

11.0 TRAFFIC & TRANSPORTATION

11.1 Introduction

The lands that are the subject of this rEIAR extend to 23.7ha, which reflects the quarry area declared under the S.261 quarry registration in 2005. The quarry area that makes up the application for the substitute consent planning unit currently extends to approximately 20.16ha., which is located central to the project site. The lands surrounding the Site are used for agricultural purposes (including pasture and tillage), with plantations of trees located along the western, and eastern edges of the Site. An area of 'heath' and scrub occurs immediately adjacent to the south of the Site. Farmyards and one-off residential properties also occur in the vicinity of the Site.

The Site's existing and historical access is onto the L5155, which is located in the Site's south-eastern corner (see Figure 11-1). The L5155 joins the L1152 to the north, which is a local road linking Rathdrum and the R772 to the west, and the M11 to the east. Access to the Site is by means of an existing gravel road, extending predominantly north approximately 800m from the L5155. Planning permission (Ref. 06/4577) was granted by Wicklow County Council for a new access road and entrance to the sand and gravel pit in 2007, however, the use of this access is only permitted to an authorised quarry development and use of this access was suspended on refusal of the previous substitute consent under SU0121. It is proposed to revert to use this route should substitute consent be granted in this instance.

The current quarry void is centrally located within the EIA unit and roughly square in shape with the existing administration, maintenance, storage, and welfare facilities located at the southern edge of the Site, with the aggregate processing plant area located towards the centre of the Site.



Figure 11-1: Site Location Map (Source: www.openstreetmap.org)

It is understood that extraction on these lands has occurred since the c.1940. The requirement for EIA arose in 1990, and, therefore, this is the effective or baseline year from which the development is required to be assessed. This rEIAR supports an application for substitute consent that is retrospective in nature and thus the development is assessed in this rEIAR from 1990 to 2022 (current year). At the baseline in 1990 the quarried area has been determined in the Land, Soils and Geology Section of this rEIAR to extend to 0.75 ha with an average working base of 124mOD., and in 2022 to have expanded laterally to 20.16 ha. with an average working base of 114m AOD.

This section of the rEIAR considers and assesses traffic effects resulting from quarrying related activities that have been carried out on the subject Site.

11.2 Description of Development

The quarry extraction area, overburden stockpile area and plant processing lands, the subject of this rEIAR [the subject lands] are located at Ballynabarney North and Bolagh Lower, Redcross, Co. Wicklow approximately 3.5km southeast of Rathdrum and 3.5km northwest of Redcross.

As noted in section 11.1, the Site is currently accessed from the southeast from the L5155 that joins the L1152 to the north. Access to the Site is by means of an existing gravel road, extending approximately 800m north to the quarry.

The subject site is approximately 23.7ha. in size consisting of a sand and gravel quarry to an extant excavated floor depth of generally around 114 AOD which dips to approximately 111mOD in the Northwest corner. The operations at the quarry include the extraction of sand and gravel together with processing and stockpiling areas where materials are stored prior to being sold on the market.

11.3 Methodology

In order to meet the objective of this Chapter, to assess impacts the subject site may have had on the historical and existing road network, the traffic profile arising from the activities on the subject lands from baseline year (1990) to today (2022) was calculated.

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

The development traffic was assigned to the entrance/exit of the subject lands, and distributed on the public road network, the commensurate receiving environment, in so far as that is reasonable and practical to evidence.

11.4 Primary Sources of Information

An estimation of traffic generation, including trips relating to export of materials and staff trips, for the subject lands and its impact, including interaction with traffic in the surrounding area, was calculated with reference to historical levels of extraction and importation of material since 1990.

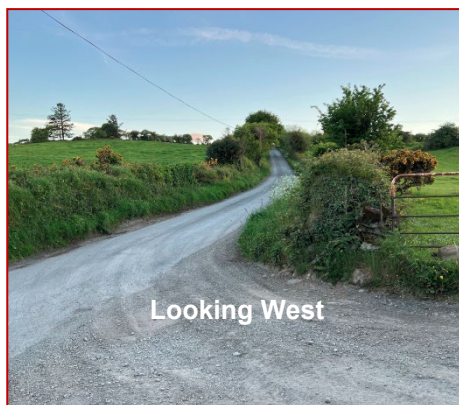
The quarry has historically operated for 5.5 days per week, 50 weeks per year. The historical annual extraction rate (tonnes per annum) has been used in determining the trips generated by the facility since 1990. Material leaving the site is transported in an average load of 25 tonnes.

Detailed trip generation figures since 1990, taking into account material extraction operations and staff trips, are examined in section 0 of this report.

11.5 Receiving Environment

11.5.1 Quarry Access

The Site is accessed via a priority-controlled T-Junction with the L5155, with the quarry located approximately 800m north of the L5155 junction. The access includes a gravel surface, which also provides access for a private development (Oakwood Stables) approximately 100m west of the L5155.



11.5.2 L5155

The L5155 local road is a two-way single carriageway running in a southwest-northeast direction. In the vicinity of the site, the road is approximately 4.5 - 5.0m wide with no footways or hard strips. The posted speed limit of the L5155 is 80kph. The L5155 connects development traffic to the L1152 local road.

11.5.3 L1152

The L1152 local road is a two-way single carriageway running in a northwest-southeast direction providing connection to the R752 Regional Road in the west, and the M11 in the East. The road is approximately 5.0m wide with no footways or hard strips. The posted speed limit of the L1152 is 80kph.

11.5.4 Network Improvements between 1990-2022

There has been one significant network improvement between 1990 and 2022, which includes the Transport Infrastructure Ireland's (TII) upgrade to the N11:

- The M11 Motorway between Arklow and Rathnew was opened in 2015 and consisted of 16km of dual carriageway on the Arklow to Rathnew section of the N11, along with associated link roads, side roads and junctions which connect the existing N11 Arklow Bypass with the N11 Rathnew/Ashford Bypass. This section of road is currently used by approximately 80% of the HGV development traffic entering the site.

11.5.5 Historical Traffic Conditions

The operations at the Site include the extraction of sand and gravel and the processing of this extracted material.

The quarry has always operated for 5.5 days per week for approximately 50 weeks per year. The historical annual extraction rate (tonnes per annum) has been used in determining the trips generated by the facility since 1990. Material leaving the site is transported in an average load of 25 tonnes.

Observed trip generation figures since 1990, taking into account material extraction operations and staff trips are provided in Table 11-1 and Table 11-2.

Table 11-1: Derived Trip Generation - Extraction of Material and Staff Trips

Year	Material Extraction					Staff Trips
	Tonnes per annum	Tonnes per week	Loads per week	Loads per day	Trips per day (HGVs)	(LVs)
1990*	25,000	500	20	3.6	8	8
1991	25,000	500	20	3.6	8	8
1992	25,000	500	20	3.6	8	8
1993	25,000	500	20	3.6	8	8
1994	25,000	500	20	3.6	8	8
1995	25,000	500	20	3.6	8	8
1996	25,000	500	20	3.6	8	8
1997	25,000	500	20	3.6	8	8
1998	25,000	500	20	3.6	8	8
1999*	25,000	500	20	3.6	8	20
2000	21,111	422.2	16.9	3.1	6	20
2001	22,222	444.4	17.8	3.2	6	20
2002	25,333	506.7	20.3	3.7	8	20
2003	90,714	1814.3	72.6	13.2	26	20
2004	133,308	2666.2	106.6	19.4	38	20
2005	95,732	1914.6	76.6	13.9	28	20
2006	85,583	1711.7	68.5	12.4	24	20
2007	108,558	2171.2	86.8	15.8	32	20
2008	113,595	2271.9	90.9	16.5	34	20
2009	97,783	1955.7	78.2	14.2	28	20
2010	65,285	1305.7	52.2	9.5	18	20
2011	38,816	776.3	31.1	5.6	12	20
2012	26,743	534.9	21.4	3.9	8	20
2013	22,277	445.5	17.8	3.2	6	20
2014	19,813	396.3	15.9	2.9	6	20
2015	25,099	502.0	20.1	3.7	8	20
2016	38,215	764.3	30.6	5.6	12	20
2017	41,808	836.2	33.4	6.1	12	20
2018	36,440	728.8	29.2	5.3	10	20
2019	38,584	771.7	30.9	5.6	12	20
2020	41,192	823.8	33.0	6.0	12	20
2021	44,336	886.7	35.5	6.4	12	20

Table 11-2: Derived Trip Generation - Totals

Year	LV Trips	HGV Trips	Totals	HGVs%
1990	8	8	16	50.0%
1991	8	8	16	50.0%
1992	8	8	16	50.0%
1993	8	8	16	50.0%
1994	8	8	16	50.0%
1995	8	8	16	50.0%
1996	8	8	16	50.0%
1997	8	8	16	50.0%
1998	8	8	16	50.0%
1999	20	8	28	28.6%
2000	20	6	26	23.1%
2001	20	6	26	23.1%
2002	20	8	28	28.6%
2003	20	26	46	56.5%
2004	20	38	58	65.5%
2005	20	28	48	58.3%
2006	20	24	44	54.5%
2007	20	32	52	61.5%
2008	20	34	54	63.0%
2009	20	28	48	58.3%
2010	20	18	38	47.4%
2011	20	12	32	37.5%
2012	20	8	28	28.6%
2013	20	6	26	23.1%
2014	20	6	26	23.1%
2015	20	8	28	28.6%
2016	20	12	32	37.5%
2017	20	12	32	37.5%
2018	20	10	30	33.3%
2019	20	12	32	37.5%
2020	20	12	32	37.5%
2021	20	12	32	37.5%

11.6 Trip Distribution

Generally, there were four haulage routes used between 1990 and 2022. These included:

- 1) HGVs exit the site access and turn right, travelling south on the L5155.
- 2) HGVs exit the site access and turn left, travelling north on the L5155. At the junction of the L5515 and L1152 local roads, they turn left and travel west along the L1152 to join the R752 at the railway bridge 1.5km north-east of Rathdrum.
- 3) HGVs exit the site access and turn left, travelling north on the L5155. At the junction of the L5515 and L1152 local roads, they turn right and travel east before joining the L1113. HGVs then turn right onto the L1157 to join the N11 at 'The Tap' on the R772.
- 4) HGVs arrive at the site access from the M11 at 'The Beehive'. They enter the L1113 from the M11 and travel southwest to join the L1152 before turning left onto the L5515 and arriving at the site access.

11.7 Road Impact

11.7.1 Traffic Volumes

Traffic counts (12-Hour classified counts) were carried out on the 9th of March 2022 at the following 8 junctions (the detailed results of the traffic survey are summarised in Appendix A):

- Junction 1 – L5155/Existing & Historical Site Access T-Junction
- Junction 2 – L5155/L5665 T-Junction
- Junction 3 – L1152/L5155 T-Junction
- Junction 4 – R752/L1152 T-Junction
- Junction 5 – L1152/L1113 T-Junction
- Junction 6 – L1113/L1157 T-Junction
- Junction 7 – R772/L1157/L5159 Staggered Crossroads Junction
- Junction 8 – N11/R772/L1113 Roundabout

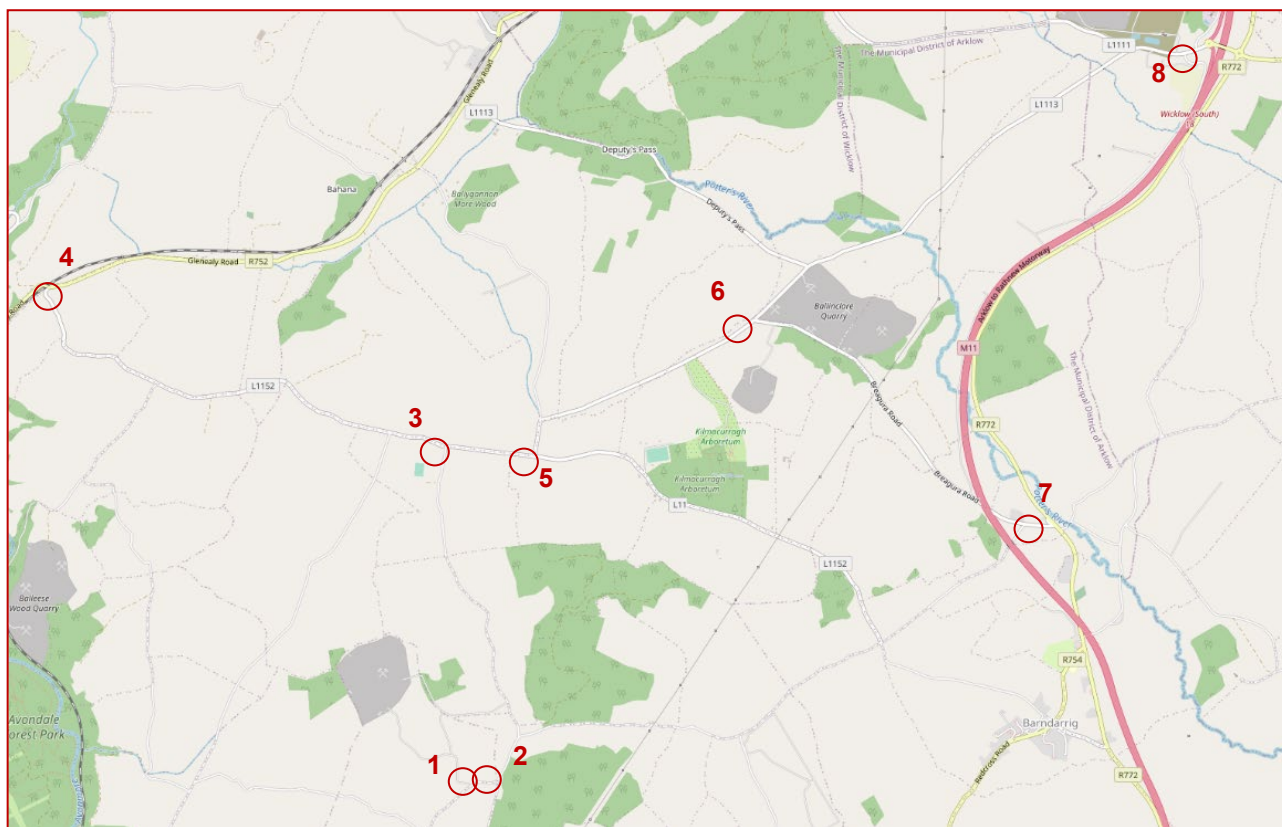


Figure 11-2: Location of Assessed Junctions (Source: www.openstreetmap.org)

Each of the traffic counts were carried out between 7:00am and 7:00pm, this time period encompassing the main operating hours of the quarry. This time period also includes the peak hours on the adjacent road network.

Surveyed vehicles were broken down into five categories as follows: -

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

Three documents published by TII, formerly known as the National Roads Authority (NRA), have been used to estimate the historical daily traffic flows on the network from the 2022 traffic count data.

- 1) Growth rates from TII Publication PE-PAG-02017 "Project Appraisal Guidelines – Unit 5.3" (2021) have been used to reduce the traffic counts annually from 2022 to 2016.
- 2) Growth rates from TII Publication PE-PAG-02017 "Project Appraisal Guidelines – Unit 5.3" (2016) have been used to reduce the traffic counts annually from 2016 to 2013.
- 3) Growth rates from the "Project Appraisal Guidelines - Unit 5.5" published by the NRA in 2011, have been used to reduce the traffic counts annually from 2013 to 1990.

In the documents listed above, a medium growth scenario has been adopted (a 'medium' growth scenario was assumed given the site location and scale).

Table 11-3: Historical Years Traffic Growth Factors (County Wicklow)

Year	Low Growth		Medium Growth		High Growth	
	LV	HV	LV	HV	LV	HV
2016 - 2030	1.0140	1.0361	1.0157	1.0377	1.0189	1.0412
2013 - 2030	1.0109	1.0221	1.0140	1.0237	1.0154	1.0242
2006 - 2025	1.009	1.005	1.011	1.008	1.020	1.017

Section 2.1 of the "Traffic and Transport Assessment Guidelines" published by TII recommends that in an urban or congested setting, a traffic assessment should be undertaken at junctions where the development traffic exceeds 5% of the existing or background traffic, or 10% of background traffic when located in rural areas. As the subject site is located in a rural area, the threshold used for this assessment is 10%. As such, where development traffic is below the 10% threshold at any given junction, the development's impact on that junction is deemed to be negligible.

The historical development traffic and the historical background traffic were used to determine the percentage of development traffic at each junction between 1990 to 2022 (See Appendix B). Following assessment, it was found that Junctions 1 and 2 exceeded the 10% threshold between 1990 and 2022, so warranted further investigation and assessment. As junctions 3 to 8 did not exceed the threshold between 1990 and 2022, no further assessment was required at these junctions, as the impacts are deemed to be negligible.

The following section outlines capacity analysis at junctions 1 and 2.

11.7.2 Junction Capacity Analysis

Using the data provided in Appendix B, capacity analysis was undertaken at Junction 1 and 2. As the percentage of development traffic changes at each junction between 1990 and 2022, this assessment identifies the year with the highest percentage of development traffic at each junction (i.e. the worst case scenario), and undertakes capacity analysis of that junction in that year. The Transport Research Laboratory's (TRL) Junctions 9 computer programme was used to model the junction's performance. Table -11-4 identifies the junctions to be assessed, including the year and percentage of development traffic in that year.

Table -11-4 Junctions Requiring Further Assessment

Junction	Year	% of Development Traffic
Junction 1	2004	31.60
Junction 2	2004	25.15

Junction performance is measured as a ratio between the flow and capacity (RFC). The capacity analysis has been carried out for a period of 12-hours, which corresponds to the operational hours of the Sand and Gravel pit for the respective assessment year. A rural junction with an RFC below 0.85 is considered to be operating within capacity, and an RFC of 0.85 indicates a junction operating at capacity.

The detailed junction capacity analysis outputs for the analysed junctions are contained within Appendix C to this report. As can be seen in Appendix C, the results indicate that each of the junctions assessed have operated within capacity. Therefore, the development traffic between 1990 and 2022 was found to have a negligible impact on the local road network.

11.7.3 Collision History

The Road Safety Authority website (www.rsa.ie) was consulted to identify historical collisions in the vicinity of both the current and historical quarry accesses. The website includes summary information on recorded collision occurrence for the period 2005 to 2016 (see Figure 11-3).

Four minor collisions were identified on the local road network between 2005 and 2016. The Road Safety Authority website does not permit a forensic assessment of the collision data, however, the low number of collisions, and the minor severity of the collisions recorded, do not indicate a collision pattern or clusters at, or near, the development site.

Operation of the development site between 2005-2016 (only available data) is deemed to have had a negligible impact on road safety.

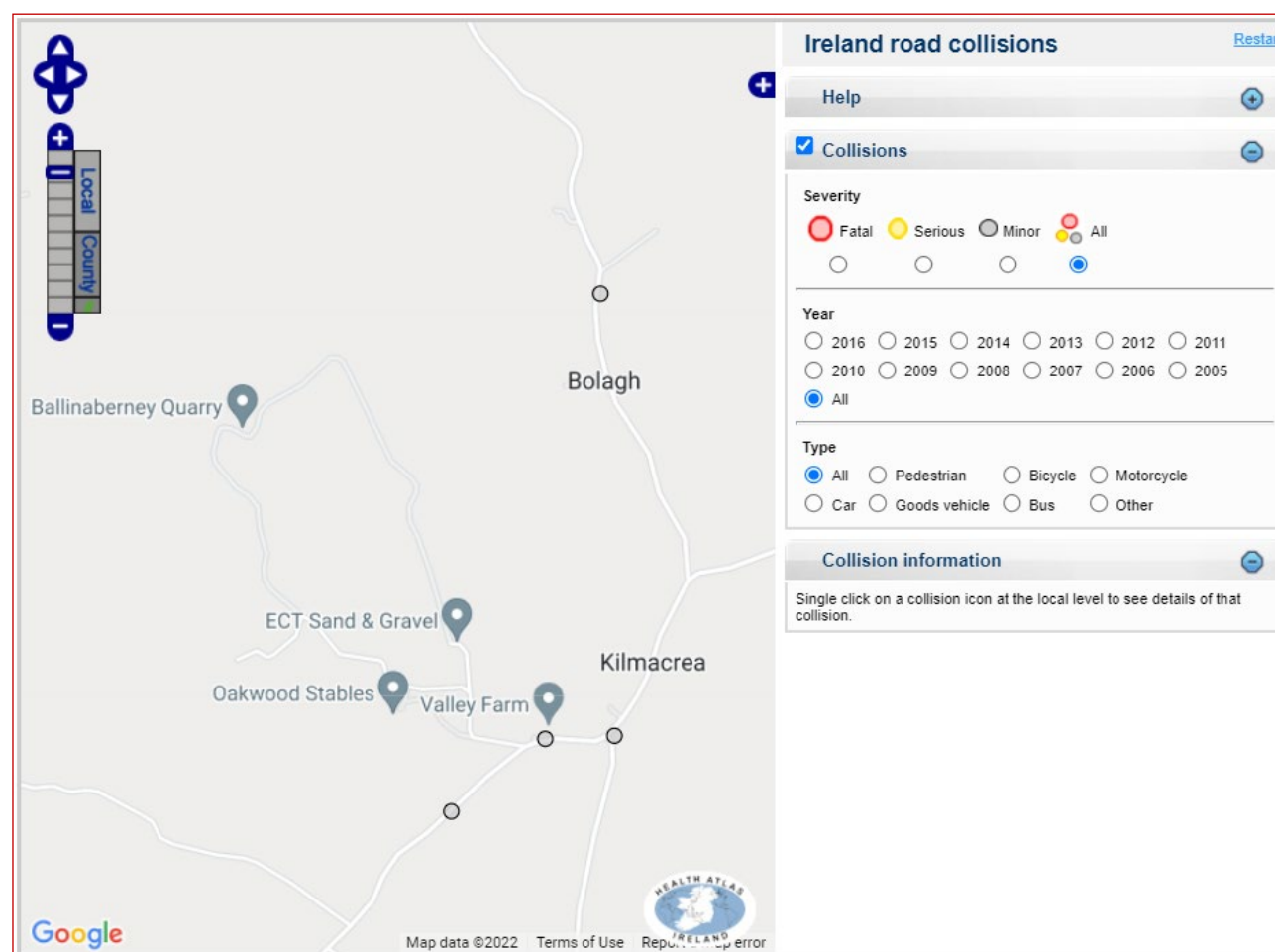


Figure 11-3: Historical Collisions in the Vicinity of the Quarry Access (Source: www.RSA.ie)

11.7.4 Sightlines

The visibility splays at the existing/historical development access were assessed based on the criteria in TII Publication DN-GEO-03060 “Geometric Design of Junctions (priority junctions, direct accesses, roundabouts, grade-separated and compact grade-separated junctions)”.

The entrance to the quarry is located on the L5155. The L5155 continues northeast of the Site access in one direction and southwest of the Site access in the other direction. Vehicles travelling on the L5155 have priority over vehicles entering/leaving the Site. The posted speed limit on this road is 80kph. Therefore, visibility was assessed from a 3.0m setback for 160m in both directions from the Site access.

- **Visibility to the southwest:** Visibility to the southwest was found to exceed the 160m requirement.
- **Visibility to the northeast:** Visibility to the northeast was measured at approximately 65m, which is below the required 160m. Visibility is restricted by the L5155 horizontal alignment, and mature trees and vegetation.

Whilst visibility is below that required in TII Publication DN-GEO-03060, there have been no recorded collisions at the quarry access/L5155 junction. Also, as the predominant movement of traffic exiting the quarry turns east on the L5155, the opportunity for westbound traffic (traffic most affected by the reduced visibility) to conflict with HGVs existing the quarry access is removed.

11.8 Mitigation Measures

The mitigation measures currently employed on the subject lands and surrounding road network by the development are set out here. Where possible, the origin of those mitigation measures is noted in order to provide an assessment to historical mitigation measures.

11.8.1 Roads and Access

A new quarry access has been granted planning approval by Wicklow County Council (permission granted in 2007). The new access has been constructed and accesses the L5155 north of Kilmacrea crossroads. The use of this access is only permitted to an authorised quarry development and use of this access was suspended on refusal of the previous substitute consent under SU0121 until such time the quarry lands are authorised. It is proposed to revert to use this route should substitute consent be granted in this instance.

The new access shall be located on the L5155, approximately 680m north of the existing/historical access.

11.8.2 Parking Provision

A total of 8No. car parking spaces are provided on-site, this level of parking provision is considered to be sufficient for the number of staff working on site, and any miscellaneous trips that may occur.

11.8.3 Pedestrians & Cyclists

There are no footpaths or cyclist provisions in the vicinity of the site due to the site being located in a rural area.

11.8.4 Public Transport

There are no public transport provisions in the vicinity of the site.

11.9 Access for People with Disabilities

Due to the nature of the development, it likely was not, and is not, considered necessary to provide specific disabled access facilities on the subject site. Workers who have a disability will have had or be provided with adapted equipment.

12.0 CUMULATIVE EFFECTS

There is a permitted C&D waste recycling facility located approximately 400m to the southeast of the quarry that accepts low volumes of C&D wastes (c.5,000t per annum) such as waste concrete and soil and stone for recovery and recycling. The facility is owned and operated by Mr. Vincent Cousins who also operates the quarry. Deliveries to the recycling facilities are low with about 2 No. deliveries per day and are typically made by the trucks associated with the quarry as a backload from sand and gravel deliveries offsetting any additional traffic movements. It is considered that no significant cumulative impacts have arisen as a result of the activities at the Site since 1990.

13.0 CONCLUSIONS AND RECOMMENDATIONS

- 5) The Site's existing, historical, access is located on the L5155, in the site's south-eastern corner. Access to the Site is by means of an existing gravel road, approximately 800m long. Planning permission (Ref. 06/4577) was granted by Wicklow County Council for a new access road and entrance to the sand and gravel pit in 2007, which has been constructed and use is only permitted to an authorised development. It is proposed to revert to use this route should substitute consent and further planning permissions be granted in respect of the quarry
- 6) An estimation of traffic generation, including trips relating to export, and import, of materials and staff trips, for the subject lands and its impact, including interaction with existing and expected traffic in the surrounding area, was calculated with reference to historical levels of extraction and importation of material since 1990.
- 7) The quarry has always operated for 5.5 days per week for approximately 50 weeks per year. The historical annual extraction rate (tonnes per annum) has been used in determining the trips generated by the facility since 1990. Material leaving the site is transported in an average load of 25 tonnes.
- 8) The historical development traffic and the historical background traffic were used to determine the percentage of development traffic at each junction between 1990 to 2022. Following assessment, it was found that Junctions 1 and 2 exceeded the 10% threshold between 1990 and 2022, so warranted further investigation and assessment. As junctions 3 to 8 did not exceed the threshold between 1990 and 2022, no further assessment was required at these junctions, as the impacts are deemed to be negligible.
- 9) A junction capacity analysis was undertaken at Junction 1 and 2 based on an analysis of the historical background and development traffic at that location in accordance with Section 2.1 of the "Traffic and Transport Assessment Guidelines" published by TII. The results of the junction analysis indicates that the junctions have continued to operate within capacity between 1990 and 2022. Therefore, the development traffic between 1990 and 2022 was found to have a **negligible** impact on the local road network.
- 10) The low number of collisions, and the minor severity of the collisions recorded, do not indicate a collision pattern or cluster at, or near, the development site. Operation of the development site between 2005-2016 (only available data) is therefore deemed to have had a **negligible** impact on road safety.
- 11) Sightlines have been assessed against Section 5.6.3 of TII Publications document DN-GEO-03060, which requires 160m of unobstructed visibility (where the design speed is 80kph) at a point 3.0m back from the edge of the carriageway.

Whilst visibility is below that required in TII Publication DN-GEO-03060, there have been no recorded collisions at the quarry access/L5155 junction. Also, as the predominant movement of traffic exiting the quarry turns east on the L5155, the opportunity for westbound traffic (most affected by the reduced visibility) to conflict with HGVs exiting the quarry access is removed.

Additionally, a new quarry access has been granted planning approval by Wicklow County Council (permission granted in 2007). The new access has been constructed; however, use is only permitted to an authorised development. It is proposed to use this entrance on the grant of substitute consent and further permissions which will offer improvements over the sightlines at the existing and historical access. The new access shall be located on the L5155, approximately 680m north of the existing/historical access.

