21			141.21				
A-B	39.36	39.36			39.36				
A-C	114.18	114.18			114.18				

11:30 - 11:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5.31	5.31	134.20	0.040	5.31	0.0	0.0	6.981	A
B-A	8.67	8.67	73.97	0.117	8.66	0.1	0.1	13.781	B
C-AB	14.19	14.19	228.82	0.062	14.19	0.1	0.1	4.238	A
C-A	142.68	142.68			142.68				
A-B	39.36	39.36			39.36				
A-C	118.89	118.89			118.89				

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	5.31	5.31	130.86	0.041	5.31	0.0	0.0	7.167	A
B-A	8.17	8.17	73.62	0.111	8.18	0.1	0.1	13.753	B
C-AB	12.81	12.81	211.74	0.060	12.81	0.1	0.1	4.540	A
C-A	125.05	125.05			125.05				
A-B	52.23	52.23			52.23				
A-C	142.40	142.40			142.40				

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	7.05	7.05	130.07	0.054	7.04	0.0	0.1	7.315	A
B-A	10.29	10.29	69.90	0.147	10.25	0.1	0.2	15.077	C
C-AB	21.86	21.86	229.61	0.095	21.77	0.1	0.2	4.323	A
C-A	141.92	141.92			141.92				
A-B	51.18	51.18			51.18				
A-C	137.04	137.04			137.04				

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	7.05	7.05	131.28	0.054	7.05	0.1	0.1	7.246	A
B-A	10.60	10.60	69.63	0.152	10.59	0.2	0.2	15.242	C
C-AB	23.41	23.41	238.83	0.098	23.40	0.2	0.2	4.184	A
C-A	151.47	151.47			151.47				
A-B	50.35	50.35			50.35				
A-C	133.04	133.04			133.04				

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	7.05	7.05	127.41	0.055	7.05	0.1	0.1	7.476	A
B-A	10.78	10.78	64.41	0.167	10.76	0.2	0.2	16.769	C
C-AB	26.11	26.11	243.97	0.107	26.09	0.2	0.2	4.095	A
C-A	159.82	159.82			159.82				
A-B	52.43	52.43			52.43				
A-C	142.25	142.25			142.25				

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	7.05	7.05	140.01	0.050	7.06	0.1	0.1	6.769	A
B-A	10.24	10.24	76.96	0.133	10.29	0.2	0.2	13.506	B
C-AB	21.64	21.64	237.97	0.091	21.68	0.2	0.2	4.148	A
C-A	146.84	146.84			146.84				
A-B	38.72	38.72			38.72				
A-C	102.19	102.19			102.19				

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	6.38	6.38	145.16	0.044	6.39	0.1	0.0	6.485	A
B-A	10.83	10.83	77.95	0.139	10.83	0.2	0.2	13.408	B
C-AB	24.90	24.90	267.95	0.093	24.89	0.2	0.2	3.758	A
C-A	178.22	178.22			178.22				
A-B	34.72	34.72			34.72				
A-C	86.55	86.55			86.55				

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	6.38	6.38	134.60	0.047	6.38	0.0	0.0	7.018	A
B-A	9.76	9.76	72.99	0.134	9.76	0.2	0.2	14.234	B
C-AB	20.89	20.89	234.48	0.089	20.91	0.2	0.2	4.194	A
C-A	145.74	145.74			145.74				
A-B	45.10	45.10			45.10				
A-C	121.61	121.61			121.61				

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	6.38	6.38	130.06	0.049	6.38	0.0	0.1	7.276	A
B-A	10.07	10.07	68.21	0.148	10.06	0.2	0.2	15.474	C
C-AB	22.81	22.81	239.14	0.095	22.79	0.2	0.2	4.179	A
C-A	153.35	153.35			153.35				
A-B	50.92	50.92			50.92				
A-C	137.04	137.04			137.04				

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	6.38	6.38	130.42	0.049	6.38	0.1	0.1	7.254	A
B-A	9.76	9.76	68.58	0.142	9.76	0.2	0.2	15.304	C
C-AB	22.05	22.05	233.49	0.094	22.05	0.2	0.2	4.213	A
C-A	147.72	147.72			147.72				
A-B	48.84	48.84			48.84				
A-C	134.11	134.11			134.11				

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	7.02	7.02	126.82	0.055	7.02	0.1	0.1	7.511	A
B-A	11.38	11.38	61.97	0.184	11.33	0.2	0.2	17.751	C
C-AB	33.27	33.27	259.39	0.128	33.14	0.2	0.3	4.012	A
C-A	172.63	172.63			172.63				
A-B	48.23	48.23			48.23				
A-C	135.53	135.53			135.53				

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	7.02	7.02	120.83	0.058	7.02	0.1	0.1	7.907	A
B-A	10.31	10.31	63.22	0.163	10.33	0.2	0.2	17.024	C
C-AB	25.08	25.08	221.82	0.113	25.13	0.3	0.3	4.670	A
C-A	134.93	134.93			134.93				
A-B	58.61	58.61			58.61				
A-C	162.74	162.74			162.74				

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	7.02	7.02	129.71	0.054	7.03	0.1	0.1	7.335	A
B-A	10.80	10.80	67.52	0.160	10.81	0.2	0.2	15.873	C
C-AB	27.74	27.74	243.57	0.114	27.75	0.3	0.3	4.135	A
C-A	154.41	154.41			154.41				
A-B	47.81	47.81			47.81				
A-C	131.18	131.18			131.18				

14:45 - 15:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7.02	7.02	117.18	0.060	7.02	0.1	0.1	8.170	A
B-A	11.07	11.07	55.59	0.199	11.02	0.2	0.2	20.159	C
C-AB	32.69	32.69	244.34	0.134	32.62	0.3	0.3	4.242	A
C-A	160.55	160.55			160.55				
A-B	63.18	63.18			63.18				
A-C	172.96	172.96			172.96				

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	6.38	6.38	122.82	0.052	6.39	0.1	0.1	7.732	A
B-A	8.96	8.96	64.61	0.139	9.04	0.2	0.2	16.215	C
C-AB	27.06	27.06	206.76	0.131	27.07	0.3	0.3	4.937	A
C-A	116.95	116.95			116.95				
A-B	56.62	56.62			56.62				
A-C	156.17	156.17			156.17				

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	6.38	6.38	136.97	0.047	6.39	0.1	0.0	6.891	A
B-A	10.43	10.43	71.36	0.146	10.43	0.2	0.2	14.767	B
C-AB	34.39	34.39	253.57	0.136	34.37	0.3	0.3	4.158	A
C-A	158.80	158.80			158.80				
A-B	44.57	44.57			44.57				
A-C	111.55	111.55			111.55				

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	6.38	6.38	123.46	0.052	6.38	0.0	0.1	7.687	A
B-A	10.21	10.21	60.02	0.170	10.18	0.2	0.2	18.041	C
C-AB	36.51	36.51	241.68	0.151	36.45	0.3	0.4	4.360	A
C-A	151.89	151.89			151.89				
A-B	56.20	56.20			56.20				
A-C	151.82	151.82			151.82				

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	6.38	6.38	122.63	0.052	6.38	0.1	0.1	7.741	A
B-A	10.12	10.12	60.09	0.168	10.12	0.2	0.2	18.009	C
C-AB	35.59	35.59	237.49	0.150	35.58	0.4	0.4	4.483	A
C-A	148.07	148.07			148.07				
A-B	62.02	62.02			62.02				
A-C	160.97	160.97			160.97				

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	6.04	6.04	129.64	0.047	6.05	0.1	0.0	7.284	A
B-A	11.39	11.39	60.19	0.189	11.36	0.2	0.2	18.420	C
C-AB	52.91	52.91	282.39	0.187	52.71	0.4	0.6	3.960	A
C-A	184.05	184.05			184.05				
A-B	52.87	52.87			52.87				
A-C	131.83	131.83			131.83				

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	6.04	6.04	124.43	0.049	6.04	0.0	0.1	7.600	A
B-A	11.35	11.35	55.71	0.204	11.32	0.2	0.3	20.266	C
C-AB	55.16	55.16	279.88	0.197	55.11	0.6	0.7	4.004	A
C-A	181.79	181.79			181.79				
A-B	56.61	56.61			56.61				
A-C	145.89	145.89			145.89				

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	6.04	6.04	128.51	0.047	6.04	0.1	0.0	7.350	A
B-A	9.87	9.87	62.79	0.157	9.93	0.3	0.2	17.047	C
C-AB	40.53	40.53	245.75	0.165	40.71	0.7	0.5	4.306	A
C-A	151.95	151.95			151.95				
A-B	54.12	54.12			54.12				
A-C	138.61	138.61			138.61				

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	6.04	6.04	120.74	0.050	6.04	0.0	0.1	7.846	A
B-A	10.68	10.68	55.95	0.191	10.64	0.2	0.2	19.840	C
C-AB	46.57	46.57	257.49	0.181	46.46	0.5	0.6	4.384	A
C-A	163.47	163.47			163.47				
A-B	62.01	62.01			62.01				
A-C	161.68	161.68			161.68				

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	6.88	6.88	123.11	0.056	6.88	0.1	0.1	7.743	A
B-A	11.80	11.80	55.84	0.211	11.77	0.2	0.3	20.403	C
C-AB	68.33	68.33	270.32	0.253	67.93	0.6	1.0	4.468	A
C-A	159.70	159.70			159.70				
A-B	60.63	60.63			60.63				
A-C	148.32	148.32			148.32				

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	6.88	6.88	129.07	0.053	6.88	0.1	0.1	7.367	A
B-A	11.75	11.75	61.21	0.192	11.77	0.3	0.2	18.217	C
C-AB	64.25	64.25	271.43	0.237	64.31	1.0	0.9	4.390	A
C-A	160.63	160.63			160.63				
A-B	55.23	55.23			55.23				
A-C	130.97	130.97			130.97				

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	6.88	6.88	128.11	0.054	6.88	0.1	0.1	7.423	A
B-A	11.17	11.17	62.64	0.178	11.19	0.2	0.2	17.502	C
C-AB	56.19	56.19	255.24	0.220	56.31	0.9	0.8	4.547	A
C-A	148.07	148.07			148.07				
A-B	54.40	54.40			54.40				
A-C	133.25	133.25			133.25				

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	6.88	6.88	131.69	0.052	6.88	0.1	0.1	7.213	A
B-A	11.53	11.53	64.23	0.179	11.53	0.2	0.2	17.079	C
C-AB	59.85	59.85	266.60	0.224	59.84	0.8	0.8	4.375	A
C-A	157.10	157.10			157.10				
A-B	52.74	52.74			52.74				
A-C	123.69	123.69			123.69				

18:00 - 18:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6.55	6.55	126.49	0.052	6.55	0.1	0.1	7.502	A
B-A	11.28	11.28	61.01	0.185	11.28	0.2	0.2	18.094	C
C-AB	45.83	45.83	264.16	0.173	46.08	0.8	0.6	4.161	A
C-A	167.49	167.49			167.49				
A-B	57.09	57.09			57.09				
A-C	143.97	143.97			143.97				

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	6.55	6.55	133.19	0.049	6.55	0.1	0.1	7.108	A
B-A	10.93	10.93	68.09	0.160	10.96	0.2	0.2	15.764	C
C-AB	40.08	40.08	258.13	0.155	40.18	0.6	0.4	4.142	A
C-A	160.56	160.56			160.56				
A-B	49.20	49.20			49.20				
A-C	122.47	122.47			122.47				

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	6.55	6.55	130.39	0.050	6.54	0.1	0.1	7.266	A
B-A	10.39	10.39	68.31	0.152	10.40	0.2	0.2	15.547	C
C-AB	35.54	35.54	240.91	0.148	35.58	0.4	0.4	4.411	A
C-A	144.49	144.49			144.49				
A-B	55.02	55.02			55.02				
A-C	136.33	136.33			136.33				

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	6.55	6.55	134.17	0.049	6.55	0.1	0.1	7.053	A
B-A	10.84	10.84	68.46	0.158	10.83	0.2	0.2	15.617	C
C-AB	40.23	40.23	257.60	0.156	40.21	0.4	0.4	4.109	A
C-A	160.37	160.37			160.37				
A-B	50.03	50.03			50.03				
A-C	121.76	121.76			121.76				

Junctions 9

OSCADY 9 - Signalised Intersection Module

Version: 9.5.0.6896
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Filename: Junction 4- R445 Access (3)- Signals.j9
Path: W:\2021\P21-034
Report generation date: 11/05/2021 15:18:19

»Opening year+Adj+Dev,
»+5+Adj+Dev,
»+15+Adj+ Dev,

Summary of junction performance

	Queue (Veh)	Delay (s)	DOS	LOS
	Opening year+Adj+Dev			
A - R445 West	10.3	16.63	0.68	B
B - Development Access	4.7	110.46	0.78	F
C - R445 East	11.5	19.11	0.74	B
D - Adjacent Access	6.8	159.55	0.89	F
	+5+Adj+Dev			
A - R445 West	11.6	19.18	0.75	B
B - Development Access	4.7	110.46	0.78	F
C - R445 East	13.2	23.00	0.81	C
D - Adjacent Access	6.8	159.55	0.89	F
	+15+Adj+ Dev			
A - R445 West	12.8	21.65	0.80	C
B - Development Access	4.7	110.46	0.78	F
C - R445 East	14.9	27.40	0.86	C
D - Adjacent Access	6.8	159.55	0.89	F

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

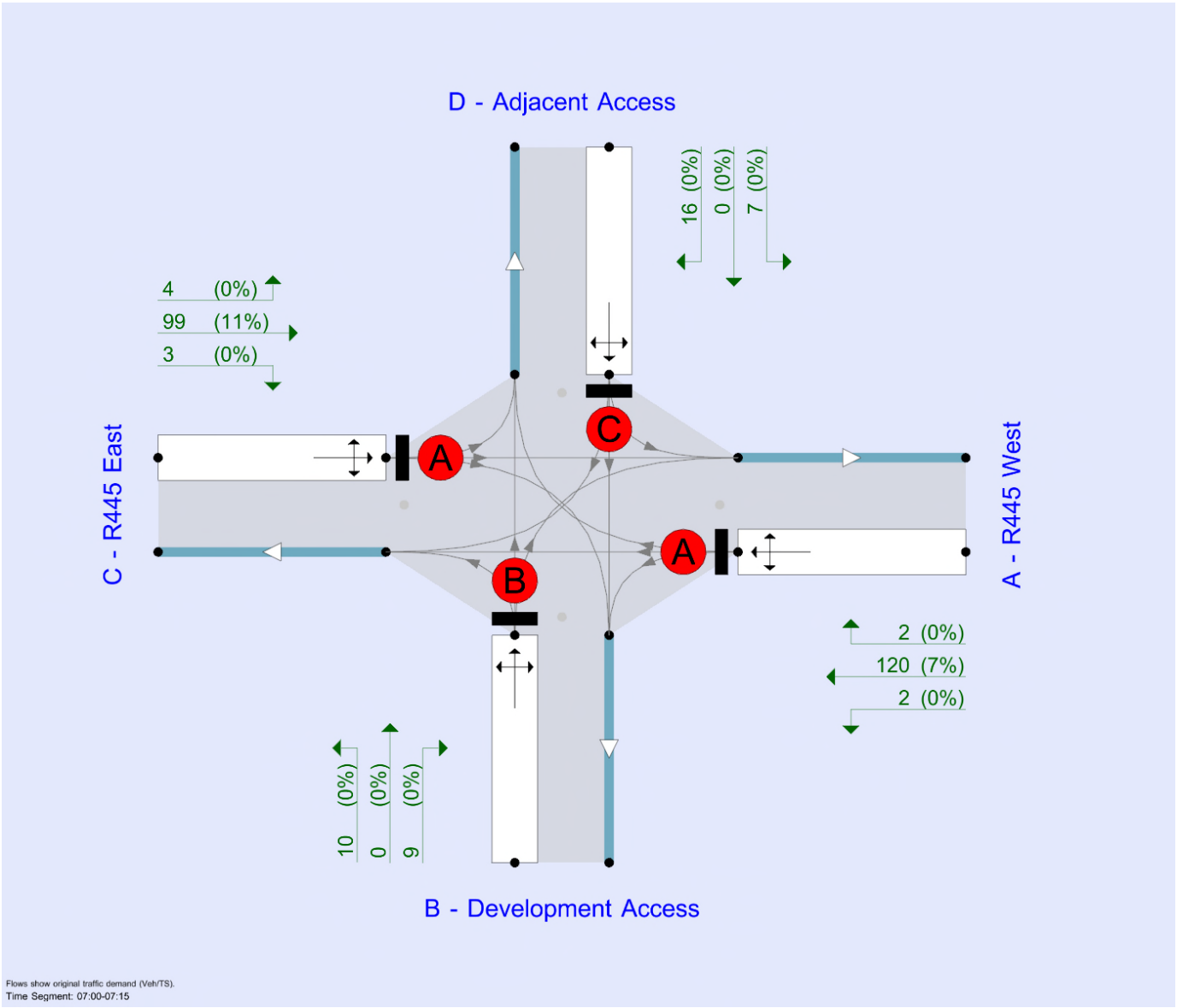
File summary

File Description

Title	
Location	
Site number	
Date	05/05/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	PMCE\papadakisa
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	DOS Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.90	36.00	20.00

Demand Set Summary

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
D1	Base year	DIRECT	07:00	19:00	720	15			
D2	Opening year	DIRECT	07:00	19:00	720	15			
D3	+5	DIRECT	07:00	19:00	720	15			
D4	+15	DIRECT	07:00	19:00	720	15			
D5	Dev Traffic	DIRECT	07:00	19:00	720	15			
D6	Adj Traffic	DIRECT	07:00	19:00	720	15			
D7	Opening year+Adj+Dev	DIRECT	07:00	19:00	720	15	✓	Simple	D2+D6+D5
D8	+5+Adj+Dev	DIRECT	07:00	19:00	720	15	✓	Simple	D3+D6+D5
D9	+15+Adj+ Dev	DIRECT	07:00	19:00	720	15	✓	Simple	D4+D6+D5

Analysis Set Details

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

Opening year+Adj+Dev,

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Junction 4	Signalised		27.28	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
A	R445 West	
B	Development Access	
C	R445 East	
D	Adjacent Access	

OSCADY Traffic Streams

Arm	Traffic Stream	Phase	Notional EEG (s)	Signals EEG (s)	Destination arms	Straight move
A - R445 West	1	A	0.00	0.00	B, C, D	C
B - Development Access	1	B	0.00	0.00	A, C, D	D
C - R445 East	1	A	0.00	0.00	A, B, D	A
D - Adjacent Access	1	C	0.00	0.00	A, B, C	B

OSCADY Lanes

Arm	Traffic Stream	Destination arms	Gradient (%)	Width (m)	Turning radius (m)	Nearside lane	Has bay
A - R445 West	1	B, C, D	0	3.00	10.00	✓	
B - Development Access	1	A, C, D	0	3.00	10.00	✓	
C - R445 East	1	A, B, D	0	3.00	10.00	✓	
D - Adjacent Access	1	A, B, C	0	3.00	10.00	✓	

Signal Timings

Junction 1

Junction	Sequence to use	Cycle time (s)	Maximum cycle time (s)	Start displacement (s)	End displacement (s)
1	1	120	300	1.40	2.90

Optimisation options

Junction	Optimise stage lengths	Optimise cycle time	Optimiser demand source	Optimiser message
1			Average	(Optimiser not used)

Phases

Junction	Phase	Name	Minimum green (s)
1	A		3
	B		3
	C		3
	D		3

Library Stages

Junction	Library Stage	Phases in stage	User stage minimum (s)	Run every N cycles	Probability of running (%)
1	1	A	1		
	2	B	1		
	3	C	1		
	4	D	1		

Losing / Gaining Phase Delays

Junction	Delay	Type	Phase	From stage	To stage	Relative delay (s)	Absolute delay (s)
1	1	Gaining	D	3	4	0	0

Stage Sequences

Junction	Sequence	Name	Stage IDs	Stage ends
1	1		1, 2, 3, 4	77, 90, 103, 115

Intergreen Matrix for Junction 1

		To			
		A	B	C	D
From	A		5	5	5
	B	5		5	5
	C	5	5		5
	D	5	5	5	

Interstage Matrix for Junction 1

		To			
		1	2	3	4
From	1	0	5	5	5
	2	5	0	5	5
	3	5	5	0	5
	4	5	5	5	0

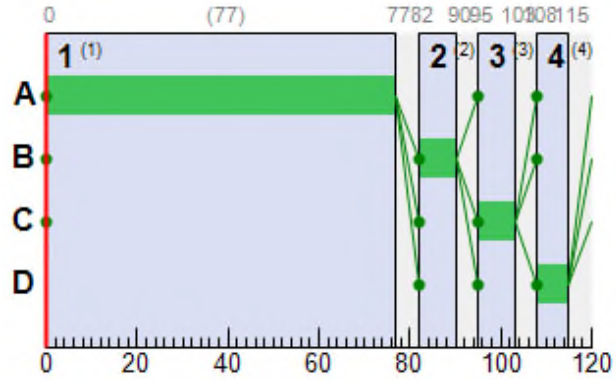
Resultant Stages

Junction	Resultant Stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	1	A	0	77	77	1	3
	2	2	B	82	90	8	1	3
	3	3	C	95	103	8	1	3
	4	4	D	108	115	7	1	3

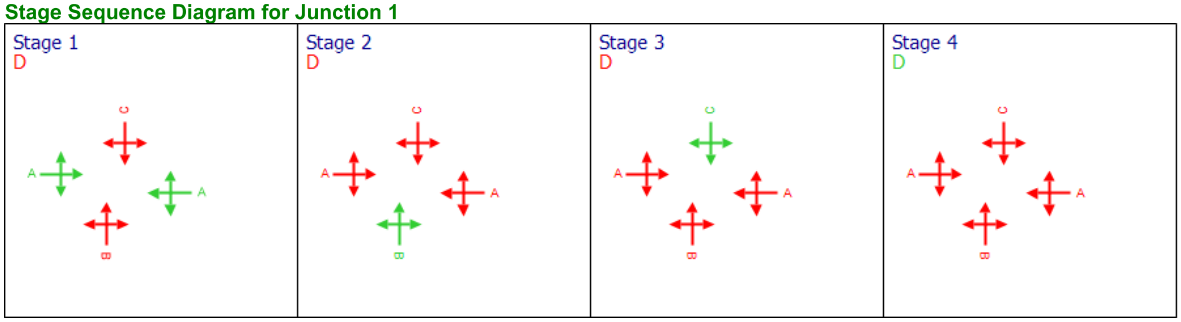
Resultant Phase Green Periods

Junction	Phase	Green period	Start time (s)	End time (s)	Duration (s)
1	A	1	0	77	77
	B	1	82	90	8
	C	1	95	103	8
	D	1	108	115	7

Phase Timings Diagram for Junction 1



Stage Sequence Diagram for Junction 1



Traffic Demand

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
D7	Opening year+Adj+Dev	DIRECT	07:00	19:00	720	15	✓	Simple	D2+D6+D5

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - R445 West		DIRECT	✓	100.000
B - Development Access		DIRECT	✓	100.000
C - R445 East		DIRECT	✓	100.000
D - Adjacent Access		DIRECT	✓	100.000

Origin-Destination Data

07:00 - 07:15

Demand (Veh/TS)

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	2.39	101.46	1.62
	B - Development Access	8.84	0.00	10.31	0.00
	C - R445 East	82.85	2.79	0.00	3.78
	D - Adjacent Access	6.73	0.00	15.70	0.00

07:15 - 07:30

Demand (Veh/TS)

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	2.39	99.79	1.62
	B - Development Access	8.84	0.00	10.31	0.00
	C - R445 East	108.16	2.79	0.00	3.78
	D - Adjacent Access	6.73	0.00	15.70	0.00

07:30 - 07:45

Demand (Veh/TS)

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	2.39	115.08	1.62
	B - Development Access	8.84	0.00	10.31	0.00
	C - R445 East	132.90	2.79	0.00	3.78
	D - Adjacent Access	6.73	0.00	15.70	0.00

07:45 - 08:00

Demand (Veh/TS)

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	2.39	145.37	1.62
	B - Development Access	8.84	0.00	10.31	0.00
	C - R445 East	88.11	2.79	0.00	3.78
	D - Adjacent Access	6.73	0.00	15.70	0.00

08:00 - 08:15

Demand (Veh/TS)

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	4.87	163.43	2.84
	B - Development Access	11.87	0.00	13.85	0.00
	C - R445 East	122.33	5.69	0.00	6.62
	D - Adjacent Access	8.75	0.00	20.42	0.00

08:15 - 08:30

Demand (Veh/TS)

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	4.87	168.15	2.84
	B - Development Access	11.87	0.00	13.85	0.00
	C - R445 East	160.93	5.69	0.00	6.62
	D - Adjacent Access	8.75	0.00	20.42	0.00

08:30 - 08:45

Demand (Veh/TS)

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	4.87	142.87	2.84
	B - Development Access	11.87	0.00	13.85	0.00
	C - R445 East	139.24	5.69	0.00	6.62
	D - Adjacent Access	8.75	0.00	20.42	0.00

08:45 - 09:00

Demand (Veh/TS)

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	4.87	148.42	2.84
	B - Development Access	11.87	0.00	13.85	0.00
	C - R445 East	111.45	5.69	0.00	6.62
	D - Adjacent Access	8.75	0.00	20.42	0.00

09:00 - 09:15

Demand (Veh/TS)

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	4.59	149.00	2.81
	B - Development Access	6.28	0.00	7.33	0.00
	C - R445 East	108.98	5.36	0.00	6.56
	D - Adjacent Access	4.05	0.00	9.45	0.00

09:15 - 09:30

Demand (Veh/TS)

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	4.59	139.54	2.81
	B - Development Access	6.28	0.00	7.33	0.00
	C - R445 East	130.06	5.36	0.00	6.56
	D - Adjacent Access	4.05	0.00	9.45	0.00

09:30 - 09:45

Demand (Veh/TS)

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	4.59	154.83	2.81
	B - Development Access	6.28	0.00	7.33	0.00
	C - R445 East	103.12	5.36	0.00	6.56
	D - Adjacent Access	4.05	0.00	9.45	0.00

09:45 - 10:00

Demand (Veh/TS)

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	4.59	121.75	2.81
	B - Development Access	6.28	0.00	7.33	0.00
	C - R445 East	114.23	5.36	0.00	6.56
	D - Adjacent Access	4.05	0.00	9.45	0.00

10:00 - 10:15

Demand (Veh/TS)

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	3.53	118.70	2.66
	B - Development Access	4.49	0.00	5.23	0.00
	C - R445 East	122.57	4.12	0.00	6.20
	D - Adjacent Access	3.31	0.00	7.72	0.00

10:15 - 10:30

Demand (Veh/TS)

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	3.53	112.30	2.66
	B - Development Access	4.49	0.00	5.23	0.00
	C - R445 East	103.39	4.12	0.00	6.20
	D - Adjacent Access	3.31	0.00	7.72	0.00

10:30 - 10:45

Demand (Veh/TS)

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	3.53	129.82	2.66
	B - Development Access	4.49	0.00	5.23	0.00
	C - R445 East	127.28	4.12	0.00	6.20
	D - Adjacent Access	3.31	0.00	7.72	0.00

10:45 - 11:00

Demand (Veh/TS)

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	3.53	145.07	2.66
	B - Development Access	4.49	0.00	5.23	0.00
	C - R445 East	125.92	4.12	0.00	6.20
	D - Adjacent Access	3.31	0.00	7.72	0.00

11:00 - 11:15

Demand (Veh/TS)

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	4.06	130.90	2.95
	B - Development Access	4.55	0.00	5.31	0.00
	C - R445 East	136.46	4.73	0.00	6.88
	D - Adjacent Access	3.47	0.00	8.09	0.00

11:15 - 11:30

Demand (Veh/TS)

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	4.06	125.92	2.95
	B - Development Access	4.55	0.00	5.31	0.00
	C - R445 East	130.09	4.73	0.00	6.88
	D - Adjacent Access	3.47	0.00	8.09	0.00

11:30 - 11:45

Demand (Veh/TS)

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	4.06	129.27	2.95
	B - Development Access	4.55	0.00	5.31	0.00
	C - R445 East	132.29	4.73	0.00	6.88
	D - Adjacent Access	3.47	0.00	8.09	0.00

11:45 - 12:00

Demand (Veh/TS)

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	4.06	162.29	2.95
	B - Development Access	4.55	0.00	5.31	0.00
	C - R445 East	115.89	4.73	0.00	6.88
	D - Adjacent Access	3.47	0.00	8.09	0.00

12:00 - 12:15

Demand (Veh/TS)

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	5.91	154.80	3.85
	B - Development Access	6.04	0.00	7.05	0.00
	C - R445 East	136.46	6.89	0.00	8.98
	D - Adjacent Access	3.76	0.00	8.77	0.00

12:15 - 12:30

Demand (Veh/TS)

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	5.91	150.90	3.85
	B - Development Access	6.04	0.00	7.05	0.00
	C - R445 East	146.19	6.89	0.00	8.98
	D - Adjacent Access	3.76	0.00	8.77	0.00

12:30 - 12:45

Demand (Veh/TS)

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	5.91	160.08	3.85
	B - Development Access	6.04	0.00	7.05	0.00
	C - R445 East	155,10	6,89	0,00	8,98
	D - Adjacent Access	3.76	0.00	8.77	0.00

12:45 - 13:00

Demand (Veh/TS)

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	5.91	114.23	3.85
	B - Development Access	6.04	0.00	7.05	0.00
	C - R445 East	139.54	6.89	0.00	8.98
	D - Adjacent Access	3.76	0.00	8.77	0.00

13:00 - 13:15

Demand (Veh/TS)

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	5.65	98.37	3.87
	B - Development Access	5.47	0.00	6.38	0.00
	C - R445 East	171.20	6.59	0.00	9.03
	D - Adjacent Access	3.76	0.00	8.77	0.00

13:15 - 13:30

Demand (Veh/TS)

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	5.65	136.46	3.87
	B - Development Access	5.47	0.00	6.38	0.00
	C - R445 East	138.97	6.59	0.00	9.03
	D - Adjacent Access	3.76	0.00	8.77	0.00

13:30 - 13:45

Demand (Veh/TS)

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	5.65	154.80	3.87
	B - Development Access	5.47	0.00	6.38	0.00
	C - R445 East	147.58	6.59	0.00	9.03
	D - Adjacent Access	3.76	0.00	8.77	0.00

13:45 - 14:00

Demand (Veh/TS)

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	5.65	150.08	3.87
	B - Development Access	5.47	0.00	6.38	0.00
	C - R445 East	141.20	6.59	0.00	9.03
	D - Adjacent Access	3.76	0.00	8.77	0.00

14:00 - 14:15

Demand (Veh/TS)

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	6.69	149.00	4.61
	B - Development Access	6.02	0.00	7.02	0.00
	C - R445 East	172.31	7.81	0.00	10.76
	D - Adjacent Access	4.32	0.00	10.08	0.00

14:15 - 14:30

Demand (Veh/TS)

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	6.69	181.50	4.61
	B - Development Access	6.02	0.00	7.02	0.00
	C - R445 East	133.38	7.81	0.00	10.76
	D - Adjacent Access	4.32	0.00	10.08	0.00

14:30 - 14:45

Demand (Veh/TS)

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	6.69	145.37	4.61
	B - Development Access	6.02	0.00	7.02	0.00
	C - R445 East	152.02	7.81	0.00	10.76
	D - Adjacent Access	4.32	0.00	10.08	0.00

14:45 - 15:00

Demand (Veh/TS)

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	6.69	194.54	4.61
	B - Development Access	6.02	0.00	7.02	0.00
	C - R445 East	161.47	7.81	0.00	10.76
	D - Adjacent Access	4.32	0.00	10.08	0.00

15:00 - 15:15

Demand (Veh/TS)

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	8.02	172.62	6.08
	B - Development Access	5.47	0.00	6.38	0.00
	C - R445 East	116.20	9.36	0.00	14.18
	D - Adjacent Access	3.87	0.00	9.03	0.00

15:15 - 15:30

Demand (Veh/TS)

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	8.02	125.62	6.08
	B - Development Access	5.47	0.00	6.38	0.00
	C - R445 East	159.81	9.36	0.00	14.18
	D - Adjacent Access	3.87	0.00	9.03	0.00

Demand (Veh/TS)

15:30 - 15:45

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	8.02	168.99	6.08
	B - Development Access	5.47	0.00	6.38	0.00
	C - R445 East	155.10	9.36	0.00	14.18
	D - Adjacent Access	3.87	0.00	9.03	0.00

Demand (Veh/TS)

15:45 - 16:00

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	8.02	182.85	6.08
	B - Development Access	5.47	0.00	6.38	0.00
	C - R445 East	151.20	9.36	0.00	14.18
	D - Adjacent Access	3.87	0.00	9.03	0.00

Demand (Veh/TS)

16:00 - 16:15

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	8.84	149.51	6.59
	B - Development Access	5.18	0.00	6.04	0.00
	C - R445 East	197.59	10.32	0.00	15.38
	D - Adjacent Access	3.78	0.00	8.82	0.00

Demand (Veh/TS)

16:15 - 16:30

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	8.84	164.25	6.59
	B - Development Access	5.18	0.00	6.04	0.00
	C - R445 East	197.32	10.32	0.00	15.38
	D - Adjacent Access	3.78	0.00	8.82	0.00

Demand (Veh/TS)

16:30 - 16:45

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	8.84	155.91	6.59
	B - Development Access	5.18	0.00	6.04	0.00
	C - R445 East	157.06	10.32	0.00	15.38
	D - Adjacent Access	3.78	0.00	8.82	0.00

Demand (Veh/TS)

16:45 - 17:00

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	8.84	182.31	6.59
	B - Development Access	5.18	0.00	6.04	0.00
	C - R445 East	174.25	10.32	0.00	15.38
	D - Adjacent Access	3.78	0.00	8.82	0.00

Demand (Veh/TS)

17:00 - 17:15

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	12.04	167.03	8.80
	B - Development Access	5.90	0.00	6.88	0.00
	C - R445 East	186.75	14.05	0.00	20.53
	D - Adjacent Access	3.76	0.00	8.77	0.00

Demand (Veh/TS)

17:15 - 17:30

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	12.04	147.85	8.80
	B - Development Access	5.90	0.00	6.88	0.00
	C - R445 East	184.24	14.05	0.00	20.53
	D - Adjacent Access	3.76	0.00	8.77	0.00

17:30 - 17:45 **Demand (Veh/TS)**

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	12.04	148.42	8.80
	B - Development Access	5.90	0.00	6.88	0.00
	C - R445 East	166.18	14.05	0.00	20.53
	D - Adjacent Access	3.76	0.00	8.77	0.00

Demand (Veh/TS)

17:45 - 18:00

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	12.04	139.51	8.80
	B - Development Access	5.90	0.00	6.88	0.00
	C - R445 East	177.30	14.05	0.00	20.53
	D - Adjacent Access	3.76	0.00	8.77	0.00

Demand (Veh/TS)

18:00 - 18:15

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	8.91	163.40	6.84
	B - Development Access	5.61	0.00	6.55	0.00
	C - R445 East	177.57	10.40	0.00	15.96
	D - Adjacent Access	4.14	0.00	9.66	0.00

Demand (Veh/TS)

18:15 - 18:30

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	8.91	138.12	6.84
	B - Development Access	5.61	0.00	6.55	0.00
	C - R445 East	166.45	10.40	0.00	15.96
	D - Adjacent Access	4.14	0.00	9.66	0.00

Demand (Veh/TS)

18:30 - 18:45

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	8.91	155.34	6.84
	B - Development Access	5.61	0.00	6.55	0.00
	C - R445 East	148.66	10.40	0.00	15.96
	D - Adjacent Access	4.14	0.00	9.66	0.00

Demand (Veh/TS)

18:45 - 19:00

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	8.91	138.67	6.84
	B - Development Access	5.61	0.00	6.55	0.00
	C - R445 East	165.91	10.40	0.00	15.96
	D - Adjacent Access	4.14	0.00	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

07:00 - 07:15

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	6	0
	B - Development Access	0	0	0	0
	C - R445 East	9	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

07:15 - 07:30

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	7	0
	B - Development Access	0	0	0	0
	C - R445 East	11	0	0	0
	D - Adjacent Access	0	0	0	0

07:30 - 07:45

Heavy Vehicle Percentages

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	6	0
	B - Development Access	0	0	0	0
	C - R445 East	10	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

07:45 - 08:00

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	5	0
	B - Development Access	0	0	0	0
	C - R445 East	4	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

08:00 - 08:15

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	5	0
	B - Development Access	0	0	0	0
	C - R445 East	9	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

08:15 - 08:30

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	3	0
	B - Development Access	0	0	0	0
	C - R445 East	4	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

08:30 - 08:45

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	5	0
	B - Development Access	0	0	0	0
	C - R445 East	3	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	5	0
	B - Development Access	0	0	0	0
	C - R445 East	4	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

09:00 - 09:15

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	7	0
	B - Development Access	0	0	0	0
	C - R445 East	8	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

09:15 - 09:30

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	6	0
	B - Development Access	0	0	0	0
	C - R445 East	2	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

09:30 - 09:45

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	6	0
	B - Development Access	0	0	0	0
	C - R445 East	4	0	0	0
	D - Adjacent Access	0	0	0	0

09:45 - 10:00 **Heavy Vehicle Percentages**

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	6	0
	B - Development Access	0	0	0	0
	C - R445 East	4	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

10:00 - 10:15

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	8	0
	B - Development Access	0	0	0	0
	C - R445 East	4	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

10:15 - 10:30

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	6	0
	B - Development Access	0	0	0	0
	C - R445 East	3	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

10:30 - 10:45

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	7	0
	B - Development Access	0	0	0	0
	C - R445 East	2	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

10:45 - 11:00

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	2	0
	B - Development Access	0	0	0	0
	C - R445 East	6	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

11:00 - 11:15

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	3	0
	B - Development Access	0	0	0	0
	C - R445 East	3	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

11:15 - 11:30

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	6	0
	B - Development Access	0	0	0	0
	C - R445 East	6	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

11:30 - 11:45

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	9	0
	B - Development Access	0	0	0	0
	C - R445 East	3	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

11:45 - 12:00

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	1	0
	B - Development Access	0	0	0	0
	C - R445 East	3	0	0	0
	D - Adjacent Access	0	0	0	0

12:00 - 12:15

Heavy Vehicle Percentages

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	2	0
	B - Development Access	0	0	0	0
	C - R445 East	3	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

12:15 - 12:30

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	1	0
	B - Development Access	0	0	0	0
	C - R445 East	3	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

12:30 - 12:45

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	3	0
	B - Development Access	0	0	0	0
	C - R445 East	5	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

12:45 - 13:00

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	4	0
	B - Development Access	0	0	0	0
	C - R445 East	6	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

13:00 - 13:15

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	1	0
	B - Development Access	0	0	0	0
	C - R445 East	3	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

13:15 - 13:30

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	3	0
	B - Development Access	0	0	0	0
	C - R445 East	4	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

13:30 - 13:45

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	2	0
	B - Development Access	0	0	0	0
	C - R445 East	3	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

13:45 - 14:00

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	4	0
	B - Development Access	0	0	0	0
	C - R445 East	6	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

14:00 - 14:15

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	7	0
	B - Development Access	0	0	0	0
	C - R445 East	3	0	0	0
	D - Adjacent Access	0	0	0	0

14:15 - 14:30 **Heavy Vehicle Percentages**

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	4	0
	B - Development Access	0	0	0	0
	C - R445 East	0	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

14:30 - 14:45

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	5	0
	B - Development Access	0	0	0	0
	C - R445 East	2	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

14:45 - 15:00

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	3	0
	B - Development Access	0	0	0	0
	C - R445 East	3	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

15:00 - 15:15

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	6	0
	B - Development Access	0	0	0	0
	C - R445 East	7	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

15:15 - 15:30

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	3	0
	B - Development Access	0	0	0	0
	C - R445 East	3	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

15:30 - 15:45

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	5	0
	B - Development Access	0	0	0	0
	C - R445 East	5	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

15:45 - 16:00

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	1	0
	B - Development Access	0	0	0	0
	C - R445 East	4	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

16:00 - 16:15

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	1	0
	B - Development Access	0	0	0	0
	C - R445 East	2	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

16:15 - 16:30

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	3	0
	B - Development Access	0	0	0	0
	C - R445 East	3	0	0	0
	D - Adjacent Access	0	0	0	0

16:30 - 16:45

Heavy Vehicle Percentages

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	3	0
	B - Development Access	0	0	0	0
	C - R445 East	7	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

16:45 - 17:00

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	2	0
	B - Development Access	0	0	0	0
	C - R445 East	2	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

17:00 - 17:15

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	3	0
	B - Development Access	0	0	0	0
	C - R445 East	2	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	2	0
	B - Development Access	0	0	0	0
	C - R445 East	1	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	5	0
	B - Development Access	0	0	0	0
	C - R445 East	1	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

17:45 - 18:00

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	2	0
	B - Development Access	0	0	0	0
	C - R445 East	1	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

18:00 - 18:15

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	1	0
	B - Development Access	0	0	0	0
	C - R445 East	1	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

18:15 - 18:30

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	2	0
	B - Development Access	0	0	0	0
	C - R445 East	1	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

18:30 - 18:45

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	1	0
	B - Development Access	0	0	0	0
	C - R445 East	0	0	0	0
	D - Adjacent Access	0	0	0	0

18:45 - 19:00 **Heavy Vehicle Percentages**

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	1	0
	B - Development Access	0	0	0	0
	C - R445 East	2	0	0	0
	D - Adjacent Access	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max DOS	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
A - R445 West	0.68	16.63	10.3	B	156.47	7510.75
B - Development Access	0.78	110.46	4.7	F	13.67	656.33
C - R445 East	0.74	19.11	11.5	B	160.95	7725.49
D - Adjacent Access	0.89	159.55	6.8	F	14.71	706.14

Main Results for each time segment

07:00 - 07:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	105.47	105.47	452.21	78.50	0.00	295.82	0.357	100.49	0.0	5.0	10.364	B
B - Development Access	1	19.15	19.15	416.30	9.50	0.00	32.96	0.581	16.35	0.0	2.8	72.926	E
C - R445 East	1	89.42	89.42	435.86	78.50	0.00	285.13	0.314	85.21	0.0	4.2	9.890	A
D - Adjacent Access	1	22.43	22.43	416.30	9.50	0.00	32.96	0.680	18.91	0.0	3.5	81.040	F

07:15 - 07:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	103.81	103.81	447.27	78.50	0.00	292.59	0.355	103.83	5.0	4.9	10.360	B
B - Development Access	1	19.15	19.15	416.30	9.50	0.00	32.96	0.581	19.13	2.8	2.8	75.711	E
C - R445 East	1	114.74	114.74	429.12	78.50	0.00	280.71	0.409	113.41	4.2	5.5	11.117	B
D - Adjacent Access	1	22.43	22.43	416.30	9.50	0.00	32.96	0.680	22.37	3.5	3.6	87.276	F

07:30 - 07:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	119.09	119.09	451.08	78.50	0.00	295.08	0.404	118.38	4.9	5.7	10.984	B
B - Development Access	1	19.15	19.15	416.30	9.50	0.00	32.96	0.581	19.14	2.8	2.8	75.914	E
C - R445 East	1	139.47	139.47	433.98	78.50	0.00	283.89	0.491	138.27	5.5	6.7	12.397	B
D - Adjacent Access	1	22.43	22.43	416.30	9.50	0.00	32.96	0.680	22.41	3.6	3.6	88.054	F

07:45 - 08:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	149.39	149.39	453.19	78.50	0.00	296.46	0.504	147.87	5.7	7.2	12.538	B
B - Development Access	1	19.15	19.15	416.30	9.50	0.00	32.96	0.581	19.14	2.8	2.8	75.975	E
C - R445 East	1	94.68	94.68	457.82	78.50	0.00	299.49	0.316	97.33	6.7	4.5	9.885	A
D - Adjacent Access	1	22.43	22.43	416.30	9.50	0.00	32.96	0.680	22.41	3.6	3.6	88.318	F

08:00 - 08:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	171.14	171.14	454.96	78.50	0.00	297.62	0.575	170.03	7.2	8.4	13.932	B
B - Development Access	1	25.73	25.73	416.30	9.50	0.00	32.96	0.781	24.10	2.8	4.5	94.611	F
C - R445 East	1	134.63	134.63	436.55	78.50	0.00	285.57	0.471	132.43	4.5	6.5	12.047	B
D - Adjacent Access	1	29.18	29.18	416.30	9.50	0.00	32.96	0.885	26.89	3.6	5.9	113.911	F

08:15 - 08:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	175.85	175.85	461.14	78.50	0.00	301.66	0.583	175.73	8.4	8.6	14.096	B
B - Development Access	1	25.73	25.73	416.30	9.50	0.00	32.96	0.781	25.58	4.5	4.6	106.345	F
C - R445 East	1	173.23	173.23	456.25	78.50	0.00	298.46	0.580	171.50	6.5	8.5	14.037	B
D - Adjacent Access	1	29.18	29.18	416.30	9.50	0.00	32.96	0.885	28.70	5.9	6.4	140.884	F

08:30 - 08:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	150.57	150.57	455.07	78.50	0.00	297.69	0.506	151.81	8.6	7.3	12.599	B
B - Development Access	1	25.73	25.73	416.30	9.50	0.00	32.96	0.781	25.66	4.6	4.7	109.232	F
C - R445 East	1	151.54	151.54	459.62	78.50	0.00	300.67	0.504	152.79	8.5	7.3	12.548	B
D - Adjacent Access	1	29.18	29.18	416.30	9.50	0.00	32.96	0.885	28.91	6.4	6.6	152.661	F

08:45 - 09:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	156.13	156.13	455.88	78.50	0.00	298.22	0.524	155.86	7.3	7.5	12.898	B
B - Development Access	1	25.73	25.73	416.30	9.50	0.00	32.96	0.781	25.69	4.7	4.7	110.462	F
C - R445 East	1	123.75	123.75	455.53	78.50	0.00	297.99	0.415	125.12	7.3	5.9	11.149	B
D - Adjacent Access	1	29.18	29.18	416.30	9.50	0.00	32.96	0.885	29.00	6.6	6.8	159.546	F

09:00 - 09:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	156.40	156.40	446.89	78.50	0.00	292.34	0.535	156.21	7.5	7.6	13.160	B
B - Development Access	1	13.61	13.61	416.30	9.50	0.00	32.96	0.413	16.45	4.7	1.9	67.968	E
C - R445 East	1	120.90	120.90	439.81	78.50	0.00	287.71	0.420	120.82	5.9	5.8	11.256	B
D - Adjacent Access	1	13.50	13.50	416.30	9.50	0.00	32.96	0.410	18.46	6.8	1.8	80.492	F

09:15 - 09:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	146.95	146.95	448.16	78.50	0.00	293.17	0.501	147.47	7.6	7.1	12.538	B
B - Development Access	1	13.61	13.61	416.30	9.50	0.00	32.96	0.413	13.61	1.9	1.8	64.156	E
C - R445 East	1	141.98	141.98	465.63	78.50	0.00	304.60	0.466	141.27	5.8	6.8	11.864	B
D - Adjacent Access	1	13.50	13.50	416.30	9.50	0.00	32.96	0.410	13.50	1.8	1.8	63.991	E

09:30 - 09:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	162.23	162.23	450.87	78.50	0.00	294.95	0.550	161.47	7.1	7.9	13.430	B
B - Development Access	1	13.61	13.61	416.30	9.50	0.00	32.96	0.413	13.61	1.8	1.8	64.131	E
C - R445 East	1	115.04	115.04	454.13	78.50	0.00	297.07	0.387	116.22	6.8	5.5	10.766	B
D - Adjacent Access	1	13.50	13.50	416.30	9.50	0.00	32.96	0.410	13.50	1.8	1.8	63.962	E

09:45 - 10:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	129.16	129.16	447.84	78.50	0.00	292.96	0.441	130.83	7.9	6.2	11.550	B
B - Development Access	1	13.61	13.61	416.30	9.50	0.00	32.96	0.413	13.61	1.8	1.8	64.125	E
C - R445 East	1	126.15	126.15	456.20	78.50	0.00	298.43	0.423	125.62	5.5	6.0	11.239	B
D - Adjacent Access	1	13.50	13.50	416.30	9.50	0.00	32.96	0.410	13.50	1.8	1.8	63.956	E

10:00 - 10:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	124.89	124.89	443.66	78.50	0.00	290.23	0.430	125.03	6.2	6.0	11.395	B
B - Development Access	1	9.72	9.72	416.30	9.50	0.00	32.96	0.295	10.30	1.8	1.3	59.198	E
C - R445 East	1	132.88	132.88	458.03	78.50	0.00	299.63	0.443	132.55	6.0	6.3	11.541	B
D - Adjacent Access	1	11.03	11.03	416.30	9.50	0.00	32.96	0.335	11.40	1.8	1.5	60.807	E

10:15 - 10:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	118.48	118.48	449.74	78.50	0.00	294.20	0.403	118.90	6.0	5.6	10.984	B
B - Development Access	1	9.72	9.72	416.30	9.50	0.00	32.96	0.295	9.72	1.3	1.3	58.953	E
C - R445 East	1	113.70	113.70	459.00	78.50	0.00	300.27	0.379	114.68	6.3	5.4	10.640	B
D - Adjacent Access	1	11.03	11.03	416.30	9.50	0.00	32.96	0.335	11.03	1.5	1.5	60.507	E

10:30 - 10:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	136.00	136.00	446.33	78.50	0.00	291.97	0.466	135.07	5.6	6.5	11.924	B
B - Development Access	1	9.72	9.72	416.30	9.50	0.00	32.96	0.295	9.72	1.3	1.3	58.947	E
C - R445 East	1	137.59	137.59	465.97	78.50	0.00	304.82	0.451	136.48	5.4	6.6	11.632	B
D - Adjacent Access	1	11.03	11.03	416.30	9.50	0.00	32.96	0.335	11.03	1.5	1.5	60.500	E

10:45 - 11:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	151.25	151.25	465.55	78.50	0.00	304.54	0.497	150.78	6.5	7.3	12.372	B
B - Development Access	1	9.72	9.72	416.30	9.50	0.00	32.96	0.295	9.72	1.3	1.3	58.947	E
C - R445 East	1	136.23	136.23	447.97	78.50	0.00	293.04	0.465	136.02	6.6	6.5	11.910	B
D - Adjacent Access	1	11.03	11.03	416.30	9.50	0.00	32.96	0.335	11.03	1.5	1.5	60.496	E

11:00 - 11:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	137.91	137.91	460.32	78.50	0.00	301.13	0.458	138.51	7.3	6.6	11.768	B
B - Development Access	1	9.87	9.87	416.30	9.50	0.00	32.96	0.299	9.85	1.3	1.3	59.098	E
C - R445 East	1	148.07	148.07	459.42	78.50	0.00	300.54	0.493	147.65	6.5	7.1	12.327	B
D - Adjacent Access	1	11.55	11.55	416.30	9.50	0.00	32.96	0.350	11.48	1.5	1.5	61.080	E

11:15 - 11:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	132.93	132.93	448.79	78.50	0.00	293.58	0.453	133.00	6.6	6.4	11.719	B
B - Development Access	1	9.87	9.87	416.30	9.50	0.00	32.96	0.299	9.87	1.3	1.3	59.113	E
C - R445 East	1	141.70	141.70	448.42	78.50	0.00	293.34	0.483	141.84	7.1	6.8	12.214	B
D - Adjacent Access	1	11.55	11.55	416.30	9.50	0.00	32.96	0.350	11.55	1.5	1.5	61.158	E

11:30 - 11:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	136.28	136.28	439.33	78.50	0.00	287.40	0.474	135.96	6.4	6.5	12.092	B
B - Development Access	1	9.87	9.87	416.30	9.50	0.00	32.96	0.299	9.87	1.3	1.3	59.113	E
C - R445 East	1	143.90	143.90	458.88	78.50	0.00	300.18	0.479	143.97	6.8	6.9	12.112	B
D - Adjacent Access	1	11.55	11.55	416.30	9.50	0.00	32.96	0.350	11.55	1.5	1.5	61.164	E

11:45 - 12:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	169.29	169.29	472.70	78.50	0.00	309.22	0.547	168.12	6.5	8.2	13.273	B
B - Development Access	1	9.87	9.87	416.30	9.50	0.00	32.96	0.299	9.87	1.3	1.3	59.113	E
C - R445 East	1	127.50	127.50	460.29	78.50	0.00	301.11	0.423	128.37	6.9	6.1	11.250	B
D - Adjacent Access	1	11.55	11.55	416.30	9.50	0.00	32.96	0.350	11.55	1.5	1.5	61.168	E

12:00 - 12:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	164.55	164.55	465.14	78.50	0.00	304.28	0.541	164.67	8.2	8.0	13.197	B
B - Development Access	1	13.10	13.10	416.30	9.50	0.00	32.96	0.397	12.62	1.3	1.8	62.866	E
C - R445 East	1	152.33	152.33	458.10	78.50	0.00	299.67	0.508	151.05	6.1	7.3	12.599	B
D - Adjacent Access	1	12.53	12.53	416.30	9.50	0.00	32.96	0.380	12.38	1.5	1.7	62.308	E

12:15 - 12:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	160.66	160.66	467.98	78.50	0.00	306.14	0.525	160.92	8.0	7.8	12.881	B
B - Development Access	1	13.10	13.10	416.30	9.50	0.00	32.96	0.397	13.09	1.8	1.8	63.308	E
C - R445 East	1	162.06	162.06	459.29	78.50	0.00	300.45	0.539	161.56	7.3	7.8	13.182	B
D - Adjacent Access	1	12.53	12.53	416.30	9.50	0.00	32.96	0.380	12.52	1.7	1.7	62.480	E

12:30 - 12:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	169.84	169.84	462.59	78.50	0.00	302.61	0.561	169.24	7.8	8.3	13.607	B
B - Development Access	1	13.10	13.10	416.30	9.50	0.00	32.96	0.397	13.10	1.8	1.8	63.324	E
C - R445 East	1	170.97	170.97	451.74	78.50	0.00	295.52	0.579	170.33	7.8	8.4	14.035	B
D - Adjacent Access	1	12.53	12.53	416.30	9.50	0.00	32.96	0.380	12.52	1.7	1.7	62.491	E

12:45 - 13:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	123.99	123.99	456.89	78.50	0.00	298.88	0.415	126.28	8.3	5.9	11.140	B
B - Development Access	1	13.10	13.10	416.30	9.50	0.00	32.96	0.397	13.10	1.8	1.8	63.329	E
C - R445 East	1	155.42	155.42	446.19	78.50	0.00	291.88	0.532	156.15	8.4	7.5	13.135	B
D - Adjacent Access	1	12.53	12.53	416.30	9.50	0.00	32.96	0.380	12.52	1.7	1.7	62.495	E

13:00 - 13:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	107.89	107.89	467.73	78.50	0.00	305.97	0.353	108.85	5.9	5.1	10.293	B
B - Development Access	1	11.85	11.85	416.30	9.50	0.00	32.96	0.360	12.04	1.8	1.6	61.794	E
C - R445 East	1	186.82	186.82	461.95	78.50	0.00	302.19	0.618	185.39	7.5	9.2	14.899	B
D - Adjacent Access	1	12.53	12.53	416.30	9.50	0.00	32.96	0.380	12.52	1.7	1.7	62.498	E

13:15 - 13:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	145.98	145.98	460.16	78.50	0.00	301.02	0.485	143.97	5.1	7.0	12.184	B
B - Development Access	1	11.85	11.85	416.30	9.50	0.00	32.96	0.360	11.86	1.6	1.6	61.585	E
C - R445 East	1	154.59	154.59	455.43	78.50	0.00	297.93	0.519	156.22	9.2	7.5	12.842	B
D - Adjacent Access	1	12.53	12.53	416.30	9.50	0.00	32.96	0.380	12.53	1.7	1.7	62.498	E

13:30 - 13:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	164.31	164.31	465.22	78.50	0.00	304.33	0.540	163.43	7.0	8.0	13.161	B
B - Development Access	1	11.85	11.85	416.30	9.50	0.00	32.96	0.360	11.85	1.6	1.6	61.576	E
C - R445 East	1	163.20	163.20	459.60	78.50	0.00	300.66	0.543	162.82	7.5	7.9	13.250	B
D - Adjacent Access	1	12.53	12.53	416.30	9.50	0.00	32.96	0.380	12.53	1.7	1.7	62.498	E

13:45 - 14:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	159.60	159.60	458.60	78.50	0.00	300.00	0.532	159.72	8.0	7.7	13.055	B
B - Development Access	1	11.85	11.85	416.30	9.50	0.00	32.96	0.360	11.85	1.6	1.6	61.573	E
C - R445 East	1	156.82	156.82	449.64	78.50	0.00	294.14	0.533	156.97	7.9	7.6	13.119	B
D - Adjacent Access	1	12.53	12.53	416.30	9.50	0.00	32.96	0.380	12.53	1.7	1.7	62.498	E

14:00 - 14:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	160.30	160.30	446.06	78.50	0.00	291.80	0.549	160.04	7.7	7.8	13.450	B
B - Development Access	1	13.04	13.04	416.30	9.50	0.00	32.96	0.396	12.87	1.6	1.8	63.010	E
C - R445 East	1	190.88	190.88	458.65	78.50	0.00	300.04	0.636	189.17	7.6	9.5	15.382	B
D - Adjacent Access	1	14.40	14.40	416.30	9.50	0.00	32.96	0.437	14.11	1.7	2.0	64.940	E

14:15 - 14:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	192.80	192.80	456.24	78.50	0.00	298.46	0.646	191.17	7.8	9.6	15.667	B
B - Development Access	1	13.04	13.04	416.30	9.50	0.00	32.96	0.396	13.04	1.8	1.8	63.233	E
C - R445 East	1	151.95	151.95	470.17	78.50	0.00	307.57	0.494	154.39	9.5	7.3	12.337	B
D - Adjacent Access	1	14.40	14.40	416.30	9.50	0.00	32.96	0.437	14.40	2.0	2.0	65.371	E