APPENDIX 11.1

Detailed Results of Traffic Survey

TRAFFINOMICS LIMITED

**ECT SAND & GRAVEL, REDCROSS TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

**MARCH 2022
TRA/22/067**

SITE: 01

DATE: 9th March 2022

LOCATION: L5155/Quarry Access

DAY: Wednesday

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

TRAFFINOMICS LIMITED

ECT SAND & GRAVEL, REDCROSS TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS

MARCH 2022
TRA/22/067

SITE: 01

DATE: 9th March 2022

LOCATION: L5155/Quarry Access

DAY: Wednesday

TIME	MOVEMENT 1					TOT	PCU	MOVEMENT 2					TOT	PCU	MOVEMENT 3					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
13:00	1	0	0	0	0	1	1	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	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	1	0	0	1	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	3	0	0	1	0	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	1	1	0	0	0	2	2	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	1	0	1	2	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	1	1	0	1	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	1	0	1	2	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	1	0	0	1	2	0	0	0	0	0	0	0
H/TOT	0	0	1	1	0	2	4	0	0	1	0	0	1	2	0	0	0	0	0	0	0
16:00	0	1	0	0	0	1	1	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	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	1	0	1	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0
17:15	0	1	0	0	0	1	1	0	1	0	0	0	1	1	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0
17:45	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	2	0	0	0	3	3	2	1	0	0	0	3	3	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	1	0	0	0	1	1	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	1	0	0	0	1	1	0	0	0	0	0	0	0
P/TOT	14	5	2	16	0	37	59	4	4	2	0	0	10	11	1	1	3	0	0	5	7

TRAFFINOMICS LIMITED

**ECT SAND & GRAVEL, REDCROSS TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

**MARCH 2022
TRA/22/067**

SITE: 01

DATE: 9th March 2022

LOCATION L5155/Quarry Access

DAY: Wednesday

TIME	MOVEMENT 4					TOT	PCU	MOVEMENT 5					TOT	PCU	MOVEMENT 6					TOT	PCU	PCU's Through Junction
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			
07:00	1	0	0	0	0	1	1	1	0	0	0	0	1	1	2	1	0	0	0	3	3	6
07:15	1	0	0	0	0	1	1	0	0	0	0	1	1	2	0	1	0	0	0	1	1	9
07:30	2	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
07:45	3	0	1	0	0	4	5	0	0	0	0	0	0	0	0	0	0	2	0	2	5	9
H/TOT	7	1	1	0	0	9	10	1	0	0	0	1	2	3	2	2	0	2	0	6	9	31
08:00	3	0	0	0	0	3	3	1	0	0	0	0	1	1	0	0	0	1	0	1	2	11
08:15	1	1	1	0	0	3	4	0	1	1	0	0	2	3	0	0	0	1	0	1	2	11
08:30	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
08:45	1	0	1	0	0	2	3	2	0	0	0	0	2	2	0	0	0	1	0	1	2	9
H/TOT	6	1	2	0	0	9	10	3	1	1	0	0	5	6	0	0	0	3	0	3	7	36
09:00	2	1	0	0	0	3	3	0	0	0	0	0	0	0	0	1	0	1	0	2	3	10
09:15	0	1	0	0	0	1	1	0	0	0	0	0	0	0	1	0	0	0	0	1	1	4
09:30	1	0	0	0	0	1	1	0	0	0	0	0	0	0	1	0	0	0	0	1	1	3
09:45	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	1	0	0	1	2	7
H/TOT	8	2	0	0	0	10	10	0	0	0	0	0	0	0	2	1	1	1	0	5	7	23
10:00	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:15	0	0	0	0	0	0	0	0	2	1	0	0	3	4	1	0	0	1	0	2	3	7
10:30	1	0	0	0	0	1	1	2	0	1	0	0	3	4	0	0	1	0	0	1	2	9
10:45	4	2	0	0	0	6	6	2	0	0	0	0	2	2	0	0	0	2	0	2	5	17
H/TOT	6	2	0	0	0	8	8	4	2	2	0	0	8	9	1	0	1	3	0	5	9	34
11:00	3	1	0	0	0	4	4	2	0	0	0	0	2	2	1	0	0	0	0	1	1	12
11:15	0	1	0	0	0	1	1	2	0	0	0	0	2	2	1	0	0	0	0	1	1	4
11:30	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
11:45	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	1	0	1	2	7
H/TOT	4	3	0	0	0	7	7	6	0	0	0	0	6	6	2	0	0	1	0	3	4	26
12:00	0	1	0	0	0	1	1	1	0	0	0	0	1	1	0	0	0	0	0	0	0	6
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	2
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	1
12:45	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	1	0	1	0	2	3	5
H/TOT	0	1	0	0	0	1	1	2	0	0	0	0	2	2	2	1	0	1	0	4	5	14

TRAFFINOMICS LIMITED

ECT SAND & GRAVEL, REDCROSS TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS

MARCH 2022
TRA/22/067

SITE: 01

DATE: 9th March 2022

LOCATION: L5155/Quarry Access

DAY: Wednesday

TIME	MOVEMENT 4					TOT	PCU	MOVEMENT 5					TOT	PCU	MOVEMENT 6					TOT	PCU	PCU's Through Junction
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			
13:00	1	0	0	0	0	1	1	1	0	0	0	0	1	1	0	0	0	0	0	0	0	3
13:15	1	0	0	0	0	1	1	1	1	0	0	0	2	2	0	0	0	0	0	0	0	3
13:30	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	3	7
H/TOT	3	0	0	0	0	3	3	2	1	0	0	0	3	3	1	0	0	1	0	2	3	15
14:00	3	0	0	0	0	3	3	2	0	1	0	0	3	4	0	1	0	0	0	1	1	10
14:15	0	0	1	0	0	1	2	3	1	0	0	0	4	4	0	0	0	0	0	0	0	6
14:30	0	1	0	0	0	1	1	2	0	0	0	0	2	2	0	0	1	0	0	1	2	7
14:45	1	0	1	0	0	2	3	0	1	0	0	0	1	1	0	0	0	0	0	0	0	4
H/TOT	4	1	2	0	0	7	8	7	2	1	0	0	10	11	0	1	1	0	0	2	3	25
15:00	0	1	0	0	0	1	1	1	0	1	0	0	2	3	0	1	0	1	0	2	3	8
15:15	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	1	0	1	2	7
15:30	2	0	0	0	0	2	2	3	0	0	0	0	3	3	0	0	0	0	0	0	0	5
15:45	3	2	1	0	0	6	7	2	1	0	0	0	3	3	0	0	0	0	0	0	0	11
H/TOT	7	3	1	0	0	11	12	6	1	1	0	0	8	9	0	1	0	2	0	3	6	31
16:00	1	0	0	0	0	1	1	1	1	1	0	0	3	4	0	1	0	1	0	2	3	9
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	1
16:30	0	1	0	0	0	1	1	2	0	0	0	0	2	2	0	0	0	1	0	1	2	5
16:45	1	1	0	0	0	2	2	1	0	0	0	0	1	1	0	0	0	1	0	1	2	8
H/TOT	2	2	0	0	0	4	4	4	1	1	0	0	6	7	1	1	0	3	0	5	9	23
17:00	3	0	0	0	0	3	3	0	1	0	0	0	1	1	0	0	0	0	0	0	0	5
17:15	0	0	0	0	0	0	0	3	1	0	0	0	4	4	0	0	0	0	0	0	0	6
17:30	1	0	0	0	0	1	1	1	3	0	0	0	4	4	0	0	0	0	0	0	0	6
17:45	0	0	0	0	0	0	0	3	1	0	0	0	4	4	1	0	0	0	0	1	1	7
H/TOT	4	0	0	0	0	4	4	7	6	0	0	0	13	13	1	0	0	0	0	1	1	24
18:00	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	2
18:15	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	3
18:30	0	1	0	0	0	1	1	3	1	0	0	0	4	4	0	0	0	0	0	0	0	5
18:45	0	0	0	0	0	0	0	3	1	0	0	0	4	4	0	0	0	0	0	0	0	4
H/TOT	0	1	0	0	0	1	1	9	3	0	0	0	12	12	0	0	0	0	0	0	0	14
P/TOT	51	17	6	0	0	74	77	51	17	6	0	1	75	79	12	7	3	17	0	39	63	295

TRAFFINOMICS LIMITED

ECT SAND & GRAVEL, REDCROSS TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS

MARCH 2022
TRA/22/067

SITE: 02

DATE: 9th March 2022

LOCATION: L5155/Un-Named Local Road to Oakwood @ Kilmacrea

DAY: Wednesday

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

TRAFFINOMICS LIMITED

**ECT SAND & GRAVEL, REDCROSS TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

**MARCH 2022
TRA/22/067**

SITE: 02

DATE: 9th March 2022

LOCATION: L5155/Un-Named Local Road to Oakwood @ Kilmacrea

DAY: Wednesday

TIME	MOVEMENT 1					TOT	PCU	MOVEMENT 2					TOT	PCU	MOVEMENT 3					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
13:00	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	1	0	0	1	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	6	0	0	1	0	7	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	4	1	0	0	0	5	5	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	1	0	0	1	2	0	0	0	0	0	0	0
14:30	0	1	0	1	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	1	0	1	0	0	2	3	0	0	0	0	0	0	0	0	1	0	0	0	1	1
H/TOT	5	2	1	1	0	9	11	0	0	1	0	0	1	2	0	1	0	0	0	1	1
15:00	0	1	1	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	2	0	0	1	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	3	1	1	0	0	5	6	0	1	0	0	0	1	1	1	1	0	0	0	2	2
H/TOT	7	2	2	1	0	12	14	0	1	0	0	0	1	1	1	1	0	0	0	2	2
16:00	0	1	0	0	0	1	1	1	0	0	0	0	1	1	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	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	1	0	0	1	0	2	3	0	1	0	0	0	1	1	0	0	0	0	0	0	0
H/TOT	1	2	0	1	0	4	5	1	1	0	0	0	2	2	0	0	0	0	0	0	0
17:00	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	0	1	1
17:30	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	1	0	0	0	0	1	1	0	1	0	0	0	1	1	0	0	0	0	0	0	0
H/TOT	5	1	0	0	0	6	6	0	1	0	0	0	1	1	0	1	0	0	0	1	1
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	1	0	0	0	1	1	0	1	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	1	0	0	0	1	1
P/TOT	64	17	7	16	0	104	128	1	5	1	0	0	7	8	1	7	0	0	1	9	10

TRAFFINOMICS LIMITED

ECT SAND & GRAVEL, REDCROSS TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS

MARCH 2022
TRA/22/067

SITE: 02

DATE: 9th March 2022

LOCATION: L5155/Un-Named Local Road to Oakwood @ Kilmacrea

DAY: Wednesday

TIME	MOVEMENT 4					TOT	PCU	MOVEMENT 5					TOT	PCU	MOVEMENT 6					TOT	PCU	PCU's Through Junction
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			
07:00	1	0	0	0	0	1	1	0	0	0	0	0	0	0	3	1	0	0	0	4	4	6
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
07:30	0	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
07:45	3	0	0	0	0	3	3	0	1	0	0	0	1	1	0	0	0	2	0	2	5	13
H/TOT	4	0	1	0	0	5	6	0	1	0	0	0	1	1	3	1	0	2	0	6	9	34
08:00	1	0	0	0	0	1	1	0	0	0	0	0	0	0	1	0	0	1	0	2	3	12
08:15	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	1	1	0	2	4	12
08:30	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
08:45	0	0	0	0	0	0	0	1	0	0	0	0	1	1	2	0	0	1	0	3	4	9
H/TOT	3	0	0	0	0	3	3	1	1	0	0	0	2	2	3	0	1	3	0	7	11	38
09:00	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	0	1	2	9
09:15	0	0	0	0	0	0	0	3	1	0	0	0	4	4	1	0	0	0	0	1	1	9
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	3
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	7
H/TOT	0	0	0	0	0	0	0	3	2	0	0	0	5	5	2	0	1	1	0	4	6	27
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	1	1	0	5	7	7
10:30	0	0	0	0	0	0	0	1	0	0	0	0	1	1	2	0	2	0	0	4	5	10
10:45	0	1	0	0	0	1	1	1	0	0	0	0	1	1	2	0	0	2	0	4	7	19
H/TOT	0	1	0	0	0	1	1	2	0	0	0	0	2	2	5	2	3	3	0	13	18	37
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	9
11:15	0	0	0	0	0	0	0	0	1	0	0	0	1	1	3	0	0	0	0	3	3	5
11:30	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	3	4	8
H/TOT	1	0	0	0	0	1	1	0	1	0	0	0	1	1	8	0	0	1	0	9	10	26
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	3
12:15	0	0	0	0	0	0	0	2	0	0	0	0	2	2	1	0	0	0	0	1	1	4
12:30	1	0	0	0	0	1	1	0	0	0	0	0	0	0	1	0	0	0	0	1	1	2
12:45	1	0	0	0	0	1	1	0	0	0	0	0	0	0	1	1	0	1	0	3	4	6
H/TOT	2	0	0	0	0	2	2	2	0	0	0	0	2	2	4	1	0	1	0	6	7	15

TRAFFINOMICS LIMITED

ECT SAND & GRAVEL, REDCROSS TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS

MARCH 2022
TRA/22/067

SITE: 02

DATE: 9th March 2022

LOCATION: L5155/Un-Named Local Road to Oakwood @ Kilmacrea

DAY: Wednesday

TIME	MOVEMENT 4					TOT	PCU	MOVEMENT 5					TOT	PCU	MOVEMENT 6					TOT	PCU	PCU's Through Junction
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			
13:00	1	0	0	0	0	1	1	0	0	0	0	0	0	0	1	0	0	0	0	1	1	4
13:15	1	0	0	0	0	1	1	0	0	0	0	0	0	0	1	1	0	0	0	2	2	4
13:30	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
13:45	0	0	1	0	0	1	2	0	0	0	0	0	0	0	1	0	0	1	0	2	3	8
H/TOT	3	0	1	0	0	4	5	0	0	0	0	0	0	0	3	1	0	1	0	5	6	19
14:00	1	0	0	0	0	1	1	1	0	0	0	0	1	1	2	1	1	0	0	4	5	12
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4	6
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	3	4	7
14:45	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	5
H/TOT	1	0	0	0	0	1	1	1	1	0	0	0	2	2	7	2	2	0	0	11	12	28
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	4	6	8
15:15	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	1	2	8
15:30	1	0	0	0	0	1	1	0	0	0	0	0	0	0	3	0	0	0	0	3	3	6
15:45	0	0	0	0	0	0	0	2	0	0	0	0	2	2	1	0	0	0	0	1	1	12
H/TOT	2	0	0	0	0	2	2	2	0	0	0	0	2	2	5	1	1	2	0	9	12	33
16:00	1	0	0	0	0	1	1	0	0	0	0	0	0	0	1	2	1	1	0	5	7	10
16:15	0	0	0	0	0	0	0	1	0	0	0	0	1	1	1	0	0	0	0	1	1	2
16:30	2	0	0	0	0	2	2	0	0	0	0	0	0	0	2	0	0	1	0	3	4	7
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	3	8
H/TOT	3	0	0	0	0	3	3	1	0	0	0	0	1	1	5	2	1	3	0	11	15	27
17:00	0	0	0	0	0	0	0	0	0	1	0	0	1	2	0	1	0	0	0	1	1	6
17:15	1	0	0	0	0	1	1	1	0	0	0	0	1	1	3	0	0	0	0	3	3	7
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	4	4	5
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	5	7
H/TOT	1	0	0	0	0	1	1	1	0	1	0	0	2	3	8	5	0	0	0	13	13	25
18:00	0	1	0	0	0	1	1	0	0	0	0	0	0	0	2	0	0	0	0	2	2	3
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	2
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4	4
18:45	0	0	0	0	0	0	0	1	0	0	0	0	1	1	3	0	0	0	0	3	3	6
H/TOT	0	1	0	0	0	1	1	1	0	0	0	0	1	1	9	2	0	0	0	11	11	15
P/TOT	20	2	2	0	0	24	25	14	6	1	0	0	21	22	62	17	9	17	0	105	132	324

TRAFFINOMICS LIMITED

ECT SAND & GRAVEL, REDCROSS TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS

MARCH 2022
TRA/22/067

SITE: 03

DATE: 9th March 2022

LOCATION: L1152/L5155 @ Kilmacurragh

DAY: Wednesday

TIME	MOVEMENT 1					TOT	PCU	MOVEMENT 2					TOT	PCU	MOVEMENT 3					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
07:00	7	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	10	1	1	0	0	12	13	0	0	0	0	0	0	0	1	0	0	1	0	2	3
07:30	3	2	0	0	0	5	5	0	0	0	0	0	0	0	1	0	1	0	0	2	3
07:45	13	3	1	0	0	17	18	0	0	0	1	0	1	2	2	0	0	0	0	2	2
H/TOT	33	6	2	0	0	41	42	0	0	0	1	0	1	2	4	0	1	1	0	6	8
08:00	13	1	0	0	1	15	16	1	0	0	0	0	1	1	2	0	0	0	0	2	2
08:15	12	1	1	0	0	14	15	0	0	0	0	0	0	0	3	0	0	0	0	3	3
08:30	8	4	2	0	0	14	15	2	0	0	0	0	2	2	1	0	0	0	0	1	1
08:45	13	1	0	0	0	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	46	7	3	0	1	57	60	3	0	0	0	0	3	3	6	0	0	0	0	6	6
09:00	4	0	0	0	0	4	4	2	0	0	0	0	2	2	0	0	0	0	0	0	0
09:15	8	1	0	0	0	9	9	2	0	0	0	0	2	2	0	0	0	0	0	0	0
09:30	9	3	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	6	2	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	27	6	0	0	0	33	33	4	0	0	0	0	4	4	0	0	0	0	0	0	0
10:00	9	1	1	1	0	12	14	0	0	1	0	0	1	2	1	0	0	0	0	1	1
10:15	5	1	0	0	0	6	6	0	0	1	0	0	1	2	0	0	1	0	0	1	2
10:30	3	0	0	0	0	3	3	2	0	1	0	0	3	4	0	0	0	0	0	0	0
10:45	4	2	0	0	0	6	6	1	0	0	0	0	1	1	1	0	0	0	0	1	1
H/TOT	21	4	1	1	0	27	29	3	0	3	0	0	6	8	2	0	1	0	0	3	4
11:00	3	0	0	0	0	3	3	1	0	0	0	0	1	1	1	0	0	1	0	2	3
11:15	5	0	0	0	0	5	5	1	0	1	0	0	2	3	0	0	0	0	0	0	0
11:30	3	1	0	0	0	4	4	0	0	0	1	0	1	2	0	0	0	0	0	0	0
11:45	4	1	1	0	0	6	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	15	2	1	0	0	18	19	2	0	1	1	0	4	6	1	0	0	1	0	2	3
12:00	7	0	0	0	0	7	7	1	0	0	0	0	1	1	0	0	0	1	0	1	2
12:15	5	1	0	0	0	6	6	0	0	0	0	0	0	0	1	0	0	0	0	1	1
12:30	2	0	0	0	0	2	2	1	0	0	0	0	1	1	1	0	0	0	0	1	1
12:45	1	0	0	0	0	1	1	0	0	0	1	0	1	2	1	0	0	0	0	1	1
H/TOT	15	1	0	0	0	16	16	2	0	0	1	0	3	4	3	0	0	1	0	4	5

TRAFFINOMICS LIMITED

**ECT SAND & GRAVEL, REDCROSS TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

**MARCH 2022
TRA/22/067**

SITE: 03

DATE: 9th March 2022

LOCATION: L1152/L5155 @ Kilmacurragh

DAY: Wednesday

TIME	MOVEMENT 1					TOT	PCU	MOVEMENT 2					TOT	PCU	MOVEMENT 3					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
13:00	6	1	1	0	0	8	9	2	0	0	0	0	2	2	0	0	0	0	0	0	0
13:15	2	0	2	2	0	6	10	0	0	0	0	0	0	0	3	0	0	0	0	3	3
13:30	2	1	0	0	0	3	3	0	0	0	0	0	0	0	2	0	0	0	0	2	2
13:45	3	0	0	0	0	3	3	0	0	0	0	0	0	0	2	0	0	1	0	3	4
H/TOT	13	2	3	2	0	20	24	2	0	0	0	0	2	2	7	0	0	1	0	8	9
14:00	8	0	1	0	0	9	10	3	0	0	0	0	3	3	1	0	1	0	0	2	3
14:15	2	0	0	0	0	2	2	1	0	0	0	0	1	1	1	0	0	0	0	1	1
14:30	2	1	1	0	0	4	5	0	0	0	0	0	0	0	0	1	0	0	0	1	1
14:45	7	0	0	0	0	7	7	0	0	0	1	0	1	2	0	0	0	1	0	1	2
H/TOT	19	1	2	0	0	22	23	4	0	0	1	0	5	6	2	1	1	1	0	5	7
15:00	4	0	0	1	0	5	6	1	0	0	1	0	2	3	2	0	0	0	0	2	2
15:15	6	1	0	2	0	9	12	0	0	0	0	0	0	0	1	0	0	1	0	2	3
15:30	5	0	0	0	0	5	5	4	0	0	0	0	4	4	2	0	0	0	0	2	2
15:45	6	0	0	0	0	6	6	1	0	0	0	0	1	1	0	0	0	0	0	0	0
H/TOT	21	1	0	3	0	25	29	6	0	0	1	0	7	8	5	0	0	1	0	6	7
16:00	6	0	0	1	0	7	8	4	1	0	1	0	6	7	0	0	0	0	0	0	0
16:15	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	3	1	0	0	0	4	4	0	0	0	0	0	0	0	2	0	0	0	0	2	2
16:45	4	0	0	1	0	5	6	0	0	0	1	0	1	2	1	0	0	0	0	1	1
H/TOT	16	1	0	2	0	19	22	4	1	0	2	0	7	10	3	0	0	0	0	3	3
17:00	7	1	1	0	0	9	10	0	0	0	0	0	0	0	1	1	0	1	0	3	4
17:15	1	4	0	0	0	5	5	3	0	0	0	0	3	3	0	0	0	0	0	0	0
17:30	2	0	1	0	0	3	4	1	1	0	0	0	2	2	0	0	0	0	0	0	0
17:45	3	0	0	0	0	3	3	3	0	0	0	0	3	3	1	0	0	0	0	1	1
H/TOT	13	5	2	0	0	20	21	7	1	0	0	0	8	8	2	1	0	1	0	4	5
18:00	3	0	0	0	0	3	3	1	0	0	0	0	1	1	0	0	0	0	0	0	0
18:15	2	1	0	0	0	3	3	1	0	0	0	0	1	1	0	0	0	0	0	0	0
18:30	3	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	2	0	0	0	0	2	2	2	0	0	0	0	2	2	0	0	0	0	0	0	0
H/TOT	10	2	0	0	0	12	12	4	0	0	0	0	4	4	0	0	0	0	0	0	0
P/TOT	249	38	14	8	1	310	328	41	2	4	7	0	54	65	35	2	3	7	0	47	58

TRAFFINOMICS LIMITED

ECT SAND & GRAVEL, REDCROSS TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS

MARCH 2022
TRA/22/067

SITE: 03

DATE: 9th March 2022

LOCATION: L1152/L5155 @ Kilmacurragh

DAY: Wednesday

TIME	MOVEMENT 4					TOT	PCU	MOVEMENT 5					TOT	PCU	MOVEMENT 6					TOT	PCU	PCU's Through Junction
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			
07:00	2	0	0	0	0	2	2	0	0	0	0	0	0	0	2	0	0	0	0	2	2	11
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	0	1	0	7	8	24
07:30	3	3	0	1	0	7	8	0	1	0	1	0	2	3	3	1	0	0	0	4	4	23
07:45	4	0	0	0	0	4	4	0	0	0	0	0	0	0	1	0	0	0	0	1	1	27
H/TOT	9	3	0	1	0	13	14	0	1	0	1	0	2	3	11	2	0	1	0	14	15	85
08:00	1	0	0	3	0	4	8	0	0	0	1	0	1	2	5	1	1	1	0	8	10	39
08:15	1	1	0	0	0	2	2	0	1	0	2	0	3	6	2	7	0	0	0	9	9	34
08:30	2	0	0	1	0	3	4	0	0	0	1	0	1	2	4	1	1	0	0	6	7	31
08:45	1	0	0	1	0	2	3	2	0	0	0	0	2	2	3	3	1	0	0	7	8	27
H/TOT	5	1	0	5	0	11	18	2	1	0	4	0	7	12	14	12	3	1	0	30	33	131
09:00	2	0	0	1	0	3	4	0	0	0	1	0	1	2	7	2	0	0	0	9	9	22
09:15	0	1	0	0	0	1	1	1	0	0	0	0	1	1	5	1	0	0	0	6	6	19
09:30	0	0	0	1	0	1	2	0	0	1	0	0	1	2	6	0	1	0	0	7	8	23
09:45	3	1	0	0	0	4	4	0	0	0	0	0	0	0	2	3	0	0	0	5	5	17
H/TOT	5	2	0	2	0	9	12	1	0	1	1	0	3	5	20	6	1	0	0	27	28	81
10:00	1	0	0	0	0	1	1	0	2	0	0	0	2	2	2	2	0	0	0	4	4	23
10:15	0	0	0	0	0	0	0	2	1	1	2	0	6	9	5	1	1	0	0	7	8	26
10:30	1	0	1	0	0	2	3	1	0	0	1	0	2	3	6	1	0	0	0	7	7	19
10:45	3	1	0	1	0	5	6	0	0	0	1	0	1	2	1	1	0	0	0	2	2	19
H/TOT	5	1	1	1	0	8	10	3	3	1	4	0	11	17	14	5	1	0	0	20	21	87
11:00	4	1	0	0	0	5	5	1	1	0	0	0	2	2	2	0	0	0	0	2	2	16
11:15	0	1	0	0	0	1	1	2	0	0	0	0	2	2	4	0	0	0	0	4	4	15
11:30	0	0	1	0	0	1	2	0	0	0	0	0	0	0	4	1	0	0	0	5	5	13
11:45	1	1	0	0	0	2	2	3	0	0	0	0	3	3	1	1	1	0	0	3	4	15
H/TOT	5	3	1	0	0	9	10	6	1	0	0	0	7	7	11	2	1	0	0	14	15	59
12:00	0	1	0	0	0	1	1	0	0	0	0	0	0	0	5	1	0	0	0	6	6	17
12:15	1	0	0	0	0	1	1	0	0	0	0	0	0	0	3	0	0	0	0	3	3	11
12:30	0	0	0	0	0	0	0	0	1	0	0	0	1	1	6	1	2	0	0	9	10	15
12:45	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	2	0	1	0	3	4	11
H/TOT	3	1	0	0	0	4	4	0	1	0	0	0	1	1	14	4	2	1	0	21	23	54

TRAFFINOMICS LIMITED

**ECT SAND & GRAVEL, REDCROSS TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

**MARCH 2022
TRA/22/067**

SITE: 03

DATE: 9th March 2022

LOCATION: L1152/L5155 @ Kilmacurragh

DAY: Wednesday

TIME	MOVEMENT 4					TOT	PCU	MOVEMENT 5					TOT	PCU	MOVEMENT 6					TOT	PCU	PCU's Through Junction
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			
13:00	1	0	0	0	0	1	1	1	0	0	0	0	1	1	2	0	0	2	0	4	7	19
13:15	2	0	0	0	0	2	2	3	2	0	0	0	5	5	3	0	0	0	0	3	3	23
13:30	2	0	0	0	0	2	2	0	0	0	1	0	1	2	4	0	0	0	0	4	4	13
13:45	0	0	0	0	0	0	0	0	1	1	0	0	2	3	4	3	0	0	0	7	7	17
H/TOT	5	0	0	0	0	5	5	4	3	1	1	0	9	11	13	3	0	2	0	18	21	72
14:00	1	0	0	0	0	1	1	1	0	0	0	0	1	1	9	0	0	0	0	9	9	26
14:15	1	0	0	0	0	1	1	1	0	1	0	0	2	3	9	0	0	0	0	9	9	17
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	1	0	9	10	16
14:45	1	0	1	0	0	2	3	0	0	0	0	0	0	0	8	2	0	0	0	10	10	24
H/TOT	3	0	1	0	0	4	5	2	0	1	0	0	3	4	34	2	0	1	0	37	38	82
15:00	2	0	0	0	0	2	2	1	0	1	0	0	2	3	4	2	0	1	0	7	8	24
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	11	11	26
15:30	3	0	1	0	0	4	5	3	0	0	0	0	3	3	0	0	0	2	0	2	5	23
15:45	0	0	0	0	0	0	0	1	0	0	0	0	1	1	4	4	0	0	0	8	8	16
H/TOT	5	0	1	0	0	6	7	5	0	1	0	0	6	7	19	6	0	3	0	28	32	89
16:00	0	2	0	0	0	2	2	0	0	0	0	0	0	0	9	1	1	1	1	13	16	33
16:15	1	0	0	0	0	1	1	2	0	0	0	0	2	2	9	3	0	0	0	12	12	18
16:30	1	0	0	0	0	1	1	2	0	0	1	0	3	4	7	2	0	0	0	9	9	20
16:45	0	0	0	0	0	0	0	1	0	1	0	0	2	3	12	3	1	0	0	16	17	29
H/TOT	2	2	0	0	0	4	4	5	0	1	1	0	7	9	37	9	2	1	1	50	53	100
17:00	0	1	0	0	0	1	1	0	1	0	0	0	1	1	10	1	0	0	0	11	11	27
17:15	2	0	0	0	0	2	2	1	1	0	0	0	2	2	7	0	0	0	0	7	7	19
17:30	1	0	0	0	0	1	1	2	1	0	0	0	3	3	15	2	0	0	0	17	17	27
17:45	0	0	0	0	0	0	0	2	0	0	0	0	2	2	9	3	0	0	0	12	12	21
H/TOT	3	1	0	0	0	4	4	5	3	0	0	0	8	8	41	6	0	0	0	47	47	93
18:00	1	1	0	0	0	2	2	1	0	0	0	0	1	1	12	0	0	0	0	12	12	19
18:15	2	0	0	0	0	2	2	2	0	0	0	0	2	2	10	1	0	0	0	11	11	19
18:30	1	0	0	0	0	1	1	3	1	0	0	0	4	4	9	3	0	0	0	12	12	21
18:45	0	0	0	0	0	0	0	3	0	0	0	0	3	3	5	0	0	0	0	5	5	12
H/TOT	4	1	0	0	0	5	5	9	1	0	0	0	10	10	36	4	0	0	0	40	40	71
P/TOT	54	15	4	9	0	82	96	42	14	6	12	0	74	93	264	61	10	10	1	346	365	1004

TRAFFINOMICS LIMITED

**ECT SAND & GRAVEL, REDCROSS TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

**MARCH 2022
TRA/22/067**

SITE: 04

DATE: 9th March 2022

LOCATION: R752/L1152 @ Rathdrum

DAY: Wednesday

TIME	MOVEMENT 1					TOT	PCU	MOVEMENT 2					TOT	PCU	MOVEMENT 3					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
07:00	57	18	3	0	1	79	82	4	0	0	0	0	4	4	1	0	0	0	0	1	1
07:15	44	16	2	1	1	64	67	6	0	1	0	0	7	8	6	1	0	2	0	9	12
07:30	56	17	2	0	4	79	84	3	0	0	3	0	6	10	7	0	0	0	0	7	7
07:45	56	17	3	0	0	76	78	5	2	0	1	0	8	9	5	1	2	1	0	9	11
H/TOT	213	68	10	1	6	298	310	18	2	1	4	0	25	31	19	2	2	3	0	26	31
08:00	63	14	2	0	1	80	82	4	2	0	4	0	10	15	8	2	0	1	0	11	12
08:15	79	11	2	0	2	94	97	6	0	0	2	0	8	11	14	3	0	0	0	17	17
08:30	69	9	3	0	2	83	87	9	2	0	0	0	11	11	11	3	0	3	2	19	25
08:45	41	7	1	0	1	50	52	6	1	0	1	0	8	9	8	1	1	1	0	11	13
H/TOT	252	41	8	0	6	307	317	25	5	0	7	0	37	46	41	9	1	5	2	58	67
09:00	53	4	1	0	0	58	59	7	1	1	1	0	10	12	9	2	0	0	0	11	11
09:15	45	11	4	2	0	62	67	7	1	0	2	0	10	13	4	0	0	1	0	5	6
09:30	32	3	0	0	0	35	35	3	0	0	3	0	6	10	3	2	0	0	0	5	5
09:45	29	7	1	1	0	38	40	7	0	0	2	0	9	12	6	1	2	1	0	10	12
H/TOT	159	25	6	3	0	193	200	24	2	1	8	0	35	46	22	5	2	2	0	31	35
10:00	23	6	2	1	0	32	34	7	0	1	3	0	11	15	7	1	0	0	0	8	8
10:15	20	4	3	0	0	27	29	1	0	0	0	0	1	1	3	3	1	1	1	9	12
10:30	36	5	2	0	0	43	44	4	1	0	2	0	7	10	3	0	0	0	0	3	3
10:45	32	9	1	1	0	43	45	11	3	0	2	0	16	19	6	2	0	2	0	10	13
H/TOT	111	24	8	2	0	145	152	23	4	1	7	0	35	45	19	6	1	3	1	30	35
11:00	26	5	4	2	0	37	42	0	0	0	1	0	1	2	5	1	0	0	0	6	6
11:15	18	8	5	0	1	32	36	5	2	0	0	0	7	7	1	1	0	2	0	4	7
11:30	22	3	1	0	0	26	27	1	1	2	1	0	5	7	4	0	0	1	0	5	6
11:45	28	7	3	2	0	40	44	2	1	0	1	0	4	5	1	2	1	0	0	4	5
H/TOT	94	23	13	4	1	135	148	8	4	2	3	0	17	22	11	4	1	3	0	19	23
12:00	31	8	4	1	1	45	49	9	2	0	0	1	12	13	2	2	0	0	0	4	4
12:15	30	5	2	2	0	39	43	3	1	0	1	0	5	6	4	0	0	0	0	4	4
12:30	23	7	2	2	1	35	40	4	0	0	0	0	4	4	2	2	0	0	0	4	4
12:45	29	5	3	1	1	39	43	2	1	0	0	0	3	3	2	3	0	2	0	7	10
H/TOT	113	25	11	6	3	158	174	18	4	0	1	1	24	26	10	7	0	2	0	19	22

TRAFFINOMICS LIMITED

**ECT SAND & GRAVEL, REDCROSS TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

**MARCH 2022
TRA/22/067**

SITE: 04

DATE: 9th March 2022

LOCATION: R752/L1152 @ Rathdrum

DAY: Wednesday

TIME	MOVEMENT 1						PCU	MOVEMENT 2						PCU	MOVEMENT 3						PCU
	CAR	LGV	OGV1	OGV2	BUS	TOT		CAR	LGV	OGV1	OGV2	BUS	TOT		CAR	LGV	OGV1	OGV2	BUS	TOT	
13:00	33	8	4	0	1	46	49	6	1	0	0	0	7	7	2	1	0	0	0	3	3
13:15	22	7	2	1	1	33	36	2	1	2	0	0	5	6	4	0	0	0	0	4	4
13:30	17	10	3	2	1	33	38	2	0	1	1	0	4	6	7	0	0	0	0	7	7
13:45	17	7	0	1	1	26	28	10	1	0	0	0	11	11	8	2	1	1	0	12	14
H/TOT	89	32	9	4	4	138	152	20	3	3	1	0	27	30	21	3	1	1	0	26	28
14:00	24	5	4	3	0	36	42	11	4	2	1	0	18	20	6	2	1	0	1	10	12
14:15	28	2	1	0	0	31	32	3	1	1	1	0	6	8	8	3	2	1	0	14	16
14:30	26	10	2	1	0	39	41	0	0	0	2	0	2	5	4	5	0	1	0	10	11
14:45	24	5	3	0	0	32	34	7	1	0	2	0	10	13	2	1	1	0	0	4	5
H/TOT	102	22	10	4	0	138	148	21	6	3	6	0	36	45	20	11	4	2	1	38	44
15:00	35	5	1	1	0	42	44	6	3	0	1	1	11	13	6	2	0	0	0	8	8
15:15	36	4	4	0	0	44	46	3	0	0	0	0	3	3	9	0	0	1	0	10	11
15:30	24	9	1	0	2	36	39	9	0	0	0	0	9	9	5	0	0	0	0	5	5
15:45	35	9	3	0	2	49	53	15	0	2	1	0	18	20	7	2	0	0	0	9	9
H/TOT	130	27	9	1	4	171	181	33	3	2	2	1	41	46	27	4	0	1	0	32	33
16:00	24	12	0	0	0	36	36	6	2	0	0	0	8	8	2	1	1	1	0	5	7
16:15	22	5	2	2	1	32	37	4	1	0	0	0	5	5	2	3	1	0	0	6	7
16:30	25	7	1	0	0	33	34	5	0	2	1	0	8	10	8	3	0	1	0	12	13
16:45	31	6	0	0	0	37	37	3	1	1	1	0	6	8	7	3	1	0	0	11	12
H/TOT	102	30	3	2	1	138	143	18	4	3	2	0	27	31	19	10	3	2	0	34	38
17:00	27	9	0	6	0	42	50	7	3	0	2	0	12	15	13	0	0	1	0	14	15
17:15	33	5	1	0	0	39	40	7	0	0	0	0	7	7	3	3	0	1	0	7	8
17:30	31	6	1	1	0	39	41	4	2	1	0	0	7	8	7	0	0	0	0	7	7
17:45	27	6	1	0	0	34	35	5	1	0	0	0	6	6	11	4	0	0	0	15	15
H/TOT	118	26	3	7	0	154	165	23	6	1	2	0	32	35	34	7	0	2	0	43	46
18:00	27	1	0	0	0	28	28	7	1	0	0	0	8	8	4	1	0	0	0	5	5
18:15	23	2	0	0	0	25	25	3	0	0	0	0	3	3	4	1	1	0	0	6	7
18:30	24	3	0	0	0	27	27	5	1	0	1	0	7	8	11	2	0	0	0	13	13
18:45	17	3	0	0	0	20	20	4	0	0	0	0	4	4	7	1	0	0	0	8	8
H/TOT	91	9	0	0	0	100	100	19	2	0	1	0	22	23	26	5	1	0	0	32	33
P/TOT	1574	352	90	34	25	2075	2189	250	45	17	44	2	358	426	269	73	16	26	4	388	434

TRAFFINOMICS LIMITED

ECT SAND & GRAVEL, REDCROSS TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS

MARCH 2022
TRA/22/067

SITE: 04

DATE: 9th March 2022

LOCATION: R752/L1152 @ Rathdrum

DAY: Wednesday

TIME	MOVEMENT 4					TOT	PCU	MOVEMENT 5					TOT	PCU	MOVEMENT 6					TOT	PCU	PCU's Through Junction
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			
07:00	0	0	1	1	0	2	4	0	0	0	0	0	0	0	13	8	1	2	0	24	27	117
07:15	0	0	0	2	0	2	5	0	1	0	0	0	1	1	19	8	0	1	2	30	33	125
07:30	0	2	1	0	0	3	4	0	1	0	0	0	1	1	22	6	2	3	0	33	38	143
07:45	1	0	1	0	0	2	3	0	0	0	0	0	0	0	29	8	1	0	0	38	39	139
H/TOT	1	2	3	3	0	9	14	0	2	0	0	0	2	2	83	30	4	6	2	125	137	525
08:00	0	0	0	2	0	2	5	0	0	0	0	0	0	0	20	6	4	2	1	33	39	153
08:15	0	0	0	1	0	1	2	0	0	0	0	0	0	0	32	7	1	1	1	42	45	172
08:30	0	0	0	0	0	0	0	0	1	0	0	0	1	1	25	5	2	0	1	33	35	158
08:45	0	0	0	3	0	3	7	0	0	0	0	0	0	0	34	6	3	0	0	43	45	125
H/TOT	0	0	0	6	0	6	14	0	1	0	0	0	1	1	111	24	10	3	3	151	163	608
09:00	2	0	1	1	0	4	6	0	0	1	0	0	1	2	20	5	2	0	1	28	30	119
09:15	0	0	1	0	0	1	2	0	0	0	0	0	0	0	16	3	4	4	0	27	34	121
09:30	1	0	0	0	0	1	1	0	1	1	0	0	2	3	22	11	0	2	5	40	48	101
09:45	0	0	0	0	0	0	0	0	0	0	1	0	1	2	14	5	3	2	1	25	30	96
H/TOT	3	0	2	1	0	6	8	0	1	2	1	0	4	6	72	24	9	8	7	120	142	437
10:00	0	0	0	3	0	3	7	0	0	0	0	0	0	0	12	3	1	2	0	18	21	86
10:15	0	0	1	1	0	2	4	0	0	0	1	0	1	2	16	6	0	1	0	23	24	72
10:30	0	0	0	1	0	1	2	0	0	0	0	0	0	0	22	5	7	0	1	35	40	98
10:45	2	1	1	1	0	5	7	2	0	0	0	0	2	2	19	6	4	1	1	31	35	120
H/TOT	2	1	2	6	0	11	20	2	0	0	1	0	3	4	69	20	12	4	2	107	120	376
11:00	0	1	0	2	0	3	6	0	0	0	0	0	0	0	19	3	0	4	0	26	31	87
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	3	1	0	0	22	23	72
11:30	0	0	0	0	0	0	0	2	0	0	1	0	3	4	16	1	4	4	0	25	32	77
11:45	0	1	0	1	0	2	3	1	1	0	1	0	3	4	22	5	1	2	0	30	33	95
H/TOT	0	2	0	3	0	5	9	3	1	0	2	0	6	9	75	12	6	10	0	103	119	330
12:00	0	0	0	3	0	3	7	0	1	0	2	0	3	6	25	8	1	1	0	35	37	116
12:15	0	0	1	1	0	2	4	0	0	0	0	0	0	0	22	3	2	2	0	29	33	89
12:30	0	1	0	0	0	1	1	1	0	0	1	0	2	3	21	9	3	1	0	34	37	89
12:45	0	0	0	0	0	0	0	0	0	0	1	0	1	2	34	7	1	0	0	42	43	100
H/TOT	0	1	1	4	0	6	12	1	1	0	4	0	6	11	102	27	7	4	0	140	149	394

TRAFFINOMICS LIMITED

**ECT SAND & GRAVEL, REDCROSS TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

**MARCH 2022
TRA/22/067**

SITE: 04

DATE: 9th March 2022

LOCATION: R752/L1152 @ Rathdrum

DAY: Wednesday

TIME	MOVEMENT 4					TOT	PCU	MOVEMENT 5					TOT	PCU	MOVEMENT 6					TOT	PCU	PCU's Through Junction
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			
13:00	1	0	0	1	0	2	3	1	0	1	0	0	2	3	25	4	7	0	0	36	40	104
13:15	0	1	0	0	0	1	1	0	0	1	0	0	1	2	37	3	3	1	0	44	47	96
13:30	0	0	0	1	0	1	2	0	1	0	1	0	2	3	20	8	2	0	0	30	31	88
13:45	1	0	0	0	0	1	1	0	0	0	0	0	0	0	34	12	2	1	2	51	55	109
H/TOT	2	1	0	2	0	5	8	1	1	2	1	0	5	7	116	27	14	2	2	161	173	397
14:00	0	0	0	0	0	0	0	1	1	0	0	0	2	2	38	13	1	1	0	53	55	131
14:15	0	0	0	0	0	0	0	1	0	0	0	0	1	1	52	9	2	2	1	66	71	127
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	4	2	2	1	35	40	97
14:45	0	1	0	0	0	1	1	0	1	0	0	0	1	1	25	5	3	1	1	35	39	91
H/TOT	0	1	0	0	0	1	1	2	2	0	0	0	4	4	141	31	8	6	3	189	204	446
15:00	0	0	0	1	0	1	2	0	1	0	1	0	2	3	35	6	4	0	2	47	51	122
15:15	0	0	0	1	0	1	2	1	0	0	0	0	1	1	45	6	4	2	3	60	68	131
15:30	0	0	0	0	0	0	0	1	0	1	0	0	2	3	38	7	3	1	0	49	52	107
15:45	2	0	0	0	0	2	2	1	0	1	0	0	2	3	42	12	2	2	1	59	64	150
H/TOT	2	0	0	2	0	4	7	3	1	2	1	0	7	9	160	31	13	5	6	215	234	510
16:00	1	0	0	0	0	1	1	0	1	0	0	0	1	1	33	12	0	0	0	45	45	98
16:15	1	0	0	0	0	1	1	1	0	0	0	0	1	1	70	4	2	3	1	80	86	136
16:30	0	0	0	0	0	0	0	2	2	0	0	0	4	4	50	18	0	1	0	69	70	131
16:45	0	0	0	0	0	0	0	1	1	0	1	0	3	4	53	24	2	0	0	79	80	141
H/TOT	2	0	0	0	0	2	2	4	4	0	1	0	9	10	206	58	4	4	1	273	281	506
17:00	3	1	0	0	0	4	4	0	0	0	0	0	0	0	58	16	0	0	0	74	74	158
17:15	0	0	0	2	0	2	5	2	0	0	0	0	2	2	55	15	1	0	0	71	72	133
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	63	14	1	0	0	78	79	134
17:45	1	0	0	0	0	1	1	0	0	0	0	0	0	0	54	7	2	1	0	64	66	123
H/TOT	4	1	0	2	0	7	10	2	0	0	0	0	2	2	230	52	4	1	0	287	290	547
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37	6	0	0	0	43	43	84
18:15	0	0	1	0	0	1	2	0	0	0	0	0	0	0	42	4	0	0	0	46	46	82
18:30	1	0	0	0	0	1	1	0	0	0	0	0	0	0	27	7	0	0	0	34	34	83
18:45	1	0	0	0	0	1	1	0	0	0	0	0	0	0	50	2	0	0	0	52	52	85
H/TOT	2	0	1	0	0	3	4	0	0	0	0	0	0	0	156	19	0	0	0	175	175	334
P/TOT	18	9	9	29	0	65	107	18	14	6	11	0	49	66	1521	355	91	53	26	2046	2186	5409

TRAFFINOMICS LIMITED

ECT SAND & GRAVEL, REDCROSS TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS

MARCH 2022
TRA/22/067

SITE: 05

DATE: 9th March 2022

LOCATION: L1113/L1152 @ Kilmacurragh

DAY: Wednesday

TIME	MOVEMENT 1					TOT	PCU	MOVEMENT 2					TOT	PCU	MOVEMENT 3					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
07:00	0	0	0	0	0	0	0	1	0	0	0	0	1	1	8	0	0	0	0	8	8
07:15	0	0	0	0	0	0	0	3	0	0	1	0	4	5	8	1	1	0	0	10	11
07:30	1	0	0	0	0	1	1	2	1	0	1	0	4	5	6	3	0	1	0	10	11
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	3	1	0	0	19	20
H/TOT	1	0	0	0	0	1	1	6	1	0	2	0	9	12	37	7	2	1	0	47	49
08:00	0	0	0	0	0	0	0	3	0	1	2	0	6	9	13	1	0	3	1	18	23
08:15	0	0	0	0	0	0	0	1	6	0	2	0	9	12	10	1	1	0	0	12	13
08:30	0	0	0	0	0	0	0	2	1	0	1	0	4	5	8	2	1	1	0	12	14
08:45	0	0	0	0	0	0	0	4	1	1	0	0	6	7	11	0	0	1	0	12	13
H/TOT	0	0	0	0	0	0	0	10	8	2	5	0	25	33	42	4	2	5	1	54	63
09:00	0	0	0	0	0	0	0	3	0	0	1	0	4	5	5	0	0	1	0	6	7
09:15	0	0	0	0	0	0	0	4	0	0	0	0	4	4	4	0	0	0	0	4	4
09:30	0	1	1	0	0	2	3	4	0	1	0	0	5	6	8	2	0	1	0	11	12
09:45	0	0	0	0	0	0	0	2	2	0	0	0	4	4	7	3	0	0	0	10	10
H/TOT	0	1	1	0	0	2	3	13	2	1	1	0	17	19	24	5	0	2	0	31	34
10:00	0	0	0	0	0	0	0	2	3	0	0	0	5	5	7	1	1	1	0	10	12
10:15	0	0	0	0	0	0	0	4	1	2	2	0	9	13	5	1	0	0	0	6	6
10:30	0	0	0	0	0	0	0	5	1	0	1	0	7	8	3	0	0	0	0	3	3
10:45	0	0	0	0	0	0	0	0	0	0	1	0	1	2	6	2	0	1	0	9	10
H/TOT	0	0	0	0	0	0	0	11	5	2	4	0	22	28	21	4	1	2	0	28	31
11:00	0	0	0	0	0	0	0	3	1	0	0	0	4	4	5	1	0	0	0	6	6
11:15	0	1	0	0	0	1	1	5	0	0	0	0	5	5	4	1	0	0	0	5	5
11:30	0	1	0	0	0	1	1	3	1	0	0	0	4	4	3	0	1	0	0	4	5
11:45	1	0	0	0	0	1	1	3	1	0	0	0	4	4	4	0	1	0	0	5	6
H/TOT	1	2	0	0	0	3	3	14	3	0	0	0	17	17	16	2	2	0	0	20	21
12:00	0	1	0	0	0	1	1	4	1	0	0	0	5	5	6	1	0	0	0	7	7
12:15	0	0	0	0	0	0	0	3	0	0	0	0	3	3	4	1	0	0	0	5	5
12:30	0	0	0	0	0	0	0	5	2	1	0	0	8	9	0	0	0	0	0	0	0
12:45	1	1	0	0	0	2	2	0	1	0	1	0	2	3	3	0	0	0	0	3	3
H/TOT	1	2	0	0	0	3	3	12	4	1	1	0	18	20	13	2	0	0	0	15	15

TRAFFINOMICS LIMITED

ECT SAND & GRAVEL, REDCROSS TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS

MARCH 2022
TRA/22/067

SITE: 05

DATE: 9th March 2022

LOCATION: L1113/L1152 @ Kilmacurragh

DAY: Wednesday

TIME	MOVEMENT 1					TOT	PCU	MOVEMENT 2					TOT	PCU	MOVEMENT 3					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
13:00	1	0	0	0	0	1	1	3	0	0	2	0	5	8	6	1	0	0	0	7	7
13:15	0	0	0	0	0	0	0	5	2	0	0	0	7	7	2	0	1	2	0	5	8
13:30	2	1	0	0	0	3	3	3	0	0	1	0	4	5	4	0	0	0	0	4	4
13:45	1	0	0	0	0	1	1	3	3	1	0	0	7	8	1	0	0	0	0	1	1
H/TOT	4	1	0	0	0	5	5	14	5	1	3	0	23	27	13	1	1	2	0	17	20
14:00	0	0	0	0	0	0	0	9	0	0	0	0	9	9	4	0	0	0	0	4	4
14:15	1	0	0	0	0	1	1	6	0	1	0	0	7	8	2	0	0	0	0	2	2
14:30	0	0	0	0	0	0	0	4	0	0	1	0	5	6	0	1	1	0	0	2	3
14:45	0	0	0	0	0	0	0	6	1	0	0	0	7	7	5	0	1	0	0	6	7
H/TOT	1	0	0	0	0	1	1	25	1	1	1	0	28	30	11	1	2	0	0	14	15
15:00	0	0	0	0	0	0	0	3	2	1	1	0	7	9	3	0	0	1	0	4	5
15:15	0	0	0	0	0	0	0	10	0	0	0	0	10	10	4	1	0	2	0	7	10
15:30	0	1	0	0	0	1	1	2	0	0	2	0	4	7	6	0	1	0	0	7	8
15:45	0	0	0	0	0	0	0	4	3	0	0	0	7	7	4	0	0	0	0	4	4
H/TOT	0	1	0	0	0	1	1	19	5	1	3	0	28	32	17	1	1	3	0	22	26
16:00	0	0	0	0	0	0	0	8	1	1	1	1	12	15	3	2	0	1	0	6	7
16:15	0	0	0	0	0	0	0	9	2	0	0	0	11	11	3	0	0	0	0	3	3
16:30	0	0	0	0	0	0	0	7	1	0	1	0	9	10	1	0	0	0	0	1	1
16:45	0	0	0	0	0	0	0	12	3	1	0	0	16	17	1	0	0	1	0	2	3
H/TOT	0	0	0	0	0	0	0	36	7	2	2	1	48	53	8	2	0	2	0	12	15
17:00	1	0	0	0	0	1	1	10	2	0	0	0	12	12	5	1	1	0	0	7	8
17:15	0	1	0	0	0	1	1	7	0	0	0	0	7	7	2	2	0	0	0	4	4
17:30	0	0	0	0	0	0	0	14	3	0	0	0	17	17	2	0	1	0	0	3	4
17:45	0	1	0	0	0	1	1	9	1	0	0	0	10	10	2	0	0	0	0	2	2
H/TOT	1	2	0	0	0	3	3	40	6	0	0	0	46	46	11	3	2	0	0	16	17
18:00	0	0	0	0	0	0	0	10	0	0	0	0	10	10	3	0	0	0	0	3	3
18:15	0	0	0	0	0	0	0	11	1	0	0	0	12	12	3	1	0	0	0	4	4
18:30	0	0	0	0	0	0	0	6	3	0	0	0	9	9	3	1	0	0	0	4	4
18:45	0	0	0	0	0	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	32	4	0	0	0	36	36	9	2	0	0	0	11	11
P/TOT	9	9	1	0	0	19	20	232	51	11	22	1	317	352	222	34	13	17	1	287	317

TRAFFINOMICS LIMITED

ECT SAND & GRAVEL, REDCROSS TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS

MARCH 2022
TRA/22/067

SITE: 05

DATE: 9th March 2022

LOCATION: L1113/L1152 @ Kilmacurragh

DAY: Wednesday

TIME	MOVEMENT 4					TOT	PCU	MOVEMENT 5					TOT	PCU	MOVEMENT 6					TOT	PCU	PCU's Through Junction
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			
07:00	1	0	0	0	0	1	1	1	0	0	0	0	1	1	0	0	0	0	0	0	0	11
07:15	2	0	0	0	0	2	2	2	1	0	0	0	3	3	0	0	0	0	0	0	0	21
07:30	0	2	0	0	0	2	2	1	1	0	0	0	2	2	0	0	0	0	0	0	0	22
07:45	2	0	0	0	0	2	2	1	0	0	0	0	1	1	2	1	0	0	0	3	3	26
H/TOT	5	2	0	0	0	7	7	5	2	0	0	0	7	7	2	1	0	0	0	3	3	79
08:00	1	0	0	0	0	1	1	2	1	0	0	0	3	3	0	0	0	0	0	0	0	36
08:15	3	1	0	0	0	4	4	1	2	0	0	0	3	3	0	0	0	0	0	0	0	31
08:30	2	2	1	0	0	5	6	2	0	1	0	0	3	4	3	0	0	0	0	3	3	31
08:45	3	1	0	0	0	4	4	1	2	0	0	0	3	3	0	0	1	0	0	1	2	28
H/TOT	9	4	1	0	0	14	15	6	5	1	0	0	12	13	3	0	1	0	0	4	5	127
09:00	1	0	0	0	0	1	1	4	2	0	0	0	6	6	1	0	0	0	0	1	1	21
09:15	4	2	0	0	0	6	6	2	1	0	0	0	3	3	0	1	0	0	0	1	1	18
09:30	1	1	0	0	0	2	2	2	0	1	0	0	3	4	0	0	0	0	0	0	0	26
09:45	2	0	0	0	0	2	2	0	1	0	0	0	1	1	0	0	0	0	0	0	0	17
H/TOT	8	3	0	0	0	11	11	8	4	1	0	0	13	14	1	1	0	0	0	2	2	81
10:00	3	0	0	0	0	3	3	0	1	0	0	0	1	1	0	0	0	0	0	0	0	21
10:15	0	0	0	0	0	0	0	3	1	0	0	0	4	4	0	0	0	0	0	0	0	23
10:30	1	0	1	0	0	2	3	2	0	0	0	0	2	2	0	0	0	0	0	0	0	16
10:45	1	1	0	0	0	2	2	1	1	0	0	0	2	2	0	0	0	0	0	0	0	17
H/TOT	5	1	1	0	0	7	8	6	3	0	0	0	9	9	0	0	0	0	0	0	0	76
11:00	2	0	0	0	0	2	2	0	0	0	0	0	0	0	1	0	0	0	0	1	1	13
11:15	1	0	0	0	0	1	1	1	0	0	0	0	1	1	0	0	0	0	0	0	0	13
11:30	0	1	0	0	0	1	1	1	0	0	0	0	1	1	0	1	0	0	0	1	1	13
11:45	1	2	0	0	0	3	3	1	0	1	0	0	2	3	0	1	0	0	0	1	1	17
H/TOT	4	3	0	0	0	7	7	3	0	1	0	0	4	5	1	2	0	0	0	3	3	56
12:00	1	0	0	0	0	1	1	1	0	0	0	0	1	1	0	0	0	0	0	0	0	15
12:15	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
12:30	2	0	0	0	0	2	2	1	0	1	0	0	2	3	0	0	0	0	0	0	0	13
12:45	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	1	0	0	0	1	1	10
H/TOT	5	0	0	0	0	5	5	2	1	1	0	0	4	5	0	1	0	0	0	1	1	48