14:30 - 14:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	156.68	156.68	451.35	78.50	0.00	295.26	0.531	158.59	9.6	7.6	13.088	B
B - Development Access	1	13.04	13.04	416.30	9.50	0.00	32.96	0.396	13.04	1.8	1.8	63.247	E
C - R445 East	1	170.59	170.59	462.14	78.50	0.00	302.32	0.564	169.44	7.3	8.3	13.665	B
D - Adjacent Access	1	14.40	14.40	416.30	9.50	0.00	32.96	0.437	14.40	2.0	2.0	65.397	E

14:45 - 15:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	205.85	205.85	462.41	78.50	0.00	302.49	0.681	203.26	7.6	10.3	16.632	B
B - Development Access	1	13.04	13.04	416.30	9.50	0.00	32.96	0.396	13.04	1.8	1.8	63.251	E
C - R445 East	1	180.04	180.04	460.23	78.50	0.00	301.07	0.598	179.47	8.3	8.8	14.435	B
D - Adjacent Access	1	14.40	14.40	416.30	9.50	0.00	32.96	0.437	14.40	2.0	2.0	65.405	E

15:00 - 15:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	186.72	186.72	449.48	78.50	0.00	294.03	0.635	187.52	10.3	9.3	15.515	B
B - Development Access	1	11.86	11.86	416.30	9.50	0.00	32.96	0.360	12.03	1.8	1.6	61.790	E
C - R445 East	1	139.73	139.73	442.78	78.50	0.00	289.65	0.482	141.59	8.8	6.7	12.242	B
D - Adjacent Access	1	12.90	12.90	416.30	9.50	0.00	32.96	0.391	13.13	2.0	1.7	63.375	E

15:15 - 15:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	139.72	139.72	460.76	78.50	0.00	301.42	0.464	142.59	9.3	6.7	11.865	B
B - Development Access	1	11.86	11.86	416.30	9.50	0.00	32.96	0.360	11.86	1.6	1.6	61.588	E
C - R445 East	1	183.35	183.35	456.08	78.50	0.00	298.35	0.615	181.19	6.7	9.0	14.835	B
D - Adjacent Access	1	12.90	12.90	416.30	9.50	0.00	32.96	0.391	12.90	1.7	1.7	63.063	E

15:30 - 15:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	183.09	183.09	454.13	78.50	0.00	297.08	0.616	180.63	6.7	9.0	14.889	B
B - Development Access	1	11.86	11.86	416.30	9.50	0.00	32.96	0.360	11.86	1.6	1.6	61.579	E
C - R445 East	1	178.64	178.64	450.15	78.50	0.00	294.47	0.607	178.75	9.0	8.8	14.730	B
D - Adjacent Access	1	12.90	12.90	416.30	9.50	0.00	32.96	0.391	12.90	1.7	1.7	63.049	E

15:45 - 16:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	196.95	196.95	468.43	78.50	0.00	306.43	0.643	196.50	9.0	9.8	15.525	B
B - Development Access	1	11.86	11.86	416.30	9.50	0.00	32.96	0.360	11.86	1.6	1.6	61.577	E
C - R445 East	1	174.74	174.74	452.27	78.50	0.00	295.86	0.591	175.01	8.8	8.6	14.340	B
D - Adjacent Access	1	12.90	12.90	416.30	9.50	0.00	32.96	0.391	12.90	1.7	1.7	63.045	E

16:00 - 16:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	164.95	164.95	465.97	78.50	0.00	304.82	0.541	166.70	9.8	8.0	13.226	B
B - Development Access	1	11.22	11.22	416.30	9.50	0.00	32.96	0.340	11.31	1.6	1.5	60.857	E
C - R445 East	1	223.30	223.30	461.53	78.50	0.00	301.92	0.740	220.50	8.6	11.5	18.769	B
D - Adjacent Access	1	12.60	12.60	416.30	9.50	0.00	32.96	0.382	12.64	1.7	1.7	62.677	E

16:15 - 16:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	179.69	179.69	461.39	78.50	0.00	301.83	0.595	178.78	8.0	8.8	14.359	B
B - Development Access	1	11.22	11.22	416.30	9.50	0.00	32.96	0.340	11.22	1.5	1.5	60.754	E
C - R445 East	1	223.02	223.02	459.29	78.50	0.00	300.45	0.742	222.95	11.5	11.5	19.105	B
D - Adjacent Access	1	12.60	12.60	416.30	9.50	0.00	32.96	0.382	12.60	1.7	1.7	62.619	E

16:30 - 16:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	171.35	171.35	460.58	78.50	0.00	301.30	0.569	171.79	8.8	8.4	13.804	B
B - Development Access	1	11.22	11.22	416.30	9.50	0.00	32.96	0.340	11.22	1.5	1.5	60.748	E
C - R445 East	1	182.76	182.76	442.35	78.50	0.00	289.37	0.632	184.83	11.5	9.1	15.508	B
D - Adjacent Access	1	12.60	12.60	416.30	9.50	0.00	32.96	0.382	12.60	1.7	1.7	62.611	E

16:45 - 17:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	197.75	197.75	462.92	78.50	0.00	302.83	0.653	196.29	8.4	9.8	15.822	B
B - Development Access	1	11.22	11.22	416.30	9.50	0.00	32.96	0.340	11.22	1.5	1.5	60.744	E
C - R445 East	1	199.95	199.95	462.07	78.50	0.00	302.27	0.661	199.45	9.1	10.0	16.107	B
D - Adjacent Access	1	12.60	12.60	416.30	9.50	0.00	32.96	0.382	12.60	1.7	1.7	62.608	E

17:00 - 17:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	187.87	187.87	460.17	78.50	0.00	301.03	0.624	188.41	9.8	9.3	15.130	B
B - Development Access	1	12.78	12.78	416.30	9.50	0.00	32.96	0.388	12.55	1.5	1.7	62.581	E
C - R445 East	1	221.33	221.33	460.98	78.50	0.00	301.56	0.734	219.94	10.0	11.4	18.589	B
D - Adjacent Access	1	12.53	12.53	416.30	9.50	0.00	32.96	0.380	12.54	1.7	1.7	62.513	E

17:15 - 17:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	168.69	168.69	461.07	78.50	0.00	301.62	0.559	169.81	9.3	8.2	13.615	B
B - Development Access	1	12.78	12.78	416.30	9.50	0.00	32.96	0.388	12.78	1.7	1.7	62.847	E
C - R445 East	1	218.82	218.82	463.06	78.50	0.00	302.92	0.722	219.03	11.4	11.2	18.264	B
D - Adjacent Access	1	12.53	12.53	416.30	9.50	0.00	32.96	0.380	12.53	1.7	1.7	62.504	E

17:30 - 17:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	169.26	169.26	452.50	78.50	0.00	296.01	0.572	169.05	8.2	8.3	13.894	B
B - Development Access	1	12.78	12.78	416.30	9.50	0.00	32.96	0.388	12.78	1.7	1.7	62.860	E
C - R445 East	1	200.76	200.76	461.71	78.50	0.00	302.03	0.665	201.92	11.2	10.1	16.317	B
D - Adjacent Access	1	12.53	12.53	416.30	9.50	0.00	32.96	0.380	12.53	1.7	1.7	62.501	E

17:45 - 18:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	160.35	160.35	460.18	78.50	0.00	301.04	0.533	161.00	8.3	7.8	13.072	B
B - Development Access	1	12.78	12.78	416.30	9.50	0.00	32.96	0.388	12.78	1.7	1.7	62.864	E
C - R445 East	1	211.87	211.87	462.57	78.50	0.00	302.60	0.700	211.20	10.1	10.7	17.348	B
D - Adjacent Access	1	12.53	12.53	416.30	9.50	0.00	32.96	0.380	12.53	1.7	1.7	62.498	E

18:00 - 18:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	179.16	179.16	466.77	78.50	0.00	305.35	0.587	178.23	7.8	8.8	14.133	B
B - Development Access	1	12.16	12.16	416.30	9.50	0.00	32.96	0.369	12.25	1.7	1.6	62.103	E
C - R445 East	1	203.93	203.93	467.09	78.50	0.00	305.56	0.667	204.50	10.7	10.2	16.327	B
D - Adjacent Access	1	13.80	13.80	416.30	9.50	0.00	32.96	0.419	13.61	1.7	1.9	64.110	E

18:15 - 18:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	153.88	153.88	461.61	78.50	0.00	301.97	0.510	155.14	8.8	7.4	12.641	B
B - Development Access	1	12.16	12.16	416.30	9.50	0.00	32.96	0.369	12.16	1.6	1.6	61.994	E
C - R445 East	1	192.81	192.81	466.43	78.50	0.00	305.12	0.632	193.48	10.2	9.5	15.308	B
D - Adjacent Access	1	13.80	13.80	416.30	9.50	0.00	32.96	0.419	13.80	1.9	1.9	64.392	E

18:30 - 18:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	171.09	171.09	469.21	78.50	0.00	306.94	0.557	170.31	7.4	8.3	13.494	B
B - Development Access	1	12.16	12.16	416.30	9.50	0.00	32.96	0.369	12.16	1.6	1.6	61.985	E
C - R445 East	1	175.02	175.02	468.13	78.50	0.00	306.24	0.572	176.10	9.5	8.5	13.841	B
D - Adjacent Access	1	13.80	13.80	416.30	9.50	0.00	32.96	0.419	13.80	1.9	1.9	64.411	E

18:45 - 19:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	154.42	154.42	468.20	78.50	0.00	306.28	0.504	155.29	8.3	7.4	12.514	B
B - Development Access	1	12.16	12.16	416.30	9.50	0.00	32.96	0.369	12.16	1.6	1.6	61.983	E
C - R445 East	1	192.27	192.27	461.18	78.50	0.00	301.69	0.637	191.13	8.5	9.5	15.407	B
D - Adjacent Access	1	4.14	4.14	416.30	9.50	0.00	32.96	0.126	5.49	1.9	0.5	53.873	D

+5+Adj+Dev,

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Junction 4	Signalised		29.48	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

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	+5+Adj+Dev	DIRECT	07:00	19:00	720	15	✓	Simple	D3+D6+D5

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - R445 West		DIRECT	✓	100.000
B - Development Access		DIRECT	✓	100.000
C - R445 East		DIRECT	✓	100.000
D - Adjacent Access		DIRECT	✓	100.000

Origin-Destination Data

07:00 - 07:15

Demand (Veh/TS)

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	2.39	112.42	1.62
	B - Development Access	8.84	0.00	10.31	0.00
	C - R445 East	92.13	2.79	0.00	3.78
	D - Adjacent Access	6.73	0.00	15.70	0.00

07:15 - 07:30

Demand (Veh/TS)

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	2.39	110.70	1.62
	B - Development Access	8.84	0.00	10.31	0.00
	C - R445 East	120.49	2.79	0.00	3.78
	D - Adjacent Access	6.73	0.00	15.70	0.00

07:30 - 07:45

Demand (Veh/TS)

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	2.39	127.55	1.62
	B - Development Access	8.84	0.00	10.31	0.00
	C - R445 East	147.88	2.79	0.00	3.78
	D - Adjacent Access	6.73	0.00	15.70	0.00

07:45 - 08:00

Demand (Veh/TS)

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	2.39	161.06	1.62
	B - Development Access	8.84	0.00	10.31	0.00
	C - R445 East	97.47	2.79	0.00	3.78
	D - Adjacent Access	6.73	0.00	15.70	0.00

08:00 - 08:15

Demand (Veh/TS)

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	4.87	180.97	2.84
	B - Development Access	11.87	0.00	13.85	0.00
	C - R445 East	135.99	5.69	0.00	6.62
	D - Adjacent Access	8.75	0.00	20.42	0.00

08:15 - 08:30

Demand (Veh/TS)

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	4.87	185.94	2.84
	B - Development Access	11.87	0.00	13.85	0.00
	C - R445 East	178.10	5.69	0.00	6.62
	D - Adjacent Access	8.75	0.00	20.42	0.00

08:30 - 08:45

Demand (Veh/TS)

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	4.87	158.18	2.84
	B - Development Access	11.87	0.00	13.85	0.00
	C - R445 East	153.96	5.69	0.00	6.62
	D - Adjacent Access	8.75	0.00	20.42	0.00

08:45 - 09:00

Demand (Veh/TS)

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	4.87	164.31	2.84
	B - Development Access	11.87	0.00	13.85	0.00
	C - R445 East	123.33	5.69	0.00	6.62
	D - Adjacent Access	8.75	0.00	20.42	0.00

09:00 - 09:15

Demand (Veh/TS)

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	4.59	165.28	2.81
	B - Development Access	6.28	0.00	7.33	0.00
	C - R445 East	121.05	5.36	0.00	6.56
	D - Adjacent Access	4.05	0.00	9.45	0.00

09:15 - 09:30

Demand (Veh/TS)

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	4.59	154.75	2.81
	B - Development Access	6.28	0.00	7.33	0.00
	C - R445 East	143.61	5.36	0.00	6.56
	D - Adjacent Access	4.05	0.00	9.45	0.00

09:30 - 09:45

Demand (Veh/TS)

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	4.59	171.60	2.81
	B - Development Access	6.28	0.00	7.33	0.00
	C - R445 East	114.14	5.36	0.00	6.56
	D - Adjacent Access	4.05	0.00	9.45	0.00

09:45 - 10:00

Demand (Veh/TS)

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	4.59	135.02	2.81
	B - Development Access	6.28	0.00	7.33	0.00
	C - R445 East	126.39	5.36	0.00	6.56
	D - Adjacent Access	4.05	0.00	9.45	0.00

10:00 - 10:15

Demand (Veh/TS)

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	3.53	131.77	2.66
	B - Development Access	4.49	0.00	5.23	0.00
	C - R445 East	135.58	4.12	0.00	6.20
	D - Adjacent Access	3.31	0.00	7.72	0.00

Demand (Veh/TS)

10:15 - 10:30

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	3.53	124.49	2.66
	B - Development Access	4.49	0.00	5.23	0.00
	C - R445 East	114.32	4.12	0.00	6.20
	D - Adjacent Access	3.31	0.00	7.72	0.00

Demand (Veh/TS)

10:30 - 10:45

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	3.53	144.03	2.66
	B - Development Access	4.49	0.00	5.23	0.00
	C - R445 East	140.55	4.12	0.00	6.20
	D - Adjacent Access	3.31	0.00	7.72	0.00

Demand (Veh/TS)

10:45 - 11:00

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	3.53	160.27	2.66
	B - Development Access	4.49	0.00	5.23	0.00
	C - R445 East	139.62	4.12	0.00	6.20
	D - Adjacent Access	3.31	0.00	7.72	0.00

Demand (Veh/TS)

11:00 - 11:15

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	4.06	144.77	2.95
	B - Development Access	4.55	0.00	5.31	0.00
	C - R445 East	150.90	4.73	0.00	6.88
	D - Adjacent Access	3.47	0.00	8.09	0.00

Demand (Veh/TS)

11:15 - 11:30

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	4.06	139.62	2.95
	B - Development Access	4.55	0.00	5.31	0.00
	C - R445 East	144.21	4.73	0.00	6.88
	D - Adjacent Access	3.47	0.00	8.09	0.00

Demand (Veh/TS)

11:30 - 11:45

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	4.06	143.65	2.95
	B - Development Access	4.55	0.00	5.31	0.00
	C - R445 East	146.30	4.73	0.00	6.88
	D - Adjacent Access	3.47	0.00	8.09	0.00

Demand (Veh/TS)

11:45 - 12:00

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	4.06	179.03	2.95
	B - Development Access	4.55	0.00	5.31	0.00
	C - R445 East	128.11	4.73	0.00	6.88
	D - Adjacent Access	3.47	0.00	8.09	0.00

Demand (Veh/TS)

12:00 - 12:15

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	5.91	171.00	3.85
	B - Development Access	6.04	0.00	7.05	0.00
	C - R445 East	150.90	6.89	0.00	8.98
	D - Adjacent Access	3.76	0.00	8.77	0.00

12:15 - 12:30 **Demand (Veh/TS)**

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	5.91	166.59	3.85
	B - Development Access	6.04	0.00	7.05	0.00
	C - R445 East	161.62	6.89	0.00	8.98
	D - Adjacent Access	3.76	0.00	8.77	0.00

Demand (Veh/TS)

12:30 - 12:45

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	5.91	176.94	3.85
	B - Development Access	6.04	0.00	7.05	0.00
	C - R445 East	171.78	6.89	0.00	8.98
	D - Adjacent Access	3.76	0.00	8.77	0.00

Demand (Veh/TS)

12:45 - 13:00

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	5.91	126.39	3.85
	B - Development Access	6.04	0.00	7.05	0.00
	C - R445 East	154.75	6.89	0.00	8.98
	D - Adjacent Access	3.76	0.00	8.77	0.00

Demand (Veh/TS)

13:00 - 13:15

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	5.65	108.57	3.87
	B - Development Access	5.47	0.00	6.38	0.00
	C - R445 East	189.19	6.59	0.00	9.03
	D - Adjacent Access	3.76	0.00	8.77	0.00

Demand (Veh/TS)

13:15 - 13:30

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	5.65	150.90	3.87
	B - Development Access	5.47	0.00	6.38	0.00
	C - R445 East	153.77	6.59	0.00	9.03
	D - Adjacent Access	3.76	0.00	8.77	0.00

Demand (Veh/TS)

13:30 - 13:45

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	5.65	171.00	3.87
	B - Development Access	5.47	0.00	6.38	0.00
	C - R445 East	163.15	6.59	0.00	9.03
	D - Adjacent Access	3.76	0.00	8.77	0.00

Demand (Veh/TS)

13:45 - 14:00

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	5.65	166.03	3.87
	B - Development Access	5.47	0.00	6.38	0.00
	C - R445 East	156.47	6.59	0.00	9.03
	D - Adjacent Access	3.76	0.00	8.77	0.00

Demand (Veh/TS)

14:00 - 14:15

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	6.69	165.28	4.61
	B - Development Access	6.02	0.00	7.02	0.00
	C - R445 East	190,54	7,81	0,00	10,76
	D - Adjacent Access	4.32	0.00	10.08	0.00

Demand (Veh/TS)

14:15 - 14:30

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	6.69	200.89	4.61
	B - Development Access	6.02	0.00	7.02	0.00
	C - R445 East	147.05	7.81	0.00	10.76
	D - Adjacent Access	4.32	0.00	10.08	0.00

14:30 - 14:45 Demand (Veh/TS)

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	6.69	161.06	4.61
	B - Development Access	6.02	0.00	7.02	0.00
	C - R445 East	167.93	7.81	0.00	10.76
	D - Adjacent Access	4.32	0.00	10.08	0.00

Demand (Veh/TS)

14:45 - 15:00

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	6.69	215.04	4.61
	B - Development Access	6.02	0.00	7.02	0.00
	C - R445 East	178.47	7.81	0.00	10.76
	D - Adjacent Access	4.32	0.00	10.08	0.00

Demand (Veh/TS)

15:00 - 15:15

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	8.02	191.32	6.08
	B - Development Access	5.47	0.00	6.38	0.00
	C - R445 East	128.89	9.36	0.00	14.18
	D - Adjacent Access	3.87	0.00	9.03	0.00

Demand (Veh/TS)

15:15 - 15:30

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	8.02	138.83	6.08
	B - Development Access	5.47	0.00	6.38	0.00
	C - R445 East	176.75	9.36	0.00	14.18
	D - Adjacent Access	3.87	0.00	9.03	0.00

Demand (Veh/TS)

15:30 - 15:45

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	8.02	187.10	6.08
	B - Development Access	5.47	0.00	6.38	0.00
	C - R445 East	171.78	9.36	0.00	14.18
	D - Adjacent Access	3.87	0.00	9.03	0.00

Demand (Veh/TS)

15:45 - 16:00

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	8.02	201.82	6.08
	B - Development Access	5.47	0.00	6.38	0.00
	C - R445 East	167.37	9.36	0.00	14.18
	D - Adjacent Access	3.87	0.00	9.03	0.00

Demand (Veh/TS)

16:00 - 16:15

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	8.84	165.05	6.59
	B - Development Access	5.18	0.00	6.04	0.00
	C - R445 East	218.29	10.32	0.00	15.38
	D - Adjacent Access	3.78	0.00	8.82	0.00

Demand (Veh/TS)

16:15 - 16:30

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	8.84	181.53	6.59
	B - Development Access	5.18	0.00	6.04	0.00
	C - R445 East	218.11	10.32	0.00	15.38
	D - Adjacent Access	3.78	0.00	8.82	0.00

Demand (Veh/TS)

16:30 - 16:45

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	8.84	172.34	6.59
	B - Development Access	5.18	0.00	6.04	0.00
	C - R445 East	174.29	10.32	0.00	15.38
	D - Adjacent Access	3.78	0.00	8.82	0.00

16:45 - 17:00 Demand (Veh/TS)

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	8.84	201.44	6.59
	B - Development Access	5.18	0.00	6.04	0.00
	C - R445 East	192.44	10.32	0.00	15.38
	D - Adjacent Access	3.78	0.00	8.82	0.00

Demand (Veh/TS)

17:00 - 17:15

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	12.04	184.60	8.80
	B - Development Access	5.90	0.00	6.88	0.00
	C - R445 East	206.23	14.05	0.00	20.53
	D - Adjacent Access	3.76	0.00	8.77	0.00

Demand (Veh/TS)

17:15 - 17:30

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	12.04	163.34	8.80
	B - Development Access	5.90	0.00	6.88	0.00
	C - R445 East	203.35	14.05	0.00	20.53
	D - Adjacent Access	3.76	0.00	8.77	0.00

Demand (Veh/TS)

17:30 - 17:45

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	12.04	164.31	8.80
	B - Development Access	5.90	0.00	6.88	0.00
	C - R445 East	183.44	14.05	0.00	20.53
	D - Adjacent Access	3.76	0.00	8.77	0.00

Demand (Veh/TS)

17:45 - 18:00

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	12.04	154.15	8.80
	B - Development Access	5.90	0.00	6.88	0.00
	C - R445 East	195.69	14.05	0.00	20.53
	D - Adjacent Access	3.76	0.00	8.77	0.00

Demand (Veh/TS)

18:00 - 18:15

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	8.91	180.37	6.84
	B - Development Access	5.61	0.00	6.55	0.00
	C - R445 East	195.88	10.40	0.00	15.96
	D - Adjacent Access	4.14	0.00	9.66	0.00

Demand (Veh/TS)

18:15 - 18:30

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	8.91	152.61	6.84
	B - Development Access	5.61	0.00	6.55	0.00
	C - R445 East	183.62	10.40	0.00	15.96
	D - Adjacent Access	4.14	0.00	9.66	0.00

Demand (Veh/TS)

18:30 - 18:45

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	8.91	171.37	6.84
	B - Development Access	5.61	0.00	6.55	0.00
	C - R445 East	163.90	10.40	0.00	15.96
	D - Adjacent Access	4.14	0.00	9.66	0.00

Demand (Veh/TS)

18:45 - 19:00

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	8.91	152.99	6.84
	B - Development Access	5.61	0.00	6.55	0.00
	C - R445 East	183.25	10.40	0.00	15.96
	D - Adjacent Access	4.14	0.00	0.00	0.00

Vehicle Mix

07:00 - 07:15

Heavy Vehicle Percentages

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	6	0
	B - Development Access	0	0	0	0
	C - R445 East	10	0	0	0
	D - Adjacent Access	0	0	0	0

07:15 - 07:30

Heavy Vehicle Percentages

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	7	0
	B - Development Access	0	0	0	0
	C - R445 East	12	0	0	0
	D - Adjacent Access	0	0	0	0

07:30 - 07:45

Heavy Vehicle Percentages

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	6	0
	B - Development Access	0	0	0	0
	C - R445 East	11	0	0	0
	D - Adjacent Access	0	0	0	0

07:45 - 08:00

Heavy Vehicle Percentages

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	6	0
	B - Development Access	0	0	0	0
	C - R445 East	4	0	0	0
	D - Adjacent Access	0	0	0	0

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	5	0
	B - Development Access	0	0	0	0
	C - R445 East	10	0	0	0
	D - Adjacent Access	0	0	0	0

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	4	0
	B - Development Access	0	0	0	0
	C - R445 East	5	0	0	0
	D - Adjacent Access	0	0	0	0

08:30 - 08:45

Heavy Vehicle Percentages

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	5	0
	B - Development Access	0	0	0	0
	C - R445 East	3	0	0	0
	D - Adjacent Access	0	0	0	0

08:45 - 09:00

Heavy Vehicle Percentages

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	5	0
	B - Development Access	0	0	0	0
	C - R445 East	4	0	0	0
	D - Adjacent Access	0	0	0	0

09:00 - 09:15

Heavy Vehicle Percentages

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	7	0
	B - Development Access	0	0	0	0
	C - R445 East	9	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

09:15 - 09:30

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	7	0
	B - Development Access	0	0	0	0
	C - R445 East	2	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

09:30 - 09:45

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	6	0
	B - Development Access	0	0	0	0
	C - R445 East	5	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

09:45 - 10:00

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	7	0
	B - Development Access	0	0	0	0
	C - R445 East	4	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

10:00 - 10:15

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	8	0
	B - Development Access	0	0	0	0
	C - R445 East	4	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

10:15 - 10:30

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	6	0
	B - Development Access	0	0	0	0
	C - R445 East	4	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

10:30 - 10:45

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	7	0
	B - Development Access	0	0	0	0
	C - R445 East	2	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

10:45 - 11:00

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	3	0
	B - Development Access	0	0	0	0
	C - R445 East	7	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

11:00 - 11:15

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	4	0
	B - Development Access	0	0	0	0
	C - R445 East	4	0	0	0
	D - Adjacent Access	0	0	0	0

11:15 - 11:30 **Heavy Vehicle Percentages**

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	7	0
	B - Development Access	0	0	0	0
	C - R445 East	7	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

11:30 - 11:45

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	9	0
	B - Development Access	0	0	0	0
	C - R445 East	4	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

11:45 - 12:00

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	1	0
	B - Development Access	0	0	0	0
	C - R445 East	3	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

12:00 - 12:15

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	2	0
	B - Development Access	0	0	0	0
	C - R445 East	4	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

12:15 - 12:30

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	2	0
	B - Development Access	0	0	0	0
	C - R445 East	3	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

12:30 - 12:45

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	3	0
	B - Development Access	0	0	0	0
	C - R445 East	5	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

12:45 - 13:00

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	4	0
	B - Development Access	0	0	0	0
	C - R445 East	7	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

13:00 - 13:15

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	1	0
	B - Development Access	0	0	0	0
	C - R445 East	3	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

13:15 - 13:30

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	4	0
	B - Development Access	0	0	0	0
	C - R445 East	4	0	0	0
	D - Adjacent Access	0	0	0	0

13:30 - 13:45 **Heavy Vehicle Percentages**

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	2	0
	B - Development Access	0	0	0	0
	C - R445 East	3	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

13:45 - 14:00

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	4	0
	B - Development Access	0	0	0	0
	C - R445 East	6	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

14:00 - 14:15

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	7	0
	B - Development Access	0	0	0	0
	C - R445 East	4	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

14:15 - 14:30

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	5	0
	B - Development Access	0	0	0	0
	C - R445 East	0	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

14:30 - 14:45

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	6	0
	B - Development Access	0	0	0	0
	C - R445 East	2	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

14:45 - 15:00

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	3	0
	B - Development Access	0	0	0	0
	C - R445 East	3	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

15:00 - 15:15

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	6	0
	B - Development Access	0	0	0	0
	C - R445 East	7	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

15:15 - 15:30

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	3	0
	B - Development Access	0	0	0	0
	C - R445 East	4	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

15:30 - 15:45

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	5	0
	B - Development Access	0	0	0	0
	C - R445 East	5	0	0	0
	D - Adjacent Access	0	0	0	0

15:45 - 16:00 **Heavy Vehicle Percentages**

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	1	0
	B - Development Access	0	0	0	0
	C - R445 East	5	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

16:00 - 16:15

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	2	0
	B - Development Access	0	0	0	0
	C - R445 East	2	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

16:15 - 16:30

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	3	0
	B - Development Access	0	0	0	0
	C - R445 East	3	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

16:30 - 16:45

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	3	0
	B - Development Access	0	0	0	0
	C - R445 East	8	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

16:45 - 17:00

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	3	0
	B - Development Access	0	0	0	0
	C - R445 East	2	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

17:00 - 17:15

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	3	0
	B - Development Access	0	0	0	0
	C - R445 East	2	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	2	0
	B - Development Access	0	0	0	0
	C - R445 East	1	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	5	0
	B - Development Access	0	0	0	0
	C - R445 East	1	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

17:45 - 18:00

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	3	0
	B - Development Access	0	0	0	0
	C - R445 East	1	0	0	0
	D - Adjacent Access	0	0	0	0

18:00 - 18:15

Heavy Vehicle Percentages

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	1	0
	B - Development Access	0	0	0	0
	C - R445 East	1	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

18:15 - 18:30

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	3	0
	B - Development Access	0	0	0	0
	C - R445 East	1	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