TRAFFINOMICS LIMITED

ECT SAND & GRAVEL, REDCROSS TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS

MARCH 2022
TRA/22/067

SITE: 05

DATE: 9th March 2022

LOCATION: L1113/L1152 @ Kilmacurragh

DAY: Wednesday

TIME	MOVEMENT 4					TOT	PCU	MOVEMENT 5					TOT	PCU	MOVEMENT 6					TOT	PCU	PCU's Through Junction
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			
13:00	1	0	1	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18
13:15	2	0	1	0	0	3	4	1	0	0	0	0	1	1	0	0	0	0	0	0	0	20
13:30	0	1	0	0	0	1	1	1	0	0	0	0	1	1	0	0	1	0	0	1	2	16
13:45	2	0	0	0	0	2	2	1	1	0	0	0	2	2	0	0	0	0	0	0	0	14
H/TOT	5	1	2	0	0	8	9	3	1	0	0	0	4	4	0	0	1	0	0	1	2	67
14:00	5	0	1	0	0	6	7	1	0	0	0	0	1	1	0	0	0	0	0	0	0	21
14:15	1	0	0	0	0	1	1	4	0	0	0	0	4	4	0	0	0	0	0	0	0	16
14:30	2	0	0	0	0	2	2	4	0	0	0	0	4	4	0	0	0	0	0	0	0	15
14:45	3	0	0	0	0	3	3	2	1	0	0	0	3	3	0	0	0	0	0	0	0	20
H/TOT	11	0	1	0	0	12	13	11	1	0	0	0	12	12	0	0	0	0	0	0	0	70
15:00	3	0	0	0	0	3	3	2	0	0	0	0	2	2	1	0	0	0	0	1	1	20
15:15	2	0	0	0	0	2	2	1	0	0	0	0	1	1	1	0	0	0	0	1	1	24
15:30	2	0	0	0	0	2	2	1	0	0	0	0	1	1	0	0	0	0	0	0	0	18
15:45	2	0	0	0	0	2	2	1	1	0	0	0	2	2	0	1	0	0	0	1	1	16
H/TOT	9	0	0	0	0	9	9	5	1	0	0	0	6	6	2	1	0	0	0	3	3	78
16:00	3	0	0	0	0	3	3	1	0	0	0	0	1	1	0	0	0	0	0	0	0	26
16:15	1	0	0	0	0	1	1	2	1	0	0	0	3	3	0	0	0	0	0	0	0	18
16:30	3	1	0	0	0	4	4	2	1	0	0	0	3	3	0	0	0	0	0	0	0	18
16:45	3	0	0	0	0	3	3	1	0	1	0	0	2	3	0	0	0	0	0	0	0	25
H/TOT	10	1	0	0	0	11	11	6	2	1	0	0	9	10	0	0	0	0	0	0	0	88
17:00	2	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24
17:15	1	2	0	0	0	3	3	1	1	0	0	0	2	2	1	0	0	0	0	1	1	18
17:30	1	0	0	0	0	1	1	3	0	0	0	0	3	3	0	0	0	0	0	0	0	25
17:45	1	0	0	0	0	1	1	2	2	0	0	0	4	4	0	0	0	0	0	0	0	18
H/TOT	5	3	0	0	0	8	8	6	3	0	0	0	9	9	1	0	0	0	0	1	1	84
18:00	1	1	0	0	0	2	2	3	0	0	0	0	3	3	0	0	0	0	0	0	0	18
18:15	1	0	0	0	0	1	1	1	0	0	0	0	1	1	0	0	0	0	0	0	0	18
18:30	1	0	0	0	0	1	1	6	1	0	0	0	7	7	0	0	0	0	0	0	0	21
18:45	2	0	0	0	0	2	2	3	0	0	0	0	3	3	1	0	0	0	0	1	1	11
H/TOT	5	1	0	0	0	6	6	13	1	0	0	0	14	14	1	0	0	0	0	1	1	68
P/TOT	81	19	5	0	0	105	108	74	24	5	0	0	103	106	11	6	2	0	0	19	20	921

TRAFFINOMICS LIMITED

**ECT SAND & GRAVEL, REDCROSS TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

**MARCH 2022
TRA/22/067**

SITE: 06

DATE: 9th March 2022

LOCATION: L1113/L1157 @ Kilmanogue

DAY: Wednesday

TIME	MOVEMENT 1					TOT	PCU	MOVEMENT 2					TOT	PCU	MOVEMENT 3					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
07:00	6	1	0	0	0	7	7	1	0	0	0	0	1	1	0	0	0	0	0	0	0
07:15	6	2	0	0	0	8	8	0	0	0	1	0	1	2	1	0	0	1	0	2	3
07:30	6	2	0	1	0	9	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	11	3	1	0	0	15	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	29	8	1	1	0	39	41	1	0	0	1	0	2	3	1	0	0	1	0	2	3
08:00	14	1	0	2	1	18	22	1	0	0	0	0	1	1	1	0	1	2	0	4	7
08:15	10	2	0	1	0	13	14	1	0	0	0	0	1	1	1	0	0	0	0	1	1
08:30	13	0	0	2	0	15	18	0	0	0	1	0	1	2	0	0	0	0	0	0	0
08:45	11	1	1	1	0	14	16	0	1	0	0	0	1	1	0	0	0	0	0	0	0
H/TOT	48	4	1	6	1	60	69	2	1	0	1	0	4	5	2	0	1	2	0	5	8
09:00	6	0	0	0	0	6	6	0	0	0	1	0	1	2	0	0	0	0	0	0	0
09:15	4	1	0	0	0	5	5	0	0	0	0	0	0	0	1	1	0	0	0	2	2
09:30	9	2	0	1	0	12	13	0	0	0	0	0	0	0	0	0	1	0	0	1	2
09:45	8	2	0	0	0	10	10	2	0	0	0	0	2	2	2	1	0	0	0	3	3
H/TOT	27	5	0	1	0	33	34	2	0	0	1	0	3	4	3	2	1	0	0	6	7
10:00	8	2	0	1	0	11	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	4	1	0	0	0	5	5	2	0	0	0	0	2	2	2	0	0	1	0	3	4
10:30	3	0	0	0	0	3	3	2	0	0	0	0	2	2	1	0	0	0	0	1	1
10:45	5	1	0	1	0	7	8	2	0	0	0	0	2	2	2	0	0	0	0	2	2
H/TOT	20	4	0	2	0	26	29	6	0	0	0	0	6	6	5	0	0	1	0	6	7
11:00	5	2	0	0	0	7	7	3	0	0	0	0	3	3	0	0	0	0	0	0	0
11:15	3	1	0	0	0	4	4	0	0	0	0	0	0	0	1	0	0	0	0	1	1
11:30	4	1	0	0	0	5	5	2	0	0	0	0	2	2	0	0	0	0	0	0	0
11:45	6	0	1	0	0	7	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	18	4	1	0	0	23	24	5	0	0	0	0	5	5	1	0	0	0	0	1	1
12:00	7	1	0	0	0	8	8	0	0	0	0	0	0	0	5	0	0	0	0	5	5
12:15	4	1	0	0	0	5	5	2	0	0	0	0	2	2	1	0	0	0	0	1	1
12:30	5	1	0	0	0	6	6	1	0	0	0	0	1	1	1	1	0	0	0	2	2
12:45	5	0	0	0	0	5	5	1	0	0	0	0	1	1	1	0	0	1	0	2	3
H/TOT	21	3	0	0	0	24	24	4	0	0	0	0	4	4	8	1	0	1	0	10	11

TRAFFINOMICS LIMITED

ECT SAND & GRAVEL, REDCROSS TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS

MARCH 2022
TRA/22/067

SITE: 06

DATE: 9th March 2022

LOCATION: L1113/L1157 @ Kilmanogue

DAY: Wednesday

TIME	MOVEMENT 1					TOT	PCU	MOVEMENT 2					TOT	PCU	MOVEMENT 3					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
13:00	5	1	0	0	0	6	6	1	0	0	0	0	1	1	0	0	0	1	0	1	2
13:15	4	0	0	2	0	6	9	0	0	0	0	0	0	0	0	1	0	0	0	1	1
13:30	3	0	0	0	0	3	3	1	0	0	0	0	1	1	1	0	0	0	0	1	1
13:45	1	0	1	0	0	2	3	0	0	1	0	0	1	2	1	0	0	0	0	1	1
H/TOT	13	1	1	2	0	17	20	2	0	1	0	0	3	4	2	1	0	1	0	4	5
14:00	7	0	1	0	0	8	9	0	0	0	0	0	0	0	2	0	0	0	0	2	2
14:15	6	1	0	0	0	7	7	1	1	0	0	0	2	2	1	1	0	0	0	2	2
14:30	3	0	1	0	0	4	5	0	0	0	0	0	0	0	0	1	0	1	0	2	3
14:45	7	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	1	0	1	2
H/TOT	23	1	2	0	0	26	27	1	1	0	0	0	2	2	3	2	0	2	0	7	10
15:00	5	0	0	1	0	6	7	0	0	0	0	0	0	0	1	0	1	0	0	2	3
15:15	6	1	0	2	0	9	12	1	0	0	0	0	1	1	1	0	0	0	0	1	1
15:30	7	0	2	0	0	9	10	0	0	0	0	0	0	0	0	0	0	2	0	2	5
15:45	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	21	1	2	3	0	27	32	1	0	0	0	0	1	1	2	0	1	2	0	5	8
16:00	4	2	0	1	0	7	8	0	0	0	0	0	0	0	2	0	0	0	0	2	2
16:15	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	3	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	2	0	0	1	0	3	4	0	0	1	0	0	1	2	2	0	0	0	0	2	2
H/TOT	14	3	0	2	0	19	22	0	0	1	0	0	1	2	4	0	0	0	0	4	4
17:00	4	0	0	0	0	4	4	1	0	0	0	0	1	1	1	0	0	0	0	1	1
17:15	3	1	0	0	0	4	4	3	1	0	0	0	4	4	2	1	0	0	0	3	3
17:30	2	0	0	0	0	2	2	0	0	1	0	0	1	2	1	0	0	0	0	1	1
17:45	3	0	0	0	0	3	3	0	0	0	0	0	0	0	1	0	0	0	0	1	1
H/TOT	12	1	0	0	0	13	13	4	1	1	0	0	6	7	5	1	0	0	0	6	6
18:00	2	0	0	0	0	2	2	0	0	0	0	0	0	0	1	0	0	0	0	1	1
18:15	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	1	0	0	0	0	1	1	2	0	0	0	0	2	2	0	0	0	0	0	0	0
18:45	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	11	0	0	0	0	11	11	2	0	0	0	0	2	2	1	0	0	0	0	1	1
P/TOT	257	35	8	17	1	318	345	30	3	3	3	0	39	44	37	7	3	10	0	57	72

TRAFFINOMICS LIMITED

ECT SAND & GRAVEL, REDCROSS TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS

MARCH 2022
TRA/22/067

SITE: 06

DATE: 9th March 2022

LOCATION: L1113/L1157 @ Kilmanogue

DAY: Wednesday

TIME	MOVEMENT 4					TOT	PCU	MOVEMENT 5					TOT	PCU	MOVEMENT 6					TOT	PCU	PCU's Through Junction
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			
07:00	2	0	0	0	0	2	2	1	0	0	0	0	1	1	1	0	0	0	0	1	1	12
07:15	2	0	0	0	0	2	2	0	0	0	0	0	0	0	2	0	0	0	0	2	2	18
07:30	3	0	0	0	0	3	3	1	0	0	0	0	1	1	2	0	0	1	0	3	4	19
07:45	0	2	0	0	0	2	2	0	1	0	0	0	1	1	0	1	0	0	0	1	1	20
H/TOT	7	2	0	0	0	9	9	2	1	0	0	0	3	3	5	1	0	1	0	7	8	68
08:00	4	0	0	0	0	4	4	2	0	0	0	0	2	2	1	3	0	2	0	6	9	44
08:15	1	0	0	0	0	1	1	5	0	0	0	0	5	5	0	3	0	1	0	4	5	28
08:30	2	0	1	0	0	3	4	2	1	0	0	0	3	3	3	1	0	1	0	5	6	33
08:45	3	0	0	0	0	3	3	0	0	0	0	0	0	0	8	2	0	0	0	10	10	30
H/TOT	10	0	1	0	0	11	12	9	1	0	0	0	10	10	12	9	0	4	0	25	30	134
09:00	1	1	0	0	0	2	2	6	0	0	0	0	6	6	4	0	0	1	0	5	6	23
09:15	0	0	0	0	0	0	0	3	1	1	0	0	5	6	3	1	1	0	0	5	6	18
09:30	3	0	1	0	0	4	5	3	0	0	1	0	4	5	8	0	0	0	0	8	8	33
09:45	1	0	0	0	0	1	1	1	0	0	0	0	1	1	5	1	0	0	0	6	6	23
H/TOT	5	1	1	0	0	7	8	13	1	1	1	0	16	18	20	2	1	1	0	24	26	96
10:00	1	0	0	0	0	1	1	1	0	0	0	0	1	1	3	3	0	0	0	6	6	20
10:15	2	0	1	0	0	3	4	1	0	1	0	0	2	3	5	0	0	2	0	7	10	27
10:30	0	1	0	0	0	1	1	2	0	0	0	1	3	4	4	1	0	2	0	7	10	21
10:45	4	0	0	0	0	4	4	4	0	0	0	0	4	4	3	0	0	0	0	3	3	23
H/TOT	7	1	1	0	0	9	10	8	0	1	0	1	10	12	15	4	0	4	0	23	28	91
11:00	1	0	0	0	0	1	1	1	1	0	0	0	2	2	3	0	0	0	0	3	3	16
11:15	0	1	0	0	0	1	1	0	3	0	0	0	3	3	3	0	0	0	0	3	3	12
11:30	4	0	0	0	0	4	4	2	0	0	0	0	2	2	3	0	0	0	0	3	3	16
11:45	2	0	0	0	0	2	2	3	0	0	0	0	3	3	5	1	0	0	0	6	6	19
H/TOT	7	1	0	0	0	8	8	6	4	0	0	0	10	10	14	1	0	0	0	15	15	63
12:00	3	1	0	0	0	4	4	1	0	0	0	0	1	1	4	1	0	0	0	5	5	23
12:15	2	0	2	0	0	4	5	2	0	0	0	0	2	2	4	1	0	0	0	5	5	20
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	1	0	0	7	8	17
12:45	0	0	0	0	0	0	0	0	1	0	0	0	1	1	2	1	0	0	0	3	3	13
H/TOT	5	1	2	0	0	8	9	3	1	0	0	0	4	4	13	6	1	0	0	20	21	73

TRAFFINOMICS LIMITED

**ECT SAND & GRAVEL, REDCROSS TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

**MARCH 2022
TRA/22/067**

SITE: 06

DATE: 9th March 2022

LOCATION: L1113/L1157 @ Kilmanogue

DAY: Wednesday

TIME	MOVEMENT 4					TOT	PCU	MOVEMENT 5					TOT	PCU	MOVEMENT 6					TOT	PCU	PCU's Through Junction
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			
13:00	2	0	0	0	0	2	2	1	1	0	0	0	2	2	3	0	0	1	0	4	5	19
13:15	1	0	0	0	0	1	1	1	0	0	0	0	1	1	5	1	0	1	0	7	8	20
13:30	1	0	0	0	0	1	1	2	0	0	0	0	2	2	10	0	0	1	0	11	12	20
13:45	3	0	0	0	0	3	3	4	0	0	0	0	4	4	3	3	0	1	0	7	8	20
H/TOT	7	0	0	0	0	7	7	8	1	0	0	0	9	9	21	4	0	4	0	29	34	79
14:00	0	2	0	0	0	2	2	1	0	0	0	0	1	1	10	0	0	0	0	10	10	24
14:15	2	0	0	0	0	2	2	0	1	0	0	0	1	1	5	1	1	0	0	7	8	22
14:30	1	0	0	0	0	1	1	1	1	0	1	0	3	4	4	0	1	0	0	5	6	19
14:45	2	0	0	1	0	3	4	1	2	1	0	0	4	5	12	2	0	0	0	14	14	32
H/TOT	5	2	0	1	0	8	9	3	4	1	1	0	9	11	31	3	2	0	0	36	37	96
15:00	2	0	0	1	0	3	4	2	0	0	0	0	2	2	3	1	0	0	0	4	4	20
15:15	1	1	0	0	0	2	2	1	0	0	0	0	1	1	8	1	1	0	0	10	11	27
15:30	0	0	0	0	0	0	0	3	0	0	0	0	3	3	5	0	0	0	0	5	5	23
15:45	4	0	0	0	0	4	4	3	0	0	0	0	3	3	3	3	0	0	0	6	6	16
H/TOT	7	1	0	1	0	9	10	9	0	0	0	0	9	9	19	5	1	0	0	25	26	86
16:00	2	0	0	0	0	2	2	3	1	0	0	0	4	4	9	1	1	1	1	13	16	32
16:15	0	0	0	0	0	0	0	4	1	0	0	0	5	5	7	1	0	0	0	8	8	18
16:30	0	0	0	0	0	0	0	5	1	0	0	0	6	6	5	1	0	1	0	7	8	18
16:45	3	0	0	0	0	3	3	2	1	0	1	0	4	5	10	3	0	0	0	13	13	29
H/TOT	5	0	0	0	0	5	5	14	4	0	1	0	19	20	31	6	1	2	1	41	45	98
17:00	3	1	0	0	0	4	4	3	0	0	0	0	3	3	10	2	0	0	0	12	12	25
17:15	2	1	0	0	0	3	3	0	0	0	0	0	0	0	10	1	0	0	0	11	11	25
17:30	3	0	0	0	0	3	3	2	1	0	0	0	3	3	11	4	0	0	0	15	15	26
17:45	1	0	0	0	0	1	1	4	0	0	0	0	4	4	10	0	0	1	0	11	12	21
H/TOT	9	2	0	0	0	11	11	9	1	0	0	0	10	10	41	7	0	1	0	49	50	97
18:00	2	0	0	0	0	2	2	1	0	0	0	0	1	1	8	0	0	0	0	8	8	14
18:15	0	0	0	0	0	0	0	4	0	0	0	0	4	4	7	0	0	0	0	7	7	17
18:30	0	0	0	0	0	0	0	2	0	0	0	0	2	2	5	1	0	0	0	6	6	11
18:45	2	0	0	0	0	2	2	1	0	0	0	0	1	1	7	0	0	0	0	7	7	12
H/TOT	4	0	0	0	0	4	4	8	0	0	0	0	8	8	27	1	0	0	0	28	28	54
P/TOT	78	11	5	2	0	96	101	92	18	3	3	1	117	123	249	49	6	17	1	322	348	1034

TRAFFINOMICS LIMITED

ECT SAND & GRAVEL, REDCROSS TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS

MARCH 2022
TRA/22/067

SITE: 07

DATE: 9th March 2022

LOCATION: R772/L1157/L5159 @ Kilbride

DAY: Wednesday

TIME	MOVEMENT 1					TOT	PCU	MOVEMENT 2					TOT	PCU	MOVEMENT 3					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
07:00	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	2	1	0	0	0	3	3	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	2	0	0	0	0	2	2	1	0	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	8	2	0	0	0	10	10	1	0	0	0	0	1	1
08:00	0	0	0	0	0	0	0	3	0	0	0	1	4	5	1	0	0	0	0	1	1
08:15	0	0	0	0	0	0	0	8	3	0	0	0	11	11	1	0	0	0	0	1	1
08:30	0	0	0	0	0	0	0	7	0	0	1	1	9	11	1	1	0	0	0	2	2
08:45	1	1	0	0	0	2	2	5	4	0	0	0	9	9	1	0	0	0	0	1	1
H/TOT	1	1	0	0	0	2	2	23	7	0	1	2	33	36	4	1	0	0	0	5	5
09:00	1	0	0	0	0	1	1	7	2	0	1	0	10	11	1	1	0	0	0	2	2
09:15	0	0	0	0	0	0	0	11	3	0	0	0	14	14	1	0	0	0	0	1	1
09:30	0	0	0	0	0	0	0	7	3	0	0	0	10	10	1	0	1	0	0	2	3
09:45	0	0	0	0	0	0	0	8	1	0	0	0	9	9	2	0	0	0	0	2	2
H/TOT	1	0	0	0	0	1	1	33	9	0	1	0	43	44	5	1	1	0	0	7	8
10:00	0	0	0	0	0	0	0	6	0	0	0	0	6	6	1	0	0	0	0	1	1
10:15	1	0	0	0	0	1	1	5	0	1	1	0	7	9	4	0	0	0	0	4	4
10:30	0	0	1	0	0	1	2	9	0	0	0	0	9	9	1	0	0	0	0	1	1
10:45	0	0	0	0	0	0	0	3	1	0	0	0	4	4	0	0	0	0	0	0	0
H/TOT	1	0	1	0	0	2	3	23	1	1	1	0	26	28	6	0	0	0	0	6	6
11:00	0	0	0	0	0	0	0	22	2	0	0	0	24	24	0	0	0	0	0	0	0
11:15	1	0	0	0	0	1	1	20	2	0	0	1	23	24	1	1	0	0	0	2	2
11:30	0	0	0	0	0	0	0	8	2	0	0	0	10	10	2	0	0	0	0	2	2
11:45	0	1	0	0	0	1	1	7	1	0	0	0	8	8	0	0	0	0	0	0	0
H/TOT	1	1	0	0	0	2	2	57	7	0	0	1	65	66	3	1	0	0	0	4	4
12:00	1	0	0	0	0	1	1	5	2	0	0	0	7	7	1	0	0	0	0	1	1
12:15	1	0	0	0	0	1	1	5	1	0	0	0	6	6	1	0	0	0	0	1	1
12:30	0	0	0	0	0	0	0	12	2	0	0	0	14	14	3	0	0	0	0	3	3
12:45	0	0	0	0	0	0	0	13	2	1	0	0	16	17	0	1	0	0	0	1	1
H/TOT	2	0	0	0	0	2	2	35	7	1	0	0	43	44	5	1	0	0	0	6	6

TRAFFINOMICS LIMITED

**ECT SAND & GRAVEL, REDCROSS TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

**MARCH 2022
TRA/22/067**

SITE: 07

DATE: 9th March 2022

LOCATION: R772/L1157/L5159 @ Kilbride

DAY: Wednesday

TIME	MOVEMENT 1					TOT	PCU	MOVEMENT 2					TOT	PCU	MOVEMENT 3					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
13:00	0	0	0	0	0	0	0	9	1	0	0	0	10	10	1	0	0	0	0	1	1
13:15	1	0	0	0	0	1	1	7	1	0	0	0	8	8	0	2	0	0	0	2	2
13:30	1	0	0	0	0	1	1	18	4	0	0	1	23	24	2	0	1	0	0	3	4
13:45	0	0	0	0	0	0	0	9	2	0	0	2	13	15	3	0	0	0	0	3	3
H/TOT	2	0	0	0	0	2	2	43	8	0	0	3	54	57	6	2	1	0	0	9	10
14:00	0	0	0	0	0	0	0	8	1	0	1	0	10	11	3	1	1	0	0	5	6
14:15	0	0	0	0	0	0	0	20	3	0	0	0	23	23	1	0	0	0	0	1	1
14:30	2	0	0	0	0	2	2	8	1	0	0	0	9	9	2	0	0	0	0	2	2
14:45	0	1	0	0	0	1	1	11	1	0	0	0	12	12	0	0	0	0	0	0	0
H/TOT	2	1	0	0	0	3	3	47	6	0	1	0	54	55	6	1	1	0	0	8	9
15:00	1	0	0	0	0	1	1	6	1	0	0	0	7	7	1	0	0	0	0	1	1
15:15	0	0	0	0	0	0	0	13	0	0	0	0	13	13	6	0	0	0	0	6	6
15:30	1	0	0	0	0	1	1	10	3	2	0	1	16	18	1	0	0	0	0	1	1
15:45	1	0	0	0	0	1	1	8	1	0	1	0	10	11	3	0	0	0	0	3	3
H/TOT	3	0	0	0	0	3	3	37	5	2	1	1	46	49	11	0	0	0	0	11	11
16:00	0	0	0	0	0	0	0	14	4	0	0	0	18	18	4	1	0	0	0	5	5
16:15	0	1	0	0	0	1	1	15	1	1	0	1	18	20	1	1	0	0	0	2	2
16:30	1	0	0	0	0	1	1	12	0	0	0	1	13	14	3	1	0	0	0	4	4
16:45	3	1	0	0	0	4	4	13	6	1	0	0	20	21	0	0	0	0	0	0	0
H/TOT	4	2	0	0	0	6	6	54	11	2	0	2	69	72	8	3	0	0	0	11	11
17:00	0	0	0	0	0	0	0	22	3	0	0	0	25	25	5	0	0	0	0	5	5
17:15	1	0	0	0	0	1	1	15	3	0	1	0	19	20	0	0	0	0	0	0	0
17:30	1	0	0	0	0	1	1	10	1	0	0	1	12	13	4	0	0	0	0	4	4
17:45	2	0	0	0	0	2	2	19	1	0	0	0	20	20	3	0	0	0	0	3	3
H/TOT	4	0	0	0	0	4	4	66	8	0	1	1	76	78	12	0	0	0	0	12	12
18:00	3	1	0	0	0	4	4	12	1	0	0	0	13	13	2	0	0	0	0	2	2
18:15	2	0	0	0	0	2	2	16	2	1	0	0	19	20	6	0	0	0	0	6	6
18:30	2	0	0	0	0	2	2	18	3	0	0	0	21	21	1	0	0	0	0	1	1
18:45	0	0	0	0	0	0	0	10	0	0	0	0	10	10	1	0	0	0	0	1	1
H/TOT	7	1	0	0	0	8	8	56	6	1	0	0	63	64	10	0	0	0	0	10	10
P/TOT	28	6	1	0	0	35	36	482	77	7	6	10	582	603	77	10	3	0	0	90	92

TRAFFINOMICS LIMITED

ECT SAND & GRAVEL, REDCROSS TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS

MARCH 2022
TRA/22/067

SITE: 07

DATE: 9th March 2022

LOCATION: R772/L1157/L5159 @ Kilbride

DAY: Wednesday

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

TRAFFINOMICS LIMITED

**ECT SAND & GRAVEL, REDCROSS TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

**MARCH 2022
TRA/22/067**

SITE: 07

DATE: 9th March 2022

LOCATION: R772/L1157/L5159 @ Kilbride

DAY: Wednesday

TIME	MOVEMENT 4					TOT	PCU	MOVEMENT 5					TOT	PCU	MOVEMENT 6					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
13:00	1	1	0	0	0	2	2	0	0	0	0	0	0	0	1	0	0	0	0	1	1
13:15	1	0	0	0	0	1	1	0	0	0	0	0	0	0	2	2	1	0	0	5	6
13:30	2	0	0	0	0	2	2	1	0	0	0	0	1	1	1	0	1	0	0	2	3
13:45	2	0	0	0	0	2	2	0	0	0	0	0	0	0	4	0	0	0	0	4	4
H/TOT	6	1	0	0	0	7	7	1	0	0	0	0	1	1	8	2	2	0	0	12	13
14:00	0	1	0	0	0	1	1	0	0	0	0	0	0	0	4	1	0	0	0	5	5
14:15	5	0	0	0	0	5	5	0	0	0	0	0	0	0	1	2	0	0	0	3	3
14:30	1	1	0	0	0	2	2	3	0	0	0	0	3	3	0	1	0	1	0	2	3
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
H/TOT	6	2	0	0	0	8	8	3	0	0	0	0	3	3	5	4	1	1	0	11	13
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	0	0	0	5	5
15:15	5	0	0	0	0	5	5	0	0	0	0	0	0	0	1	0	0	0	0	1	1
15:30	1	0	0	0	0	1	1	0	0	0	0	0	0	0	3	1	0	0	0	4	4
15:45	1	0	0	0	0	1	1	0	0	0	0	0	0	0	2	0	0	0	0	2	2
H/TOT	7	0	0	0	0	7	7	0	0	0	0	0	0	0	8	4	0	0	0	12	12
16:00	2	1	0	0	0	3	3	0	0	0	0	0	0	0	4	1	0	0	0	5	5
16:15	1	0	0	0	0	1	1	1	0	0	0	0	1	1	6	2	0	0	0	8	8
16:30	2	0	0	0	0	2	2	2	0	0	0	0	2	2	4	1	0	0	0	5	5
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	1	0	5	6
H/TOT	5	1	0	0	0	6	6	3	0	0	0	0	3	3	17	5	0	1	0	23	24
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3
17:15	3	0	0	0	0	3	3	0	0	0	0	0	0	0	5	2	0	0	0	7	7
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3
17:45	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	4	0	0	0	0	4	4	0	0	0	0	0	0	0	11	2	0	0	0	13	13
18:00	1	0	0	0	0	1	1	0	0	0	0	0	0	0	4	0	0	0	0	4	4
18:15	3	0	0	0	0	3	3	0	0	0	0	0	0	0	2	0	0	0	0	2	2
18:30	1	0	0	0	0	1	1	1	0	0	0	0	1	1	3	0	1	0	0	4	5
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
H/TOT	5	0	0	0	0	5	5	1	0	0	0	0	1	1	10	0	1	0	0	11	12
P/TOT	86	13	0	5	0	104	111	21	2	0	0	0	23	23	113	29	7	2	1	152	159