18:30 - 18:45

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	1	0
	B - Development Access	0	0	0	0
	C - R445 East	0	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

18:45 - 19:00

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	1	0
	B - Development Access	0	0	0	0
	C - R445 East	2	0	0	0
	D - Adjacent Access	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max DOS	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
A - R445 West	0.75	19.18	11.6	B	171.97	8254.50
B - Development Access	0.78	110.46	4.7	F	13.67	656.33
C - R445 East	0.81	23.00	13.2	C	176.15	8455.28
D - Adjacent Access	0.89	159.55	6.8	F	14.71	706.14

Main Results for each time segment

07:00 - 07:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	116.43	116.43	450.41	78.50	0.00	294.64	0.395	110.91	0.0	5.5	10.867	B
B - Development Access	1	19.15	19.15	416.30	9.50	0.00	32.96	0.581	16.35	0.0	2.8	72.926	E
C - R445 East	1	98.71	98.71	433.13	78.50	0.00	283.34	0.348	94.04	0.0	4.7	10.307	B
D - Adjacent Access	1	22.43	22.43	416.30	9.50	0.00	32.96	0.680	18.91	0.0	3.5	81.040	F

07:15 - 07:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	114.71	114.71	445.10	78.50	0.00	291.17	0.394	114.73	5.5	5.4	10.873	B
B - Development Access	1	19.15	19.15	416.30	9.50	0.00	32.96	0.581	19.13	2.8	2.8	75.711	E
C - R445 East	1	127.06	127.06	425.87	78.50	0.00	278.59	0.456	125.55	4.7	6.1	11.841	B
D - Adjacent Access	1	22.43	22.43	416.30	9.50	0.00	32.96	0.680	22.37	3.5	3.6	87.276	F

07:30 - 07:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	131.56	131.56	449.14	78.50	0.00	293.81	0.448	130.77	5.4	6.3	11.632	B
B - Development Access	1	19.15	19.15	416.30	9.50	0.00	32.96	0.581	19.14	2.8	2.8	75.914	E
C - R445 East	1	154.45	154.45	430.97	78.50	0.00	281.93	0.548	153.09	6.1	7.5	13.479	B
D - Adjacent Access	1	22.43	22.43	416.30	9.50	0.00	32.96	0.680	22.41	3.6	3.6	88.054	F

07:45 - 08:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	165.08	165.08	451.36	78.50	0.00	295.26	0.559	163.35	6.3	8.0	13.604	B
B - Development Access	1	19.15	19.15	416.30	9.50	0.00	32.96	0.581	19.14	2.8	2.8	75.975	E
C - R445 East	1	104.05	104.05	456.74	78.50	0.00	298.79	0.348	107.13	7.5	4.9	10.265	B
D - Adjacent Access	1	22.43	22.43	416.30	9.50	0.00	32.96	0.680	22.41	3.6	3.6	88.318	F

08:00 - 08:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	188.68	188.68	453.41	78.50	0.00	296.61	0.636	187.41	8.0	9.4	15.422	B
B - Development Access	1	25.73	25.73	416.30	9.50	0.00	32.96	0.781	24.10	2.8	4.5	94.611	F
C - R445 East	1	148.29	148.29	433.99	78.50	0.00	283.90	0.522	145.79	4.9	7.2	12.955	B
D - Adjacent Access	1	29.18	29.18	416.30	9.50	0.00	32.96	0.885	26.89	3.6	5.9	113.911	F

08:15 - 08:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	193.65	193.65	460.09	78.50	0.00	300.98	0.643	193.53	9.4	9.6	15.618	B
B - Development Access	1	25.73	25.73	416.30	9.50	0.00	32.96	0.781	25.58	4.5	4.6	106.345	F
C - R445 East	1	190.40	190.40	455.06	78.50	0.00	297.69	0.640	188.46	7.2	9.5	15.494	B
D - Adjacent Access	1	29.18	29.18	416.30	9.50	0.00	32.96	0.885	28.70	5.9	6.4	140.884	F

08:30 - 08:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	165.89	165.89	453.59	78.50	0.00	296.73	0.559	167.30	9.6	8.1	13.653	B
B - Development Access	1	25.73	25.73	416.30	9.50	0.00	32.96	0.781	25.66	4.6	4.7	109.232	F
C - R445 East	1	166.26	166.26	458.82	78.50	0.00	300.15	0.554	167.72	9.5	8.1	13.518	B
D - Adjacent Access	1	29.18	29.18	416.30	9.50	0.00	32.96	0.885	28.91	6.4	6.6	152.661	F

08:45 - 09:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	172.02	172.02	454.45	78.50	0.00	297.29	0.579	171.71	8.1	8.4	14.031	B
B - Development Access	1	25.73	25.73	416.30	9.50	0.00	32.96	0.781	25.69	4.7	4.7	110.462	F
C - R445 East	1	135.63	135.63	454.55	78.50	0.00	297.35	0.456	137.17	8.1	6.5	11.764	B
D - Adjacent Access	1	29.18	29.18	416.30	9.50	0.00	32.96	0.885	29.00	6.6	6.8	159.546	F

09:00 - 09:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	172.69	172.69	444.76	78.50	0.00	290.95	0.594	172.43	8.4	8.5	14.430	B
B - Development Access	1	13.61	13.61	416.30	9.50	0.00	32.96	0.413	16.45	4.7	1.9	67.968	E
C - R445 East	1	132.97	132.97	437.52	78.50	0.00	286.21	0.465	132.83	6.5	6.4	11.944	B
D - Adjacent Access	1	13.50	13.50	416.30	9.50	0.00	32.96	0.410	18.46	6.8	1.8	80.492	F

09:15 - 09:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	162.15	162.15	446.14	78.50	0.00	291.85	0.556	162.76	8.5	7.9	13.604	B
B - Development Access	1	13.61	13.61	416.30	9.50	0.00	32.96	0.413	13.61	1.9	1.8	64.156	E
C - R445 East	1	155.53	155.53	465.42	78.50	0.00	304.46	0.511	154.81	6.4	7.5	12.619	B
D - Adjacent Access	1	13.50	13.50	416.30	9.50	0.00	32.96	0.410	13.50	1.8	1.8	63.991	E

09:30 - 09:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	179.00	179.00	449.01	78.50	0.00	293.73	0.609	178.13	7.9	8.8	14.769	B
B - Development Access	1	13.61	13.61	416.30	9.50	0.00	32.96	0.413	13.61	1.8	1.8	64.131	E
C - R445 East	1	126.05	126.05	453.06	78.50	0.00	296.38	0.425	127.36	7.5	6.0	11.300	B
D - Adjacent Access	1	13.50	13.50	416.30	9.50	0.00	32.96	0.410	13.50	1.8	1.8	63.962	E

09:45 - 10:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	142.43	142.43	445.86	78.50	0.00	291.67	0.488	144.35	8.8	6.8	12.331	B
B - Development Access	1	13.61	13.61	416.30	9.50	0.00	32.96	0.413	13.61	1.8	1.8	64.125	E
C - R445 East	1	138.31	138.31	455.22	78.50	0.00	297.79	0.464	137.71	6.0	6.6	11.874	B
D - Adjacent Access	1	13.50	13.50	416.30	9.50	0.00	32.96	0.410	13.50	1.8	1.8	63.956	E

10:00 - 10:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	137.96	137.96	441.32	78.50	0.00	288.69	0.478	138.10	6.8	6.6	12.154	B
B - Development Access	1	9.72	9.72	416.30	9.50	0.00	32.96	0.295	10.30	1.8	1.3	59.198	E
C - R445 East	1	145.89	145.89	457.07	78.50	0.00	299.00	0.488	145.52	6.6	7.0	12.256	B
D - Adjacent Access	1	11.03	11.03	416.30	9.50	0.00	32.96	0.335	11.40	1.8	1.5	60.807	E

10:15 - 10:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	130.67	130.67	447.86	78.50	0.00	292.98	0.446	131.15	6.6	6.2	11.622	B
B - Development Access	1	9.72	9.72	416.30	9.50	0.00	32.96	0.295	9.72	1.3	1.3	58.953	E
C - R445 East	1	124.63	124.63	458.25	78.50	0.00	299.77	0.416	125.74	7.0	5.9	11.147	B
D - Adjacent Access	1	11.03	11.03	416.30	9.50	0.00	32.96	0.335	11.03	1.5	1.5	60.507	E

10:30 - 10:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	150.21	150.21	444.15	78.50	0.00	290.55	0.517	149.14	6.2	7.3	12.816	B
B - Development Access	1	9.72	9.72	416.30	9.50	0.00	32.96	0.295	9.72	1.3	1.3	58.947	E
C - R445 East	1	150.86	150.86	465.69	78.50	0.00	304.64	0.495	149.62	5.9	7.2	12.341	B
D - Adjacent Access	1	11.03	11.03	416.30	9.50	0.00	32.96	0.335	11.03	1.5	1.5	60.500	E

10:45 - 11:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	166.46	166.46	464.86	78.50	0.00	304.10	0.547	165.98	7.3	8.1	13.315	B
B - Development Access	1	9.72	9.72	416.30	9.50	0.00	32.96	0.295	9.72	1.3	1.3	58.947	E
C - R445 East	1	149.93	149.93	446.15	78.50	0.00	291.85	0.514	149.63	7.2	7.2	12.756	B
D - Adjacent Access	1	11.03	11.03	416.30	9.50	0.00	32.96	0.335	11.03	1.5	1.5	60.496	E

11:00 - 11:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	151.77	151.77	459.29	78.50	0.00	300.45	0.505	152.45	8.1	7.3	12.564	B
B - Development Access	1	9.87	9.87	416.30	9.50	0.00	32.96	0.299	9.85	1.3	1.3	59.098	E
C - R445 East	1	162.51	162.51	458.59	78.50	0.00	299.99	0.542	162.08	7.2	7.9	13.232	B
D - Adjacent Access	1	11.55	11.55	416.30	9.50	0.00	32.96	0.350	11.48	1.5	1.5	61.080	E

11:15 - 11:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	146.62	146.62	446.84	78.50	0.00	292.31	0.502	146.67	7.3	7.1	12.541	B
B - Development Access	1	9.87	9.87	416.30	9.50	0.00	32.96	0.299	9.87	1.3	1.3	59.113	E
C - R445 East	1	155.82	155.82	446.70	78.50	0.00	292.22	0.533	155.94	7.9	7.6	13.134	B
D - Adjacent Access	1	11.55	11.55	416.30	9.50	0.00	32.96	0.350	11.55	1.5	1.5	61.158	E

11:30 - 11:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	150.66	150.66	436.70	78.50	0.00	285.68	0.527	150.26	7.1	7.3	13.056	B
B - Development Access	1	9.87	9.87	416.30	9.50	0.00	32.96	0.299	9.87	1.3	1.3	59.113	E
C - R445 East	1	157.91	157.91	458.03	78.50	0.00	299.63	0.527	158.02	7.6	7.6	12.963	B
D - Adjacent Access	1	11.55	11.55	416.30	9.50	0.00	32.96	0.350	11.55	1.5	1.5	61.164	E

11:45 - 12:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	186.03	186.03	472.66	78.50	0.00	309.20	0.602	184.80	7.3	9.1	14.438	B
B - Development Access	1	9.87	9.87	416.30	9.50	0.00	32.96	0.299	9.87	1.3	1.3	59.113	E
C - R445 East	1	139.72	139.72	459.68	78.50	0.00	300.71	0.465	140.71	7.6	6.7	11.879	B
D - Adjacent Access	1	11.55	11.55	416.30	9.50	0.00	32.96	0.350	11.55	1.5	1.5	61.168	E

12:00 - 12:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	180.75	180.75	464.62	78.50	0.00	303.94	0.595	180.87	9.1	8.9	14.356	B
B - Development Access	1	13.10	13.10	416.30	9.50	0.00	32.96	0.397	12.62	1.3	1.8	62.866	E
C - R445 East	1	166.77	166.77	457.41	78.50	0.00	299.22	0.557	165.33	6.7	8.1	13.541	B
D - Adjacent Access	1	12.53	12.53	416.30	9.50	0.00	32.96	0.380	12.38	1.5	1.7	62.308	E

12:15 - 12:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	176.34	176.34	467.73	78.50	0.00	305.98	0.576	176.66	8.9	8.6	13.931	B
B - Development Access	1	13.10	13.10	416.30	9.50	0.00	32.96	0.397	13.09	1.8	1.8	63.308	E
C - R445 East	1	177.49	177.49	458.65	78.50	0.00	300.03	0.592	176.92	8.1	8.7	14.293	B
D - Adjacent Access	1	12.53	12.53	416.30	9.50	0.00	32.96	0.380	12.52	1.7	1.7	62.480	E

12:30 - 12:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	186.69	186.69	461.82	78.50	0.00	302.11	0.618	185.98	8.6	9.2	14.909	B
B - Development Access	1	13.10	13.10	416.30	9.50	0.00	32.96	0.397	13.10	1.8	1.8	63.324	E
C - R445 East	1	187.66	187.66	450.39	78.50	0.00	294.63	0.637	186.87	8.7	9.3	15.477	B
D - Adjacent Access	1	12.53	12.53	416.30	9.50	0.00	32.96	0.380	12.52	1.7	1.7	62.491	E

12:45 - 13:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	136.15	136.15	455.83	78.50	0.00	298.19	0.457	138.74	9.2	6.5	11.770	B
B - Development Access	1	13.10	13.10	416.30	9.50	0.00	32.96	0.397	13.10	1.8	1.8	63.329	E
C - R445 East	1	170.62	170.62	444.46	78.50	0.00	290.75	0.587	171.45	9.3	8.4	14.315	B
D - Adjacent Access	1	12.53	12.53	416.30	9.50	0.00	32.96	0.380	12.52	1.7	1.7	62.495	E

13:00 - 13:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	118.09	118.09	467.78	78.50	0.00	306.01	0.386	119.18	6.5	5.6	10.714	B
B - Development Access	1	11.85	11.85	416.30	9.50	0.00	32.96	0.360	12.04	1.8	1.6	61.794	E
C - R445 East	1	204.81	204.81	461.38	78.50	0.00	301.82	0.679	203.19	8.4	10.3	16.597	B
D - Adjacent Access	1	12.53	12.53	416.30	9.50	0.00	32.96	0.380	12.52	1.7	1.7	62.498	E

13:15 - 13:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	160.42	160.42	459.26	78.50	0.00	300.43	0.534	158.13	5.6	7.8	13.063	B
B - Development Access	1	11.85	11.85	416.30	9.50	0.00	32.96	0.360	11.86	1.6	1.6	61.585	E
C - R445 East	1	169.39	169.39	454.46	78.50	0.00	297.29	0.570	171.28	10.3	8.3	13.886	B
D - Adjacent Access	1	12.53	12.53	416.30	9.50	0.00	32.96	0.380	12.53	1.7	1.7	62.498	E

13:30 - 13:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	180.51	180.51	464.69	78.50	0.00	303.98	0.594	179.52	7.8	8.8	14.303	B
B - Development Access	1	11.85	11.85	416.30	9.50	0.00	32.96	0.360	11.85	1.6	1.6	61.576	E
C - R445 East	1	178.77	178.77	458.96	78.50	0.00	300.23	0.595	178.35	8.3	8.8	14.386	B
D - Adjacent Access	1	12.53	12.53	416.30	9.50	0.00	32.96	0.380	12.53	1.7	1.7	62.498	E

13:45 - 14:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	175.55	175.55	457.50	78.50	0.00	299.28	0.587	175.65	8.8	8.6	14.207	B
B - Development Access	1	11.85	11.85	416.30	9.50	0.00	32.96	0.360	11.85	1.6	1.6	61.573	E
C - R445 East	1	172.09	172.09	448.17	78.50	0.00	293.18	0.587	172.21	8.8	8.4	14.271	B
D - Adjacent Access	1	12.53	12.53	416.30	9.50	0.00	32.96	0.380	12.53	1.7	1.7	62.498	E

14:00 - 14:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	176.59	176.59	444.05	78.50	0.00	290.49	0.608	176.24	8.6	8.7	14.780	B
B - Development Access	1	13.04	13.04	416.30	9.50	0.00	32.96	0.396	12.87	1.6	1.8	63.010	E
C - R445 East	1	209.11	209.11	457.94	78.50	0.00	299.57	0.698	207.14	8.4	10.6	17.256	B
D - Adjacent Access	1	14.40	14.40	416.30	9.50	0.00	32.96	0.437	14.11	1.7	2.0	64.940	E

14:15 - 14:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	212.19	212.19	454.94	78.50	0.00	297.60	0.713	210.27	8.7	10.8	17.816	B
B - Development Access	1	13.04	13.04	416.30	9.50	0.00	32.96	0.396	13.04	1.8	1.8	63.233	E
C - R445 East	1	165.62	165.62	470.86	78.50	0.00	308.02	0.538	168.53	10.6	8.0	13.141	B
D - Adjacent Access	1	14.40	14.40	416.30	9.50	0.00	32.96	0.437	14.40	2.0	2.0	65.371	E

14:30 - 14:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	172.36	172.36	449.77	78.50	0.00	294.22	0.586	174.63	10.8	8.4	14.282	B
B - Development Access	1	13.04	13.04	416.30	9.50	0.00	32.96	0.396	13.04	1.8	1.8	63.247	E
C - R445 East	1	186.50	186.50	461.88	78.50	0.00	302.15	0.617	185.16	8.0	9.2	14.877	B
D - Adjacent Access	1	14.40	14.40	416.30	9.50	0.00	32.96	0.437	14.40	2.0	2.0	65.397	E

14:45 - 15:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	226.35	226.35	461.59	78.50	0.00	301.96	0.750	223.26	8.4	11.7	19.185	B
B - Development Access	1	13.04	13.04	416.30	9.50	0.00	32.96	0.396	13.04	1.8	1.8	63.251	E
C - R445 East	1	197.04	197.04	459.71	78.50	0.00	300.73	0.655	196.36	9.2	9.8	15.930	B
D - Adjacent Access	1	14.40	14.40	416.30	9.50	0.00	32.96	0.437	14.40	2.0	2.0	65.405	E

15:00 - 15:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	205.42	205.42	447.78	78.50	0.00	292.92	0.701	206.37	11.7	10.5	17.687	B
B - Development Access	1	11.86	11.86	416.30	9.50	0.00	32.96	0.360	12.03	1.8	1.6	61.790	E
C - R445 East	1	152.43	152.43	441.27	78.50	0.00	288.67	0.528	154.55	9.8	7.4	13.086	B
D - Adjacent Access	1	12.90	12.90	416.30	9.50	0.00	32.96	0.391	13.13	2.0	1.7	63.375	E

15:15 - 15:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	152.93	152.93	460.27	78.50	0.00	301.09	0.508	156.37	10.5	7.4	12.628	B
B - Development Access	1	11.86	11.86	416.30	9.50	0.00	32.96	0.360	11.86	1.6	1.6	61.588	E
C - R445 East	1	200.29	200.29	455.44	78.50	0.00	297.93	0.672	197.83	7.4	10.0	16.430	B
D - Adjacent Access	1	12.90	12.90	416.30	9.50	0.00	32.96	0.391	12.90	1.7	1.7	63.063	E

15:30 - 15:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	201.20	201.20	452.82	78.50	0.00	296.22	0.679	198.30	7.4	10.1	16.663	B
B - Development Access	1	11.86	11.86	416.30	9.50	0.00	32.96	0.360	11.86	1.6	1.6	61.579	E
C - R445 East	1	195.32	195.32	449.00	78.50	0.00	293.72	0.665	195.42	10.0	9.8	16.357	B
D - Adjacent Access	1	12.90	12.90	416.30	9.50	0.00	32.96	0.391	12.90	1.7	1.7	63.049	E

15:45 - 16:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	215.92	215.92	468.36	78.50	0.00	306.38	0.705	215.44	10.1	10.9	17.465	B
B - Development Access	1	11.86	11.86	416.30	9.50	0.00	32.96	0.360	11.86	1.6	1.6	61.577	E
C - R445 East	1	190.91	190.91	451.33	78.50	0.00	295.25	0.647	191.25	9.8	9.5	15.809	B
D - Adjacent Access	1	12.90	12.90	416.30	9.50	0.00	32.96	0.391	12.90	1.7	1.7	63.045	E

16:00 - 16:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	180.49	180.49	465.89	78.50	0.00	304.77	0.592	182.57	10.9	8.8	14.336	B
B - Development Access	1	11.22	11.22	416.30	9.50	0.00	32.96	0.340	11.31	1.6	1.5	60.857	E
C - R445 East	1	243.99	243.99	461.28	78.50	0.00	301.75	0.809	240.50	9.5	13.2	22.204	C
D - Adjacent Access	1	12.60	12.60	416.30	9.50	0.00	32.96	0.382	12.64	1.7	1.7	62.677	E

16:15 - 16:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	196.97	196.97	460.80	78.50	0.00	301.44	0.653	195.89	8.8	9.8	15.859	B
B - Development Access	1	11.22	11.22	416.30	9.50	0.00	32.96	0.340	11.22	1.5	1.5	60.754	E
C - R445 East	1	243.81	243.81	458.82	78.50	0.00	300.14	0.812	243.65	13.2	13.3	23.001	C
D - Adjacent Access	1	12.60	12.60	416.30	9.50	0.00	32.96	0.382	12.60	1.7	1.7	62.619	E

16:30 - 16:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	187.78	187.78	459.96	78.50	0.00	300.89	0.624	188.29	9.8	9.3	15.132	B
B - Development Access	1	11.22	11.22	416.30	9.50	0.00	32.96	0.340	11.22	1.5	1.5	60.748	E
C - R445 East	1	199.99	199.99	440.60	78.50	0.00	288.23	0.694	202.60	13.3	10.2	17.556	B
D - Adjacent Access	1	12.60	12.60	416.30	9.50	0.00	32.96	0.382	12.60	1.7	1.7	62.611	E

16:45 - 17:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	216.88	216.88	462.39	78.50	0.00	302.48	0.717	215.14	9.3	11.1	17.904	B
B - Development Access	1	11.22	11.22	416.30	9.50	0.00	32.96	0.340	11.22	1.5	1.5	60.744	E
C - R445 East	1	218.14	218.14	462.02	78.50	0.00	302.24	0.722	217.65	10.2	11.2	18.166	B
D - Adjacent Access	1	12.60	12.60	416.30	9.50	0.00	32.96	0.382	12.60	1.7	1.7	62.608	E

17:00 - 17:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	205.43	205.43	459.74	78.50	0.00	300.74	0.683	206.11	11.1	10.4	16.899	B
B - Development Access	1	12.78	12.78	416.30	9.50	0.00	32.96	0.388	12.55	1.5	1.7	62.581	E
C - R445 East	1	240.80	240.80	461.11	78.50	0.00	301.64	0.798	239.06	11.2	12.9	21.705	C
D - Adjacent Access	1	12.53	12.53	416.30	9.50	0.00	32.96	0.380	12.54	1.7	1.7	62.513	E

17:15 - 17:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	184.17	184.17	460.85	78.50	0.00	301.47	0.611	185.51	10.4	9.1	14.814	B
B - Development Access	1	12.78	12.78	416.30	9.50	0.00	32.96	0.388	12.78	1.7	1.7	62.847	E
C - R445 East	1	237.92	237.92	463.42	78.50	0.00	303.16	0.785	238.18	12.9	12.7	21.294	C
D - Adjacent Access	1	12.53	12.53	416.30	9.50	0.00	32.96	0.380	12.53	1.7	1.7	62.504	E

17:30 - 17:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	185.15	185.15	451.47	78.50	0.00	295.34	0.627	184.87	9.1	9.2	15.223	B
B - Development Access	1	12.78	12.78	416.30	9.50	0.00	32.96	0.388	12.78	1.7	1.7	62.860	E
C - R445 East	1	218.01	218.01	462.08	78.50	0.00	302.28	0.721	219.53	12.7	11.2	18.374	B
D - Adjacent Access	1	12.53	12.53	416.30	9.50	0.00	32.96	0.380	12.53	1.7	1.7	62.501	E

17:45 - 18:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	174.98	174.98	459.96	78.50	0.00	300.89	0.582	175.77	9.2	8.6	14.101	B
B - Development Access	1	12.78	12.78	416.30	9.50	0.00	32.96	0.388	12.78	1.7	1.7	62.864	E
C - R445 East	1	230.26	230.26	462.94	78.50	0.00	302.84	0.760	229.44	11.2	12.0	19.794	B
D - Adjacent Access	1	12.53	12.53	416.30	9.50	0.00	32.96	0.380	12.53	1.7	1.7	62.498	E

18:00 - 18:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	196.13	196.13	466.72	78.50	0.00	305.31	0.642	195.04	8.6	9.7	15.509	B
B - Development Access	1	12.16	12.16	416.30	9.50	0.00	32.96	0.369	12.25	1.7	1.6	62.103	E
C - R445 East	1	222.24	222.24	467.56	78.50	0.00	305.87	0.727	222.90	12.0	11.4	18.461	B
D - Adjacent Access	1	13.80	13.80	416.30	9.50	0.00	32.96	0.419	13.61	1.7	1.9	64.110	E

18:15 - 18:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	168.37	168.37	461.22	78.50	0.00	301.72	0.558	169.81	9.7	8.2	13.592	B
B - Development Access	1	12.16	12.16	416.30	9.50	0.00	32.96	0.369	12.16	1.6	1.6	61.994	E
C - R445 East	1	209.98	209.98	466.93	78.50	0.00	305.45	0.687	210.80	11.4	10.6	17.005	B
D - Adjacent Access	1	13.80	13.80	416.30	9.50	0.00	32.96	0.419	13.80	1.9	1.9	64.392	E

18:30 - 18:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	187.12	187.12	469.45	78.50	0.00	307.10	0.609	186.26	8.2	9.2	14.646	B
B - Development Access	1	12.16	12.16	416.30	9.50	0.00	32.96	0.369	12.16	1.6	1.6	61.985	E
C - R445 East	1	190.26	190.26	468.96	78.50	0.00	306.78	0.620	191.54	10.6	9.4	14.999	B
D - Adjacent Access	1	13.80	13.80	416.30	9.50	0.00	32.96	0.419	13.80	1.9	1.9	64.411	E

18:45 - 19:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	168.74	168.74	468.45	78.50	0.00	306.45	0.551	169.74	9.2	8.2	13.397	B
B - Development Access	1	12.16	12.16	416.30	9.50	0.00	32.96	0.369	12.16	1.6	1.6	61.983	E
C - R445 East	1	209.61	209.61	461.13	78.50	0.00	301.65	0.695	208.22	9.4	10.6	17.140	B
D - Adjacent Access	1	4.14	4.14	416.30	9.50	0.00	32.96	0.126	5.49	1.9	0.5	53.873	D

+15+Adj+ Dev,

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Junction 4	Signalised		32.20	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

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
D9	+15+Adj+ Dev	DIRECT	07:00	19:00	720	15	✓	Simple	D4+D6+D5

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - R445 West		DIRECT	✓	100.000
B - Development Access		DIRECT	✓	100.000
C - R445 East		DIRECT	✓	100.000
D - Adjacent Access		DIRECT	✓	100.000

Origin-Destination Data

07:00 - 07:15

Demand (Veh/TS)

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	2.39	120.27	1.62
	B - Development Access	8.84	0.00	10.31	0.00
	C - R445 East	98.97	2.79	0.00	3.78
	D - Adjacent Access	6.73	0.00	15.70	0.00

07:15 - 07:30

Demand (Veh/TS)

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	2.39	118.59	1.62
	B - Development Access	8.84	0.00	10.31	0.00
	C - R445 East	129.69	2.79	0.00	3.78
	D - Adjacent Access	6.73	0.00	15.70	0.00

07:30 - 07:45

Demand (Veh/TS)

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	2.39	136.51	1.62
	B - Development Access	8.84	0.00	10.31	0.00
	C - R445 East	158.96	2.79	0.00	3.78
	D - Adjacent Access	6.73	0.00	15.70	0.00

07:45 - 08:00

Demand (Veh/TS)

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	2.39	172.30	1.62
	B - Development Access	8.84	0.00	10.31	0.00
	C - R445 East	104.10	2.79	0.00	3.78
	D - Adjacent Access	6.73	0.00	15.70	0.00

08:00 - 08:15

Demand (Veh/TS)

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	4.87	193.48	2.84
	B - Development Access	11.87	0.00	13.85	0.00
	C - R445 East	146.04	5.69	0.00	6.62
	D - Adjacent Access	8.75	0.00	20.42	0.00

08:15 - 08:30

Demand (Veh/TS)

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	4.87	198.49	2.84
	B - Development Access	11.87	0.00	13.85	0.00
	C - R445 East	190.28	5.69	0.00	6.62
	D - Adjacent Access	8.75	0.00	20.42	0.00

08:30 - 08:45

Demand (Veh/TS)

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	4.87	169.10	2.84
	B - Development Access	11.87	0.00	13.85	0.00
	C - R445 East	164.33	5.69	0.00	6.62
	D - Adjacent Access	8.75	0.00	20.42	0.00

08:45 - 09:00

Demand (Veh/TS)