TRAFFINOMICS LIMITED

ECT SAND & GRAVEL, REDCROSS TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS

MARCH 2022
TRA/22/067

SITE: 07

DATE: 9th March 2022

LOCATION: R772/L1157/L5159 @ Kilbride

DAY: Wednesday

TIME	MOVEMENT 7					TOT	PCU	MOVEMENT 8					TOT	PCU	MOVEMENT 9					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
07:00	1	0	0	0	0	1	1	8	3	0	0	0	11	11	0	0	0	0	0	0	0
07:15	2	0	0	1	0	3	4	13	0	1	0	1	15	17	0	0	0	0	0	0	0
07:30	2	0	0	0	0	2	2	12	3	1	0	0	16	17	0	0	0	0	0	0	0
07:45	0	3	0	0	0	3	3	19	2	0	0	1	22	23	0	0	0	0	0	0	0
H/TOT	5	3	0	1	0	9	10	52	8	2	0	2	64	67	0	0	0	0	0	0	0
08:00	5	0	0	2	0	7	10	23	2	0	0	1	26	27	0	0	0	0	0	0	0
08:15	2	1	1	0	0	4	5	12	5	0	0	1	18	19	0	0	0	0	0	0	0
08:30	1	0	0	0	0	1	1	27	2	0	0	0	29	29	0	0	0	0	0	0	0
08:45	3	0	0	0	0	3	3	14	3	0	0	0	17	17	0	0	0	0	0	0	0
H/TOT	11	1	1	2	0	15	18	76	12	0	0	2	90	92	0	0	0	0	0	0	0
09:00	3	2	0	0	0	5	5	15	0	0	0	0	15	15	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	15	1	1	0	1	18	20	0	0	0	0	0	0	0
09:30	3	0	0	0	0	3	3	11	0	0	0	0	11	11	0	0	0	0	0	0	0
09:45	1	1	0	0	0	2	2	7	2	0	0	0	9	9	0	2	0	0	0	2	2
H/TOT	7	3	0	0	0	10	10	48	3	1	0	1	53	55	0	2	0	0	0	2	2
10:00	2	0	1	0	0	3	4	6	0	1	0	0	7	8	0	0	0	0	0	0	0
10:15	2	0	0	1	0	3	4	9	0	0	0	1	10	11	0	0	0	0	0	0	0
10:30	0	1	0	0	0	1	1	9	2	1	0	0	12	13	0	1	0	0	0	1	1
10:45	5	0	0	0	0	5	5	5	1	0	0	0	6	6	0	0	1	0	0	1	2
H/TOT	9	1	1	1	0	12	14	29	3	2	0	1	35	37	0	1	1	0	0	2	3
11:00	2	0	0	0	0	2	2	9	1	1	0	0	11	12	1	0	0	0	0	1	1
11:15	1	1	0	0	0	2	2	7	2	0	0	1	10	11	0	0	0	0	0	0	0
11:30	6	1	0	0	0	7	7	25	4	1	0	0	30	31	1	1	0	0	0	2	2
11:45	2	1	0	0	0	3	3	5	0	0	0	0	5	5	0	0	0	0	0	0	0
H/TOT	11	3	0	0	0	14	14	46	7	2	0	1	56	58	2	1	0	0	0	3	3
12:00	6	1	0	0	0	7	7	6	3	0	0	0	9	9	0	0	0	0	0	0	0
12:15	3	0	1	0	0	4	5	7	0	0	0	1	8	9	0	0	0	0	0	0	0
12:30	1	0	0	0	0	1	1	6	0	0	0	1	7	8	0	0	0	0	0	0	0
12:45	0	0	0	1	0	1	2	7	1	0	0	0	8	8	0	0	0	0	0	0	0
H/TOT	10	1	1	1	0	13	15	26	4	0	0	2	32	34	0	0	0	0	0	0	0

TRAFFINOMICS LIMITED

**ECT SAND & GRAVEL, REDCROSS TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

**MARCH 2022
TRA/22/067**

SITE: 07

DATE: 9th March 2022

LOCATION: R772/L1157/L5159 @ Kilbride

DAY: Wednesday

TIME	MOVEMENT 7					TOT	PCU	MOVEMENT 8					TOT	PCU	MOVEMENT 9					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
13:00	4	0	0	1	0	5	6	13	4	0	0	0	17	17	0	0	0	0	0	0	0
13:15	0	1	0	0	0	1	1	7	0	0	1	0	8	9	0	0	0	0	0	0	0
13:30	1	0	0	0	0	1	1	10	2	0	0	0	12	12	0	0	0	0	0	0	0
13:45	3	1	0	0	0	4	4	8	2	0	0	1	11	12	1	0	0	0	0	1	1
H/TOT	8	2	0	1	0	11	12	38	8	0	1	1	48	50	1	0	0	0	0	1	1
14:00	3	2	0	0	0	5	5	13	3	1	0	0	17	18	0	0	0	0	0	0	0
14:15	2	1	0	0	0	3	3	8	1	1	0	2	12	15	0	0	0	0	0	0	0
14:30	1	1	0	1	0	3	4	9	1	0	0	0	10	10	0	0	0	0	0	0	0
14:45	2	0	0	2	0	4	7	7	0	0	0	0	7	7	0	0	0	0	0	0	0
H/TOT	8	4	0	3	0	15	19	37	5	2	0	2	46	49	0	0	0	0	0	0	0
15:00	3	0	0	1	0	4	5	3	1	1	0	0	5	6	0	0	0	0	0	0	0
15:15	1	1	0	0	0	2	2	10	1	0	0	0	11	11	0	0	0	0	0	0	0
15:30	2	0	0	2	0	4	7	10	1	0	0	0	11	11	0	0	0	0	0	0	0
15:45	2	0	0	0	0	2	2	10	1	0	0	0	11	11	0	0	0	0	0	0	0
H/TOT	8	1	0	3	0	12	16	33	4	1	0	0	38	39	0	0	0	0	0	0	0
16:00	3	1	0	0	0	4	4	8	1	0	0	0	9	9	0	0	0	0	0	0	0
16:15	1	1	0	0	0	2	2	3	0	0	0	0	3	3	0	0	0	0	0	0	0
16:30	1	0	0	0	0	1	1	5	2	0	0	1	8	9	0	0	0	0	0	0	0
16:45	3	0	0	0	0	3	3	11	2	0	0	0	13	13	0	0	0	0	0	0	0
H/TOT	8	2	0	0	0	10	10	27	5	0	0	1	33	34	0	0	0	0	0	0	0
17:00	4	1	0	0	0	5	5	8	0	0	0	0	8	8	0	0	0	0	0	0	0
17:15	5	2	0	0	0	7	7	5	1	0	0	0	6	6	0	0	0	0	0	0	0
17:30	7	0	0	0	0	7	7	3	1	0	0	0	4	4	0	0	0	0	0	0	0
17:45	1	0	0	0	0	1	1	9	1	0	0	0	10	10	0	0	0	0	0	0	0
H/TOT	17	3	0	0	0	20	20	25	3	0	0	0	28	28	0	0	0	0	0	0	0
18:00	2	0	0	0	0	2	2	7	0	0	1	0	8	9	0	0	0	0	0	0	0
18:15	1	0	0	0	0	1	1	9	0	0	0	1	10	11	0	0	0	0	0	0	0
18:30	1	0	0	0	0	1	1	6	0	0	0	0	6	6	0	0	0	0	0	0	0
18:45	1	0	0	0	0	1	1	9	0	0	0	0	9	9	1	0	0	0	0	1	1
H/TOT	5	0	0	0	0	5	5	31	0	0	1	1	33	35	1	0	0	0	0	1	1
P/TOT	107	24	3	12	0	146	163	468	62	10	2	14	556	578	4	4	1	0	0	9	10

TRAFFINOMICS LIMITED

ECT SAND & GRAVEL, REDCROSS TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS

MARCH 2022
TRA/22/067

SITE: 07

DATE: 9th March 2022

LOCATION: R772/L1157/L5159 @ Kilbride

DAY: Wednesday

TIME	MOVEMENT 10					TOT	PCU	MOVEMENT 11					TOT	PCU	MOVEMENT 12					TOT	PCU	PCU's Through Junction
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			
07:00	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	17
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29
07:30	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	1	0	0	0	1	1	30
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	36
H/TOT	0	0	0	0	0	0	0	4	0	0	0	0	4	4	1	1	0	0	0	2	2	112
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	52
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	51
08:30	0	0	0	0	0	0	0	1	0	0	0	0	1	1	2	0	0	0	0	2	2	56
08:45	2	0	0	0	0	2	2	1	0	0	0	0	1	1	2	0	0	0	0	2	2	44
H/TOT	2	0	0	0	0	2	2	2	0	0	0	0	2	2	8	1	0	0	0	9	9	202
09:00	0	0	0	0	0	0	0	1	0	0	0	0	1	1	1	0	0	0	0	1	1	46
09:15	0	0	0	0	0	0	0	1	0	0	0	0	1	1	1	0	0	0	0	1	1	47
09:30	0	1	0	0	0	1	1	1	0	0	0	0	1	1	1	0	0	0	0	1	1	36
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32
H/TOT	0	1	0	0	0	1	1	3	0	0	0	0	3	3	3	0	0	0	0	3	3	160
10:00	0	0	0	0	0	0	0	1	0	0	0	0	1	1	1	0	0	0	0	1	1	28
10:15	0	0	0	0	0	0	0	2	0	0	0	0	2	2	1	0	0	0	0	1	1	34
10:30	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	35
10:45	3	0	0	0	0	3	3	1	0	0	0	0	1	1	0	0	0	0	0	0	0	30
H/TOT	3	0	0	0	0	3	3	5	0	0	0	0	5	5	2	0	0	0	0	2	2	126
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46
11:15	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	0	1	1	46
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60
11:45	0	0	0	0	0	0	0	1	0	0	0	0	1	1	1	0	0	0	0	1	1	29
H/TOT	1	0	0	0	0	1	1	1	0	0	0	0	1	1	1	1	0	0	0	2	2	181
12:00	0	0	0	0	0	0	0	0	1	1	0	0	2	3	0	0	0	0	0	0	0	35
12:15	0	0	0	0	0	0	0	1	0	0	0	0	1	1	1	1	0	0	0	2	2	30
12:30	1	0	0	0	0	1	1	0	2	0	0	0	2	2	0	0	0	0	0	0	0	33
12:45	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31
H/TOT	2	0	0	0	0	2	2	1	3	1	0	0	5	6	1	1	0	0	0	2	2	128

TRAFFINOMICS LIMITED

**ECT SAND & GRAVEL, REDCROSS TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

**MARCH 2022
TRA/22/067**

SITE: 07

DATE: 9th March 2022

LOCATION: R772/L1157/L5159 @ Kilbride

DAY: Wednesday

TIME	MOVEMENT 10					TOT	PCU	MOVEMENT 11					TOT	PCU	MOVEMENT 12					TOT	PCU	PCU's Through Junction
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	39
13:15	1	0	0	0	0	1	1	1	0	1	0	0	2	3	1	0	0	0	0	1	1	32
13:30	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	48
13:45	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42
H/TOT	2	0	0	0	0	2	2	2	0	1	0	0	3	4	3	0	0	0	0	3	3	162
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	30
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	161
15:00	0	0	0	0	0	0	0	1	0	1	0	0	2	3	0	0	0	0	0	0	0	27
15:15	0	0	0	0	0	0	0	1	0	0	0	0	1	1	1	0	0	0	0	1	1	40
15:30	1	0	0	0	0	1	1	0	0	0	0	0	0	0	2	0	0	0	0	2	2	46
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31
H/TOT	1	0	0	0	0	1	1	2	0	1	0	0	3	4	3	0	0	0	0	3	3	144
16:00	1	0	0	0	0	1	1	1	0	0	0	0	1	1	0	0	0	0	0	0	0	46
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	39
16:45	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	49
H/TOT	1	0	0	0	0	1	1	3	0	0	0	0	3	3	0	1	0	0	0	1	1	171
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46
17:15	0	0	0	0	0	0	0	0	2	0	0	0	2	2	2	0	0	0	0	2	2	48
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	33
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37
H/TOT	0	0	0	0	0	0	0	0	2	0	0	0	2	2	3	0	0	0	0	3	3	164
18:00	0	0	0	0	0	0	0	1	0	0	0	0	1	1	1	0	0	0	0	1	1	37
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	46
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	25
H/TOT	0	0	0	0	0	0	0	1	0	0	0	0	1	1	4	0	0	0	0	4	4	145
P/TOT	12	1	0	0	0	13	13	24	5	3	0	0	32	34	30	6	0	0	0	36	36	1856

TRAFFINOMICS LIMITED

**ECT SAND & GRAVEL, REDCROSS TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

**MARCH 2022
TRA/22/067**

SITE: 08

DATE: 9th March 2022

LOCATION: L1113/N11 Northerly Slips @ The Beehive

DAY: Wednesday

TIME	MOVEMENT 1					TOT	PCU	MOVEMENT 2					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
07:00	23	3	0	0	0	26	26	2	1	0	0	0	3	3
07:15	19	6	0	0	0	25	25	8	3	1	0	0	12	13
07:30	28	4	0	0	0	32	32	6	3	0	1	1	11	13
07:45	17	7	3	0	0	27	29	13	4	0	0	1	18	19
H/TOT	87	20	3	0	0	110	112	29	11	1	1	2	44	48
08:00	31	4	1	1	0	37	39	11	2	0	0	0	13	13
08:15	25	5	0	2	0	32	35	25	1	0	1	0	27	28
08:30	27	3	0	2	0	32	35	28	3	2	3	0	36	41
08:45	12	4	0	2	0	18	21	23	2	0	1	0	26	27
H/TOT	95	16	1	7	0	119	129	87	8	2	5	0	102	110
09:00	10	2	0	1	0	13	14	11	0	1	0	0	12	13
09:15	8	4	0	0	0	12	12	12	2	1	0	1	16	18
09:30	10	0	0	1	0	11	12	14	3	1	0	0	18	19
09:45	9	1	0	0	0	10	10	7	1	1	0	0	9	10
H/TOT	37	7	0	2	0	46	49	44	6	4	0	1	55	58
10:00	6	0	0	0	0	6	6	11	2	0	1	0	14	15
10:15	3	1	0	3	0	7	11	6	3	0	0	0	9	9
10:30	6	1	0	1	0	8	9	6	2	0	0	0	8	8
10:45	12	3	0	1	0	16	17	10	1	1	0	0	12	13
H/TOT	27	5	0	5	0	37	44	33	8	1	1	0	43	45
11:00	7	1	0	1	0	9	10	8	2	0	0	0	10	10
11:15	6	2	0	0	0	8	8	9	4	2	1	0	16	18
11:30	7	2	0	0	0	9	9	4	2	0	0	0	6	6
11:45	9	0	1	1	0	11	13	5	1	0	0	0	6	6
H/TOT	29	5	1	2	0	37	40	26	9	2	1	0	38	40
12:00	8	2	1	1	0	12	14	8	1	0	0	0	9	9
12:15	9	4	1	1	0	15	17	6	0	1	1	0	8	10
12:30	5	1	0	1	0	7	8	8	2	0	0	0	10	10
12:45	3	2	0	0	0	5	5	7	1	1	0	1	10	12
H/TOT	25	9	2	3	0	39	44	29	4	2	1	1	37	40

TRAFFINOMICS LIMITED

ECT SAND & GRAVEL, REDCROSS TRAFFIC COUNTS MANUAL CLASSIFIED JUNCTION TURNING COUNTS

MARCH 2022
TRA/22/067

SITE: 08

DATE: 9th March 2022

LOCATION: L1113/N11 Northerly Slips @ The Beehive

DAY: Wednesday

TIME	MOVEMENT 1					TOT	PCU	MOVEMENT 2					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
13:00	6	2	1	0	0	9	10	8	1	1	1	1	12	15
13:15	7	1	0	0	0	8	8	5	1	1	1	0	8	10
13:30	7	2	0	1	0	10	11	5	1	1	2	0	9	12
13:45	6	1	3	0	0	10	12	6	0	0	0	0	6	6
H/TOT	26	6	4	1	0	37	40	24	3	3	4	1	35	43
14:00	4	0	2	1	0	7	9	6	1	0	0	0	7	7
14:15	9	1	0	1	0	11	12	13	0	1	1	0	15	17
14:30	6	1	1	1	0	9	11	6	3	0	0	0	9	9
14:45	1	2	0	1	0	4	5	6	0	0	0	0	6	6
H/TOT	20	4	3	4	0	31	38	31	4	1	1	0	37	39
15:00	5	0	0	0	0	5	5	9	2	0	0	0	11	11
15:15	4	4	2	1	0	11	13	12	0	2	4	1	19	26
15:30	13	4	1	0	0	18	19	10	0	1	1	1	13	16
15:45	4	2	1	0	0	7	8	7	4	1	0	1	13	15
H/TOT	26	10	4	1	0	41	44	38	6	4	5	3	56	68
16:00	3	3	0	0	0	6	6	11	1	0	1	0	13	14
16:15	10	1	0	2	0	13	16	7	3	0	0	0	10	10
16:30	6	1	0	0	0	7	7	6	3	1	0	0	10	11
16:45	5	2	0	1	0	8	9	18	0	2	0	0	20	21
H/TOT	24	7	0	3	0	34	38	42	7	3	1	0	53	56
17:00	11	3	0	1	0	15	16	7	1	0	0	0	8	8
17:15	7	0	0	0	0	7	7	14	3	0	0	0	17	17
17:30	3	1	0	0	0	4	4	6	1	0	0	0	7	7
17:45	4	0	0	0	0	4	4	8	0	0	0	0	8	8
H/TOT	25	4	0	1	0	30	31	35	5	0	0	0	40	40
18:00	2	0	0	0	0	2	2	7	0	0	0	0	7	7
18:15	7	0	1	0	0	8	9	8	2	0	0	0	10	10
18:30	2	0	0	0	0	2	2	3	2	0	0	0	5	5
18:45	3	1	0	0	0	4	4	4	1	0	0	0	5	5
H/TOT	14	1	1	0	0	16	17	22	5	0	0	0	27	27
P/TOT	435	94	19	29	0	577	624	440	76	23	20	8	567	613

TRAFFINOMICS LIMITED

ECT SAND & GRAVEL, REDCROSS TRAFFIC COUNTS MANUAL CLASSIFIED JUNCTION TURNING COUNTS

MARCH 2022
TRA/22/067

SITE: 08

DATE: 9th March 2022

LOCATION: L1113/N11 Northerly Slips @ The Beehive

DAY: Wednesday

TIME	MOVEMENT 3					TOT	PCU	MOVEMENT 4					TOT	PCU	MOVEMENT 5					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
07:00	0	2	0	0	0	2	2	0	0	0	0	0	0	0	4	5	1	0	0	10	11
07:15	0	1	1	0	0	2	3	0	0	0	0	0	0	0	10	6	1	0	0	17	18
07:30	3	2	0	3	1	9	14	0	0	0	0	0	0	0	18	3	0	0	3	24	27
07:45	4	2	0	0	0	6	6	1	0	0	0	0	1	1	20	4	0	0	1	25	26
H/TOT	7	7	1	3	1	19	24	1	0	0	0	0	1	1	52	18	2	0	4	76	81
08:00	1	2	0	0	0	3	3	0	0	0	0	0	0	0	25	3	1	1	1	31	34
08:15	1	0	0	0	0	1	1	0	0	0	0	0	0	0	36	3	2	0	1	42	44
08:30	0	3	0	0	0	3	3	1	0	0	0	0	1	1	38	3	0	0	1	42	43
08:45	2	1	1	0	0	4	5	0	0	0	0	0	0	0	36	6	1	1	0	44	46
H/TOT	4	6	1	0	0	11	12	1	0	0	0	0	1	1	135	15	4	2	3	159	167
09:00	0	0	1	0	0	1	2	0	0	0	0	0	0	0	27	4	4	1	0	36	39
09:15	0	1	0	0	0	1	1	0	0	0	0	0	0	0	22	6	0	0	0	28	28
09:30	1	0	0	0	0	1	1	0	0	0	0	0	0	0	19	5	1	0	0	25	26
09:45	1	0	0	0	0	1	1	0	0	0	0	0	0	0	17	1	1	0	0	19	20
H/TOT	2	1	1	0	0	4	5	0	0	0	0	0	0	0	85	16	6	1	0	108	112
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	4	0	0	0	16	16
10:15	1	0	0	0	0	1	1	0	0	0	0	0	0	0	13	1	0	0	0	14	14
10:30	0	0	0	1	0	1	2	0	0	0	0	0	0	0	8	3	1	0	0	12	13
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	4	1	0	0	15	16
H/TOT	1	0	0	1	0	2	3	0	0	0	0	0	0	0	43	12	2	0	0	57	58
11:00	0	2	0	0	0	2	2	0	0	0	0	0	0	0	11	4	1	0	0	16	17
11:15	1	0	0	0	0	1	1	0	0	0	0	0	0	0	13	8	0	0	0	21	21
11:30	1	0	0	1	0	2	3	0	0	0	0	0	0	0	12	4	1	0	0	17	18
11:45	2	1	0	0	0	3	3	0	0	0	0	0	0	0	12	1	0	0	0	13	13
H/TOT	4	3	0	1	0	8	9	0	0	0	0	0	0	0	48	17	2	0	0	67	68
12:00	1	0	0	0	0	1	1	0	0	0	0	0	0	0	9	2	0	0	0	11	11
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	3	1	0	0	15	16
12:30	1	1	0	1	0	3	4	0	0	0	0	0	0	0	18	2	3	0	0	23	25
12:45	0	0	0	0	1	1	2	0	0	0	0	0	0	0	14	3	1	0	0	18	19
H/TOT	2	1	0	1	1	5	7	0	0	0	0	0	0	0	52	10	5	0	0	67	70

TRAFFINOMICS LIMITED

**ECT SAND & GRAVEL, REDCROSS TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

**MARCH 2022
TRA/22/067**

SITE: 08

DATE: 9th March 2022

LOCATION: L1113/N11 Northerly Slips @ The Beehive

DAY: Wednesday

TIME	MOVEMENT 3					TOT	PCU	MOVEMENT 4					TOT	PCU	MOVEMENT 5					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
13:00	3	0	1	2	0	6	9	0	0	0	0	0	0	0	8	2	0	0	2	12	14
13:15	1	0	0	0	0	1	1	0	0	0	0	0	0	0	15	4	0	0	0	19	19
13:30	1	0	0	0	0	1	1	0	0	0	0	0	0	0	11	2	0	0	0	13	13
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	1	0	0	0	18	18
H/TOT	5	0	1	2	0	8	11	0	0	0	0	0	0	0	51	9	0	0	2	62	64
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	1	2	0	0	16	17
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	5	1	0	1	23	25
14:30	1	0	0	0	0	1	1	1	0	0	0	0	1	1	7	2	1	0	0	10	11
14:45	0	1	0	0	0	1	1	0	0	0	0	0	0	0	9	0	0	0	0	9	9
H/TOT	1	1	0	0	0	2	2	1	0	0	0	0	1	1	45	8	4	0	1	58	61
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	1	1	1	0	9	11
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	3	0	0	0	12	12
15:30	1	0	0	0	0	1	1	0	0	0	0	0	0	0	14	1	0	0	0	15	15
15:45	0	0	0	0	0	0	0	1	0	0	0	0	1	1	20	1	0	0	0	21	21
H/TOT	1	0	0	0	0	1	1	1	0	0	0	0	1	1	49	6	1	1	0	57	59
16:00	1	0	1	0	0	2	3	0	0	0	0	0	0	0	13	2	1	0	0	16	17
16:15	1	0	0	0	0	1	1	0	0	0	0	0	0	0	15	0	0	0	1	16	17
16:30	0	0	0	0	0	0	0	1	0	0	0	0	1	1	17	0	0	0	0	17	17
16:45	1	1	0	0	0	2	2	0	0	0	0	0	0	0	15	4	0	0	0	19	19
H/TOT	3	1	1	0	0	5	6	1	0	0	0	0	1	1	60	6	1	0	1	68	70
17:00	1	0	0	0	0	1	1	0	0	0	0	0	0	0	15	3	0	0	0	18	18
17:15	1	1	0	0	0	2	2	0	0	0	0	0	0	0	30	1	1	0	0	32	33
17:30	1	1	0	0	0	2	2	0	0	0	0	0	0	0	20	1	0	0	0	21	21
17:45	2	0	0	0	0	2	2	0	0	0	0	0	0	0	9	1	0	0	0	10	10
H/TOT	5	2	0	0	0	7	7	0	0	0	0	0	0	0	74	6	1	0	0	81	82
18:00	0	0	0	0	0	0	0	0	1	0	0	0	1	1	13	0	1	0	0	14	15
18:15	1	0	0	0	0	1	1	0	0	0	0	0	0	0	14	1	1	0	0	16	17
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	1	0	0	0	16	16
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6
H/TOT	1	0	0	0	0	1	1	0	1	0	0	0	1	1	48	2	2	0	0	52	53
P/TOT	36	22	5	8	2	73	88	5	1	0	0	0	6	6	742	125	30	4	11	912	943

TRAFFINOMICS LIMITED

**ECT SAND & GRAVEL, REDCROSS TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

**MARCH 2022
TRA/22/067**

SITE: 08

DATE: 9th March 2022

LOCATION: L1113/N11 Northerly Slips @ The Beehive

DAY: Wednesday

TIME	MOVEMENT 6					TOT	PCU	MOVEMENT 7					TOT	PCU	PCU's Through Junction
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			
07:00	6	4	0	0	1	11	12	21	5	0	0	0	26	26	80
07:15	9	4	0	0	0	13	13	26	3	1	0	0	30	31	101
07:30	12	3	0	2	0	17	20	35	6	0	2	0	43	46	151
07:45	14	3	1	0	0	18	19	29	5	2	0	0	36	37	136
H/TOT	41	14	1	2	1	59	63	111	19	3	2	0	135	139	468
08:00	10	8	1	3	0	22	26	42	9	0	0	0	51	51	166
08:15	11	6	0	1	0	18	19	31	5	0	1	0	37	38	166
08:30	20	1	1	1	0	23	25	44	3	0	1	1	49	51	199
08:45	13	3	0	1	1	18	20	40	2	1	1	0	44	46	164
H/TOT	54	18	2	6	1	81	91	157	19	1	3	1	181	186	694
09:00	13	1	3	1	1	19	23	34	3	1	0	0	38	39	129
09:15	13	7	2	0	0	22	23	28	9	0	1	0	38	39	121
09:30	10	3	1	2	1	17	21	18	3	2	0	0	23	24	102
09:45	6	2	0	2	0	10	13	18	5	1	1	0	25	27	79
H/TOT	42	13	6	5	2	68	80	98	20	4	2	0	124	129	432
10:00	8	3	0	1	0	12	13	14	4	1	0	0	19	20	70
10:15	6	5	1	1	0	13	15	18	1	0	0	0	19	19	69
10:30	8	4	3	2	0	17	21	12	3	1	0	0	16	17	70
10:45	13	3	0	1	0	17	18	4	2	1	0	0	7	8	71
H/TOT	35	15	4	5	0	59	68	48	10	3	0	0	61	63	280
11:00	7	3	1	2	0	13	16	11	4	3	0	0	18	20	74
11:15	3	2	2	1	0	8	10	10	4	1	1	0	16	18	76
11:30	6	1	2	1	0	10	12	16	6	1	0	0	23	24	72
11:45	7	5	1	1	0	14	16	11	0	0	1	0	12	13	64
H/TOT	23	11	6	5	0	45	55	48	14	5	2	0	69	74	286
12:00	6	3	1	1	0	11	13	14	6	1	0	0	21	22	69
12:15	6	3	2	1	0	12	14	14	4	2	0	0	20	21	77
12:30	11	4	3	0	0	18	20	15	4	0	0	0	19	19	86
12:45	14	0	2	1	0	17	19	16	2	0	0	0	18	18	74
H/TOT	37	10	8	3	0	58	66	59	16	3	0	0	78	80	306

TRAFFINOMICS LIMITED

**ECT SAND & GRAVEL, REDCROSS TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

**MARCH 2022
TRA/22/067**

SITE: 08

DATE: 9th March 2022

LOCATION: L1113/N11 Northerly Slips @ The Beehive

DAY: Wednesday

TIME	MOVEMENT 6					TOT	PCU	MOVEMENT 7					TOT	PCU	PCU's Through Junction
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			
13:00	9	3	0	0	0	12	12	11	4	0	2	0	17	20	79
13:15	16	2	1	1	0	20	22	13	1	0	1	0	15	16	76
13:30	18	4	3	1	0	26	29	11	4	0	1	0	16	17	84
13:45	22	5	2	0	0	29	30	13	0	1	0	0	14	15	80
H/TOT	65	14	6	2	0	87	93	48	9	1	4	0	62	68	318
14:00	17	4	0	1	0	22	23	14	3	0	0	0	17	17	74
14:15	16	2	2	1	1	22	25	12	2	1	0	0	15	16	94
14:30	12	0	0	1	0	13	14	13	1	1	0	0	15	16	62
14:45	15	5	2	1	0	23	25	11	3	0	0	0	14	14	61
H/TOT	60	11	4	4	1	80	88	50	9	2	0	0	61	62	291
15:00	12	5	0	0	2	19	21	15	2	0	0	0	17	17	65
15:15	16	3	1	1	0	21	23	13	1	0	0	0	14	14	88
15:30	16	1	0	1	2	20	23	12	3	0	0	0	15	15	89
15:45	9	5	1	1	0	16	18	16	4	0	0	0	20	20	82
H/TOT	53	14	2	3	4	76	85	56	10	0	0	0	66	66	324
16:00	21	5	0	1	0	27	28	12	3	0	0	0	15	15	83
16:15	21	5	1	0	0	27	28	7	1	0	0	0	8	8	79
16:30	16	7	1	0	0	24	25	14	2	1	1	1	19	22	82
16:45	28	12	0	0	0	40	40	12	0	2	0	0	14	15	106
H/TOT	86	29	2	1	0	118	120	45	6	3	1	1	56	60	350
17:00	25	8	1	1	0	35	37	13	4	0	0	0	17	17	97
17:15	26	4	0	0	0	30	30	8	2	0	0	0	10	10	99
17:30	26	5	0	0	0	31	31	13	1	0	1	0	15	16	81
17:45	25	0	2	1	0	28	30	16	5	1	0	0	22	23	77
H/TOT	102	17	3	2	0	124	128	50	12	1	1	0	64	66	354
18:00	17	0	0	0	0	17	17	11	0	0	1	0	12	13	55
18:15	23	2	0	0	0	25	25	7	0	0	0	0	7	7	68
18:30	17	1	0	0	0	18	18	4	2	0	0	0	6	6	47
18:45	13	2	0	0	0	15	15	4	1	0	0	0	5	5	35
H/TOT	70	5	0	0	0	75	75	26	3	0	1	0	30	31	205
P/TOT	668	171	44	38	9	930	1010	796	147	26	16	2	987	1023	4307

APPENDIX 11.2

**Percentage of Development
Traffic at each Junction**

Year	Junction 1			Junction 2			Junction 3			Junction 4		
	Background Traffic	Development Traffic	% Development Traffic	Background Traffic	Development Traffic	% Development Traffic	Background Traffic	Development Traffic	% Development Traffic	Background Traffic	Development Traffic	% Development Traffic
1990	157	16	10.16%	178	14	8.09%	611	14	2.36%	3336	2	0.05%
1991	159	16	10.05%	180	14	8.00%	617	14	2.33%	3372	2	0.05%
1992	161	16	9.94%	182	14	7.91%	624	14	2.31%	3409	2	0.05%
1993	163	16	9.83%	184	14	7.83%	631	14	2.28%	3447	2	0.05%
1994	165	16	9.72%	186	14	7.74%	638	14	2.26%	3485	2	0.05%
1995	166	16	9.62%	188	14	7.66%	645	14	2.23%	3523	2	0.05%
1996	168	16	9.51%	190	14	7.57%	652	14	2.21%	3562	2	0.04%
1997	170	16	9.41%	192	14	7.49%	659	14	2.18%	3601	2	0.04%
1998	172	16	9.31%	194	14	7.41%	667	14	2.16%	3641	2	0.04%
1999	174	28	16.11%	196	25	12.83%	674	25	3.74%	3681	3	0.08%
2000	176	26	14.80%	199	23	11.78%	681	23	3.43%	3721	3	0.07%
2001	178	26	14.64%	201	23	11.65%	689	23	3.40%	3762	3	0.07%
2002	180	28	15.59%	203	25	12.41%	696	25	3.62%	3803	3	0.07%
2003	182	46	25.34%	205	41	20.17%	704	41	5.88%	3845	5	0.12%
2004	184	58	31.60%	208	52	25.15%	712	52	7.33%	3888	6	0.15%
2005	186	48	25.87%	210	43	20.59%	720	43	6.00%	3930	5	0.12%
2006	188	44	23.45%	212	40	18.67%	727	40	5.44%	3974	4	0.11%
2007	190	52	27.42%	214	47	21.82%	735	47	6.36%	4017	5	0.13%
2008	192	54	28.16%	217	49	22.42%	744	49	6.54%	4062	5	0.13%
2009	194	48	24.76%	219	43	19.71%	752	43	5.75%	4106	5	0.12%
2010	196	38	19.39%	222	34	15.43%	760	34	4.50%	4151	4	0.09%
2011	198	32	16.15%	224	29	12.85%	768	29	3.75%	4197	3	0.08%
2012	200	28	13.98%	227	25	11.13%	777	25	3.24%	4243	3	0.07%
2013	203	26	12.84%	229	23	10.22%	785	23	2.98%	4290	3	0.06%
2014	206	26	12.63%	233	23	10.06%	797	23	2.94%	4353	3	0.06%

2015	209	28	13.39%	236	25	10.67%	809	25	3.12%	4418	3	0.06%
2016	212	32	15.06%	240	29	12.00%	821	29	3.51%	4483	3	0.07%
2017	217	32	14.76%	245	29	11.77%	836	29	3.45%	4562	3	0.07%
2018	221	30	13.56%	250	27	10.82%	850	27	3.17%	4643	3	0.06%
2019	226	32	14.18%	254	29	11.32%	866	29	3.33%	4725	3	0.07%
2020	230	32	13.89%	260	29	11.10%	881	29	3.27%	4809	3	0.07%
2021	235	32	13.61%	265	29	10.88%	897	29	3.21%	4894	3	0.07%
2022	240	32	13.33%	270	29	10.74%	913	29	3.18%	4981	3	0.06%

Year	Junction 5			Junction 6			Junction 7			Junction 8		
	Background Traffic	Development Traffic	% Development Traffic	Background Traffic	Development Traffic	% Development Traffic	Background Traffic	Development Traffic	% Development Traffic	Background Traffic	Development Traffic	% Development Traffic
1990	676	13	1.89%	755	13	1.70%	1409	6	0.45%	3219	6	0.20%
1991	684	13	1.87%	763	13	1.68%	1425	6	0.45%	3254	6	0.20%
1992	691	13	1.85%	772	13	1.66%	1440	6	0.44%	3290	6	0.19%
1993	699	13	1.83%	780	13	1.64%	1456	6	0.44%	3326	6	0.19%
1994	707	13	1.81%	789	13	1.62%	1472	6	0.43%	3362	6	0.19%
1995	714	13	1.79%	797	13	1.61%	1488	6	0.43%	3399	6	0.19%
1996	722	13	1.77%	806	13	1.59%	1505	6	0.43%	3437	6	0.19%
1997	730	13	1.75%	815	13	1.57%	1521	6	0.42%	3475	6	0.18%
1998	738	13	1.73%	824	13	1.55%	1538	6	0.42%	3513	6	0.18%
1999	746	22	3.00%	833	22	2.69%	1555	11	0.72%	3552	11	0.32%
2000	755	21	2.76%	842	21	2.47%	1572	10	0.66%	3591	10	0.29%
2001	763	21	2.73%	851	21	2.44%	1589	10	0.65%	3630	10	0.29%
2002	771	22	2.90%	861	22	2.60%	1607	11	0.70%	3670	11	0.31%
2003	780	37	4.72%	870	37	4.23%	1625	18	1.13%	3710	18	0.50%
2004	788	46	5.89%	880	46	5.27%	1642	23	1.41%	3751	23	0.62%
2005	797	38	4.82%	889	38	4.32%	1660	19	1.16%	3792	19	0.51%

2006	806	35	4.37%	899	35	3.91%	1679	18	1.05%	3834	18	0.46%
2007	815	42	5.11%	909	42	4.58%	1697	21	1.23%	3876	21	0.54%
2008	824	43	5.25%	919	43	4.70%	1716	22	1.26%	3919	22	0.55%
2009	833	38	4.61%	929	38	4.13%	1735	19	1.11%	3962	19	0.48%
2010	842	30	3.61%	939	30	3.24%	1754	15	0.87%	4006	15	0.38%
2011	851	26	3.01%	950	26	2.70%	1773	13	0.72%	4050	13	0.32%
2012	860	22	2.60%	960	22	2.33%	1793	11	0.62%	4094	11	0.27%
2013	870	21	2.39%	971	21	2.14%	1812	10	0.57%	4139	10	0.25%
2014	883	21	2.36%	985	21	2.11%	1839	10	0.57%	4200	10	0.25%
2015	896	22	2.50%	1000	22	2.24%	1865	11	0.60%	4263	11	0.26%
2016	910	26	2.81%	1015	26	2.52%	1892	13	0.68%	4325	13	0.30%
2017	926	26	2.77%	1033	26	2.48%	1924	13	0.67%	4401	13	0.29%
2018	943	24	2.55%	1052	24	2.28%	1957	12	0.61%	4478	12	0.27%
2019	960	26	2.67%	1070	26	2.39%	1990	13	0.64%	4557	13	0.28%
2020	977	26	2.62%	1090	26	2.35%	2024	13	0.63%	4637	13	0.28%
2021	995	26	2.57%	1109	26	2.31%	2058	13	0.62%	4719	13	0.27%
2022	1013	26	2.57%	1129	26	2.30%	2093	13	0.62%	4802	13	0.27%

APPENDIX 11.3

Detailed Junction Capacity Analysis

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.0.6896
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Filename: Junction 1 - L5155_HistoricalAccess Road - rEIAR.j9

Path: W:\2022\P22-029\Modelling

Report generation date: 27/05/2022 10:03:17

«Base Year, 12hrs

»Junction Network

»Arms

»Traffic Demand

»Origin-Destination Data

»Vehicle Mix

»Results

Summary of junction performance

	12hrs			
	Queue (Veh)	Delay (s)	RFC	LOS
Base Year				
Stream B-C	0.0	10.07	0.02	B
Stream B-A	0.0	11.89	0.01	B
Stream C-AB	0.0	11.78	0.03	B
2004 Year				
Stream B-C	0.0	9.99	0.01	A
Stream B-A	0.0	11.34	0.01	B
Stream C-AB	0.0	11.70	0.02	B
2004 Year + Dev Traffic				
Stream B-C	0.0	13.16	0.03	B
Stream B-A	0.0	17.37	0.02	C
Stream C-AB	0.0	11.94	0.05	B

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

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

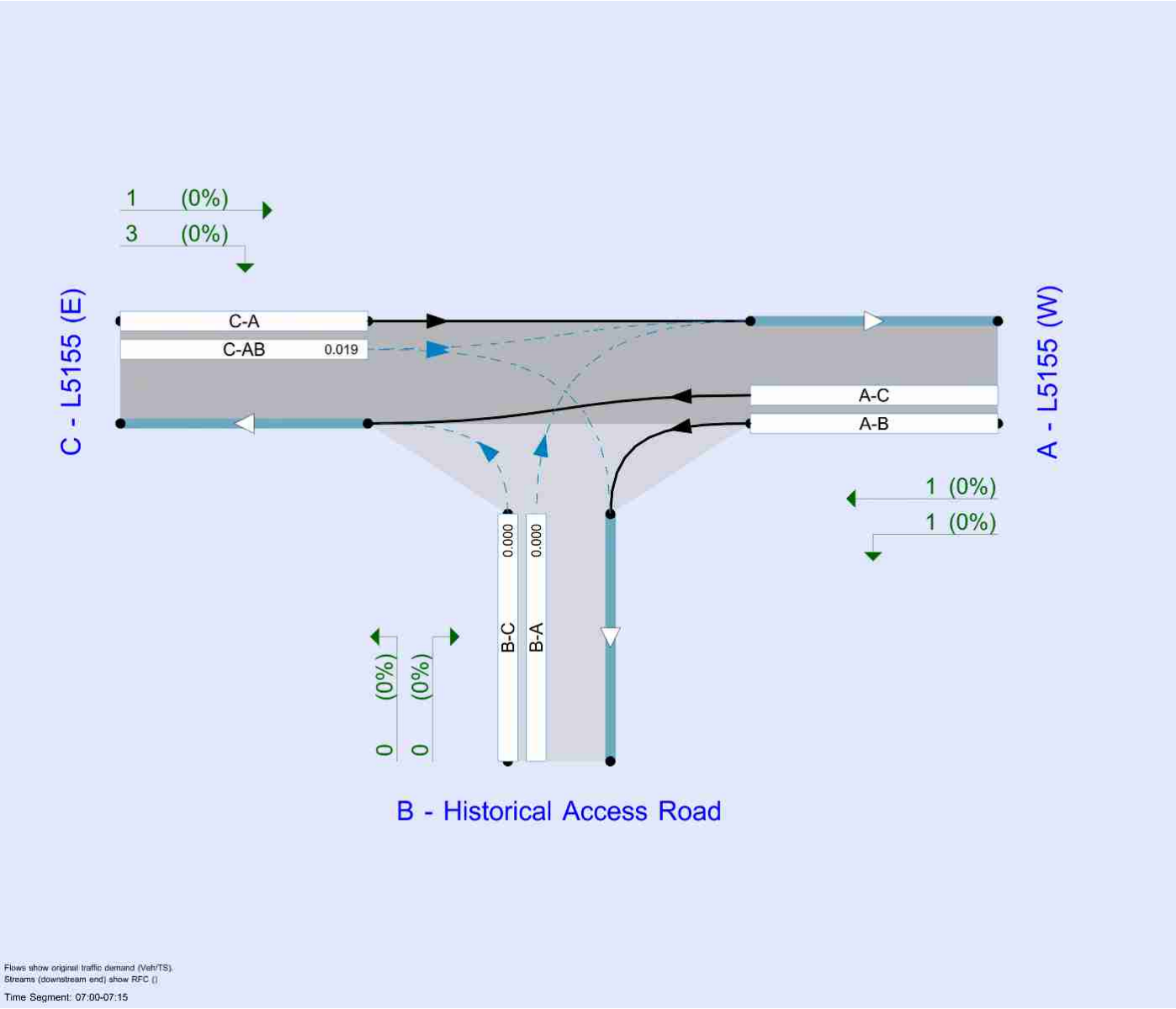
File summary

File Description

Title	
Location	
Site number	
Date	16/03/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	PMCE\farmanr
Description	

Units

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



Analysis Options

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

Analysis Set Details

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

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	Base Year	12hrs	DIRECT	07:00	19:00	720	15	✓

Base Year, 12hrs

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - L5155 (E) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Junction 1	T-Junction	Two-way		4.72	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	L5155 (W)		Major
B	Historical Access Road		Minor
C	L5155 (E)		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 - L5155 (E)	5.00			80.0	✓	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 - Historical Access Road	One lane plus flare	8.00	6.30	4.50	4.00	4.00		1.00	60	20

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	128.386	0.098	0.247	0.155	0.352
1	B-C	161.256	0.103	0.261	-	-
1	C-B	155.073	0.251	0.251	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - L5155 (W)		DIRECT	✓	100.000
B - Historical Access Road		DIRECT	✓	100.000
C - L5155 (E)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:00 - 07:15

	To			
From		A - L5155 (W)	B - Historical Access Road	C - L5155 (E)
	A - L5155 (W)	0.00	1.00	1.00
	B - Historical Access Road	0.00	0.00	0.00
	C - L5155 (E)	1.00	3.00	0.00

Demand (Veh/TS)

07:15 - 07:30

	To			
From		A - L5155 (W)	B - Historical Access Road	C - L5155 (E)
	A - L5155 (W)	0.00	0.00	1.00
	B - Historical Access Road	0.00	0.00	2.00
	C - L5155 (E)	1.00	1.00	0.00

Demand (Veh/TS)

07:30 - 07:45

	To			
From		A - L5155 (W)	B - Historical Access Road	C - L5155 (E)
	A - L5155 (W)	0.00	1.00	3.00
	B - Historical Access Road	1.00	0.00	2.00
	C - L5155 (E)	0.00	0.00	0.00

Demand (Veh/TS)

07:45 - 08:00

	To			
From		A - L5155 (W)	B - Historical Access Road	C - L5155 (E)
	A - L5155 (W)	0.00	0.00	4.00
	B - Historical Access Road	0.00	0.00	0.00
	C - L5155 (E)	0.00	2.00	0.00

Demand (Veh/TS)

08:00 - 08:15

	To			
From		A - L5155 (W)	B - Historical Access Road	C - L5155 (E)
	A - L5155 (W)	0.00	0.00	3.00
	B - Historical Access Road	0.00	0.00	2.00
	C - L5155 (E)	1.00	1.00	0.00

Demand (Veh/TS)

08:15 - 08:30

	To			
From		A - L5155 (W)	B - Historical Access Road	C - L5155 (E)
	A - L5155 (W)	0.00	0.00	3.00
	B - Historical Access Road	0.00	0.00	1.00
	C - L5155 (E)	2.00	1.00	0.00

Demand (Veh/TS)

08:30 - 08:45

	To			
From		A - L5155 (W)	B - Historical Access Road	C - L5155 (E)
	A - L5155 (W)	0.00	1.00	1.00
	B - Historical Access Road	0.00	0.00	1.00
	C - L5155 (E)	0.00	0.00	0.00

Demand (Veh/TS)

08:45 - 09:00

	To			
From		A - L5155 (W)	B - Historical Access Road	C - L5155 (E)
	A - L5155 (W)	0.00	0.00	2.00
	B - Historical Access Road	1.00	0.00	1.00
	C - L5155 (E)	2.00	1.00	0.00

Demand (Veh/TS)

09:00 - 09:15

	To			
From		A - L5155 (W)	B - Historical Access Road	C - L5155 (E)
	A - L5155 (W)	0.00	0.00	3.00
	B - Historical Access Road	1.00	0.00	1.00
	C - L5155 (E)	0.00	2.00	0.00

09:15 - 09:30

Demand (Veh/TS)

	To			
From		A - L5155 (W)	B - Historical Access Road	C - L5155 (E)
	A - L5155 (W)	0.00	0.00	1.00
	B - Historical Access Road	0.00	0.00	1.00
	C - L5155 (E)	0.00	1.00	0.00

Demand (Veh/TS)

09:30 - 09:45

	To			
From		A - L5155 (W)	B - Historical Access Road	C - L5155 (E)
	A - L5155 (W)	0.00	0.00	1.00
	B - Historical Access Road	0.00	0.00	1.00
	C - L5155 (E)	0.00	1.00	0.00

Demand (Veh/TS)

09:45 - 10:00

	To			
From		A - L5155 (W)	B - Historical Access Road	C - L5155 (E)
	A - L5155 (W)	0.00	0.00	5.00
	B - Historical Access Road	0.00	0.00	0.00
	C - L5155 (E)	0.00	1.00	0.00

Demand (Veh/TS)

10:00 - 10:15

	To			
From		A - L5155 (W)	B - Historical Access Road	C - L5155 (E)
	A - L5155 (W)	0.00	0.00	1.00
	B - Historical Access Road	0.00	0.00	0.00
	C - L5155 (E)	0.00	0.00	0.00

Demand (Veh/TS)

10:15 - 10:30

	To			
From		A - L5155 (W)	B - Historical Access Road	C - L5155 (E)
	A - L5155 (W)	0.00	0.00	0.00
	B - Historical Access Road	0.00	0.00	0.00
	C - L5155 (E)	3.00	2.00	0.00

Demand (Veh/TS)

10:30 - 10:45

	To			
From		A - L5155 (W)	B - Historical Access Road	C - L5155 (E)
	A - L5155 (W)	0.00	0.00	1.00
	B - Historical Access Road	0.00	0.00	2.00
	C - L5155 (E)	3.00	1.00	0.00

Demand (Veh/TS)

10:45 - 11:00

	To			
From		A - L5155 (W)	B - Historical Access Road	C - L5155 (E)
	A - L5155 (W)	0.00	0.00	6.00
	B - Historical Access Road	0.00	0.00	2.00
	C - L5155 (E)	2.00	2.00	0.00

Demand (Veh/TS)

11:00 - 11:15

	To			
From		A - L5155 (W)	B - Historical Access Road	C - L5155 (E)
	A - L5155 (W)	0.00	1.00	4.00
	B - Historical Access Road	1.00	0.00	2.00
	C - L5155 (E)	2.00	1.00	0.00

Demand (Veh/TS)

11:15 - 11:30

	To			
From		A - L5155 (W)	B - Historical Access Road	C - L5155 (E)
	A - L5155 (W)	0.00	0.00	1.00
	B - Historical Access Road	0.00	0.00	0.00
	C - L5155 (E)	2.00	1.00	0.00

Demand (Veh/TS)

11:30 - 11:45

	To			
From		A - L5155 (W)	B - Historical Access Road	C - L5155 (E)
	A - L5155 (W)	0.00	0.00	2.00
	B - Historical Access Road	0.00	0.00	1.00
	C - L5155 (E)	0.00	0.00	0.00

11:45 - 12:00

Demand (Veh/TS)

	To			
From		A - L5155 (W)	B - Historical Access Road	C - L5155 (E)
	A - L5155 (W)	0.00	0.00	0.00
	B - Historical Access Road	0.00	0.00	1.00
	C - L5155 (E)	2.00	1.00	0.00

Demand (Veh/TS)

12:00 - 12:15

	To			
From		A - L5155 (W)	B - Historical Access Road	C - L5155 (E)
	A - L5155 (W)	0.00	1.00	1.00
	B - Historical Access Road	1.00	0.00	1.00
	C - L5155 (E)	1.00	0.00	0.00

Demand (Veh/TS)

12:15 - 12:30

	To			
From		A - L5155 (W)	B - Historical Access Road	C - L5155 (E)
	A - L5155 (W)	0.00	0.00	0.00
	B - Historical Access Road	0.00	0.00	1.00
	C - L5155 (E)	0.00	1.00	0.00

Demand (Veh/TS)

12:30 - 12:45

	To			
From		A - L5155 (W)	B - Historical Access Road	C - L5155 (E)
	A - L5155 (W)	0.00	0.00	0.00
	B - Historical Access Road	0.00	0.00	0.00
	C - L5155 (E)	0.00	1.00	0.00

Demand (Veh/TS)

12:45 - 13:00

	To			
From		A - L5155 (W)	B - Historical Access Road	C - L5155 (E)
	A - L5155 (W)	0.00	0.00	0.00
	B - Historical Access Road	0.00	0.00	1.00
	C - L5155 (E)	1.00	2.00	0.00

Demand (Veh/TS)

13:00 - 13:15

	To			
From		A - L5155 (W)	B - Historical Access Road	C - L5155 (E)
	A - L5155 (W)	0.00	0.00	1.00
	B - Historical Access Road	0.00	0.00	1.00
	C - L5155 (E)	1.00	0.00	0.00

Demand (Veh/TS)

13:15 - 13:30

	To			
From		A - L5155 (W)	B - Historical Access Road	C - L5155 (E)
	A - L5155 (W)	0.00	0.00	1.00
	B - Historical Access Road	0.00	0.00	0.00
	C - L5155 (E)	2.00	0.00	0.00

Demand (Veh/TS)

13:30 - 13:45

	To			
From		A - L5155 (W)	B - Historical Access Road	C - L5155 (E)
	A - L5155 (W)	0.00	0.00	1.00
	B - Historical Access Road	0.00	0.00	1.00
	C - L5155 (E)	0.00	0.00	0.00

Demand (Veh/TS)

13:45 - 14:00

	To			
From		A - L5155 (W)	B - Historical Access Road	C - L5155 (E)
	A - L5155 (W)	0.00	0.00	0.00
	B - Historical Access Road	0.00	0.00	2.00
	C - L5155 (E)	0.00	2.00	0.00

Demand (Veh/TS)

14:00 - 14:15

	To			
From		A - L5155 (W)	B - Historical Access Road	C - L5155 (E)
	A - L5155 (W)	0.00	0.00	3.00
	B - Historical Access Road	0.00	0.00	2.00
	C - L5155 (E)	3.00	1.00	0.00

14:15 - 14:30

Demand (Veh/TS)

	To			
From		A - L5155 (W)	B - Historical Access Road	C - L5155 (E)
	A - L5155 (W)	0.00	0.00	1.00
	B - Historical Access Road	0.00	0.00	0.00
	C - L5155 (E)	4.00	0.00	0.00

Demand (Veh/TS)

14:30 - 14:45

	To			
From		A - L5155 (W)	B - Historical Access Road	C - L5155 (E)
	A - L5155 (W)	0.00	0.00	1.00
	B - Historical Access Road	0.00	0.00	1.00
	C - L5155 (E)	2.00	1.00	0.00

Demand (Veh/TS)

14:45 - 15:00

	To			
From		A - L5155 (W)	B - Historical Access Road	C - L5155 (E)
	A - L5155 (W)	0.00	0.00	2.00
	B - Historical Access Road	0.00	0.00	0.00
	C - L5155 (E)	1.00	0.00	0.00

Demand (Veh/TS)

15:00 - 15:15

	To			
From		A - L5155 (W)	B - Historical Access Road	C - L5155 (E)
	A - L5155 (W)	0.00	0.00	1.00
	B - Historical Access Road	0.00	0.00	1.00
	C - L5155 (E)	2.00	2.00	0.00

Demand (Veh/TS)

15:15 - 15:30

	To			
From		A - L5155 (W)	B - Historical Access Road	C - L5155 (E)
	A - L5155 (W)	0.00	0.00	2.00
	B - Historical Access Road	0.00	0.00	1.00
	C - L5155 (E)	0.00	1.00	0.00

Demand (Veh/TS)

15:30 - 15:45

	To			
From		A - L5155 (W)	B - Historical Access Road	C - L5155 (E)
	A - L5155 (W)	0.00	0.00	2.00
	B - Historical Access Road	0.00	0.00	0.00
	C - L5155 (E)	3.00	0.00	0.00

Demand (Veh/TS)

15:45 - 16:00

	To			
From		A - L5155 (W)	B - Historical Access Road	C - L5155 (E)
	A - L5155 (W)	0.00	0.00	6.00
	B - Historical Access Road	1.00	0.00	0.00
	C - L5155 (E)	3.00	0.00	0.00

Demand (Veh/TS)

16:00 - 16:15

	To			
From		A - L5155 (W)	B - Historical Access Road	C - L5155 (E)
	A - L5155 (W)	0.00	0.00	1.00
	B - Historical Access Road	0.00	0.00	1.00
	C - L5155 (E)	3.00	2.00	0.00

Demand (Veh/TS)