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	4.87	175.61	2.84
	B - Development Access	11.87	0.00	13.85	0.00
	C - R445 East	131.74	5.69	0.00	6.62
	D - Adjacent Access	8.75	0.00	20.42	0.00

09:00 - 09:15

Demand (Veh/TS)

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	4.59	177.06	2.81
	B - Development Access	6.28	0.00	7.33	0.00
	C - R445 East	129.87	5.36	0.00	6.56
	D - Adjacent Access	4.05	0.00	9.45	0.00

09:15 - 09:30

Demand (Veh/TS)

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	4.59	165.72	2.81
	B - Development Access	6.28	0.00	7.33	0.00
	C - R445 East	153.04	5.36	0.00	6.56
	D - Adjacent Access	4.05	0.00	9.45	0.00

09:30 - 09:45

Demand (Veh/TS)

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	4.59	183.64	2.81
	B - Development Access	6.28	0.00	7.33	0.00
	C - R445 East	121.96	5.36	0.00	6.56
	D - Adjacent Access	4.05	0.00	9.45	0.00

09:45 - 10:00

Demand (Veh/TS)

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	4.59	144.60	2.81
	B - Development Access	6.28	0.00	7.33	0.00
	C - R445 East	135.00	5.36	0.00	6.56
	D - Adjacent Access	4.05	0.00	9.45	0.00

10:00 - 10:15

Demand (Veh/TS)

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	3.53	141.28	2.66
	B - Development Access	4.49	0.00	5.23	0.00
	C - R445 East	144.78	4.12	0.00	6.20
	D - Adjacent Access	3.31	0.00	7.72	0.00

Demand (Veh/TS)

10:15 - 10:30

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	3.53	133.25	2.66
	B - Development Access	4.49	0.00	5.23	0.00
	C - R445 East	122.02	4.12	0.00	6.20
	D - Adjacent Access	3.31	0.00	7.72	0.00

Demand (Veh/TS)

10:30 - 10:45

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	3.53	154.31	2.66
	B - Development Access	4.49	0.00	5.23	0.00
	C - R445 East	149.78	4.12	0.00	6.20
	D - Adjacent Access	3.31	0.00	7.72	0.00

Demand (Veh/TS)

10:45 - 11:00

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	3.53	170.91	2.66
	B - Development Access	4.49	0.00	5.23	0.00
	C - R445 East	149.48	4.12	0.00	6.20
	D - Adjacent Access	3.31	0.00	7.72	0.00

Demand (Veh/TS)

11:00 - 11:15

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	4.06	154.55	2.95
	B - Development Access	4.55	0.00	5.31	0.00
	C - R445 East	161.07	4.73	0.00	6.88
	D - Adjacent Access	3.47	0.00	8.09	0.00

Demand (Veh/TS)

11:15 - 11:30

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	4.06	149.48	2.95
	B - Development Access	4.55	0.00	5.31	0.00
	C - R445 East	154.37	4.73	0.00	6.88
	D - Adjacent Access	3.47	0.00	8.09	0.00

Demand (Veh/TS)

11:30 - 11:45

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	4.06	154.19	2.95
	B - Development Access	4.55	0.00	5.31	0.00
	C - R445 East	156.18	4.73	0.00	6.88
	D - Adjacent Access	3.47	0.00	8.09	0.00

Demand (Veh/TS)

11:45 - 12:00

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	4.06	190.58	2.95
	B - Development Access	4.55	0.00	5.31	0.00
	C - R445 East	136.69	4.73	0.00	6.88
	D - Adjacent Access	3.47	0.00	8.09	0.00

Demand (Veh/TS)

12:00 - 12:15

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	5.91	182.31	3.85
	B - Development Access	6.04	0.00	7.05	0.00
	C - R445 East	161.07	6.89	0.00	8.98
	D - Adjacent Access	3.76	0.00	8.77	0.00

12:15 - 12:30 **Demand (Veh/TS)**

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	5.91	177.48	3.85
	B - Development Access	6.04	0.00	7.05	0.00
	C - R445 East	172.48	6.89	0.00	8.98
	D - Adjacent Access	3.76	0.00	8.77	0.00

Demand (Veh/TS)

12:30 - 12:45

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	5.91	188.77	3.85
	B - Development Access	6.04	0.00	7.05	0.00
	C - R445 East	183.70	6.89	0.00	8.98
	D - Adjacent Access	3.76	0.00	8.77	0.00

Demand (Veh/TS)

12:45 - 13:00

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	5.91	135.00	3.85
	B - Development Access	6.04	0.00	7.05	0.00
	C - R445 East	165.72	6.89	0.00	8.98
	D - Adjacent Access	3.76	0.00	8.77	0.00

Demand (Veh/TS)

13:00 - 13:15

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	5.65	115.63	3.87
	B - Development Access	5.47	0.00	6.38	0.00
	C - R445 East	201.80	6.59	0.00	9.03
	D - Adjacent Access	3.76	0.00	8.77	0.00

Demand (Veh/TS)

13:15 - 13:30

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	5.65	161.07	3.87
	B - Development Access	5.47	0.00	6.38	0.00
	C - R445 East	164.27	6.59	0.00	9.03
	D - Adjacent Access	3.76	0.00	8.77	0.00

Demand (Veh/TS)

13:30 - 13:45

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	5.65	182.31	3.87
	B - Development Access	5.47	0.00	6.38	0.00
	C - R445 East	174.10	6.59	0.00	9.03
	D - Adjacent Access	3.76	0.00	8.77	0.00

Demand (Veh/TS)

13:45 - 14:00

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	5.65	177.30	3.87
	B - Development Access	5.47	0.00	6.38	0.00
	C - R445 East	167.41	6.59	0.00	9.03
	D - Adjacent Access	3.76	0.00	8.77	0.00

Demand (Veh/TS)

14:00 - 14:15

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	6.69	177.06	4.61
	B - Development Access	6.02	0.00	7.02	0.00
	C - R445 East	203.37	7.81	0.00	10.76
	D - Adjacent Access	4.32	0.00	10.08	0.00

Demand (Veh/TS)

14:15 - 14:30

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	6.69	214.66	4.61
	B - Development Access	6.02	0.00	7.02	0.00
	C - R445 East	156.42	7.81	0.00	10.76
	D - Adjacent Access	4.32	0.00	10.08	0.00

14:30 - 14:45 Demand (Veh/TS)

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	6.69	172.30	4.61
	B - Development Access	6.02	0.00	7.02	0.00
	C - R445 East	179.05	7.81	0.00	10.76
	D - Adjacent Access	4.32	0.00	10.08	0.00

14:45 - 15:00

Demand (Veh/TS)

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	6.69	229.44	4.61
	B - Development Access	6.02	0.00	7.02	0.00
	C - R445 East	190.40	7.81	0.00	10.76
	D - Adjacent Access	4.32	0.00	10.08	0.00

15:00 - 15:15

Demand (Veh/TS)

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	8.02	204.76	6.08
	B - Development Access	5.47	0.00	6.38	0.00
	C - R445 East	138.08	9.36	0.00	14.18
	D - Adjacent Access	3.87	0.00	9.03	0.00

15:15 - 15:30

Demand (Veh/TS)

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	8.02	148.09	6.08
	B - Development Access	5.47	0.00	6.38	0.00
	C - R445 East	188.71	9.36	0.00	14.18
	D - Adjacent Access	3.87	0.00	9.03	0.00

15:30 - 15:45

Demand (Veh/TS)

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	8.02	199.99	6.08
	B - Development Access	5.47	0.00	6.38	0.00
	C - R445 East	183.70	9.36	0.00	14.18
	D - Adjacent Access	3.87	0.00	9.03	0.00

15:45 - 16:00

Demand (Veh/TS)

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	8.02	214.96	6.08
	B - Development Access	5.47	0.00	6.38	0.00
	C - R445 East	178.87	9.36	0.00	14.18
	D - Adjacent Access	3.87	0.00	9.03	0.00

16:00 - 16:15

Demand (Veh/TS)

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	8.84	175.85	6.59
	B - Development Access	5.18	0.00	6.04	0.00
	C - R445 East	232.76	10.32	0.00	15.38
	D - Adjacent Access	3.78	0.00	8.82	0.00

16:15 - 16:30

Demand (Veh/TS)

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	8.84	193.66	6.59
	B - Development Access	5.18	0.00	6.04	0.00
	C - R445 East	232.70	10.32	0.00	15.38
	D - Adjacent Access	3.78	0.00	8.82	0.00

16:30 - 16:45

Demand (Veh/TS)

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	8.84	183.88	6.59
	B - Development Access	5.18	0.00	6.04	0.00
	C - R445 East	186.78	10.32	0.00	15.38
	D - Adjacent Access	3.78	0.00	8.82	0.00

16:45 - 17:00

Demand (Veh/TS)

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	8.84	214.84	6.59
	B - Development Access	5.18	0.00	6.04	0.00
	C - R445 East	205.12	10.32	0.00	15.38
	D - Adjacent Access	3.78	0.00	8.82	0.00

17:00 - 17:15

Demand (Veh/TS)

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	12.04	196.92	8.80
	B - Development Access	5.90	0.00	6.88	0.00
	C - R445 East	219.79	14.05	0.00	20.53
	D - Adjacent Access	3.76	0.00	8.77	0.00

17:15 - 17:30

Demand (Veh/TS)

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	12.04	174.17	8.80
	B - Development Access	5.90	0.00	6.88	0.00
	C - R445 East	216.59	14.05	0.00	20.53
	D - Adjacent Access	3.76	0.00	8.77	0.00

17:30 - 17:45

Demand (Veh/TS)

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	12.04	175.61	8.80
	B - Development Access	5.90	0.00	6.88	0.00
	C - R445 East	195.41	14.05	0.00	20.53
	D - Adjacent Access	3.76	0.00	8.77	0.00

17:45 - 18:00

Demand (Veh/TS)

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	12.04	164.39	8.80
	B - Development Access	5.90	0.00	6.88	0.00
	C - R445 East	208.44	14.05	0.00	20.53
	D - Adjacent Access	3.76	0.00	8.77	0.00

18:00 - 18:15

Demand (Veh/TS)

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	8.91	192.15	6.84
	B - Development Access	5.61	0.00	6.55	0.00
	C - R445 East	208.50	10.40	0.00	15.96
	D - Adjacent Access	4.14	0.00	9.66	0.00

18:15 - 18:30

Demand (Veh/TS)

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	8.91	162.76	6.84
	B - Development Access	5.61	0.00	6.55	0.00
	C - R445 East	195.47	10.40	0.00	15.96
	D - Adjacent Access	4.14	0.00	9.66	0.00

18:30 - 18:45

Demand (Veh/TS)

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	8.91	182.43	6.84
	B - Development Access	5.61	0.00	6.55	0.00
	C - R445 East	174.35	10.40	0.00	15.96
	D - Adjacent Access	4.14	0.00	9.66	0.00

18:45 - 19:00

Demand (Veh/TS)

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	8.91	162.88	6.84
	B - Development Access	5.61	0.00	6.55	0.00
	C - R445 East	195.35	10.40	0.00	15.96
	D - Adjacent Access	4.14	0.00	0.00	0.00

Vehicle Mix

07:00 - 07:15

Heavy Vehicle Percentages

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	7	0
	B - Development Access	0	0	0	0
	C - R445 East	11	0	0	0
	D - Adjacent Access	0	0	0	0

07:15 - 07:30

Heavy Vehicle Percentages

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	8	0
	B - Development Access	0	0	0	0
	C - R445 East	13	0	0	0
	D - Adjacent Access	0	0	0	0

07:30 - 07:45

Heavy Vehicle Percentages

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	7	0
	B - Development Access	0	0	0	0
	C - R445 East	12	0	0	0
	D - Adjacent Access	0	0	0	0

07:45 - 08:00

Heavy Vehicle Percentages

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	6	0
	B - Development Access	0	0	0	0
	C - R445 East	5	0	0	0
	D - Adjacent Access	0	0	0	0

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	6	0
	B - Development Access	0	0	0	0
	C - R445 East	11	0	0	0
	D - Adjacent Access	0	0	0	0

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	4	0
	B - Development Access	0	0	0	0
	C - R445 East	5	0	0	0
	D - Adjacent Access	0	0	0	0

08:30 - 08:45

Heavy Vehicle Percentages

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	6	0
	B - Development Access	0	0	0	0
	C - R445 East	4	0	0	0
	D - Adjacent Access	0	0	0	0

08:45 - 09:00

Heavy Vehicle Percentages

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	5	0
	B - Development Access	0	0	0	0
	C - R445 East	5	0	0	0
	D - Adjacent Access	0	0	0	0

09:00 - 09:15

Heavy Vehicle Percentages

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	8	0
	B - Development Access	0	0	0	0
	C - R445 East	10	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

09:15 - 09:30

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	8	0
	B - Development Access	0	0	0	0
	C - R445 East	2	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

09:30 - 09:45

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	7	0
	B - Development Access	0	0	0	0
	C - R445 East	5	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

09:45 - 10:00

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	8	0
	B - Development Access	0	0	0	0
	C - R445 East	5	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

10:00 - 10:15

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	9	0
	B - Development Access	0	0	0	0
	C - R445 East	4	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

10:15 - 10:30

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	7	0
	B - Development Access	0	0	0	0
	C - R445 East	4	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

10:30 - 10:45

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	8	0
	B - Development Access	0	0	0	0
	C - R445 East	2	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

10:45 - 11:00

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	3	0
	B - Development Access	0	0	0	0
	C - R445 East	7	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

11:00 - 11:15

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	4	0
	B - Development Access	0	0	0	0
	C - R445 East	4	0	0	0
	D - Adjacent Access	0	0	0	0

11:15 - 11:30 **Heavy Vehicle Percentages**

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	7	0
	B - Development Access	0	0	0	0
	C - R445 East	7	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

11:30 - 11:45

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	10	0
	B - Development Access	0	0	0	0
	C - R445 East	4	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

11:45 - 12:00

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	1	0
	B - Development Access	0	0	0	0
	C - R445 East	3	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

12:00 - 12:15

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	3	0
	B - Development Access	0	0	0	0
	C - R445 East	4	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

12:15 - 12:30

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	2	0
	B - Development Access	0	0	0	0
	C - R445 East	4	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

12:30 - 12:45

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	3	0
	B - Development Access	0	0	0	0
	C - R445 East	6	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

12:45 - 13:00

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	5	0
	B - Development Access	0	0	0	0
	C - R445 East	8	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

13:00 - 13:15

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	1	0
	B - Development Access	0	0	0	0
	C - R445 East	3	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

13:15 - 13:30

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	4	0
	B - Development Access	0	0	0	0
	C - R445 East	5	0	0	0
	D - Adjacent Access	0	0	0	0

13:30 - 13:45 **Heavy Vehicle Percentages**

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	3	0
	B - Development Access	0	0	0	0
	C - R445 East	4	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

13:45 - 14:00

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	4	0
	B - Development Access	0	0	0	0
	C - R445 East	7	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

14:00 - 14:15

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	8	0
	B - Development Access	0	0	0	0
	C - R445 East	4	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

14:15 - 14:30

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	5	0
	B - Development Access	0	0	0	0
	C - R445 East	0	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

14:30 - 14:45

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	6	0
	B - Development Access	0	0	0	0
	C - R445 East	3	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

14:45 - 15:00

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	3	0
	B - Development Access	0	0	0	0
	C - R445 East	3	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

15:00 - 15:15

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	7	0
	B - Development Access	0	0	0	0
	C - R445 East	8	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

15:15 - 15:30

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	3	0
	B - Development Access	0	0	0	0
	C - R445 East	4	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

15:30 - 15:45

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	5	0
	B - Development Access	0	0	0	0
	C - R445 East	6	0	0	0
	D - Adjacent Access	0	0	0	0

15:45 - 16:00 **Heavy Vehicle Percentages**

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	1	0
	B - Development Access	0	0	0	0
	C - R445 East	5	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

16:00 - 16:15

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	2	0
	B - Development Access	0	0	0	0
	C - R445 East	3	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

16:15 - 16:30

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	3	0
	B - Development Access	0	0	0	0
	C - R445 East	3	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

16:30 - 16:45

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	3	0
	B - Development Access	0	0	0	0
	C - R445 East	8	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

16:45 - 17:00

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	3	0
	B - Development Access	0	0	0	0
	C - R445 East	2	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

17:00 - 17:15

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	3	0
	B - Development Access	0	0	0	0
	C - R445 East	2	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	3	0
	B - Development Access	0	0	0	0
	C - R445 East	1	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	5	0
	B - Development Access	0	0	0	0
	C - R445 East	2	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

17:45 - 18:00

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	3	0
	B - Development Access	0	0	0	0
	C - R445 East	2	0	0	0
	D - Adjacent Access	0	0	0	0

18:00 - 18:15 **Heavy Vehicle Percentages**

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	2	0
	B - Development Access	0	0	0	0
	C - R445 East	1	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

18:15 - 18:30

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	3	0
	B - Development Access	0	0	0	0
	C - R445 East	1	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

18:30 - 18:45

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	1	0
	B - Development Access	0	0	0	0
	C - R445 East	0	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

18:45 - 19:00

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	1	0
	B - Development Access	0	0	0	0
	C - R445 East	2	0	0	0
	D - Adjacent Access	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max DOS	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
A - R445 West	0.80	21.65	12.8	C	182.94	8780.90
B - Development Access	0.78	110.46	4.7	F	13.67	656.33
C - R445 East	0.86	27.40	14.9	C	186.90	8971.12
D - Adjacent Access	0.89	159.55	6.8	F	14.71	706.14

Main Results for each time segment

07:00 - 07:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	124.29	124.29	448.28	78.50	0.00	293.25	0.424	118.37	0.0	5.9	11.272	B
B - Development Access	1	19.15	19.15	416.30	9.50	0.00	32.96	0.581	16.35	0.0	2.8	72.926	E
C - R445 East	1	105.55	105.55	430.02	78.50	0.00	281.30	0.375	100.54	0.0	5.0	10.655	B
D - Adjacent Access	1	22.43	22.43	416.30	9.50	0.00	32.96	0.680	18.91	0.0	3.5	81.040	F

07:15 - 07:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	122.60	122.60	442.59	78.50	0.00	289.53	0.423	122.60	5.9	5.8	11.295	B
B - Development Access	1	19.15	19.15	416.30	9.50	0.00	32.96	0.581	19.13	2.8	2.8	75.711	E
C - R445 East	1	136.26	136.26	422.24	78.50	0.00	276.21	0.493	134.60	5.0	6.6	12.481	B
D - Adjacent Access	1	22.43	22.43	416.30	9.50	0.00	32.96	0.680	22.37	3.5	3.6	87.276	F

07:30 - 07:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	140.52	140.52	446.90	78.50	0.00	292.34	0.481	139.67	5.8	6.7	12.167	B
B - Development Access	1	19.15	19.15	416.30	9.50	0.00	32.96	0.581	19.14	2.8	2.8	75.914	E
C - R445 East	1	165.53	165.53	427.59	78.50	0.00	279.71	0.592	164.04	6.6	8.1	14.467	B
D - Adjacent Access	1	22.43	22.43	416.30	9.50	0.00	32.96	0.680	22.41	3.6	3.6	88.054	F

07:45 - 08:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	176.31	176.31	449.23	78.50	0.00	293.87	0.600	174.42	6.7	8.7	14.524	B
B - Development Access	1	19.15	19.15	416.30	9.50	0.00	32.96	0.581	19.14	2.8	2.8	75.975	E
C - R445 East	1	110.67	110.67	455.36	78.50	0.00	297.88	0.372	114.14	8.1	5.2	10.561	B
D - Adjacent Access	1	22.43	22.43	416.30	9.50	0.00	32.96	0.680	22.41	3.6	3.6	88.318	F

08:00 - 08:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	201.19	201.19	451.57	78.50	0.00	295.40	0.681	199.78	8.7	10.1	16.758	B
B - Development Access	1	25.73	25.73	416.30	9.50	0.00	32.96	0.781	24.10	2.8	4.5	94.611	F
C - R445 East	1	158.34	158.34	431.03	78.50	0.00	281.96	0.562	155.58	5.2	7.7	13.758	B
D - Adjacent Access	1	29.18	29.18	416.30	9.50	0.00	32.96	0.885	26.89	3.6	5.9	113.911	F

08:15 - 08:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	206.19	206.19	458.79	78.50	0.00	300.12	0.687	206.09	10.1	10.4	16.968	B
B - Development Access	1	25.73	25.73	416.30	9.50	0.00	32.96	0.781	25.58	4.5	4.6	106.345	F
C - R445 East	1	202.58	202.58	453.55	78.50	0.00	296.70	0.683	200.49	7.7	10.2	16.781	B
D - Adjacent Access	1	29.18	29.18	416.30	9.50	0.00	32.96	0.885	28.70	5.9	6.4	140.884	F

08:30 - 08:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	176.80	176.80	451.81	78.50	0.00	295.56	0.598	178.36	10.4	8.7	14.558	B
B - Development Access	1	25.73	25.73	416.30	9.50	0.00	32.96	0.781	25.66	4.6	4.7	109.232	F
C - R445 East	1	176.63	176.63	457.72	78.50	0.00	299.42	0.590	178.29	10.2	8.7	14.324	B
D - Adjacent Access	1	29.18	29.18	416.30	9.50	0.00	32.96	0.885	28.91	6.4	6.6	152.661	F

08:45 - 09:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	183.32	183.32	452.72	78.50	0.00	296.15	0.619	182.98	8.7	9.1	15.006	B
B - Development Access	1	25.73	25.73	416.30	9.50	0.00	32.96	0.781	25.69	4.7	4.7	110.462	F
C - R445 East	1	144.04	144.04	453.21	78.50	0.00	296.48	0.486	145.71	8.7	6.9	12.259	B
D - Adjacent Access	1	29.18	29.18	416.30	9.50	0.00	32.96	0.885	29.00	6.6	6.8	159.546	F

09:00 - 09:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	184.47	184.47	442.28	78.50	0.00	289.32	0.638	184.13	9.1	9.2	15.572	B
B - Development Access	1	13.61	13.61	416.30	9.50	0.00	32.96	0.413	16.45	4.7	1.9	67.968	E
C - R445 East	1	141.79	141.79	434.84	78.50	0.00	284.46	0.498	141.59	6.9	6.8	12.531	B
D - Adjacent Access	1	13.50	13.50	416.30	9.50	0.00	32.96	0.410	18.46	6.8	1.8	80.492	F

09:15 - 09:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	173.12	173.12	443.78	78.50	0.00	290.30	0.596	173.81	9.2	8.5	14.542	B
B - Development Access	1	13.61	13.61	416.30	9.50	0.00	32.96	0.413	13.61	1.9	1.8	64.156	E
C - R445 East	1	164.96	164.96	464.93	78.50	0.00	304.14	0.542	164.27	6.8	8.0	13.212	B
D - Adjacent Access	1	13.50	13.50	416.30	9.50	0.00	32.96	0.410	13.50	1.8	1.8	63.991	E

09:30 - 09:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	191.05	191.05	446.84	78.50	0.00	292.31	0.654	190.08	8.5	9.5	15.968	B
B - Development Access	1	13.61	13.61	416.30	9.50	0.00	32.96	0.413	13.61	1.8	1.8	64.131	E
C - R445 East	1	133.88	133.88	451.62	78.50	0.00	295.44	0.453	135.26	8.0	6.4	11.727	B
D - Adjacent Access	1	13.50	13.50	416.30	9.50	0.00	32.96	0.410	13.50	1.8	1.8	63.962	E

09:45 - 10:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	152.00	152.00	443.52	78.50	0.00	290.14	0.524	154.12	9.5	7.4	12.995	B
B - Development Access	1	13.61	13.61	416.30	9.50	0.00	32.96	0.413	13.61	1.8	1.8	64.125	E
C - R445 East	1	146.92	146.92	453.90	78.50	0.00	296.93	0.495	146.28	6.4	7.1	12.382	B
D - Adjacent Access	1	13.50	13.50	416.30	9.50	0.00	32.96	0.410	13.50	1.8	1.8	63.956	E

10:00 - 10:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	147.46	147.46	438.62	78.50	0.00	286.93	0.514	147.60	7.4	7.1	12.805	B
B - Development Access	1	9.72	9.72	416.30	9.50	0.00	32.96	0.295	10.30	1.8	1.3	59.198	E
C - R445 East	1	155.09	155.09	455.78	78.50	0.00	298.16	0.520	154.68	7.1	7.5	12.832	B
D - Adjacent Access	1	11.03	11.03	416.30	9.50	0.00	32.96	0.335	11.40	1.8	1.5	60.807	E

10:15 - 10:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	139.43	139.43	445.66	78.50	0.00	291.54	0.478	139.99	7.1	6.7	12.150	B
B - Development Access	1	9.72	9.72	416.30	9.50	0.00	32.96	0.295	9.72	1.3	1.3	58.953	E
C - R445 East	1	132.34	132.34	457.17	78.50	0.00	299.07	0.443	133.55	7.5	6.3	11.543	B
D - Adjacent Access	1	11.03	11.03	416.30	9.50	0.00	32.96	0.335	11.03	1.5	1.5	60.507	E

10:30 - 10:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	160.50	160.50	441.63	78.50	0.00	288.90	0.556	159.31	6.7	7.8	13.585	B
B - Development Access	1	9.72	9.72	416.30	9.50	0.00	32.96	0.295	9.72	1.3	1.3	58.947	E
C - R445 East	1	160.10	160.10	465.17	78.50	0.00	304.30	0.526	158.78	6.3	7.7	12.895	B
D - Adjacent Access	1	11.03	11.03	416.30	9.50	0.00	32.96	0.335	11.03	1.5	1.5	60.500	E

10:45 - 11:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	177.09	177.09	463.96	78.50	0.00	303.51	0.583	176.65	7.8	8.7	14.083	B
B - Development Access	1	9.72	9.72	416.30	9.50	0.00	32.96	0.295	9.72	1.3	1.3	58.947	E
C - R445 East	1	159.80	159.80	443.96	78.50	0.00	290.42	0.550	159.40	7.7	7.8	13.475	B
D - Adjacent Access	1	11.03	11.03	416.30	9.50	0.00	32.96	0.335	11.03	1.5	1.5	60.496	E

11:00 - 11:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	161.55	161.55	457.98	78.50	0.00	299.59	0.539	162.27	8.7	7.8	13.213	B
B - Development Access	1	9.87	9.87	416.30	9.50	0.00	32.96	0.299	9.85	1.3	1.3	59.098	E
C - R445 East	1	172.68	172.68	457.45	78.50	0.00	299.25	0.577	172.26	7.8	8.4	13.975	B
D - Adjacent Access	1	11.55	11.55	416.30	9.50	0.00	32.96	0.350	11.48	1.5	1.5	61.080	E

11:15 - 11:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	156.49	156.49	444.56	78.50	0.00	290.82	0.538	156.49	7.8	7.6	13.238	B
B - Development Access	1	9.87	9.87	416.30	9.50	0.00	32.96	0.299	9.87	1.3	1.3	59.113	E
C - R445 East	1	165.98	165.98	444.61	78.50	0.00	290.85	0.571	166.06	8.4	8.1	13.922	B
D - Adjacent Access	1	11.55	11.55	416.30	9.50	0.00	32.96	0.350	11.55	1.5	1.5	61.158	E

11:30 - 11:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	161.20	161.20	433.71	78.50	0.00	283.72	0.568	160.72	7.6	7.9	13.910	B
B - Development Access	1	9.87	9.87	416.30	9.50	0.00	32.96	0.299	9.87	1.3	1.3	59.113	E
C - R445 East	1	167.79	167.79	456.86	78.50	0.00	298.87	0.561	167.96	8.1	8.2	13.660	B
D - Adjacent Access	1	11.55	11.55	416.30	9.50	0.00	32.96	0.350	11.55	1.5	1.5	61.164	E

11:45 - 12:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	197.58	197.58	472.49	78.50	0.00	309.09	0.639	196.38	7.9	9.8	15.382	B
B - Development Access	1	9.87	9.87	416.30	9.50	0.00	32.96	0.299	9.87	1.3	1.3	59.113	E
C - R445 East	1	148.30	148.30	458.74	78.50	0.00	300.09	0.494	149.38	8.2	7.1	12.377	B
D - Adjacent Access	1	11.55	11.55	416.30	9.50	0.00	32.96	0.350	11.55	1.5	1.5	61.168	E

12:00 - 12:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	192.07	192.07	463.85	78.50	0.00	303.43	0.633	192.18	9.8	9.5	15.320	B
B - Development Access	1	13.10	13.10	416.30	9.50	0.00	32.96	0.397	12.62	1.3	1.8	62.866	E
C - R445 East	1	176.94	176.94	456.37	78.50	0.00	298.54	0.593	175.37	7.1	8.7	14.316	B
D - Adjacent Access	1	12.53	12.53	416.30	9.50	0.00	32.96	0.380	12.38	1.5	1.7	62.308	E