16:15 - 16:30

	To			
From		A - L5155 (W)	B - Historical Access Road	C - L5155 (E)
	A - L5155 (W)	0.00	0.00	0.00
	B - Historical Access Road	0.00	0.00	0.00
	C - L5155 (E)	0.00	1.00	0.00

Demand (Veh/TS)

16:30 - 16:45

	To			
From		A - L5155 (W)	B - Historical Access Road	C - L5155 (E)
	A - L5155 (W)	0.00	0.00	1.00
	B - Historical Access Road	0.00	0.00	0.00
	C - L5155 (E)	2.00	1.00	0.00

16:45 - 17:00

Demand (Veh/TS)

	To			
From		A - L5155 (W)	B - Historical Access Road	C - L5155 (E)
	A - L5155 (W)	0.00	0.00	2.00
	B - Historical Access Road	0.00	0.00	1.00
	C - L5155 (E)	1.00	1.00	0.00

Demand (Veh/TS)

17:00 - 17:15

	To			
From		A - L5155 (W)	B - Historical Access Road	C - L5155 (E)
	A - L5155 (W)	0.00	0.00	3.00
	B - Historical Access Road	1.00	0.00	0.00
	C - L5155 (E)	1.00	0.00	0.00

Demand (Veh/TS)

17:15 - 17:30

	To			
From		A - L5155 (W)	B - Historical Access Road	C - L5155 (E)
	A - L5155 (W)	0.00	0.00	0.00
	B - Historical Access Road	1.00	0.00	1.00
	C - L5155 (E)	4.00	0.00	0.00

Demand (Veh/TS)

17:30 - 17:45

	To			
From		A - L5155 (W)	B - Historical Access Road	C - L5155 (E)
	A - L5155 (W)	0.00	0.00	1.00
	B - Historical Access Road	1.00	0.00	0.00
	C - L5155 (E)	4.00	0.00	0.00

Demand (Veh/TS)

17:45 - 18:00

	To			
From		A - L5155 (W)	B - Historical Access Road	C - L5155 (E)
	A - L5155 (W)	0.00	0.00	0.00
	B - Historical Access Road	0.00	0.00	2.00
	C - L5155 (E)	4.00	1.00	0.00

Demand (Veh/TS)

18:00 - 18:15

	To			
From		A - L5155 (W)	B - Historical Access Road	C - L5155 (E)
	A - L5155 (W)	0.00	0.00	0.00
	B - Historical Access Road	0.00	0.00	0.00
	C - L5155 (E)	2.00	0.00	0.00

Demand (Veh/TS)

18:15 - 18:30

	To			
From		A - L5155 (W)	B - Historical Access Road	C - L5155 (E)
	A - L5155 (W)	0.00	0.00	0.00
	B - Historical Access Road	1.00	0.00	0.00
	C - L5155 (E)	2.00	0.00	0.00

Demand (Veh/TS)

18:30 - 18:45

	To			
From		A - L5155 (W)	B - Historical Access Road	C - L5155 (E)
	A - L5155 (W)	0.00	0.00	1.00
	B - Historical Access Road	0.00	0.00	0.00
	C - L5155 (E)	4.00	0.00	0.00

Demand (Veh/TS)

18:45 - 19:00

	To			
From		A - L5155 (W)	B - Historical Access Road	C - L5155 (E)
	A - L5155 (W)	0.00	0.00	0.00
	B - Historical Access Road	0.00	0.00	0.00
	C - L5155 (E)	4.00	0.00	0.00

Vehicle Mix

07:00 - 07:15 Heavy Vehicle Percentages

	To			
From		A - L5155 (W)	B - Historical Access Road	C - L5155 (E)
	A - L5155 (W)	0	0	0
	B - Historical Access Road	0	0	0
	C - L5155 (E)	0	0	0

Heavy Vehicle Percentages**07:15 - 07:30**

	To			
From		A - L5155 (W)	B - Historical Access Road	C - L5155 (E)
	A - L5155 (W)	0	0	0
	B - Historical Access Road	0	0	100
	C - L5155 (E)	100	0	0

Heavy Vehicle Percentages**07:30 - 07:45**

	To			
From		A - L5155 (W)	B - Historical Access Road	C - L5155 (E)
	A - L5155 (W)	0	0	0
	B - Historical Access Road	0	0	0
	C - L5155 (E)	0	0	0

Heavy Vehicle Percentages**07:45 - 08:00**

	To			
From		A - L5155 (W)	B - Historical Access Road	C - L5155 (E)
	A - L5155 (W)	0	0	25
	B - Historical Access Road	0	0	0
	C - L5155 (E)	0	100	0

Heavy Vehicle Percentages**08:00 - 08:15**

	To			
From		A - L5155 (W)	B - Historical Access Road	C - L5155 (E)
	A - L5155 (W)	0	0	0
	B - Historical Access Road	0	0	100
	C - L5155 (E)	0	100	0

Heavy Vehicle Percentages**08:15 - 08:30**

	To			
From		A - L5155 (W)	B - Historical Access Road	C - L5155 (E)
	A - L5155 (W)	0	0	33
	B - Historical Access Road	0	0	100
	C - L5155 (E)	50	100	0

Heavy Vehicle Percentages**08:30 - 08:45**

	To			
From		A - L5155 (W)	B - Historical Access Road	C - L5155 (E)
	A - L5155 (W)	0	100	0
	B - Historical Access Road	0	0	100
	C - L5155 (E)	0	0	0

Heavy Vehicle Percentages**08:45 - 09:00**

	To			
From		A - L5155 (W)	B - Historical Access Road	C - L5155 (E)
	A - L5155 (W)	0	0	50
	B - Historical Access Road	100	0	0
	C - L5155 (E)	0	100	0

Heavy Vehicle Percentages**09:00 - 09:15**

	To			
From		A - L5155 (W)	B - Historical Access Road	C - L5155 (E)
	A - L5155 (W)	0	0	0
	B - Historical Access Road	0	0	100
	C - L5155 (E)	0	50	0

Heavy Vehicle Percentages**09:15 - 09:30**

	To			
From		A - L5155 (W)	B - Historical Access Road	C - L5155 (E)
	A - L5155 (W)	0	0	0
	B - Historical Access Road	0	0	100
	C - L5155 (E)	0	0	0

09:30 - 09:45**Heavy Vehicle Percentages**

	To			
From		A - L5155 (W)	B - Historical Access Road	C - L5155 (E)
	A - L5155 (W)	0	0	0
	B - Historical Access Road	0	0	0
	C - L5155 (E)	0	0	0

Heavy Vehicle Percentages

09:45 - 10:00

	To			
From		A - L5155 (W)	B - Historical Access Road	C - L5155 (E)
	A - L5155 (W)	0	0	0
	B - Historical Access Road	0	0	0
	C - L5155 (E)	0	100	0

Heavy Vehicle Percentages

10:00 - 10:15

	To			
From		A - L5155 (W)	B - Historical Access Road	C - L5155 (E)
	A - L5155 (W)	0	0	0
	B - Historical Access Road	0	0	0
	C - L5155 (E)	0	0	0

Heavy Vehicle Percentages

10:15 - 10:30

	To			
From		A - L5155 (W)	B - Historical Access Road	C - L5155 (E)
	A - L5155 (W)	0	0	0
	B - Historical Access Road	0	0	0
	C - L5155 (E)	33	50	0

Heavy Vehicle Percentages

10:30 - 10:45

	To			
From		A - L5155 (W)	B - Historical Access Road	C - L5155 (E)
	A - L5155 (W)	0	0	0
	B - Historical Access Road	0	0	50
	C - L5155 (E)	33	100	0

Heavy Vehicle Percentages

10:45 - 11:00

	To			
From		A - L5155 (W)	B - Historical Access Road	C - L5155 (E)
	A - L5155 (W)	0	0	0
	B - Historical Access Road	0	0	100
	C - L5155 (E)	0	100	0

Heavy Vehicle Percentages

11:00 - 11:15

	To			
From		A - L5155 (W)	B - Historical Access Road	C - L5155 (E)
	A - L5155 (W)	0	100	0
	B - Historical Access Road	0	0	0
	C - L5155 (E)	0	0	0

Heavy Vehicle Percentages

11:15 - 11:30

	To			
From		A - L5155 (W)	B - Historical Access Road	C - L5155 (E)
	A - L5155 (W)	0	0	0
	B - Historical Access Road	0	0	0
	C - L5155 (E)	0	0	0

Heavy Vehicle Percentages

11:30 - 11:45

	To			
From		A - L5155 (W)	B - Historical Access Road	C - L5155 (E)
	A - L5155 (W)	0	0	0
	B - Historical Access Road	0	0	100
	C - L5155 (E)	0	0	0

Heavy Vehicle Percentages

11:45 - 12:00

	To			
From		A - L5155 (W)	B - Historical Access Road	C - L5155 (E)
	A - L5155 (W)	0	0	0
	B - Historical Access Road	0	0	100
	C - L5155 (E)	0	100	0

12:00 - 12:15

Heavy Vehicle Percentages

	To			
From		A - L5155 (W)	B - Historical Access Road	C - L5155 (E)
	A - L5155 (W)	0	100	0
	B - Historical Access Road	0	0	0
	C - L5155 (E)	0	0	0

Heavy Vehicle Percentages

12:15 - 12:30

	To			
From		A - L5155 (W)	B - Historical Access Road	C - L5155 (E)
	A - L5155 (W)	0	0	0
	B - Historical Access Road	0	0	0
	C - L5155 (E)	0	0	0

Heavy Vehicle Percentages

12:30 - 12:45

	To			
From		A - L5155 (W)	B - Historical Access Road	C - L5155 (E)
	A - L5155 (W)	0	0	0
	B - Historical Access Road	0	0	0
	C - L5155 (E)	0	0	0

Heavy Vehicle Percentages

12:45 - 13:00

	To			
From		A - L5155 (W)	B - Historical Access Road	C - L5155 (E)
	A - L5155 (W)	0	0	0
	B - Historical Access Road	0	0	0
	C - L5155 (E)	0	50	0

Heavy Vehicle Percentages

13:00 - 13:15

	To			
From		A - L5155 (W)	B - Historical Access Road	C - L5155 (E)
	A - L5155 (W)	0	0	0
	B - Historical Access Road	0	0	0
	C - L5155 (E)	0	0	0

Heavy Vehicle Percentages

13:15 - 13:30

	To			
From		A - L5155 (W)	B - Historical Access Road	C - L5155 (E)
	A - L5155 (W)	0	0	0
	B - Historical Access Road	0	0	0
	C - L5155 (E)	0	0	0

Heavy Vehicle Percentages

13:30 - 13:45

	To			
From		A - L5155 (W)	B - Historical Access Road	C - L5155 (E)
	A - L5155 (W)	0	0	0
	B - Historical Access Road	0	0	0
	C - L5155 (E)	0	0	0

Heavy Vehicle Percentages

13:45 - 14:00

	To			
From		A - L5155 (W)	B - Historical Access Road	C - L5155 (E)
	A - L5155 (W)	0	0	0
	B - Historical Access Road	0	0	50
	C - L5155 (E)	0	50	0

Heavy Vehicle Percentages

14:00 - 14:15

	To			
From		A - L5155 (W)	B - Historical Access Road	C - L5155 (E)
	A - L5155 (W)	0	0	0
	B - Historical Access Road	0	0	0
	C - L5155 (E)	33	0	0

Heavy Vehicle Percentages

14:15 - 14:30

	To			
From		A - L5155 (W)	B - Historical Access Road	C - L5155 (E)
	A - L5155 (W)	0	0	100
	B - Historical Access Road	0	0	0
	C - L5155 (E)	0	0	0

14:30 - 14:45

Heavy Vehicle Percentages

	To			
From		A - L5155 (W)	B - Historical Access Road	C - L5155 (E)
	A - L5155 (W)	0	0	0
	B - Historical Access Road	0	0	100
	C - L5155 (E)	0	100	0

Heavy Vehicle Percentages

14:45 - 15:00

	To			
From		A - L5155 (W)	B - Historical Access Road	C - L5155 (E)
	A - L5155 (W)	0	0	50
	B - Historical Access Road	0	0	0
	C - L5155 (E)	0	0	0

Heavy Vehicle Percentages

15:00 - 15:15

	To			
From		A - L5155 (W)	B - Historical Access Road	C - L5155 (E)
	A - L5155 (W)	0	0	0
	B - Historical Access Road	0	0	100
	C - L5155 (E)	50	50	0

Heavy Vehicle Percentages

15:15 - 15:30

	To			
From		A - L5155 (W)	B - Historical Access Road	C - L5155 (E)
	A - L5155 (W)	0	0	0
	B - Historical Access Road	0	0	100
	C - L5155 (E)	0	100	0

Heavy Vehicle Percentages

15:30 - 15:45

	To			
From		A - L5155 (W)	B - Historical Access Road	C - L5155 (E)
	A - L5155 (W)	0	0	0
	B - Historical Access Road	0	0	0
	C - L5155 (E)	0	0	0

Heavy Vehicle Percentages

15:45 - 16:00

	To			
From		A - L5155 (W)	B - Historical Access Road	C - L5155 (E)
	A - L5155 (W)	0	0	17
	B - Historical Access Road	100	0	0
	C - L5155 (E)	0	0	0

Heavy Vehicle Percentages

16:00 - 16:15

	To			
From		A - L5155 (W)	B - Historical Access Road	C - L5155 (E)
	A - L5155 (W)	0	0	0
	B - Historical Access Road	0	0	0
	C - L5155 (E)	33	50	0

Heavy Vehicle Percentages

16:15 - 16:30

	To			
From		A - L5155 (W)	B - Historical Access Road	C - L5155 (E)
	A - L5155 (W)	0	0	0
	B - Historical Access Road	0	0	0
	C - L5155 (E)	0	0	0

Heavy Vehicle Percentages

16:30 - 16:45

	To			
From		A - L5155 (W)	B - Historical Access Road	C - L5155 (E)
	A - L5155 (W)	0	0	0
	B - Historical Access Road	0	0	0
	C - L5155 (E)	0	100	0

Heavy Vehicle Percentages

16:45 - 17:00

	To			
From		A - L5155 (W)	B - Historical Access Road	C - L5155 (E)
	A - L5155 (W)	0	0	0
	B - Historical Access Road	0	0	100
	C - L5155 (E)	0	100	0

17:00 - 17:15

Heavy Vehicle Percentages

	To			
From		A - L5155 (W)	B - Historical Access Road	C - L5155 (E)
	A - L5155 (W)	0	0	0
	B - Historical Access Road	0	0	0
	C - L5155 (E)	0	0	0

Heavy Vehicle Percentages

17:15 - 17:30

	To			
From		A - L5155 (W)	B - Historical Access Road	C - L5155 (E)
	A - L5155 (W)	0	0	0
	B - Historical Access Road	0	0	0
	C - L5155 (E)	0	0	0

Heavy Vehicle Percentages

17:30 - 17:45

	To			
From		A - L5155 (W)	B - Historical Access Road	C - L5155 (E)
	A - L5155 (W)	0	0	0
	B - Historical Access Road	0	0	0
	C - L5155 (E)	0	0	0

Heavy Vehicle Percentages

17:45 - 18:00

	To			
From		A - L5155 (W)	B - Historical Access Road	C - L5155 (E)
	A - L5155 (W)	0	0	0
	B - Historical Access Road	0	0	0
	C - L5155 (E)	0	0	0

Heavy Vehicle Percentages

18:00 - 18:15

	To			
From		A - L5155 (W)	B - Historical Access Road	C - L5155 (E)
	A - L5155 (W)	0	0	0
	B - Historical Access Road	0	0	0
	C - L5155 (E)	0	0	0

Heavy Vehicle Percentages

18:15 - 18:30

	To			
From		A - L5155 (W)	B - Historical Access Road	C - L5155 (E)
	A - L5155 (W)	0	0	0
	B - Historical Access Road	0	0	0
	C - L5155 (E)	0	0	0

Heavy Vehicle Percentages

18:30 - 18:45

	To			
From		A - L5155 (W)	B - Historical Access Road	C - L5155 (E)
	A - L5155 (W)	0	0	0
	B - Historical Access Road	0	0	0
	C - L5155 (E)	0	0	0

Heavy Vehicle Percentages

18:45 - 19:00

	To			
From		A - L5155 (W)	B - Historical Access Road	C - L5155 (E)
	A - L5155 (W)	0	0	0
	B - Historical Access Road	0	0	0
	C - L5155 (E)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-C	0.02	10.07	0.0	B	0.77	37.00
B-A	0.01	11.89	0.0	B	0.21	10.00
C-AB	0.03	11.78	0.0	B	0.82	39.53
C-A					1.55	74.47
A-B					0.10	5.00
A-C					1.54	74.00

Main Results for each time segment

07:00 - 07:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	160.89	0.000	0.00	0.0	0.0	0.000	A
B-A	0.00	0.00	126.83	0.000	0.00	0.0	0.0	0.000	A
C-AB	3.02	3.02	155.23	0.019	3.00	0.0	0.0	5.912	A
C-A	0.98	0.98			0.98				
A-B	1.00	1.00			1.00				
A-C	1.00	1.00			1.00				

07:15 - 07:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2.00	2.00	91.37	0.022	1.98	0.0	0.0	10.066	B
B-A	0.00	0.00	106.06	0.000	0.00	0.0	0.0	0.000	A
C-AB	1.01	1.01	155.14	0.006	1.02	0.0	0.0	5.813	A
C-A	0.99	0.99			0.99				
A-B	0.00	0.00			0.00				
A-C	1.00	1.00			1.00				

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	2.00	2.00	173.15	0.011	2.00	0.0	0.0	7.848	A
B-A	1.00	1.00	115.56	0.009	0.99	0.0	0.0	7.855	A
C-AB	0.00	0.00	153.06	0.000	0.01	0.0	0.0	0.000	A
C-A	0.00	0.00			0.00				
A-B	1.00	1.00			1.00				
A-C	3.00	3.00			3.00				

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	174.86	0.000	0.02	0.0	0.0	0.000	A
B-A	0.00	0.00	114.02	0.000	0.01	0.0	0.0	0.000	A
C-AB	2.00	2.00	76.91	0.026	1.98	0.0	0.0	9.967	A
C-A	0.00	0.00			0.00				
A-B	0.00	0.00			0.00				
A-C	4.00	4.00			4.00				

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	2.00	2.00	91.07	0.022	1.98	0.0	0.0	7.534	A
B-A	0.00	0.00	105.48	0.000	0.00	0.0	0.0	0.000	A
C-AB	1.01	1.01	77.99	0.013	1.02	0.0	0.0	11.744	B
C-A	0.99	0.99			0.99				
A-B	0.00	0.00			0.00				
A-C	3.00	3.00			3.00				

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	1.00	1.00	90.92	0.011	1.01	0.0	0.0	10.011	B
B-A	0.00	0.00	105.02	0.000	0.00	0.0	0.0	0.000	A
C-AB	1.03	1.03	78.53	0.013	1.03	0.0	0.0	11.611	B
C-A	1.97	1.97			1.97				
A-B	0.00	0.00			0.00				
A-C	3.00	3.00			3.00				

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	1.00	1.00	91.25	0.011	1.00	0.0	0.0	9.971	A
B-A	0.00	0.00	106.45	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.00	0.00	77.66	0.000	0.01	0.0	0.0	0.000	A
C-A	0.00	0.00			0.00				
A-B	1.00	1.00			1.00				
A-C	1.00	1.00			1.00				

08:45 - 09:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	1.00	1.00	143.83	0.007	1.00	0.0	0.0	9.381	A
B-A	1.00	1.00	69.04	0.014	0.99	0.0	0.0	9.881	A
C-AB	1.03	1.03	78.82	0.013	1.01	0.0	0.0	11.603	B
C-A	1.97	1.97			1.97				
A-B	0.00	0.00			0.00				
A-C	2.00	2.00			2.00				

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	1.00	1.00	87.80	0.011	1.00	0.0	0.0	7.797	A
B-A	1.00	1.00	113.83	0.009	1.00	0.0	0.0	11.886	B
C-AB	2.00	2.00	102.66	0.019	1.99	0.0	0.0	9.899	A
C-A	0.00	0.00			0.00				
A-B	0.00	0.00			0.00				
A-C	3.00	3.00			3.00				

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	1.00	1.00	91.32	0.011	1.00	0.0	0.0	9.964	A
B-A	0.00	0.00	106.43	0.000	0.01	0.0	0.0	0.000	A
C-AB	1.00	1.00	153.18	0.006	1.01	0.0	0.0	7.821	A
C-A	0.00	0.00			0.00				
A-B	0.00	0.00			0.00				
A-C	1.00	1.00			1.00				

09:30 - 09:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	1.00	1.00	180.76	0.005	1.00	0.0	0.0	7.448	A
B-A	0.00	0.00	106.32	0.000	0.00	0.0	0.0	0.000	A
C-AB	1.00	1.00	154.82	0.006	1.00	0.0	0.0	5.852	A
C-A	0.00	0.00			0.00				
A-B	0.00	0.00			0.00				
A-C	1.00	1.00			1.00				

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	181.55	0.000	0.01	0.0	0.0	0.000	A
B-A	0.00	0.00	105.21	0.000	0.00	0.0	0.0	0.000	A
C-AB	1.00	1.00	77.16	0.013	1.00	0.0	0.0	8.862	A
C-A	0.00	0.00			0.00				
A-B	0.00	0.00			0.00				
A-C	5.00	5.00			5.00				

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	161.00	0.000	0.00	0.0	0.0	0.000	A
B-A	0.00	0.00	128.13	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.00	0.00	77.41	0.000	0.01	0.0	0.0	0.000	A
C-A	0.00	0.00			0.00				
A-B	0.00	0.00			0.00				
A-C	1.00	1.00			1.00				

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	161.26	0.000	0.00	0.0	0.0	0.000	A
B-A	0.00	0.00	126.71	0.000	0.00	0.0	0.0	0.000	A
C-AB	2.06	2.06	105.46	0.020	2.04	0.0	0.0	9.681	A
C-A	2.94	2.94			2.94				
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				

10:30 - 10:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2.00	2.00	121.82	0.016	1.99	0.0	0.0	6.663	A
B-A	0.00	0.00	105.50	0.000	0.00	0.0	0.0	0.000	A
C-AB	1.04	1.04	80.17	0.013	1.05	0.0	0.0	9.573	A
C-A	2.96	2.96			2.96				
A-B	0.00	0.00			0.00				
A-C	1.00	1.00			1.00				

10:45 - 11:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2.00	2.00	90.79	0.022	2.00	0.0	0.0	8.860	A
B-A	0.00	0.00	104.15	0.000	0.00	0.0	0.0	0.000	A
C-AB	2.05	2.05	78.45	0.026	2.04	0.0	0.0	11.779	B
C-A	1.95	1.95			1.95				
A-B	0.00	0.00			0.00				
A-C	6.00	6.00			6.00				

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	2.00	2.00	172.94	0.011	2.00	0.0	0.0	7.867	A
B-A	1.00	1.00	114.66	0.009	0.99	0.0	0.0	7.917	A
C-AB	1.01	1.01	151.01	0.007	1.03	0.0	0.0	9.710	A
C-A	1.99	1.99			1.99				
A-B	1.00	1.00			1.00				
A-C	4.00	4.00			4.00				

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	175.93	0.000	0.02	0.0	0.0	0.000	A
B-A	0.00	0.00	115.65	0.000	0.01	0.0	0.0	0.000	A
C-AB	1.01	1.01	156.13	0.006	1.02	0.0	0.0	5.801	A
C-A	1.99	1.99			1.99				
A-B	0.00	0.00			0.00				
A-C	1.00	1.00			1.00				

11:30 - 11:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	1.00	1.00	91.22	0.011	0.99	0.0	0.0	6.625	A
B-A	0.00	0.00	106.41	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.00	0.00	154.57	0.000	0.01	0.0	0.0	0.000	A
C-A	0.00	0.00			0.00				
A-B	0.00	0.00			0.00				
A-C	2.00	2.00			2.00				

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	1.00	1.00	91.51	0.011	1.00	0.0	0.0	9.942	A
B-A	0.00	0.00	105.98	0.000	0.00	0.0	0.0	0.000	A
C-AB	1.03	1.03	79.19	0.013	1.02	0.0	0.0	8.661	A
C-A	1.97	1.97			1.97				
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				

12:00 - 12:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	1.00	1.00	159.28	0.006	1.00	0.0	0.0	8.465	A
B-A	1.00	1.00	127.36	0.008	0.99	0.0	0.0	7.121	A
C-AB	0.00	0.00	78.96	0.000	0.01	0.0	0.0	11.469	B
C-A	1.00	1.00			1.00				
A-B	1.00	1.00			1.00				
A-C	1.00	1.00			1.00				

12:15 - 12:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	1.00	1.00	182.92	0.005	1.00	0.0	0.0	4.949	A
B-A	0.00	0.00	106.68	0.000	0.01	0.0	0.0	0.000	A
C-AB	1.00	1.00	155.07	0.006	0.99	0.0	0.0	5.840	A
C-A	0.00	0.00			0.00				
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				

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	183.03	0.000	0.01	0.0	0.0	0.000	A
B-A	0.00	0.00	106.53	0.000	0.00	0.0	0.0	0.000	A
C-AB	1.00	1.00	155.07	0.006	1.00	0.0	0.0	5.840	A
C-A	0.00	0.00			0.00				
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				

12:45 - 13:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	1.00	1.00	183.03	0.005	0.99	0.0	0.0	4.943	A
B-A	0.00	0.00	105.81	0.000	0.00	0.0	0.0	0.000	A
C-AB	2.02	2.02	104.26	0.019	2.01	0.0	0.0	7.828	A
C-A	0.98	0.98			0.98				
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				

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	1.00	1.00	182.73	0.005	1.00	0.0	0.0	4.951	A
B-A	0.00	0.00	106.48	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.00	0.00	104.31	0.000	0.02	0.0	0.0	8.659	A
C-A	1.00	1.00			1.00				
A-B	0.00	0.00			0.00				
A-C	1.00	1.00			1.00				

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	182.73	0.000	0.01	0.0	0.0	0.000	A
B-A	0.00	0.00	106.36	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.00	0.00	154.82	0.000	0.00	0.0	0.0	0.000	A
C-A	2.00	2.00			2.00				
A-B	0.00	0.00			0.00				
A-C	1.00	1.00			1.00				

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	1.00	1.00	182.73	0.005	0.99	0.0	0.0	4.951	A
B-A	0.00	0.00	106.62	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.00	0.00	150.13	0.000	0.00	0.0	0.0	0.000	A
C-A	0.00	0.00			0.00				
A-B	0.00	0.00			0.00				
A-C	1.00	1.00			1.00				

13:45 - 14:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2.00	2.00	122.13	0.016	1.99	0.0	0.0	6.652	A
B-A	0.00	0.00	105.94	0.000	0.00	0.0	0.0	0.000	A
C-AB	2.00	2.00	103.38	0.019	1.98	0.0	0.0	8.875	A
C-A	0.00	0.00			0.00				
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				

14:00 - 14:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2.00	2.00	181.48	0.011	2.00	0.0	0.0	6.264	A
B-A	0.00	0.00	105.39	0.000	0.00	0.0	0.0	0.000	A
C-AB	1.02	1.02	154.49	0.007	1.03	0.0	0.0	7.715	A
C-A	2.98	2.98			2.98				
A-B	0.00	0.00			0.00				
A-C	3.00	3.00			3.00				

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	182.44	0.000	0.01	0.0	0.0	0.000	A
B-A	0.00	0.00	105.89	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.00	0.00	153.55	0.000	0.01	0.0	0.0	0.000	A
C-A	4.00	4.00			4.00				
A-B	0.00	0.00			0.00				
A-C	1.00	1.00			1.00				

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	1.00	1.00	91.37	0.011	0.99	0.0	0.0	6.614	A
B-A	0.00	0.00	105.77	0.000	0.00	0.0	0.0	0.000	A
C-AB	1.03	1.03	79.07	0.013	1.02	0.0	0.0	8.685	A
C-A	1.97	1.97			1.97				
A-B	0.00	0.00			0.00				
A-C	1.00	1.00			1.00				

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	91.07	0.000	0.01	0.0	0.0	0.000	A
B-A	0.00	0.00	106.07	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.00	0.00	78.97	0.000	0.01	0.0	0.0	11.469	B
C-A	1.00	1.00			1.00				
A-B	0.00	0.00			0.00				
A-C	2.00	2.00			2.00				