12:15 - 12:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	187.24	187.24	467.27	78.50	0.00	305.67	0.613	187.61	9.5	9.2	14.786	B
B - Development Access	1	13.10	13.10	416.30	9.50	0.00	32.96	0.397	13.09	1.8	1.8	63.308	E
C - R445 East	1	188.35	188.35	457.67	78.50	0.00	299.39	0.629	187.72	8.7	9.3	15.223	B
D - Adjacent Access	1	12.53	12.53	416.30	9.50	0.00	32.96	0.380	12.52	1.7	1.7	62.480	E

12:30 - 12:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	198.53	198.53	460.78	78.50	0.00	301.43	0.659	197.71	9.2	9.9	16.018	B
B - Development Access	1	13.10	13.10	416.30	9.50	0.00	32.96	0.397	13.10	1.8	1.8	63.324	E
C - R445 East	1	199.57	199.57	448.66	78.50	0.00	293.50	0.680	198.64	9.3	10.1	16.766	B
D - Adjacent Access	1	12.53	12.53	416.30	9.50	0.00	32.96	0.380	12.52	1.7	1.7	62.491	E

12:45 - 13:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	144.76	144.76	454.45	78.50	0.00	297.29	0.487	147.60	9.9	7.0	12.276	B
B - Development Access	1	13.10	13.10	416.30	9.50	0.00	32.96	0.397	13.10	1.8	1.8	63.329	E
C - R445 East	1	181.59	181.59	442.32	78.50	0.00	289.35	0.628	182.50	10.1	9.0	15.366	B
D - Adjacent Access	1	12.53	12.53	416.30	9.50	0.00	32.96	0.380	12.52	1.7	1.7	62.495	E

13:00 - 13:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	125.15	125.15	467.56	78.50	0.00	305.86	0.409	126.37	7.0	5.9	11.029	B
B - Development Access	1	11.85	11.85	416.30	9.50	0.00	32.96	0.360	12.04	1.8	1.6	61.794	E
C - R445 East	1	217.42	217.42	460.53	78.50	0.00	301.26	0.722	215.67	9.0	11.1	18.098	B
D - Adjacent Access	1	12.53	12.53	416.30	9.50	0.00	32.96	0.380	12.52	1.7	1.7	62.498	E

13:15 - 13:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	170.59	170.59	458.06	78.50	0.00	299.65	0.569	168.08	5.9	8.3	13.782	B
B - Development Access	1	11.85	11.85	416.30	9.50	0.00	32.96	0.360	11.86	1.6	1.6	61.585	E
C - R445 East	1	179.89	179.89	453.12	78.50	0.00	296.42	0.607	181.99	11.1	8.9	14.773	B
D - Adjacent Access	1	12.53	12.53	416.30	9.50	0.00	32.96	0.380	12.53	1.7	1.7	62.498	E

13:30 - 13:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	191.83	191.83	463.92	78.50	0.00	303.48	0.632	190.75	8.3	9.5	15.250	B
B - Development Access	1	11.85	11.85	416.30	9.50	0.00	32.96	0.360	11.85	1.6	1.6	61.576	E
C - R445 East	1	189.72	189.72	457.98	78.50	0.00	299.60	0.633	189.28	8.9	9.4	15.341	B
D - Adjacent Access	1	12.53	12.53	416.30	9.50	0.00	32.96	0.380	12.53	1.7	1.7	62.498	E

13:45 - 14:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	186.82	186.82	456.12	78.50	0.00	298.38	0.626	186.90	9.5	9.2	15.189	B
B - Development Access	1	11.85	11.85	416.30	9.50	0.00	32.96	0.360	11.85	1.6	1.6	61.573	E
C - R445 East	1	183.03	183.03	446.29	78.50	0.00	291.95	0.627	183.11	9.4	9.1	15.277	B
D - Adjacent Access	1	12.53	12.53	416.30	9.50	0.00	32.96	0.380	12.53	1.7	1.7	62.498	E

14:00 - 14:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	188.37	188.37	441.68	78.50	0.00	288.93	0.652	187.92	9.2	9.4	15.983	B
B - Development Access	1	13.04	13.04	416.30	9.50	0.00	32.96	0.396	12.87	1.6	1.8	63.010	E
C - R445 East	1	221.95	221.95	456.89	78.50	0.00	298.88	0.743	219.75	9.1	11.5	18.959	B
D - Adjacent Access	1	14.40	14.40	416.30	9.50	0.00	32.96	0.437	14.11	1.7	2.0	64.940	E

14:15 - 14:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	225.97	225.97	453.33	78.50	0.00	296.55	0.762	223.77	9.4	11.8	19.863	B
B - Development Access	1	13.04	13.04	416.30	9.50	0.00	32.96	0.396	13.04	1.8	1.8	63.233	E
C - R445 East	1	174.99	174.99	471.28	78.50	0.00	308.29	0.568	178.36	11.5	8.5	13.760	B
D - Adjacent Access	1	14.40	14.40	416.30	9.50	0.00	32.96	0.437	14.40	2.0	2.0	65.371	E

14:30 - 14:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	183.60	183.60	447.84	78.50	0.00	292.96	0.627	186.21	11.8	9.1	15.337	B
B - Development Access	1	13.04	13.04	416.30	9.50	0.00	32.96	0.396	13.04	1.8	1.8	63.247	E
C - R445 East	1	197.62	197.62	461.28	78.50	0.00	301.76	0.655	196.10	8.5	9.8	15.887	B
D - Adjacent Access	1	14.40	14.40	416.30	9.50	0.00	32.96	0.437	14.40	2.0	2.0	65.397	E

14:45 - 15:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	240.75	240.75	460.51	78.50	0.00	301.25	0.799	237.17	9.1	12.9	21.652	C
B - Development Access	1	13.04	13.04	416.30	9.50	0.00	32.96	0.396	13.04	1.8	1.8	63.251	E
C - R445 East	1	208.97	208.97	458.87	78.50	0.00	300.18	0.696	208.18	9.8	10.6	17.227	B
D - Adjacent Access	1	14.40	14.40	416.30	9.50	0.00	32.96	0.437	14.40	2.0	2.0	65.405	E

15:00 - 15:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	218.86	218.86	445.71	78.50	0.00	291.57	0.751	219.92	12.9	11.5	19.868	B
B - Development Access	1	11.86	11.86	416.30	9.50	0.00	32.96	0.360	12.03	1.8	1.6	61.790	E
C - R445 East	1	161.62	161.62	439.30	78.50	0.00	287.38	0.562	163.93	10.6	7.9	13.810	B
D - Adjacent Access	1	12.90	12.90	416.30	9.50	0.00	32.96	0.391	13.13	2.0	1.7	63.375	E

15:15 - 15:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	162.19	162.19	459.46	78.50	0.00	300.56	0.540	166.22	11.5	7.9	13.246	B
B - Development Access	1	11.86	11.86	416.30	9.50	0.00	32.96	0.360	11.86	1.6	1.6	61.588	E
C - R445 East	1	212.25	212.25	454.40	78.50	0.00	297.25	0.714	209.54	7.9	10.8	17.841	B
D - Adjacent Access	1	12.90	12.90	416.30	9.50	0.00	32.96	0.391	12.90	1.7	1.7	63.063	E

15:30 - 15:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	214.09	214.09	451.17	78.50	0.00	295.14	0.725	210.79	7.9	11.0	18.292	B
B - Development Access	1	11.86	11.86	416.30	9.50	0.00	32.96	0.360	11.86	1.6	1.6	61.579	E
C - R445 East	1	207.24	207.24	447.42	78.50	0.00	292.69	0.708	207.31	10.8	10.6	17.846	B
D - Adjacent Access	1	12.90	12.90	416.30	9.50	0.00	32.96	0.391	12.90	1.7	1.7	63.049	E

15:45 - 16:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	229.06	229.06	468.04	78.50	0.00	306.18	0.748	228.60	11.0	11.9	19.200	B
B - Development Access	1	11.86	11.86	416.30	9.50	0.00	32.96	0.360	11.86	1.6	1.6	61.577	E
C - R445 East	1	202.41	202.41	449.98	78.50	0.00	294.36	0.688	202.81	10.6	10.3	17.127	B
D - Adjacent Access	1	12.90	12.90	416.30	9.50	0.00	32.96	0.391	12.90	1.7	1.7	63.045	E

16:00 - 16:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	191.29	191.29	465.54	78.50	0.00	304.54	0.628	193.66	11.9	9.5	15.248	B
B - Development Access	1	11.22	11.22	416.30	9.50	0.00	32.96	0.340	11.31	1.6	1.5	60.857	E
C - R445 East	1	258.46	258.46	460.68	78.50	0.00	301.36	0.858	254.18	10.3	14.8	25.720	C
D - Adjacent Access	1	12.60	12.60	416.30	9.50	0.00	32.96	0.382	12.64	1.7	1.7	62.677	E

16:15 - 16:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	209.10	209.10	459.91	78.50	0.00	300.86	0.695	207.86	9.5	10.6	17.160	B
B - Development Access	1	11.22	11.22	416.30	9.50	0.00	32.96	0.340	11.22	1.5	1.5	60.754	E
C - R445 East	1	258.40	258.40	457.99	78.50	0.00	299.60	0.862	258.10	14.8	15.0	27.398	C
D - Adjacent Access	1	12.60	12.60	416.30	9.50	0.00	32.96	0.382	12.60	1.7	1.7	62.619	E

16:30 - 16:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	199.32	199.32	459.02	78.50	0.00	300.28	0.664	199.89	10.6	10.0	16.276	B
B - Development Access	1	11.22	11.22	416.30	9.50	0.00	32.96	0.340	11.22	1.5	1.5	60.748	E
C - R445 East	1	212.48	212.48	438.40	78.50	0.00	286.79	0.741	215.75	15.0	11.1	19.641	B
D - Adjacent Access	1	12.60	12.60	416.30	9.50	0.00	32.96	0.382	12.60	1.7	1.7	62.611	E

16:45 - 17:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	230.28	230.28	461.58	78.50	0.00	301.95	0.763	228.26	10.0	12.0	19.813	B
B - Development Access	1	11.22	11.22	416.30	9.50	0.00	32.96	0.340	11.22	1.5	1.5	60.744	E
C - R445 East	1	230.82	230.82	461.61	78.50	0.00	301.97	0.764	230.42	11.1	12.1	20.064	C
D - Adjacent Access	1	12.60	12.60	416.30	9.50	0.00	32.96	0.382	12.60	1.7	1.7	62.608	E

17:00 - 17:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	217.75	217.75	458.96	78.50	0.00	300.23	0.725	218.56	12.0	11.2	18.506	B
B - Development Access	1	12.78	12.78	416.30	9.50	0.00	32.96	0.388	12.55	1.5	1.7	62.581	E
C - R445 East	1	254.36	254.36	460.84	78.50	0.00	301.47	0.844	252.20	12.1	14.3	24.792	C
D - Adjacent Access	1	12.53	12.53	416.30	9.50	0.00	32.96	0.380	12.54	1.7	1.7	62.513	E

17:15 - 17:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	195.00	195.00	460.28	78.50	0.00	301.10	0.648	196.55	11.2	9.7	15.824	B
B - Development Access	1	12.78	12.78	416.30	9.50	0.00	32.96	0.388	12.78	1.7	1.7	62.847	E
C - R445 East	1	251.16	251.16	463.41	78.50	0.00	303.15	0.829	251.47	14.3	14.1	24.370	C
D - Adjacent Access	1	12.53	12.53	416.30	9.50	0.00	32.96	0.380	12.53	1.7	1.7	62.504	E

17:30 - 17:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	196.45	196.45	450.04	78.50	0.00	294.40	0.667	196.10	9.7	9.9	16.388	B
B - Development Access	1	12.78	12.78	416.30	9.50	0.00	32.96	0.388	12.78	1.7	1.7	62.860	E
C - R445 East	1	229.98	229.98	462.04	78.50	0.00	302.25	0.761	231.92	14.1	12.1	20.278	C
D - Adjacent Access	1	12.53	12.53	416.30	9.50	0.00	32.96	0.380	12.53	1.7	1.7	62.501	E

17:45 - 18:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	185.23	185.23	459.35	78.50	0.00	300.49	0.616	186.15	9.9	9.1	14.951	B
B - Development Access	1	12.78	12.78	416.30	9.50	0.00	32.96	0.388	12.78	1.7	1.7	62.864	E
C - R445 East	1	243.02	243.02	462.91	78.50	0.00	302.82	0.803	242.04	12.1	13.1	22.076	C
D - Adjacent Access	1	12.53	12.53	416.30	9.50	0.00	32.96	0.380	12.53	1.7	1.7	62.498	E

18:00 - 18:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	207.90	207.90	466.41	78.50	0.00	305.11	0.681	206.69	9.1	10.4	16.661	B
B - Development Access	1	12.16	12.16	416.30	9.50	0.00	32.96	0.369	12.25	1.7	1.6	62.103	E
C - R445 East	1	234.86	234.86	467.71	78.50	0.00	305.96	0.768	235.63	13.1	12.4	20.411	C
D - Adjacent Access	1	13.80	13.80	416.30	9.50	0.00	32.96	0.419	13.61	1.7	1.9	64.110	E

18:15 - 18:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	178.51	178.51	460.51	78.50	0.00	301.25	0.593	180.09	10.4	8.8	14.370	B
B - Development Access	1	12.16	12.16	416.30	9.50	0.00	32.96	0.369	12.16	1.6	1.6	61.994	E
C - R445 East	1	221.83	221.83	467.08	78.50	0.00	305.55	0.726	222.81	12.4	11.4	18.482	B
D - Adjacent Access	1	13.80	13.80	416.30	9.50	0.00	32.96	0.419	13.80	1.9	1.9	64.392	E

18:30 - 18:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	198.19	198.19	469.44	78.50	0.00	307.09	0.645	197.27	8.8	9.8	15.577	B
B - Development Access	1	12.16	12.16	416.30	9.50	0.00	32.96	0.369	12.16	1.6	1.6	61.985	E
C - R445 East	1	200.71	200.71	469.45	78.50	0.00	307.10	0.654	202.19	11.4	10.0	15.928	B
D - Adjacent Access	1	13.80	13.80	416.30	9.50	0.00	32.96	0.419	13.80	1.9	1.9	64.411	E

18:45 - 19:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	178.63	178.63	468.44	78.50	0.00	306.44	0.583	179.73	9.8	8.7	14.093	B
B - Development Access	1	12.16	12.16	416.30	9.50	0.00	32.96	0.369	12.16	1.6	1.6	61.983	E
C - R445 East	1	221.71	221.71	460.71	78.50	0.00	301.38	0.736	220.08	10.0	11.4	18.657	B
D - Adjacent Access	1	4.14	4.14	416.30	9.50	0.00	32.96	0.126	5.49	1.9	0.5	53.873	D

Junctions 9

OSCADY 9 - Signalised Intersection Module

Version: 9.5.0.6896
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Filename: Junction 4- R445 Access (4)- Signals.j9
Path: W:\2021\P21-034
Report generation date: 11/05/2021 16:50:59

»Opening year+Adj+Dev,
»+5+Adj+Dev,
»+15+Adj+ Dev,

Summary of junction performance

	Queue (Veh)	Delay (s)	DOS	LOS
	Opening year+Adj+Dev			
A - R445 West	11.9	22.34	0.75	C
B - Development Access	4.8	90.47	0.75	F
C - R445 East	12.7	23.73	0.78	C
D - Adjacent Access	4.7	89.09	0.73	F
	+5+Adj+Dev			
A - R445 West	13.8	26.77	0.83	C
B - Development Access	4.9	92.42	0.76	F
C - R445 East	14.9	29.21	0.85	C
D - Adjacent Access	4.7	89.09	0.73	F
	+15+Adj+ Dev			
A - R445 West	15.8	31.59	0.88	C
B - Development Access	5.0	93.83	0.77	F
C - R445 East	17.3	36.14	0.90	D
D - Adjacent Access	4.7	89.09	0.73	F

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

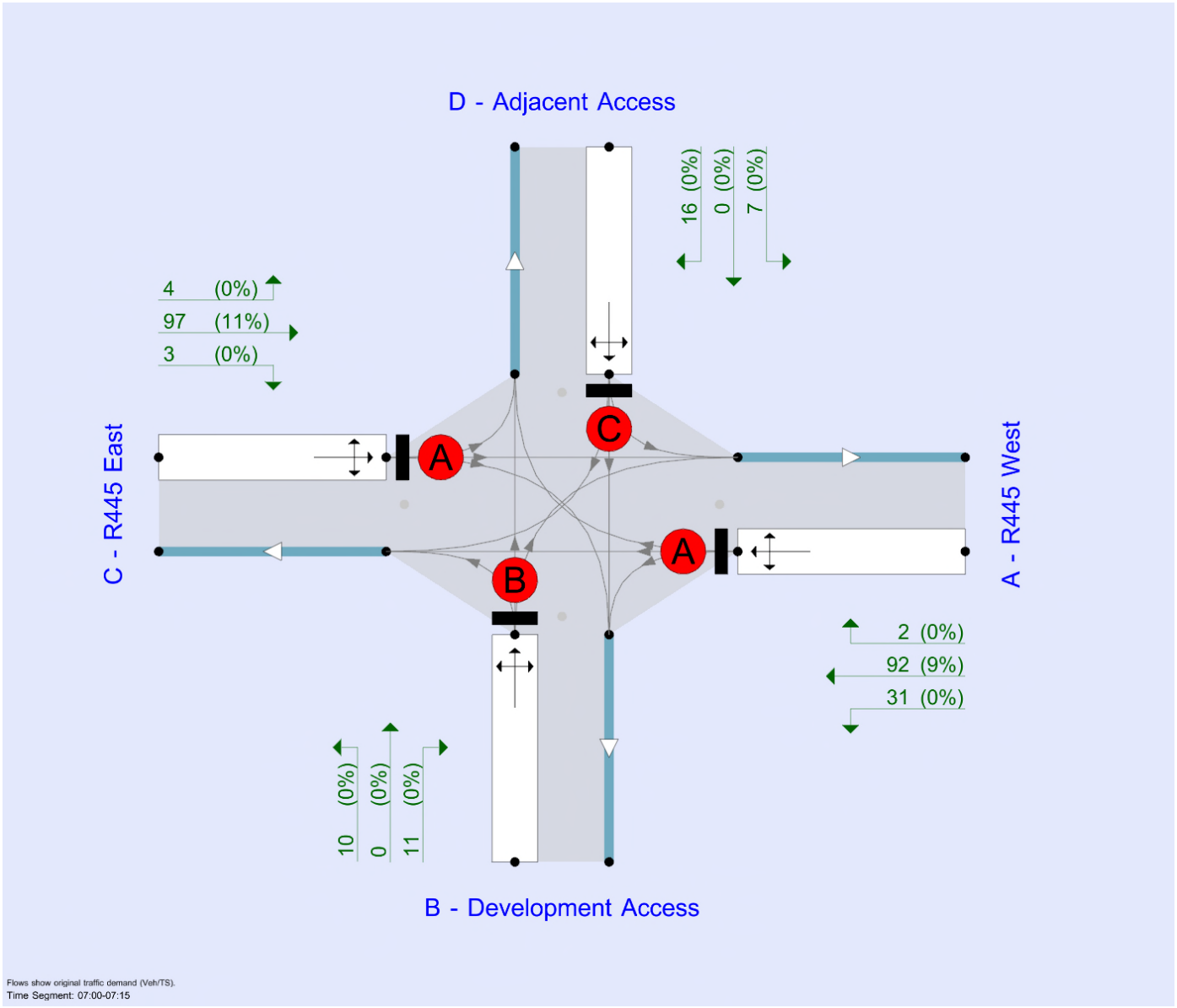
File summary

File Description

Title	
Location	
Site number	
Date	05/05/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	PMCE\papadakisa
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	DOS Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.90	36.00	20.00

Demand Set Summary

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
D1	Base year	DIRECT	07:00	19:00	720	15			
D2	Opening year	DIRECT	07:00	19:00	720	15			
D3	+5	DIRECT	07:00	19:00	720	15			
D4	+15	DIRECT	07:00	19:00	720	15			
D5	Dev Traffic	DIRECT	07:00	19:00	720	15			
D6	Adj Traffic	DIRECT	07:00	19:00	720	15			
D7	Opening year+Adj+Dev	DIRECT	07:00	19:00	720	15	✓	Simple	D2+D6+D5
D8	+5+Adj+Dev	DIRECT	07:00	19:00	720	15	✓	Simple	D3+D6+D5
D9	+15+Adj+ Dev	DIRECT	07:00	19:00	720	15	✓	Simple	D4+D6+D5

Analysis Set Details

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

Opening year+Adj+Dev,

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Junction 4	Signalised		29.06	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
A	R445 West	
B	Development Access	
C	R445 East	
D	Adjacent Access	

OSCADY Traffic Streams

Arm	Traffic Stream	Phase	Notional EEG (s)	Signals EEG (s)	Destination arms	Straight move
A - R445 West	1	A	0.00	0.00	B, C, D	C
B - Development Access	1	B	0.00	0.00	A, C, D	D
C - R445 East	1	A	0.00	0.00	A, B, D	A
D - Adjacent Access	1	C	0.00	0.00	A, B, C	B

OSCADY Lanes

Arm	Traffic Stream	Destination arms	Gradient (%)	Width (m)	Turning radius (m)	Nearside lane	Has bay
A - R445 West	1	B, C, D	0	3.00	10.00	✓	
B - Development Access	1	A, C, D	0	3.00	10.00	✓	
C - R445 East	1	A, B, D	0	3.00	10.00	✓	
D - Adjacent Access	1	A, B, C	0	3.00	10.00	✓	

Signal Timings

Junction 1

Junction	Sequence to use	Cycle time (s)	Maximum cycle time (s)	Start displacement (s)	End displacement (s)
1	1	120	300	1.40	2.90

Optimisation options

Junction	Optimise stage lengths	Optimise cycle time	Optimiser demand source	Optimiser message
1			Average	(Optimiser not used)

Phases

Junction	Phase	Name	Minimum green (s)
1	A		3
	B		3
	C		3
	D		3

Library Stages

Junction	Library Stage	Phases in stage	User stage minimum (s)	Run every N cycles	Probability of running (%)
1	1	A	1		
	2	B	1		
	3	C	1		
	4	D	6		

Losing / Gaining Phase Delays

Junction	Delay	Type	Phase	From stage	To stage	Relative delay (s)	Absolute delay (s)
1	1	Gaining	D	3	4	0	0
	2	Gaining	C	2	3	0	0

Stage Sequences

Junction	Sequence	Name	Stage IDs	Stage ends
1	1		1, 2, 3, 4	72, 87, 102, 115

Intergreen Matrix for Junction 1

		To			
		A	B	C	D
From	A		5	5	5
	B	5		5	5
	C	5	5		5
	D	5	5	5	

Interstage Matrix for Junction 1

		To			
		1	2	3	4
From	1	0	5	5	5
	2	5	0	5	5
	3	5	5	0	5
	4	5	5	5	0

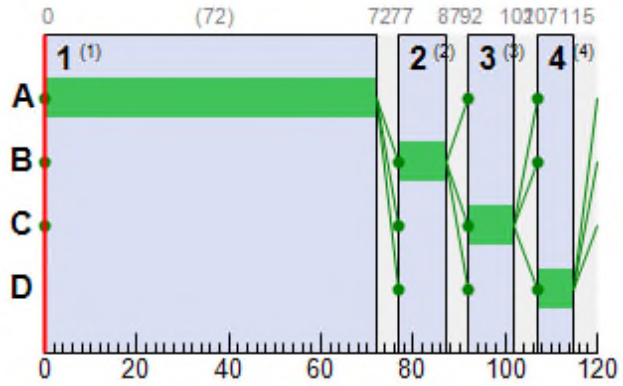
Resultant Stages

Junction	Resultant Stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	1	A	0	72	72	1	3
	2	2	B	77	87	10	1	3
	3	3	C	92	102	10	1	3
	4	4	D	107	115	8	6	6

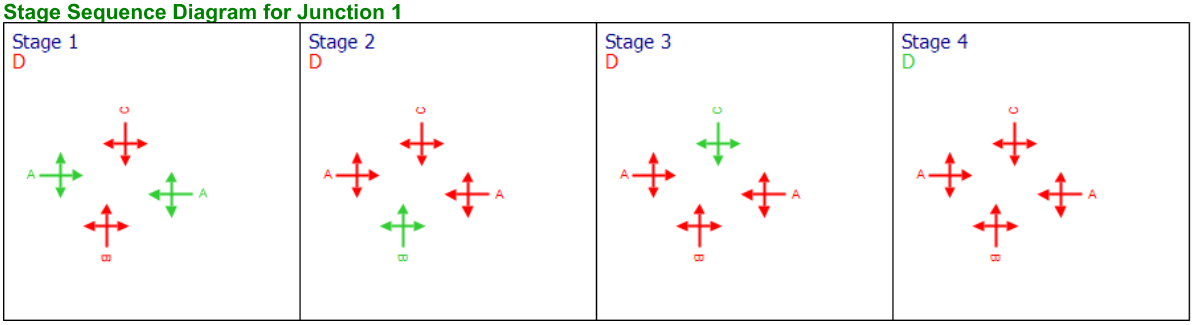
Resultant Phase Green Periods

Junction	Phase	Green period	Start time (s)	End time (s)	Duration (s)
1	A	1	0	72	72
	B	1	77	87	10
	C	1	92	102	10
	D	1	107	115	8

Phase Timings Diagram for Junction 1



Stage Sequence Diagram for Junction 1



Traffic Demand

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
D7	Opening year+Adj+Dev	DIRECT	07:00	19:00	720	15	✓	Simple	D2+D6+D5

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - R445 West		DIRECT	✓	100.000
B - Development Access		DIRECT	✓	100.000
C - R445 East		DIRECT	✓	100.000
D - Adjacent Access		DIRECT	✓	100.000

Origin-Destination Data

07:00 - 07:15

Demand (Veh/TS)

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	26.83	77.02	1.62
	B - Development Access	10.89	0.00	10.31	0.00
	C - R445 East	80.83	2.79	0.00	3.78
	D - Adjacent Access	6.73	0.00	15.70	0.00

07:15 - 07:30

Demand (Veh/TS)

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	26.12	76.07	1.62
	B - Development Access	11.47	0.00	10.31	0.00
	C - R445 East	105.57	2.79	0.00	3.78
	D - Adjacent Access	6.73	0.00	15.70	0.00

07:30 - 07:45

Demand (Veh/TS)

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	30.02	87.45	1.62
	B - Development Access	12.11	0.00	10.31	0.00
	C - R445 East	129.67	2.79	0.00	3.78
	D - Adjacent Access	6.73	0.00	15.70	0.00

07:45 - 08:00

Demand (Veh/TS)

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	37.46	110.31	1.62
	B - Development Access	11.16	0.00	10.31	0.00
	C - R445 East	85.82	2.79	0.00	3.78
	D - Adjacent Access	6.73	0.00	15.70	0.00

08:00 - 08:15

Demand (Veh/TS)

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	44.54	123.77	2.84
	B - Development Access	14.92	0.00	13.85	0.00
	C - R445 East	119.33	5.69	0.00	6.62
	D - Adjacent Access	8.75	0.00	20.42	0.00

08:15 - 08:30

Demand (Veh/TS)

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	46.31	126.71	2.84
	B - Development Access	16.10	0.00	13.85	0.00
	C - R445 East	156.76	5.69	0.00	6.62
	D - Adjacent Access	8.75	0.00	20.42	0.00

Demand (Veh/TS)

08:30 - 08:45

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	39.58	108.16	2.84
	B - Development Access	15.57	0.00	13.85	0.00
	C - R445 East	135.60	5.69	0.00	6.62
	D - Adjacent Access	8.75	0.00	20.42	0.00

Demand (Veh/TS)

08:45 - 09:00

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	41.00	112.30	2.84
	B - Development Access	14.81	0.00	13.85	0.00
	C - R445 East	108.56	5.69	0.00	6.62
	D - Adjacent Access	8.75	0.00	20.42	0.00

Demand (Veh/TS)

09:00 - 09:15

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	40.01	113.58	2.81
	B - Development Access	9.02	0.00	7.33	0.00
	C - R445 East	106.28	5.36	0.00	6.56
	D - Adjacent Access	4.05	0.00	9.45	0.00

Demand (Veh/TS)

09:15 - 09:30

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	37.88	106.25	2.81
	B - Development Access	9.79	0.00	7.33	0.00
	C - R445 East	126.61	5.36	0.00	6.56
	D - Adjacent Access	4.05	0.00	9.45	0.00

Demand (Veh/TS)

09:30 - 09:45

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	41.78	117.64	2.81
	B - Development Access	8.99	0.00	7.33	0.00
	C - R445 East	100.45	5.36	0.00	6.56
	D - Adjacent Access	4.05	0.00	9.45	0.00

Demand (Veh/TS)

09:45 - 10:00

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	33.63	92.71	2.81
	B - Development Access	9.29	0.00	7.33	0.00
	C - R445 East	111.27	5.36	0.00	6.56
	D - Adjacent Access	4.05	0.00	9.45	0.00

Demand (Veh/TS)

10:00 - 10:15

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	31.51	90.72	2.66
	B - Development Access	7.73	0.00	5.23	0.00
	C - R445 East	119.38	4.12	0.00	6.20
	D - Adjacent Access	3.31	0.00	7.72	0.00

10:15 - 10:30 **Demand (Veh/TS)**

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	30.44	85.38	2.66
	B - Development Access	7.23	0.00	5.23	0.00
	C - R445 East	100.69	4.12	0.00	6.20
	D - Adjacent Access	3.31	0.00	7.72	0.00

Demand (Veh/TS)

10:30 - 10:45

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	34.34	99.01	2.66
	B - Development Access	7.92	0.00	5.23	0.00
	C - R445 East	123.90	4.12	0.00	6.20
	D - Adjacent Access	3.31	0.00	7.72	0.00

Demand (Veh/TS)

10:45 - 11:00

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	39.65	108.95	2.66
	B - Development Access	7.73	0.00	5.23	0.00
	C - R445 East	122.73	4.12	0.00	6.20
	D - Adjacent Access	3.31	0.00	7.72	0.00

Demand (Veh/TS)

11:00 - 11:15

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	36.28	98.68	2.95
	B - Development Access	8.17	0.00	5.31	0.00
	C - R445 East	132.90	4.73	0.00	6.88
	D - Adjacent Access	3.47	0.00	8.09	0.00

Demand (Veh/TS)

11:15 - 11:30

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	34.16	95.82	2.95
	B - Development Access	7.91	0.00	5.31	0.00
	C - R445 East	126.79	4.73	0.00	6.88
	D - Adjacent Access	3.47	0.00	8.09	0.00

Demand (Veh/TS)

11:30 - 11:45

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	34.16	99.17	2.95
	B - Development Access	8.06	0.00	5.31	0.00
	C - R445 East	128.84	4.73	0.00	6.88
	D - Adjacent Access	3.47	0.00	8.09	0.00

Demand (Veh/TS)

11:45 - 12:00

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	45.14	121.20	2.95
	B - Development Access	7.64	0.00	5.31	0.00
	C - R445 East	112.85	4.73	0.00	6.88
	D - Adjacent Access	3.47	0.00	8.09	0.00

Demand (Veh/TS)

12:00 - 12:15

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	44.51	116.19	3.85
	B - Development Access	9.66	0.00	7.05	0.00
	C - R445 East	132.90	6.89	0.00	8.98
	D - Adjacent Access	3.76	0.00	8.77	0.00

12:15 - 12:30 **Demand (Veh/TS)**

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	43.80	113.00	3.85
	B - Development Access	9.93	0.00	7.05	0.00
	C - R445 East	142.36	6.89	0.00	8.98
	D - Adjacent Access	3.76	0.00	8.77	0.00

Demand (Veh/TS)

12:30 - 12:45

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	45.57	120.42	3.85
	B - Development Access	10.08	0.00	7.05	0.00
	C - R445 East	151.12	6.89	0.00	8.98
	D - Adjacent Access	3.76	0.00	8.77	0.00

Demand (Veh/TS)

12:45 - 13:00

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	33.89	86.25	3.85
	B - Development Access	9.63	0.00	7.05	0.00
	C - R445 East	136.02	6.89	0.00	8.98
	D - Adjacent Access	3.76	0.00	8.77	0.00

Demand (Veh/TS)

13:00 - 13:15

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	30.44	73.58	3.87
	B - Development Access	10.04	0.00	6.38	0.00
	C - R445 East	166.70	6.59	0.00	9.03
	D - Adjacent Access	3.76	0.00	8.77	0.00

Demand (Veh/TS)

13:15 - 13:30

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	39.29	102.82	3.87
	B - Development Access	9.13	0.00	6.38	0.00
	C - R445 East	135.37	6.59	0.00	9.03
	D - Adjacent Access	3.76	0.00	8.77	0.00

Demand (Veh/TS)

13:30 - 13:45

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	44.25	116.19	3.87
	B - Development Access	9.40	0.00	6.38	0.00
	C - R445 East	143.71	6.59	0.00	9.03
	D - Adjacent Access	3.76	0.00	8.77	0.00

Demand (Veh/TS)

13:45 - 14:00

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	42.48	113.25	3.87
	B - Development Access	9.13	0.00	6.38	0.00
	C - R445 East	137.60	6.59	0.00	9.03
	D - Adjacent Access	3.76	0.00	8.77	0.00

Demand (Veh/TS)

14:00 - 14:15

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	42.11	113.58	4.61
	B - Development Access	10.59	0.00	7.02	0.00
	C - R445 East	167.81	7.81	0.00	10.76
	D - Adjacent Access	4.32	0.00	10.08	0.00

14:15 - 14:30 **Demand (Veh/TS)**

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	50.96	137.23	4.61
	B - Development Access	9.68	0.00	7.02	0.00
	C - R445 East	129.78	7.81	0.00	10.76
	D - Adjacent Access	4.32	0.00	10.08	0.00

Demand (Veh/TS)

14:30 - 14:45

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	41.75	110.31	4.61
	B - Development Access	10.10	0.00	7.02	0.00
	C - R445 East	148.00	7.81	0.00	10.76
	D - Adjacent Access	4.32	0.00	10.08	0.00

Demand (Veh/TS)

14:45 - 15:00

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	54.86	146.38	4.61
	B - Development Access	10.33	0.00	7.02	0.00
	C - R445 East	157.23	7.81	0.00	10.76
	D - Adjacent Access	4.32	0.00	10.08	0.00

Demand (Veh/TS)

15:00 - 15:15

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	49.46	131.18	6.08
	B - Development Access	8.44	0.00	6.38	0.00
	C - R445 East	113.27	9.36	0.00	14.18
	D - Adjacent Access	3.87	0.00	9.03	0.00

Demand (Veh/TS)

15:15 - 15:30

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	39.19	94.45	6.08
	B - Development Access	9.70	0.00	6.38	0.00
	C - R445 East	155.65	9.36	0.00	14.18
	D - Adjacent Access	3.87	0.00	9.03	0.00

Demand (Veh/TS)

15:30 - 15:45

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	49.11	127.91	6.08
	B - Development Access	9.51	0.00	6.38	0.00
	C - R445 East	151.12	9.36	0.00	14.18
	D - Adjacent Access	3.87	0.00	9.03	0.00

Demand (Veh/TS)

15:45 - 16:00

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	54.06	136.82	6.08
	B - Development Access	9.43	0.00	6.38	0.00
	C - R445 East	147.30	9.36	0.00	14.18
	D - Adjacent Access	3.87	0.00	9.03	0.00

Demand (Veh/TS)

16:00 - 16:15

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	46.38	111.97	6.59
	B - Development Access	10.48	0.00	6.04	0.00
	C - R445 East	192.38	10.32	0.00	15.38
	D - Adjacent Access	3.78	0.00	8.82	0.00

16:15 - 16:30 **Demand (Veh/TS)**

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	49.57	123.52	6.59
	B - Development Access	10.44	0.00	6.04	0.00
	C - R445 East	192.15	10.32	0.00	15.38
	D - Adjacent Access	3.78	0.00	8.82	0.00

Demand (Veh/TS)

16:30 - 16:45

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	47.45	117.31	6.59
	B - Development Access	9.18	0.00	6.04	0.00
	C - R445 East	153.12	10.32	0.00	15.38
	D - Adjacent Access	3.78	0.00	8.82	0.00

Demand (Veh/TS)

16:45 - 17:00

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	54.18	136.98	6.59
	B - Development Access	9.87	0.00	6.04	0.00
	C - R445 East	169.63	10.32	0.00	15.38
	D - Adjacent Access	3.78	0.00	8.82	0.00

Demand (Veh/TS)

17:00 - 17:15

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	53.48	125.59	8.80
	B - Development Access	10.93	0.00	6.88	0.00
	C - R445 East	181.80	14.05	0.00	20.53
	D - Adjacent Access	3.76	0.00	8.77	0.00

Demand (Veh/TS)

17:15 - 17:30

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	48.87	111.02	8.80
	B - Development Access	10.89	0.00	6.88	0.00
	C - R445 East	179.33	14.05	0.00	20.53
	D - Adjacent Access	3.76	0.00	8.77	0.00

Demand (Veh/TS)

17:30 - 17:45

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	48.16	112.30	8.80
	B - Development Access	10.40	0.00	6.88	0.00
	C - R445 East	161.76	14.05	0.00	20.53
	D - Adjacent Access	3.76	0.00	8.77	0.00

Demand (Veh/TS)

17:45 - 18:00

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	46.75	104.81	8.80
	B - Development Access	10.70	0.00	6.88	0.00
	C - R445 East	172.57	14.05	0.00	20.53
	D - Adjacent Access	3.76	0.00	8.77	0.00

Demand (Veh/TS)

18:00 - 18:15

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	50.00	122.32	6.84
	B - Development Access	10.45	0.00	6.55	0.00
	C - R445 East	172.80	10.40	0.00	15.96
	D - Adjacent Access	4.14	0.00	9.66	0.00

18:15 - 18:30 **Demand (Veh/TS)**

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	43.27	103.77	6.84
	B - Development Access	10.14	0.00	6.55	0.00
	C - R445 East	161.99	10.40	0.00	15.96
	D - Adjacent Access	4.14	0.00	9.66	0.00

Demand (Veh/TS)

18:30 - 18:45

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	48.23	116.03	6.84
	B - Development Access	9.69	0.00	6.55	0.00
	C - R445 East	144.65	10.40	0.00	15.96
	D - Adjacent Access	4.14	0.00	9.66	0.00

Demand (Veh/TS)

18:45 - 19:00

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	43.98	103.61	6.84
	B - Development Access	10.07	0.00	6.55	0.00
	C - R445 East	161.52	10.40	0.00	15.96
	D - Adjacent Access	4.14	0.00	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

07:00 - 07:15

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	7	0
	B - Development Access	0	0	0	0
	C - R445 East	10	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

07:15 - 07:30

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	9	0
	B - Development Access	0	0	0	0
	C - R445 East	12	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

07:30 - 07:45

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	8	0
	B - Development Access	0	0	0	0
	C - R445 East	10	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

07:45 - 08:00

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	7	0
	B - Development Access	0	0	0	0
	C - R445 East	4	0	0	0
	D - Adjacent Access	0	0	0	0

08:00 - 08:15 **Heavy Vehicle Percentages**

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	6	0
	B - Development Access	0	0	0	0
	C - R445 East	9	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

08:15 - 08:30

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	4	0
	B - Development Access	0	0	0	0
	C - R445 East	4	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

08:30 - 08:45

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	6	0
	B - Development Access	0	0	0	0
	C - R445 East	3	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	6	0
	B - Development Access	0	0	0	0
	C - R445 East	4	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

09:00 - 09:15

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	9	0
	B - Development Access	0	0	0	0
	C - R445 East	8	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

09:15 - 09:30

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	8	0
	B - Development Access	0	0	0	0
	C - R445 East	2	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

09:30 - 09:45

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	8	0
	B - Development Access	0	0	0	0
	C - R445 East	4	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

09:45 - 10:00

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	8	0
	B - Development Access	0	0	0	0
	C - R445 East	4	0	0	0
	D - Adjacent Access	0	0	0	0

10:00 - 10:15

Heavy Vehicle Percentages

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	10	0
	B - Development Access	0	0	0	0
	C - R445 East	4	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

10:15 - 10:30

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	8	0
	B - Development Access	0	0	0	0
	C - R445 East	3	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

10:30 - 10:45

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	9	0
	B - Development Access	0	0	0	0
	C - R445 East	2	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

10:45 - 11:00

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	3	0
	B - Development Access	0	0	0	0
	C - R445 East	6	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

11:00 - 11:15

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	5	0
	B - Development Access	0	0	0	0
	C - R445 East	3	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

11:15 - 11:30

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	8	0
	B - Development Access	0	0	0	0
	C - R445 East	6	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

11:30 - 11:45

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	11	0
	B - Development Access	0	0	0	0
	C - R445 East	3	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

11:45 - 12:00

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	1	0
	B - Development Access	0	0	0	0
	C - R445 East	3	0	0	0
	D - Adjacent Access	0	0	0	0

12:00 - 12:15

Heavy Vehicle Percentages

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	3	0
	B - Development Access	0	0	0	0
	C - R445 East	3	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

12:15 - 12:30

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	2	0
	B - Development Access	0	0	0	0
	C - R445 East	3	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

12:30 - 12:45

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	4	0
	B - Development Access	0	0	0	0
	C - R445 East	5	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

12:45 - 13:00

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	5	0
	B - Development Access	0	0	0	0
	C - R445 East	7	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

13:00 - 13:15

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	2	0
	B - Development Access	0	0	0	0
	C - R445 East	3	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

13:15 - 13:30

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	4	0
	B - Development Access	0	0	0	0
	C - R445 East	4	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

13:30 - 13:45

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	3	0
	B - Development Access	0	0	0	0
	C - R445 East	3	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

13:45 - 14:00

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	5	0
	B - Development Access	0	0	0	0
	C - R445 East	6	0	0	0
	D - Adjacent Access	0	0	0	0

14:00 - 14:15

Heavy Vehicle Percentages

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	9	0
	B - Development Access	0	0	0	0
	C - R445 East	3	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

14:15 - 14:30

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	6	0
	B - Development Access	0	0	0	0
	C - R445 East	0	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

14:30 - 14:45

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	7	0
	B - Development Access	0	0	0	0
	C - R445 East	2	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

14:45 - 15:00

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	4	0
	B - Development Access	0	0	0	0
	C - R445 East	3	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

15:00 - 15:15

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	8	0
	B - Development Access	0	0	0	0
	C - R445 East	7	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

15:15 - 15:30

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	4	0
	B - Development Access	0	0	0	0
	C - R445 East	4	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

15:30 - 15:45

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	6	0
	B - Development Access	0	0	0	0
	C - R445 East	5	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

15:45 - 16:00

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	2	0
	B - Development Access	0	0	0	0
	C - R445 East	5	0	0	0
	D - Adjacent Access	0	0	0	0

16:00 - 16:15

Heavy Vehicle Percentages

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	2	0
	B - Development Access	0	0	0	0
	C - R445 East	2	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

16:15 - 16:30

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	4	0
	B - Development Access	0	0	0	0
	C - R445 East	3	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

16:30 - 16:45

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	4	0
	B - Development Access	0	0	0	0
	C - R445 East	7	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

16:45 - 17:00

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	3	0
	B - Development Access	0	0	0	0
	C - R445 East	2	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

17:00 - 17:15

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	4	0
	B - Development Access	0	0	0	0
	C - R445 East	2	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	3	0
	B - Development Access	0	0	0	0
	C - R445 East	1	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	6	0
	B - Development Access	0	0	0	0
	C - R445 East	1	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

17:45 - 18:00

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	3	0
	B - Development Access	0	0	0	0
	C - R445 East	1	0	0	0
	D - Adjacent Access	0	0	0	0

18:00 - 18:15

Heavy Vehicle Percentages

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	2	0
	B - Development Access	0	0	0	0
	C - R445 East	1	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

18:15 - 18:30

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	3	0
	B - Development Access	0	0	0	0
	C - R445 East	1	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

18:30 - 18:45

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	1	0
	B - Development Access	0	0	0	0
	C - R445 East	0	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

18:45 - 19:00

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	1	0
	B - Development Access	0	0	0	0
	C - R445 East	2	0	0	0
	D - Adjacent Access	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max DOS	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
A - R445 West	0.75	22.34	11.9	C	156.47	7510.75
B - Development Access	0.75	90.47	4.8	F	17.46	837.92
C - R445 East	0.78	23.73	12.7	C	157.22	7546.70
D - Adjacent Access	0.73	89.09	4.7	F	14.71	706.14

Main Results for each time segment

07:00 - 07:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

07:15 - 07:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

07:30 - 07:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

07:45 - 08:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

08:00 - 08:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

08:15 - 08:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

08:30 - 08:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

08:45 - 09:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

09:00 - 09:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

09:15 - 09:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

09:30 - 09:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

09:45 - 10:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

10:00 - 10:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

10:15 - 10:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

10:30 - 10:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

10:45 - 11:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

11:00 - 11:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

11:15 - 11:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

11:30 - 11:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

11:45 - 12:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

12:00 - 12:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

12:15 - 12:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

12:30 - 12:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

12:45 - 13:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

13:00 - 13:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

13:15 - 13:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

13:30 - 13:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

13:45 - 14:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

14:00 - 14:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

14:15 - 14:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

14:30 - 14:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

14:45 - 15:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

15:00 - 15:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

15:15 - 15:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

15:30 - 15:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

15:45 - 16:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

16:00 - 16:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

16:15 - 16:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

16:30 - 16:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

16:45 - 17:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

17:00 - 17:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

17:15 - 17:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

17:30 - 17:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

17:45 - 18:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

18:00 - 18:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

18:15 - 18:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

18:30 - 18:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

18:45 - 19:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

+5+Adj+Dev,

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Junction 4	Signalised		33.25	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

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	+5+Adj+Dev	DIRECT	07:00	19:00	720	15	✓	Simple	D3+D6+D5

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - R445 West		DIRECT	✓	100.000
B - Development Access		DIRECT	✓	100.000
C - R445 East		DIRECT	✓	100.000
D - Adjacent Access		DIRECT	✓	100.000

Origin-Destination Data

07:00 - 07:15

Demand (Veh/TS)

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	29.33	85.48	1.62
	B - Development Access	11.11	0.00	10.31	0.00
	C - R445 East	89.90	2.79	0.00	3.78
	D - Adjacent Access	6.73	0.00	15.70	0.00

07:15 - 07:30

Demand (Veh/TS)

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	28.55	84.54	1.62
	B - Development Access	11.74	0.00	10.31	0.00
	C - R445 East	117.64	2.79	0.00	3.78
	D - Adjacent Access	6.73	0.00	15.70	0.00

07:30 - 07:45

Demand (Veh/TS)

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	32.85	97.09	1.62
	B - Development Access	12.45	0.00	10.31	0.00
	C - R445 East	144.32	2.79	0.00	3.78
	D - Adjacent Access	6.73	0.00	15.70	0.00

07:45 - 08:00

Demand (Veh/TS)

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	41.05	122.41	1.62
	B - Development Access	11.40	0.00	10.31	0.00
	C - R445 East	94.95	2.79	0.00	3.78
	D - Adjacent Access	6.73	0.00	15.70	0.00

Demand (Veh/TS)

08:00 - 08:15

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	48.60	137.24	2.84
	B - Development Access	15.23	0.00	13.85	0.00
	C - R445 East	132.69	5.69	0.00	6.62
	D - Adjacent Access	8.75	0.00	20.42	0.00

Demand (Veh/TS)

08:15 - 08:30

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	50.55	140.26	2.84
	B - Development Access	16.54	0.00	13.85	0.00
	C - R445 East	173.51	5.69	0.00	6.62
	D - Adjacent Access	8.75	0.00	20.42	0.00

Demand (Veh/TS)

08:30 - 08:45

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	43.14	119.92	2.84
	B - Development Access	15.95	0.00	13.85	0.00
	C - R445 East	149.95	5.69	0.00	6.62
	D - Adjacent Access	8.75	0.00	20.42	0.00

Demand (Veh/TS)

08:45 - 09:00

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	44.70	124.49	2.84
	B - Development Access	15.11	0.00	13.85	0.00
	C - R445 East	120.14	5.69	0.00	6.62
	D - Adjacent Access	8.75	0.00	20.42	0.00

Demand (Veh/TS)

09:00 - 09:15

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	43.64	126.24	2.81
	B - Development Access	9.30	0.00	7.33	0.00
	C - R445 East	118.07	5.36	0.00	6.56
	D - Adjacent Access	4.05	0.00	9.45	0.00

Demand (Veh/TS)

09:15 - 09:30

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	41.29	118.05	2.81
	B - Development Access	10.15	0.00	7.33	0.00
	C - R445 East	139.81	5.36	0.00	6.56
	D - Adjacent Access	4.05	0.00	9.45	0.00

Demand (Veh/TS)

09:30 - 09:45

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	45.59	130.60	2.81
	B - Development Access	9.26	0.00	7.33	0.00
	C - R445 East	111.20	5.36	0.00	6.56
	D - Adjacent Access	4.05	0.00	9.45	0.00

09:45 - 10:00 **Demand (Veh/TS)**

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	36.61	103.01	2.81
	B - Development Access	9.60	0.00	7.33	0.00
	C - R445 East	123.12	5.36	0.00	6.56
	D - Adjacent Access	4.05	0.00	9.45	0.00

Demand (Veh/TS)

10:00 - 10:15

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	34.37	100.93	2.66
	B - Development Access	8.06	0.00	5.23	0.00
	C - R445 East	132.06	4.12	0.00	6.20
	D - Adjacent Access	3.31	0.00	7.72	0.00

Demand (Veh/TS)

10:15 - 10:30

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	33.20	94.81	2.66
	B - Development Access	7.51	0.00	5.23	0.00
	C - R445 East	111.34	4.12	0.00	6.20
	D - Adjacent Access	3.31	0.00	7.72	0.00

Demand (Veh/TS)

10:30 - 10:45

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	37.50	110.06	2.66
	B - Development Access	8.27	0.00	5.23	0.00
	C - R445 East	136.83	4.12	0.00	6.20
	D - Adjacent Access	3.31	0.00	7.72	0.00

Demand (Veh/TS)

10:45 - 11:00

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	43.35	120.45	2.66
	B - Development Access	8.06	0.00	5.23	0.00
	C - R445 East	136.10	4.12	0.00	6.20
	D - Adjacent Access	3.31	0.00	7.72	0.00

Demand (Veh/TS)

11:00 - 11:15

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	39.59	109.24	2.95
	B - Development Access	8.54	0.00	5.31	0.00
	C - R445 East	146.97	4.73	0.00	6.88
	D - Adjacent Access	3.47	0.00	8.09	0.00

Demand (Veh/TS)

11:15 - 11:30

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	37.24	106.43	2.95
	B - Development Access	8.25	0.00	5.31	0.00
	C - R445 East	140.57	4.73	0.00	6.88
	D - Adjacent Access	3.47	0.00	8.09	0.00

Demand (Veh/TS)

11:30 - 11:45

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	37.24	110.47	2.95
	B - Development Access	8.42	0.00	5.31	0.00
	C - R445 East	142.50	4.73	0.00	6.88
	D - Adjacent Access	3.47	0.00	8.09	0.00

11:45 - 12:00

Demand (Veh/TS)

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	49.35	133.74	2.95
	B - Development Access	7.96	0.00	5.31	0.00
	C - R445 East	124.76	4.73	0.00	6.88
	D - Adjacent Access	3.47	0.00	8.09	0.00

Demand (Veh/TS)

12:00 - 12:15

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	48.47	128.44	3.85
	B - Development Access	10.04	0.00	7.05	0.00
	C - R445 East	146.97	6.89	0.00	8.98
	D - Adjacent Access	3.76	0.00	8.77	0.00

Demand (Veh/TS)

12:15 - 12:30

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	47.69	124.81	3.85
	B - Development Access	10.33	0.00	7.05	0.00
	C - R445 East	157.40	6.89	0.00	8.98
	D - Adjacent Access	3.76	0.00	8.77	0.00

Demand (Veh/TS)

12:30 - 12:45

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	49.64	133.21	3.85
	B - Development Access	10.50	0.00	7.05	0.00
	C - R445 East	167.40	6.89	0.00	8.98
	D - Adjacent Access	3.76	0.00	8.77	0.00

Demand (Veh/TS)

12:45 - 13:00

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	36.75	95.54	3.85
	B - Development Access	9.99	0.00	7.05	0.00
	C - R445 East	150.86	6.89	0.00	8.98
	D - Adjacent Access	3.76	0.00	8.77	0.00

Demand (Veh/TS)

13:00 - 13:15

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	32.98	81.24	3.87
	B - Development Access	10.51	0.00	6.38	0.00
	C - R445 East	184.23	6.59	0.00	9.03
	D - Adjacent Access	3.76	0.00	8.77	0.00

Demand (Veh/TS)

13:15 - 13:30

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	42.74	113.81	3.87
	B - Development Access	9.50	0.00	6.38	0.00
	C - R445 East	149.80	6.59	0.00	9.03
	D - Adjacent Access	3.76	0.00	8.77	0.00

Demand (Veh/TS)

13:30 - 13:45

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	48.21	128.44	3.87
	B - Development Access	9.80	0.00	6.38	0.00
	C - R445 East	158.89	6.59	0.00	9.03
	D - Adjacent Access	3.76	0.00	8.77	0.00

13:45 - 14:00 **Demand (Veh/TS)**

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	46.25	125.42	3.87
	B - Development Access	9.50	0.00	6.38	0.00
	C - R445 East	152.50	6.59	0.00	9.03
	D - Adjacent Access	3.76	0.00	8.77	0.00

Demand (Veh/TS)

14:00 - 14:15

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	45.74	126.24	4.61
	B - Development Access	11.06	0.00	7.02	0.00
	C - R445 East	185.57	7.81	0.00	10.76
	D - Adjacent Access	4.32	0.00	10.08	0.00

Demand (Veh/TS)

14:15 - 14:30

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	55.50	152.08	4.61
	B - Development Access	10.05	0.00	7.02	0.00
	C - R445 East	143.08	7.81	0.00	10.76
	D - Adjacent Access	4.32	0.00	10.08	0.00

Demand (Veh/TS)

14:30 - 14:45

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	45.35	122.41	4.61
	B - Development Access	10.52	0.00	7.02	0.00
	C - R445 East	163.51	7.81	0.00	10.76
	D - Adjacent Access	4.32	0.00	10.08	0.00

Demand (Veh/TS)

14:45 - 15:00

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	59.79	161.94	4.61
	B - Development Access	10.77	0.00	7.02	0.00
	C - R445 East	173.79	7.81	0.00	10.76
	D - Adjacent Access	4.32	0.00	10.08	0.00

Demand (Veh/TS)

15:00 - 15:15

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	53.71	145.64	6.08
	B - Development Access	8.75	0.00	6.38	0.00
	C - R445 East	125.67	9.36	0.00	14.18
	D - Adjacent Access	3.87	0.00	9.03	0.00

Demand (Veh/TS)

15:15 - 15:30

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	42.38	104.47	6.08
	B - Development Access	10.13	0.00	6.38	0.00
	C - R445 East	172.16	9.36	0.00	14.18
	D - Adjacent Access	3.87	0.00	9.03	0.00

Demand (Veh/TS)

15:30 - 15:45

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	53.32	141.81	6.08
	B - Development Access	9.92	0.00	6.38	0.00
	C - R445 East	167.40	9.36	0.00	14.18
	D - Adjacent Access	3.87	0.00	9.03	0.00

15:45 - 16:00 **Demand (Veh/TS)**

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	58.78	151.06	6.08
	B - Development Access	9.84	0.00	6.38	0.00
	C - R445 East	163.07	9.36	0.00	14.18
	D - Adjacent Access	3.87	0.00	9.03	0.00

Demand (Veh/TS)

16:00 - 16:15

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	50.23	123.67	6.59
	B - Development Access	11.02	0.00	6.04	0.00
	C - R445 East	212.54	10.32	0.00	15.38
	D - Adjacent Access	3.78	0.00	8.82	0.00

Demand (Veh/TS)

16:15 - 16:30

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	53.75	136.63	6.59
	B - Development Access	10.98	0.00	6.04	0.00
	C - R445 East	212.40	10.32	0.00	15.38
	D - Adjacent Access	3.78	0.00	8.82	0.00

Demand (Veh/TS)

16:30 - 16:45

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	51.40	129.78	6.59
	B - Development Access	9.59	0.00	6.04	0.00
	C - R445 East	169.95	10.32	0.00	15.38
	D - Adjacent Access	3.78	0.00	8.82	0.00

Demand (Veh/TS)

16:45 - 17:00

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	58.82	151.47	6.59
	B - Development Access	10.35	0.00	6.04	0.00
	C - R445 East	187.35	10.32	0.00	15.38
	D - Adjacent Access	3.78	0.00	8.82	0.00

Demand (Veh/TS)

17:00 - 17:15

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	57.72	138.91	8.80
	B - Development Access	11.44	0.00	6.88	0.00
	C - R445 East	200.77	14.05	0.00	20.53
	D - Adjacent Access	3.76	0.00	8.77	0.00

Demand (Veh/TS)

17:15 - 17:30

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	52.65	122.73	8.80
	B - Development Access	11.40	0.00	6.88	0.00
	C - R445 East	197.93	14.05	0.00	20.53
	D - Adjacent Access	3.76	0.00	8.77	0.00

Demand (Veh/TS)

17:30 - 17:45

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	51.86	124.49	8.80
	B - Development Access	10.86	0.00	6.88	0.00
	C - R445 East	178.56	14.05	0.00	20.53
	D - Adjacent Access	3.76	0.00	8.77	0.00

17:45 - 18:00 **Demand (Veh/TS)**

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	50.30	115.88	8.80
	B - Development Access	11.19	0.00	6.88	0.00
	C - R445 East	190.48	14.05	0.00	20.53
	D - Adjacent Access	3.76	0.00	8.77	0.00

Demand (Veh/TS)

18:00 - 18:15

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	54.21	135.08	6.84
	B - Development Access	10.94	0.00	6.55	0.00
	C - R445 East	190.62	10.40	0.00	15.96
	D - Adjacent Access	4.14	0.00	9.66	0.00

Demand (Veh/TS)

18:15 - 18:30

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	46.79	114.74	6.84
	B - Development Access	10.61	0.00	6.55	0.00
	C - R445 East	178.70	10.40	0.00	15.96
	D - Adjacent Access	4.14	0.00	9.66	0.00

Demand (Veh/TS)

18:30 - 18:45

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	52.25	128.03	6.84
	B - Development Access	10.10	0.00	6.55	0.00
	C - R445 East	159.47	10.40	0.00	15.96
	D - Adjacent Access	4.14	0.00	9.66	0.00

Demand (Veh/TS)

18:45 - 19:00

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	47.57	114.33	6.84
	B - Development Access	10.52	0.00	6.55	0.00
	C - R445 East	178.41	10.40	0.00	15.96
	D - Adjacent Access	4.14	0.00	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

07:00 - 07:15

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	8	0
	B - Development Access	0	0	0	0
	C - R445 East	10	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

07:15 - 07:30

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	10	0
	B - Development Access	0	0	0	0
	C - R445 East	13	0	0	0
	D - Adjacent Access	0	0	0	0

07:30 - 07:45 **Heavy Vehicle Percentages**

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	8	0
	B - Development Access	0	0	0	0
	C - R445 East	11	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

07:45 - 08:00

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	8	0
	B - Development Access	0	0	0	0
	C - R445 East	4	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

08:00 - 08:15

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	7	0
	B - Development Access	0	0	0	0
	C - R445 East	10	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

08:15 - 08:30

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	5	0
	B - Development Access	0	0	0	0
	C - R445 East	5	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

08:30 - 08:45

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	7	0
	B - Development Access	0	0	0	0
	C - R445 East	4	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	6	0
	B - Development Access	0	0	0	0
	C - R445 East	4	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

09:00 - 09:15

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	10	0
	B - Development Access	0	0	0	0
	C - R445 East	9	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

09:15 - 09:30

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	9	0
	B - Development Access	0	0	0	0
	C - R445 East	2	0	0	0
	D - Adjacent Access	0	0	0	0

09:30 - 09:45

Heavy Vehicle Percentages

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	8	0
	B - Development Access	0	0	0	0
	C - R445 East	5	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

09:45 - 10:00

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	9	0
	B - Development Access	0	0	0	0
	C - R445 East	4	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

10:00 - 10:15

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	11	0
	B - Development Access	0	0	0	0
	C - R445 East	4	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

10:15 - 10:30

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	9	0
	B - Development Access	0	0	0	0
	C - R445 East	4	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

10:30 - 10:45

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	10	0
	B - Development Access	0	0	0	0
	C - R445 East	2	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

10:45 - 11:00

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	3	0
	B - Development Access	0	0	0	0
	C - R445 East	7	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

11:00 - 11:15

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	5	0
	B - Development Access	0	0	0	0
	C - R445 East	4	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

11:15 - 11:30

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	9	0
	B - Development Access	0	0	0	0
	C - R445 East	7	0	0	0
	D - Adjacent Access	0	0	0	0

11:30 - 11:45

Heavy Vehicle Percentages

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	12	0
	B - Development Access	0	0	0	0
	C - R445 East	4	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

11:45 - 12:00

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	1	0
	B - Development Access	0	0	0	0
	C - R445 East	3	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

12:00 - 12:15

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	3	0
	B - Development Access	0	0	0	0
	C - R445 East	4	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

12:15 - 12:30

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	2	0
	B - Development Access	0	0	0	0
	C - R445 East	3	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

12:30 - 12:45

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	4	0
	B - Development Access	0	0	0	0
	C - R445 East	6	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

12:45 - 13:00

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	6	0
	B - Development Access	0	0	0	0
	C - R445 East	7	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

13:00 - 13:15

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	2	0
	B - Development Access	0	0	0	0
	C - R445 East	3	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

13:15 - 13:30

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	5	0
	B - Development Access	0	0	0	0
	C - R445 East	4	0	0	0
	D - Adjacent Access	0	0	0	0

13:30 - 13:45 **Heavy Vehicle Percentages**

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	3	0
	B - Development Access	0	0	0	0
	C - R445 East	3	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

13:45 - 14:00

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	5	0
	B - Development Access	0	0	0	0
	C - R445 East	6	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

14:00 - 14:15

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	10	0
	B - Development Access	0	0	0	0
	C - R445 East	4	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

14:15 - 14:30

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	6	0
	B - Development Access	0	0	0	0
	C - R445 East	0	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

14:30 - 14:45

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	8	0
	B - Development Access	0	0	0	0
	C - R445 East	2	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

14:45 - 15:00

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	4	0
	B - Development Access	0	0	0	0
	C - R445 East	3	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

15:00 - 15:15

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	8	0
	B - Development Access	0	0	0	0
	C - R445 East	7	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

15:15 - 15:30

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	4	0
	B - Development Access	0	0	0	0
	C - R445 East	4	0	0	0
	D - Adjacent Access	0	0	0	0

15:30 - 15:45

Heavy Vehicle Percentages

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	7	0
	B - Development Access	0	0	0	0
	C - R445 East	6	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

15:45 - 16:00

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	2	0
	B - Development Access	0	0	0	0
	C - R445 East	5	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

16:00 - 16:15

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	2	0
	B - Development Access	0	0	0	0
	C - R445 East	3	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

16:15 - 16:30

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	4	0
	B - Development Access	0	0	0	0
	C - R445 East	3	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

16:30 - 16:45

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	4	0
	B - Development Access	0	0	0	0
	C - R445 East	8	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

16:45 - 17:00

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	4	0
	B - Development Access	0	0	0	0
	C - R445 East	2	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

17:00 - 17:15

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	4	0
	B - Development Access	0	0	0	0
	C - R445 East	2	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	3	0
	B - Development Access	0	0	0	0
	C - R445 East	1	0	0	0
	D - Adjacent Access	0	0	0	0

17:30 - 17:45

Heavy Vehicle Percentages

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	6	0
	B - Development Access	0	0	0	0
	C - R445 East	2	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

17:45 - 18:00

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	3	0
	B - Development Access	0	0	0	0
	C - R445 East	1	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

18:00 - 18:15

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	2	0
	B - Development Access	0	0	0	0
	C - R445 East	1	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

18:15 - 18:30

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	4	0
	B - Development Access	0	0	0	0
	C - R445 East	1	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

18:30 - 18:45

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	1	0
	B - Development Access	0	0	0	0
	C - R445 East	0	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

18:45 - 19:00

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	1	0
	B - Development Access	0	0	0	0
	C - R445 East	2	0	0	0
	D - Adjacent Access	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max DOS	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
A - R445 West	0.83	26.77	13.8	C	171.97	8254.50
B - Development Access	0.76	92.42	4.9	F	17.84	856.52
C - R445 East	0.85	29.21	14.9	C	172.05	8258.20
D - Adjacent Access	0.73	89.09	4.7	F	14.71	706.14

Main Results for each time segment

07:00 - 07:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

07:15 - 07:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

07:30 - 07:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

07:45 - 08:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

08:00 - 08:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

08:15 - 08:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

08:30 - 08:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

08:45 - 09:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

09:00 - 09:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

09:15 - 09:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

09:30 - 09:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

09:45 - 10:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

10:00 - 10:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

10:15 - 10:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

10:30 - 10:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

10:45 - 11:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

11:00 - 11:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

11:15 - 11:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

11:30 - 11:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

11:45 - 12:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

12:00 - 12:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

12:15 - 12:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

12:30 - 12:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

12:45 - 13:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

13:00 - 13:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

13:15 - 13:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

13:30 - 13:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

13:45 - 14:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

14:00 - 14:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

14:15 - 14:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

14:30 - 14:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

14:45 - 15:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

15:00 - 15:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

15:15 - 15:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

15:30 - 15:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

15:45 - 16:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

16:00 - 16:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

16:15 - 16:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

16:30 - 16:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

16:45 - 17:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

17:00 - 17:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

17:15 - 17:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

17:30 - 17:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

17:45 - 18:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

18:00 - 18:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

18:15 - 18:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

18:30 - 18:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

18:45 - 19:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	**1**	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	**1**	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	**1**	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	**1**	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

+15+Adj+ Dev,

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Junction 4	Signalised		38.46	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

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
D9	+15+Adj+ Dev	DIRECT	07:00	19:00	720	15	✓	Simple	D4+D6+D5

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - R445 West		DIRECT	✓	100.000
B - Development Access		DIRECT	✓	100.000
C - R445 East		DIRECT	✓	100.000
D - Adjacent Access		DIRECT	✓	100.000

Origin-Destination Data

07:00 - 07:15

Demand (Veh/TS)

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	31.05	91.62	1.62
	B - Development Access	11.25	0.00	10.31	0.00
	C - R445 East	96.60	2.79	0.00	3.78
	D - Adjacent Access	6.73	0.00	15.70	0.00

07:15 - 07:30

Demand (Veh/TS)

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	30.22	90.76	1.62
	B - Development Access	11.92	0.00	10.31	0.00
	C - R445 East	126.66	2.79	0.00	3.78
	D - Adjacent Access	6.73	0.00	15.70	0.00

07:30 - 07:45

Demand (Veh/TS)

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	34.79	104.11	1.62
	B - Development Access	12.68	0.00	10.31	0.00
	C - R445 East	155.18	2.79	0.00	3.78
	D - Adjacent Access	6.73	0.00	15.70	0.00

07:45 - 08:00

Demand (Veh/TS)

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	43.51	131.18	1.62
	B - Development Access	11.56	0.00	10.31	0.00
	C - R445 East	101.42	2.79	0.00	3.78
	D - Adjacent Access	6.73	0.00	15.70	0.00

Demand (Veh/TS)

08:00 - 08:15

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	51.39	146.96	2.84
	B - Development Access	15.45	0.00	13.85	0.00
	C - R445 East	142.53	5.69	0.00	6.62
	D - Adjacent Access	8.75	0.00	20.42	0.00

Demand (Veh/TS)

08:15 - 08:30

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	53.47	149.89	2.84
	B - Development Access	16.83	0.00	13.85	0.00
	C - R445 East	185.40	5.69	0.00	6.62
	D - Adjacent Access	8.75	0.00	20.42	0.00

Demand (Veh/TS)

08:30 - 08:45

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	45.58	128.39	2.84
	B - Development Access	16.21	0.00	13.85	0.00
	C - R445 East	160.06	5.69	0.00	6.62
	D - Adjacent Access	8.75	0.00	20.42	0.00

Demand (Veh/TS)

08:45 - 09:00

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	47.24	133.25	2.84
	B - Development Access	15.31	0.00	13.85	0.00
	C - R445 East	128.35	5.69	0.00	6.62
	D - Adjacent Access	8.75	0.00	20.42	0.00

Demand (Veh/TS)

09:00 - 09:15

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	46.12	135.53	2.81
	B - Development Access	9.50	0.00	7.33	0.00
	C - R445 East	126.70	5.36	0.00	6.56
	D - Adjacent Access	4.05	0.00	9.45	0.00

Demand (Veh/TS)

09:15 - 09:30

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	43.63	126.68	2.81
	B - Development Access	10.39	0.00	7.33	0.00
	C - R445 East	149.00	5.36	0.00	6.56
	D - Adjacent Access	4.05	0.00	9.45	0.00

Demand (Veh/TS)

09:30 - 09:45

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	48.20	140.03	2.81
	B - Development Access	9.45	0.00	7.33	0.00
	C - R445 East	118.84	5.36	0.00	6.56
	D - Adjacent Access	4.05	0.00	9.45	0.00

09:45 - 10:00 **Demand (Veh/TS)**

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	38.65	110.54	2.81
	B - Development Access	9.81	0.00	7.33	0.00
	C - R445 East	131.52	5.36	0.00	6.56
	D - Adjacent Access	4.05	0.00	9.45	0.00

Demand (Veh/TS)

10:00 - 10:15

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	36.34	108.47	2.66
	B - Development Access	8.28	0.00	5.23	0.00
	C - R445 East	141.04	4.12	0.00	6.20
	D - Adjacent Access	3.31	0.00	7.72	0.00

Demand (Veh/TS)

10:15 - 10:30

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	35.09	101.68	2.66
	B - Development Access	7.70	0.00	5.23	0.00
	C - R445 East	118.86	4.12	0.00	6.20
	D - Adjacent Access	3.31	0.00	7.72	0.00

Demand (Veh/TS)

10:30 - 10:45

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	39.66	118.18	2.66
	B - Development Access	8.51	0.00	5.23	0.00
	C - R445 East	145.82	4.12	0.00	6.20
	D - Adjacent Access	3.31	0.00	7.72	0.00

Demand (Veh/TS)

10:45 - 11:00

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	45.89	128.54	2.66
	B - Development Access	8.28	0.00	5.23	0.00
	C - R445 East	145.74	4.12	0.00	6.20
	D - Adjacent Access	3.31	0.00	7.72	0.00

Demand (Veh/TS)

11:00 - 11:15

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	41.85	116.76	2.95
	B - Development Access	8.80	0.00	5.31	0.00
	C - R445 East	156.89	4.73	0.00	6.88
	D - Adjacent Access	3.47	0.00	8.09	0.00

Demand (Veh/TS)

11:15 - 11:30

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	39.36	114.18	2.95
	B - Development Access	8.49	0.00	5.31	0.00
	C - R445 East	150.50	4.73	0.00	6.88
	D - Adjacent Access	3.47	0.00	8.09	0.00

Demand (Veh/TS)

11:30 - 11:45

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	39.36	118.89	2.95
	B - Development Access	8.67	0.00	5.31	0.00
	C - R445 East	152.13	4.73	0.00	6.88
	D - Adjacent Access	3.47	0.00	8.09	0.00

11:45 - 12:00

Demand (Veh/TS)

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	52.23	142.40	2.95
	B - Development Access	8.17	0.00	5.31	0.00
	C - R445 East	133.13	4.73	0.00	6.88
	D - Adjacent Access	3.47	0.00	8.09	0.00

Demand (Veh/TS)

12:00 - 12:15

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	51.18	137.04	3.85
	B - Development Access	10.29	0.00	7.05	0.00
	C - R445 East	156.89	6.89	0.00	8.98
	D - Adjacent Access	3.76	0.00	8.77	0.00

Demand (Veh/TS)

12:15 - 12:30

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	50.35	133.04	3.85
	B - Development Access	10.60	0.00	7.05	0.00
	C - R445 East	167.99	6.89	0.00	8.98
	D - Adjacent Access	3.76	0.00	8.77	0.00

Demand (Veh/TS)

12:30 - 12:45

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	52.43	142.25	3.85
	B - Development Access	10.78	0.00	7.05	0.00
	C - R445 East	179.04	6.89	0.00	8.98
	D - Adjacent Access	3.76	0.00	8.77	0.00

Demand (Veh/TS)

12:45 - 13:00

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	38.72	102.19	3.85
	B - Development Access	10.24	0.00	7.05	0.00
	C - R445 East	161.58	6.89	0.00	8.98
	D - Adjacent Access	3.76	0.00	8.77	0.00

Demand (Veh/TS)

13:00 - 13:15

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	34.72	86.55	3.87
	B - Development Access	10.83	0.00	6.38	0.00
	C - R445 East	196.53	6.59	0.00	9.03
	D - Adjacent Access	3.76	0.00	8.77	0.00

Demand (Veh/TS)

13:15 - 13:30

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	45.10	121.61	3.87
	B - Development Access	9.76	0.00	6.38	0.00
	C - R445 East	160.05	6.59	0.00	9.03
	D - Adjacent Access	3.76	0.00	8.77	0.00

Demand (Veh/TS)

13:30 - 13:45

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	50.92	137.04	3.87
	B - Development Access	10.07	0.00	6.38	0.00
	C - R445 East	169.57	6.59	0.00	9.03
	D - Adjacent Access	3.76	0.00	8.77	0.00

13:45 - 14:00 **Demand (Veh/TS)**

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	48.84	134.11	3.87
	B - Development Access	9.76	0.00	6.38	0.00
	C - R445 East	163.18	6.59	0.00	9.03
	D - Adjacent Access	3.76	0.00	8.77	0.00

Demand (Veh/TS)

14:00 - 14:15

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	48.23	135.53	4.61
	B - Development Access	11.38	0.00	7.02	0.00
	C - R445 East	198.09	7.81	0.00	10.76
	D - Adjacent Access	4.32	0.00	10.08	0.00

Demand (Veh/TS)

14:15 - 14:30

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	58.61	162.74	4.61
	B - Development Access	10.31	0.00	7.02	0.00
	C - R445 East	152.20	7.81	0.00	10.76
	D - Adjacent Access	4.32	0.00	10.08	0.00

Demand (Veh/TS)

14:30 - 14:45

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	47.81	131.18	4.61
	B - Development Access	10.80	0.00	7.02	0.00
	C - R445 East	174.35	7.81	0.00	10.76
	D - Adjacent Access	4.32	0.00	10.08	0.00

Demand (Veh/TS)

14:45 - 15:00

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	63.18	172.96	4.61
	B - Development Access	11.07	0.00	7.02	0.00
	C - R445 East	185.43	7.81	0.00	10.76
	D - Adjacent Access	4.32	0.00	10.08	0.00

Demand (Veh/TS)

15:00 - 15:15

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	56.62	156.17	6.08
	B - Development Access	8.96	0.00	6.38	0.00
	C - R445 East	134.65	9.36	0.00	14.18
	D - Adjacent Access	3.87	0.00	9.03	0.00

Demand (Veh/TS)

15:15 - 15:30

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	44.57	111.55	6.08
	B - Development Access	10.43	0.00	6.38	0.00
	C - R445 East	183.83	9.36	0.00	14.18
	D - Adjacent Access	3.87	0.00	9.03	0.00

Demand (Veh/TS)

15:30 - 15:45

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	56.20	151.82	6.08
	B - Development Access	10.21	0.00	6.38	0.00
	C - R445 East	179.04	9.36	0.00	14.18
	D - Adjacent Access	3.87	0.00	9.03	0.00

15:45 - 16:00 **Demand (Veh/TS)**

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	62.02	160.97	6.08
	B - Development Access	10.12	0.00	6.38	0.00
	C - R445 East	174.30	9.36	0.00	14.18
	D - Adjacent Access	3.87	0.00	9.03	0.00

16:00 - 16:15

Demand (Veh/TS)

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	52.87	131.83	6.59
	B - Development Access	11.39	0.00	6.04	0.00
	C - R445 East	226.65	10.32	0.00	15.38
	D - Adjacent Access	3.78	0.00	8.82	0.00

16:15 - 16:30

Demand (Veh/TS)

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	56.61	145.89	6.59
	B - Development Access	11.35	0.00	6.04	0.00
	C - R445 East	226.63	10.32	0.00	15.38
	D - Adjacent Access	3.78	0.00	8.82	0.00

16:30 - 16:45

Demand (Veh/TS)

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	54.12	138.61	6.59
	B - Development Access	9.87	0.00	6.04	0.00
	C - R445 East	182.16	10.32	0.00	15.38
	D - Adjacent Access	3.78	0.00	8.82	0.00

16:45 - 17:00

Demand (Veh/TS)

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	62.01	161.68	6.59
	B - Development Access	10.68	0.00	6.04	0.00
	C - R445 East	199.71	10.32	0.00	15.38
	D - Adjacent Access	3.78	0.00	8.82	0.00

17:00 - 17:15

Demand (Veh/TS)

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	60.63	148.32	8.80
	B - Development Access	11.80	0.00	6.88	0.00
	C - R445 East	213.98	14.05	0.00	20.53
	D - Adjacent Access	3.76	0.00	8.77	0.00

17:15 - 17:30

Demand (Veh/TS)

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	55.23	130.97	8.80
	B - Development Access	11.75	0.00	6.88	0.00
	C - R445 East	210.83	14.05	0.00	20.53
	D - Adjacent Access	3.76	0.00	8.77	0.00

17:30 - 17:45

Demand (Veh/TS)

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	54.40	133.25	8.80
	B - Development Access	11.17	0.00	6.88	0.00
	C - R445 East	190.22	14.05	0.00	20.53
	D - Adjacent Access	3.76	0.00	8.77	0.00

17:45 - 18:00

Demand (Veh/TS)

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	52.74	123.69	8.80
	B - Development Access	11.53	0.00	6.88	0.00
	C - R445 East	202.90	14.05	0.00	20.53
	D - Adjacent Access	3.76	0.00	8.77	0.00

Demand (Veh/TS)

18:00 - 18:15

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	57.09	143.97	6.84
	B - Development Access	11.28	0.00	6.55	0.00
	C - R445 East	202.92	10.40	0.00	15.96
	D - Adjacent Access	4.14	0.00	9.66	0.00

Demand (Veh/TS)

18:15 - 18:30

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	49.20	122.47	6.84
	B - Development Access	10.93	0.00	6.55	0.00
	C - R445 East	190.23	10.40	0.00	15.96
	D - Adjacent Access	4.14	0.00	9.66	0.00

Demand (Veh/TS)

18:30 - 18:45

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	55.02	136.33	6.84
	B - Development Access	10.39	0.00	6.55	0.00
	C - R445 East	169.64	10.40	0.00	15.96
	D - Adjacent Access	4.14	0.00	9.66	0.00

Demand (Veh/TS)

18:45 - 19:00

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0.00	50.03	121.76	6.84
	B - Development Access	10.84	0.00	6.55	0.00
	C - R445 East	190.20	10.40	0.00	15.96
	D - Adjacent Access	4.14	0.00	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

07:00 - 07:15

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	9	0
	B - Development Access	0	0	0	0
	C - R445 East	11	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

07:15 - 07:30

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	10	0
	B - Development Access	0	0	0	0
	C - R445 East	14	0	0	0
	D - Adjacent Access	0	0	0	0

07:30 - 07:45 Heavy Vehicle Percentages

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	9	0
	B - Development Access	0	0	0	0
	C - R445 East	12	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

07:45 - 08:00

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	8	0
	B - Development Access	0	0	0	0
	C - R445 East	5	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

08:00 - 08:15

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	7	0
	B - Development Access	0	0	0	0
	C - R445 East	11	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

08:15 - 08:30

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	5	0
	B - Development Access	0	0	0	0
	C - R445 East	5	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

08:30 - 08:45

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	7	0
	B - Development Access	0	0	0	0
	C - R445 East	4	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	7	0
	B - Development Access	0	0	0	0
	C - R445 East	5	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

09:00 - 09:15

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	10	0
	B - Development Access	0	0	0	0
	C - R445 East	10	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

09:15 - 09:30

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	10	0
	B - Development Access	0	0	0	0
	C - R445 East	2	0	0	0
	D - Adjacent Access	0	0	0	0

09:30 - 09:45

Heavy Vehicle Percentages

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	9	0
	B - Development Access	0	0	0	0
	C - R445 East	5	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

09:45 - 10:00

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	10	0
	B - Development Access	0	0	0	0
	C - R445 East	5	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

10:00 - 10:15

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	12	0
	B - Development Access	0	0	0	0
	C - R445 East	4	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

10:15 - 10:30

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	9	0
	B - Development Access	0	0	0	0
	C - R445 East	4	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

10:30 - 10:45

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	11	0
	B - Development Access	0	0	0	0
	C - R445 East	2	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

10:45 - 11:00

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	4	0
	B - Development Access	0	0	0	0
	C - R445 East	8	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

11:00 - 11:15

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	5	0
	B - Development Access	0	0	0	0
	C - R445 East	4	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

11:15 - 11:30

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	10	0
	B - Development Access	0	0	0	0
	C - R445 East	7	0	0	0
	D - Adjacent Access	0	0	0	0

11:30 - 11:45

Heavy Vehicle Percentages

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	13	0
	B - Development Access	0	0	0	0
	C - R445 East	4	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

11:45 - 12:00

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	1	0
	B - Development Access	0	0	0	0
	C - R445 East	4	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

12:00 - 12:15

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	3	0
	B - Development Access	0	0	0	0
	C - R445 East	4	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

12:15 - 12:30

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	2	0
	B - Development Access	0	0	0	0
	C - R445 East	4	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

12:30 - 12:45

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	4	0
	B - Development Access	0	0	0	0
	C - R445 East	6	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

12:45 - 13:00

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	6	0
	B - Development Access	0	0	0	0
	C - R445 East	8	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

13:00 - 13:15

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	2	0
	B - Development Access	0	0	0	0
	C - R445 East	3	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

13:15 - 13:30

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	5	0
	B - Development Access	0	0	0	0
	C - R445 East	5	0	0	0
	D - Adjacent Access	0	0	0	0

13:30 - 13:45 **Heavy Vehicle Percentages**

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	3	0
	B - Development Access	0	0	0	0
	C - R445 East	4	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

13:45 - 14:00

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	6	0
	B - Development Access	0	0	0	0
	C - R445 East	7	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

14:00 - 14:15

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	10	0
	B - Development Access	0	0	0	0
	C - R445 East	4	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

14:15 - 14:30

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	7	0
	B - Development Access	0	0	0	0
	C - R445 East	0	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

14:30 - 14:45

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	8	0
	B - Development Access	0	0	0	0
	C - R445 East	3	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

14:45 - 15:00

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	5	0
	B - Development Access	0	0	0	0
	C - R445 East	3	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

15:00 - 15:15

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	9	0
	B - Development Access	0	0	0	0
	C - R445 East	8	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

15:15 - 15:30

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	4	0
	B - Development Access	0	0	0	0
	C - R445 East	4	0	0	0
	D - Adjacent Access	0	0	0	0

15:30 - 15:45

Heavy Vehicle Percentages

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	7	0
	B - Development Access	0	0	0	0
	C - R445 East	6	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

15:45 - 16:00

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	2	0
	B - Development Access	0	0	0	0
	C - R445 East	5	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

16:00 - 16:15

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	2	0
	B - Development Access	0	0	0	0
	C - R445 East	3	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

16:15 - 16:30

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	4	0
	B - Development Access	0	0	0	0
	C - R445 East	3	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

16:30 - 16:45

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	5	0
	B - Development Access	0	0	0	0
	C - R445 East	9	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

16:45 - 17:00

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	4	0
	B - Development Access	0	0	0	0
	C - R445 East	2	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

17:00 - 17:15

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	4	0
	B - Development Access	0	0	0	0
	C - R445 East	2	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	4	0
	B - Development Access	0	0	0	0
	C - R445 East	1	0	0	0
	D - Adjacent Access	0	0	0	0

17:30 - 17:45

Heavy Vehicle Percentages

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	7	0
	B - Development Access	0	0	0	0
	C - R445 East	2	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

17:45 - 18:00

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	4	0
	B - Development Access	0	0	0	0
	C - R445 East	2	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

18:00 - 18:15

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	2	0
	B - Development Access	0	0	0	0
	C - R445 East	1	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

18:15 - 18:30

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	4	0
	B - Development Access	0	0	0	0
	C - R445 East	1	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

18:30 - 18:45

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	1	0
	B - Development Access	0	0	0	0
	C - R445 East	0	0	0	0
	D - Adjacent Access	0	0	0	0

Heavy Vehicle Percentages

18:45 - 19:00

		To			
		A - R445 West	B - Development Access	C - R445 East	D - Adjacent Access
From	A - R445 West	0	0	1	0
	B - Development Access	0	0	0	0
	C - R445 East	2	0	0	0
	D - Adjacent Access	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max DOS	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
A - R445 West	0.88	31.59	15.8	C	182.94	8780.90
B - Development Access	0.77	93.83	5.0	F	18.11	869.28
C - R445 East	0.90	36.14	17.3	D	182.53	8761.53
D - Adjacent Access	0.73	89.09	4.7	F	14.71	706.14

Main Results for each time segment

07:00 - 07:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

07:15 - 07:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

07:30 - 07:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

07:45 - 08:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

08:00 - 08:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

08:15 - 08:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

08:30 - 08:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

08:45 - 09:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

09:00 - 09:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

09:15 - 09:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

09:30 - 09:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

09:45 - 10:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

10:00 - 10:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

10:15 - 10:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

10:30 - 10:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

10:45 - 11:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

11:00 - 11:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

11:15 - 11:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

11:30 - 11:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

11:45 - 12:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

12:00 - 12:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

12:15 - 12:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

12:30 - 12:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

12:45 - 13:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

13:00 - 13:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

13:15 - 13:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

13:30 - 13:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

13:45 - 14:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

14:00 - 14:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

14:15 - 14:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

14:30 - 14:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

14:45 - 15:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

15:00 - 15:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

15:15 - 15:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

15:30 - 15:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

15:45 - 16:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

16:00 - 16:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

16:15 - 16:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

16:30 - 16:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

16:45 - 17:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

17:00 - 17:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

17:15 - 17:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

17:30 - 17:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

17:45 - 18:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

18:00 - 18:15

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

18:15 - 18:30

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

18:30 - 18:45

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	1	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	

18:45 - 19:00

Arm	Traffic Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Calculated saturation flow (Veh/TS)	Effective green time (s)	NEEG (s)	Capacity (Veh/TS)	DOS	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R445 West	**1**	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
B - Development Access	**1**	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
C - R445 East	**1**	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	
D - Adjacent Access	**1**	0.00	0.00	0.25	1.00	1.00	0.00	0.000	0.00	0.0	0.0	0.000	