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	1.00	1.00	91.37	0.011	0.99	0.0	0.0	9.956	A
B-A	0.00	0.00	105.35	0.000	0.00	0.0	0.0	0.000	A
C-AB	2.04	2.04	104.53	0.020	2.02	0.0	0.0	8.780	A
C-A	1.96	1.96			1.96				
A-B	0.00	0.00			0.00				
A-C	1.00	1.00			1.00				

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	1.00	1.00	91.22	0.011	1.00	0.0	0.0	9.975	A
B-A	0.00	0.00	105.82	0.000	0.00	0.0	0.0	0.000	A
C-AB	1.00	1.00	77.68	0.013	1.01	0.0	0.0	9.800	A
C-A	0.00	0.00			0.00				
A-B	0.00	0.00			0.00				
A-C	2.00	2.00			2.00				

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	91.22	0.000	0.01	0.0	0.0	0.000	A
B-A	0.00	0.00	106.02	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.00	0.00	79.75	0.000	0.01	0.0	0.0	11.498	B
C-A	3.00	3.00			3.00				
A-B	0.00	0.00			0.00				
A-C	2.00	2.00			2.00				

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	105.75	0.000	0.00	0.0	0.0	0.000	A
B-A	1.00	1.00	71.62	0.014	0.99	0.0	0.0	9.522	A
C-AB	0.00	0.00	153.32	0.000	0.00	0.0	0.0	0.000	A
C-A	3.00	3.00			3.00				
A-B	0.00	0.00			0.00				
A-C	6.00	6.00			6.00				

16:00 - 16:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	1.00	1.00	182.43	0.005	0.99	0.0	0.0	7.460	A
B-A	0.00	0.00	52.80	0.000	0.01	0.0	0.0	0.000	A
C-AB	2.06	2.06	105.30	0.020	2.04	0.0	0.0	8.715	A
C-A	2.94	2.94			2.94				
A-B	0.00	0.00			0.00				
A-C	1.00	1.00			1.00				

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	183.03	0.000	0.01	0.0	0.0	0.000	A
B-A	0.00	0.00	85.22	0.000	0.00	0.0	0.0	0.000	A
C-AB	1.00	1.00	153.51	0.006	1.01	0.0	0.0	7.808	A
C-A	0.00	0.00			0.00				
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				

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	161.00	0.000	0.00	0.0	0.0	0.000	A
B-A	0.00	0.00	113.00	0.000	0.00	0.0	0.0	0.000	A
C-AB	1.03	1.03	79.40	0.013	1.02	0.0	0.0	8.694	A
C-A	1.97	1.97			1.97				
A-B	0.00	0.00			0.00				
A-C	1.00	1.00			1.00				

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	1.00	1.00	91.22	0.011	0.99	0.0	0.0	7.460	A
B-A	0.00	0.00	99.47	0.000	0.00	0.0	0.0	0.000	A
C-AB	1.01	1.01	78.12	0.013	1.01	0.0	0.0	11.634	B
C-A	0.99	0.99			0.99				
A-B	0.00	0.00			0.00				
A-C	2.00	2.00			2.00				

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	66.84	0.000	0.01	0.0	0.0	0.000	A
B-A	1.00	1.00	144.51	0.007	0.99	0.0	0.0	9.437	A
C-AB	0.00	0.00	78.48	0.000	0.01	0.0	0.0	11.541	B
C-A	1.00	1.00			1.00				
A-B	0.00	0.00			0.00				
A-C	3.00	3.00			3.00				

17:15 - 17:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	1.00	1.00	160.68	0.006	0.99	0.0	0.0	8.480	A
B-A	1.00	1.00	127.97	0.008	1.00	0.0	0.0	7.087	A
C-AB	0.00	0.00	155.07	0.000	0.00	0.0	0.0	0.000	A
C-A	4.00	4.00			4.00				
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				

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	133.94	0.000	0.01	0.0	0.0	0.000	A
B-A	1.00	1.00	144.63	0.007	1.00	0.0	0.0	6.265	A
C-AB	0.00	0.00	145.72	0.000	0.00	0.0	0.0	0.000	A
C-A	4.00	4.00			4.00				
A-B	0.00	0.00			0.00				
A-C	1.00	1.00			1.00				

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	2.00	2.00	182.98	0.011	1.99	0.0	0.0	4.972	A
B-A	0.00	0.00	106.08	0.000	0.01	0.0	0.0	0.000	A
C-AB	1.03	1.03	157.69	0.007	1.02	0.0	0.0	5.743	A
C-A	3.97	3.97			3.97				
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				

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	183.03	0.000	0.01	0.0	0.0	0.000	A
B-A	0.00	0.00	106.56	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.00	0.00	155.07	0.000	0.01	0.0	0.0	0.000	A
C-A	2.00	2.00			2.00				
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				

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	133.94	0.000	0.00	0.0	0.0	0.000	A
B-A	1.00	1.00	145.37	0.007	0.99	0.0	0.0	6.233	A
C-AB	0.00	0.00	155.07	0.000	0.00	0.0	0.0	0.000	A
C-A	2.00	2.00			2.00				
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				

18:30 - 18:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	133.95	0.000	0.00	0.0	0.0	0.000	A
B-A	0.00	0.00	144.74	0.000	0.01	0.0	0.0	0.000	A
C-AB	0.00	0.00	154.82	0.000	0.00	0.0	0.0	0.000	A
C-A	4.00	4.00			4.00				
A-B	0.00	0.00			0.00				
A-C	1.00	1.00			1.00				

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	161.26	0.000	0.00	0.0	0.0	0.000	A
B-A	0.00	0.00	127.77	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.00	0.00	155.07	0.000	0.00	0.0	0.0	0.000	A
C-A	4.00	4.00			4.00				
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.0.6896
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Filename: Junction 2 - L5515_Local Road - rEIAR.j9

Path: W:\2022\P22-029\Modelling

Report generation date: 27/05/2022 10:13:46

«2004 Year + Dev Traffic, 12hrs

»Junction Network

»Arms

»Traffic Demand

»Origin-Destination Data

»Vehicle Mix

»Results

Summary of junction performance

	12hrs			
	Queue (Veh)	Delay (s)	RFC	LOS
Base Year				
Stream B-C	0.0	7.87	0.02	A
Stream B-A	0.0	10.05	0.02	B
Stream C-AB	0.0	11.92	0.01	B
2004 Year				
Stream B-C	0.0	7.63	0.01	A
Stream B-A	0.0	9.73	0.02	A
Stream C-AB	0.0	8.84	0.01	A
2004 Year + Dev Traffic				
Stream B-C	0.0	7.64	0.01	A
Stream B-A	0.0	9.74	0.02	A
Stream C-AB	0.0	9.99	0.01	A

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

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

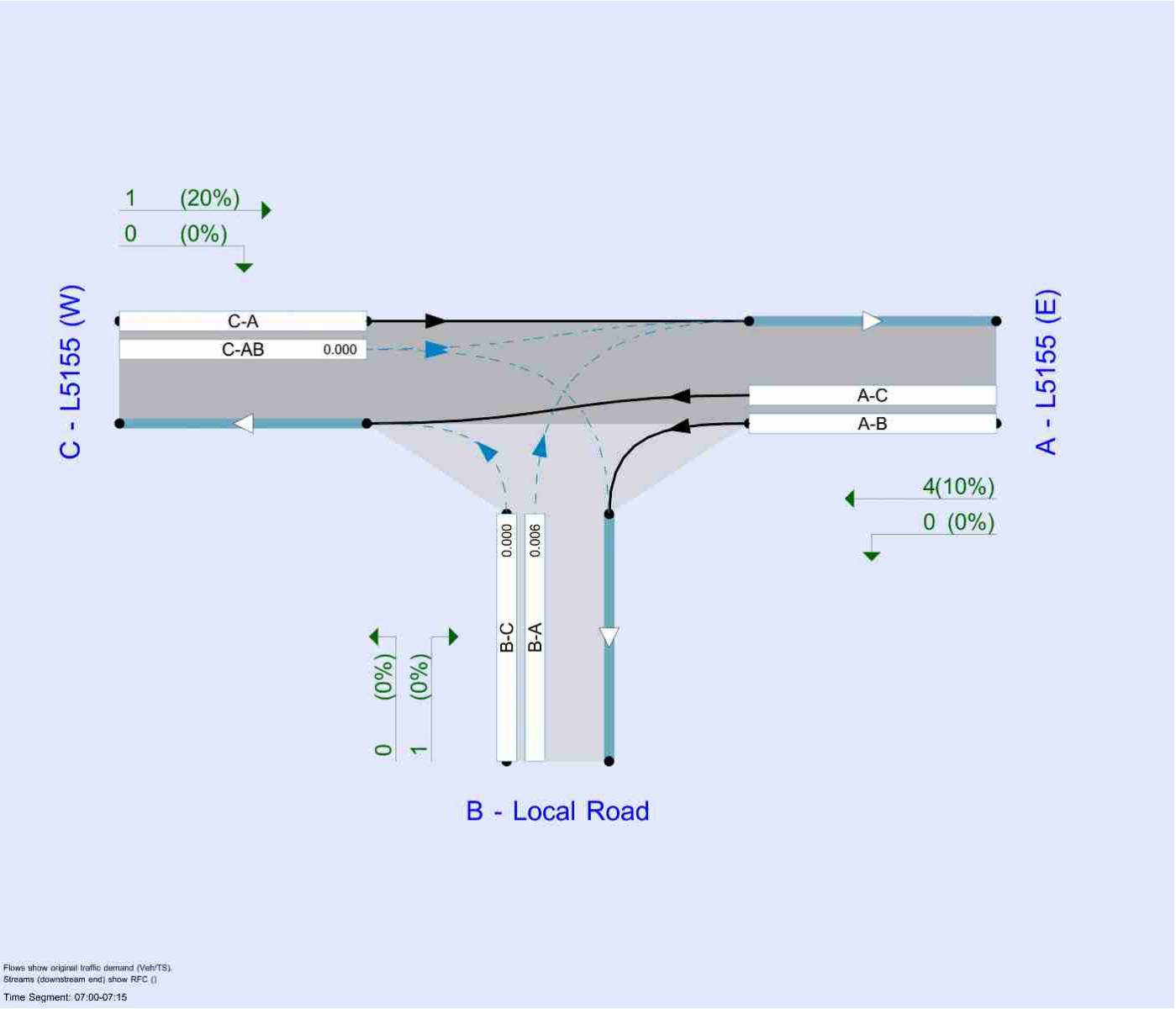
File summary

File Description

Title	
Location	
Site number	
Date	16/03/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	PMCE\farmanr
Description	

Units

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



Analysis Options

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

Analysis Set Details

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

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D12	2004 Year + Dev Traffic	12hrs	DIRECT	07:00	19:00	720	15	✓	Simple	D10 + D11

2004 Year + Dev Traffic, 12hrs

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - L5155 (W) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Junction 2	T-Junction	Two-way		1.07	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	L5155 (E)		Major
B	Local Road		Minor
C	L5155 (W)		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 - L5155 (W)	5.50			45.0	✓	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 - Local Road	One lane plus flare	7.00	3.80	2.60	2.20	2.20		1.00	50	100

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	138.028	0.103	0.260	0.163	0.371
1	B-C	154.530	0.097	0.245	-	-
1	C-B	150.006	0.238	0.238	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - L5155 (E)		DIRECT	✓	100.000
B - Local Road		DIRECT	✓	100.000
C - L5155 (W)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:00 - 07:15

	To			
		A - L5155 (E)	B - Local Road	C - L5155 (W)
From	A - L5155 (E)	0.00	0.00	3.51
	B - Local Road	0.79	0.00	0.00
	C - L5155 (W)	0.99	0.00	0.00

Demand (Veh/TS)

07:15 - 07:30

	To			
		A - L5155 (E)	B - Local Road	C - L5155 (W)
From	A - L5155 (E)	0.00	0.00	0.34
	B - Local Road	0.00	0.00	1.47
	C - L5155 (W)	2.34	0.00	0.00

Demand (Veh/TS)

07:30 - 07:45

	To			
		A - L5155 (E)	B - Local Road	C - L5155 (W)
From	A - L5155 (E)	0.00	0.00	0.34
	B - Local Road	0.68	0.00	0.00
	C - L5155 (W)	4.16	0.00	0.00

Demand (Veh/TS)

07:45 - 08:00

	To			
		A - L5155 (E)	B - Local Road	C - L5155 (W)
From	A - L5155 (E)	0.00	0.79	1.70
	B - Local Road	2.37	0.00	0.00
	C - L5155 (W)	3.25	0.00	0.00

Demand (Veh/TS)

08:00 - 08:15

	To			
		A - L5155 (E)	B - Local Road	C - L5155 (W)
From	A - L5155 (E)	0.00	0.00	1.70
	B - Local Road	0.79	0.00	0.00
	C - L5155 (W)	3.94	0.00	0.00

Demand (Veh/TS)

08:15 - 08:30

	To			
		A - L5155 (E)	B - Local Road	C - L5155 (W)
From	A - L5155 (E)	0.00	0.79	1.58
	B - Local Road	0.00	0.00	0.79
	C - L5155 (W)	3.15	0.00	0.00

Demand (Veh/TS)

08:30 - 08:45

	To			
		A - L5155 (E)	B - Local Road	C - L5155 (W)
From	A - L5155 (E)	0.00	0.00	0.23
	B - Local Road	1.58	0.00	0.00
	C - L5155 (W)	1.68	0.00	0.00

Demand (Veh/TS)

08:45 - 09:00

	To			
		A - L5155 (E)	B - Local Road	C - L5155 (W)
From	A - L5155 (E)	0.00	0.79	2.49
	B - Local Road	0.00	0.00	0.00
	C - L5155 (W)	2.47	0.00	0.00

Demand (Veh/TS)

09:00 - 09:15

	To			
		A - L5155 (E)	B - Local Road	C - L5155 (W)
From	A - L5155 (E)	0.00	0.79	0.96
	B - Local Road	0.00	0.00	0.79
	C - L5155 (W)	2.50	0.00	0.00

09:15 - 09:30

Demand (Veh/TS)

	To			
From		A - L5155 (E)	B - Local Road	C - L5155 (W)
	A - L5155 (E)	0.00	3.17	1.07
	B - Local Road	0.00	0.00	0.00
	C - L5155 (W)	2.50	0.00	0.00

Demand (Veh/TS)

09:30 - 09:45

	To			
From		A - L5155 (E)	B - Local Road	C - L5155 (W)
	A - L5155 (E)	0.00	0.00	1.07
	B - Local Road	0.00	0.00	0.00
	C - L5155 (W)	1.82	0.00	0.00

Demand (Veh/TS)

09:45 - 10:00

	To			
From		A - L5155 (E)	B - Local Road	C - L5155 (W)
	A - L5155 (E)	0.00	0.00	0.96
	B - Local Road	0.00	0.00	0.00
	C - L5155 (W)	4.19	0.00	0.00

Demand (Veh/TS)

10:00 - 10:15

	To			
From		A - L5155 (E)	B - Local Road	C - L5155 (W)
	A - L5155 (E)	0.00	0.00	0.18
	B - Local Road	0.00	0.00	0.00
	C - L5155 (W)	0.99	0.00	0.00

Demand (Veh/TS)

10:15 - 10:30

	To			
From		A - L5155 (E)	B - Local Road	C - L5155 (W)
	A - L5155 (E)	0.00	0.00	7.84
	B - Local Road	0.00	0.00	0.34
	C - L5155 (W)	0.19	0.00	0.00

Demand (Veh/TS)

10:30 - 10:45

	To			
From		A - L5155 (E)	B - Local Road	C - L5155 (W)
	A - L5155 (E)	0.00	0.79	7.05
	B - Local Road	0.00	0.00	0.34
	C - L5155 (W)	2.45	0.00	0.00

Demand (Veh/TS)

10:45 - 11:00

	To			
From		A - L5155 (E)	B - Local Road	C - L5155 (W)
	A - L5155 (E)	0.00	0.79	7.05
	B - Local Road	0.79	0.00	0.34
	C - L5155 (W)	5.50	0.79	0.00

Demand (Veh/TS)

11:00 - 11:15

	To			
From		A - L5155 (E)	B - Local Road	C - L5155 (W)
	A - L5155 (E)	0.00	0.00	6.50
	B - Local Road	0.00	0.00	0.34
	C - L5155 (W)	4.92	0.00	0.00

Demand (Veh/TS)

11:15 - 11:30

	To			
From		A - L5155 (E)	B - Local Road	C - L5155 (W)
	A - L5155 (E)	0.00	0.79	2.56
	B - Local Road	0.00	0.00	0.00
	C - L5155 (W)	0.96	0.00	0.00

Demand (Veh/TS)

11:30 - 11:45

	To			
From		A - L5155 (E)	B - Local Road	C - L5155 (W)
	A - L5155 (E)	0.00	0.00	0.18
	B - Local Road	0.79	0.00	0.00
	C - L5155 (W)	1.64	0.00	0.00

11:45 - 12:00

Demand (Veh/TS)

	To			
From		A - L5155 (E)	B - Local Road	C - L5155 (W)
	A - L5155 (E)	0.00	0.00	2.44
	B - Local Road	0.00	0.00	0.00
	C - L5155 (W)	1.64	0.00	0.00

Demand (Veh/TS)

12:00 - 12:15

	To			
From		A - L5155 (E)	B - Local Road	C - L5155 (W)
	A - L5155 (E)	0.00	0.00	0.93
	B - Local Road	0.00	0.00	0.00
	C - L5155 (W)	1.76	0.00	0.00

Demand (Veh/TS)

12:15 - 12:30

	To			
From		A - L5155 (E)	B - Local Road	C - L5155 (W)
	A - L5155 (E)	0.00	1.58	0.93
	B - Local Road	0.00	0.00	0.00
	C - L5155 (W)	0.96	0.00	0.00

Demand (Veh/TS)

12:30 - 12:45

	To			
From		A - L5155 (E)	B - Local Road	C - L5155 (W)
	A - L5155 (E)	0.00	0.00	0.93
	B - Local Road	0.79	0.00	0.00
	C - L5155 (W)	0.17	0.00	0.00

Demand (Veh/TS)

12:45 - 13:00

	To			
From		A - L5155 (E)	B - Local Road	C - L5155 (W)
	A - L5155 (E)	0.00	0.00	2.40
	B - Local Road	0.79	0.00	0.00
	C - L5155 (W)	0.96	0.00	0.00

Demand (Veh/TS)

13:00 - 13:15

	To			
From		A - L5155 (E)	B - Local Road	C - L5155 (W)
	A - L5155 (E)	0.00	0.00	1.02
	B - Local Road	0.79	0.00	0.00
	C - L5155 (W)	1.82	0.00	0.00

Demand (Veh/TS)

13:15 - 13:30

	To			
From		A - L5155 (E)	B - Local Road	C - L5155 (W)
	A - L5155 (E)	0.00	0.00	1.81
	B - Local Road	0.79	0.00	0.00
	C - L5155 (W)	1.03	0.00	0.00

Demand (Veh/TS)

13:30 - 13:45

	To			
From		A - L5155 (E)	B - Local Road	C - L5155 (W)
	A - L5155 (E)	0.00	0.00	0.23
	B - Local Road	0.79	0.00	0.00
	C - L5155 (W)	1.82	0.00	0.00

Demand (Veh/TS)

13:45 - 14:00

	To			
From		A - L5155 (E)	B - Local Road	C - L5155 (W)
	A - L5155 (E)	0.00	0.00	1.69
	B - Local Road	0.68	0.00	0.00
	C - L5155 (W)	1.71	0.00	0.00

Demand (Veh/TS)

14:00 - 14:15

	To			
From		A - L5155 (E)	B - Local Road	C - L5155 (W)
	A - L5155 (E)	0.00	0.79	3.30
	B - Local Road	0.79	0.00	0.00
	C - L5155 (W)	4.21	0.00	0.00

14:15 - 14:30

Demand (Veh/TS)

	To			
From		A - L5155 (E)	B - Local Road	C - L5155 (W)
	A - L5155 (E)	0.00	0.00	3.42
	B - Local Road	0.00	0.00	0.00
	C - L5155 (W)	0.26	0.68	0.00

Demand (Veh/TS)

14:30 - 14:45

	To			
From		A - L5155 (E)	B - Local Road	C - L5155 (W)
	A - L5155 (E)	0.00	0.00	2.51
	B - Local Road	0.00	0.00	0.00
	C - L5155 (W)	1.72	0.00	0.00

Demand (Veh/TS)

14:45 - 15:00

	To			
From		A - L5155 (E)	B - Local Road	C - L5155 (W)
	A - L5155 (E)	0.00	0.79	0.25
	B - Local Road	0.00	0.00	0.79
	C - L5155 (W)	1.72	0.00	0.00

Demand (Veh/TS)

15:00 - 15:15

	To			
From		A - L5155 (E)	B - Local Road	C - L5155 (W)
	A - L5155 (E)	0.00	0.00	3.14
	B - Local Road	0.00	0.00	0.00
	C - L5155 (W)	1.64	0.00	0.00

Demand (Veh/TS)

15:15 - 15:30

	To			
From		A - L5155 (E)	B - Local Road	C - L5155 (W)
	A - L5155 (E)	0.00	0.00	0.88
	B - Local Road	0.79	0.00	0.00
	C - L5155 (W)	6.43	0.27	0.00

Demand (Veh/TS)

15:30 - 15:45

	To			
From		A - L5155 (E)	B - Local Road	C - L5155 (W)
	A - L5155 (E)	0.00	0.00	2.58
	B - Local Road	0.79	0.00	0.00
	C - L5155 (W)	5.76	0.27	0.00

Demand (Veh/TS)

15:45 - 16:00

	To			
From		A - L5155 (E)	B - Local Road	C - L5155 (W)
	A - L5155 (E)	0.00	1.58	0.99
	B - Local Road	0.00	0.00	1.58
	C - L5155 (W)	8.02	1.06	0.00

Demand (Veh/TS)

16:00 - 16:15

	To			
From		A - L5155 (E)	B - Local Road	C - L5155 (W)
	A - L5155 (E)	0.00	0.00	3.88
	B - Local Road	0.79	0.00	0.00
	C - L5155 (W)	4.95	1.06	0.00

Demand (Veh/TS)

16:15 - 16:30

	To			
From		A - L5155 (E)	B - Local Road	C - L5155 (W)
	A - L5155 (E)	0.00	0.79	0.95
	B - Local Road	0.00	0.00	0.00
	C - L5155 (W)	0.16	0.00	0.00

Demand (Veh/TS)

16:30 - 16:45

	To			
From		A - L5155 (E)	B - Local Road	C - L5155 (W)
	A - L5155 (E)	0.00	0.00	2.42
	B - Local Road	1.58	0.00	0.00
	C - L5155 (W)	0.95	0.00	0.00

16:45 - 17:00

Demand (Veh/TS)

	To			
From		A - L5155 (E)	B - Local Road	C - L5155 (W)
	A - L5155 (E)	0.00	0.00	1.62
	B - Local Road	0.00	0.00	0.00
	C - L5155 (W)	1.63	0.79	0.00

Demand (Veh/TS)**17:00 - 17:15**

	To			
From		A - L5155 (E)	B - Local Road	C - L5155 (W)
	A - L5155 (E)	0.00	0.68	0.85
	B - Local Road	0.00	0.00	0.00
	C - L5155 (W)	2.56	0.00	0.00

Demand (Veh/TS)**17:15 - 17:30**

	To			
From		A - L5155 (E)	B - Local Road	C - L5155 (W)
	A - L5155 (E)	0.00	0.79	2.43
	B - Local Road	0.79	0.00	0.79
	C - L5155 (W)	0.98	0.00	0.00

Demand (Veh/TS)**17:30 - 17:45**

	To			
From		A - L5155 (E)	B - Local Road	C - L5155 (W)
	A - L5155 (E)	0.00	0.00	3.22
	B - Local Road	0.00	0.00	0.00
	C - L5155 (W)	0.98	0.00	0.00

Demand (Veh/TS)**17:45 - 18:00**

	To			
From		A - L5155 (E)	B - Local Road	C - L5155 (W)
	A - L5155 (E)	0.00	0.00	4.01
	B - Local Road	0.00	0.00	0.00
	C - L5155 (W)	0.98	0.79	0.00

Demand (Veh/TS)**18:00 - 18:15**

	To			
From		A - L5155 (E)	B - Local Road	C - L5155 (W)
	A - L5155 (E)	0.00	0.00	1.70
	B - Local Road	0.79	0.00	0.00
	C - L5155 (W)	0.05	0.00	0.00

Demand (Veh/TS)**18:15 - 18:30**

	To			
From		A - L5155 (E)	B - Local Road	C - L5155 (W)
	A - L5155 (E)	0.00	0.00	1.70
	B - Local Road	0.00	0.00	0.00
	C - L5155 (W)	0.05	0.00	0.00

Demand (Veh/TS)**18:30 - 18:45**

	To			
From		A - L5155 (E)	B - Local Road	C - L5155 (W)
	A - L5155 (E)	0.00	0.00	3.28
	B - Local Road	0.00	0.00	0.00
	C - L5155 (W)	0.05	0.00	0.00

Demand (Veh/TS)**18:45 - 19:00**

	To			
From		A - L5155 (E)	B - Local Road	C - L5155 (W)
	A - L5155 (E)	0.00	0.79	2.49
	B - Local Road	0.00	0.00	0.79
	C - L5155 (W)	0.05	0.79	0.00

Vehicle Mix

07:00 - 07:15**Heavy Vehicle Percentages**

	To			
From		A - L5155 (E)	B - Local Road	C - L5155 (W)
	A - L5155 (E)	0	0	10
	B - Local Road	0	0	0
	C - L5155 (W)	20	0	0

Heavy Vehicle Percentages

07:15 - 07:30

	To			
From		A - L5155 (E)	B - Local Road	C - L5155 (W)
	A - L5155 (E)	0	0	100
	B - Local Road	0	0	46
	C - L5155 (W)	66	0	0

Heavy Vehicle Percentages

07:30 - 07:45

	To			
From		A - L5155 (E)	B - Local Road	C - L5155 (W)
	A - L5155 (E)	0	0	100
	B - Local Road	100	0	0
	C - L5155 (W)	5	0	0

Heavy Vehicle Percentages

07:45 - 08:00

	To			
From		A - L5155 (E)	B - Local Road	C - L5155 (W)
	A - L5155 (E)	0	0	100
	B - Local Road	0	0	0
	C - L5155 (W)	27	0	0

Heavy Vehicle Percentages

08:00 - 08:15

	To			
From		A - L5155 (E)	B - Local Road	C - L5155 (W)
	A - L5155 (E)	0	0	53
	B - Local Road	0	0	0
	C - L5155 (W)	40	0	0

Heavy Vehicle Percentages

08:15 - 08:30

	To			
From		A - L5155 (E)	B - Local Road	C - L5155 (W)
	A - L5155 (E)	0	0	100
	B - Local Road	0	0	0
	C - L5155 (W)	50	0	0

Heavy Vehicle Percentages

08:30 - 08:45

	To			
From		A - L5155 (E)	B - Local Road	C - L5155 (W)
	A - L5155 (E)	0	0	100
	B - Local Road	0	0	0
	C - L5155 (W)	53	0	0

Heavy Vehicle Percentages

08:45 - 09:00

	To			
From		A - L5155 (E)	B - Local Road	C - L5155 (W)
	A - L5155 (E)	0	0	36
	B - Local Road	0	0	0
	C - L5155 (W)	36	0	0

Heavy Vehicle Percentages

09:00 - 09:15

	To			
From		A - L5155 (E)	B - Local Road	C - L5155 (W)
	A - L5155 (E)	0	0	100
	B - Local Road	0	0	0
	C - L5155 (W)	37	0	0

Heavy Vehicle Percentages

09:15 - 09:30

	To			
From		A - L5155 (E)	B - Local Road	C - L5155 (W)
	A - L5155 (E)	0	0	26
	B - Local Road	0	0	0
	C - L5155 (W)	37	0	0

09:30 - 09:45

Heavy Vehicle Percentages

	To			
From		A - L5155 (E)	B - Local Road	C - L5155 (W)
	A - L5155 (E)	0	0	26
	B - Local Road	0	0	0
	C - L5155 (W)	13	0	0

Heavy Vehicle Percentages

09:45 - 10:00

	To			
From		A - L5155 (E)	B - Local Road	C - L5155 (W)
	A - L5155 (E)	0	0	100
	B - Local Road	0	0	0
	C - L5155 (W)	6	0	0

Heavy Vehicle Percentages

10:00 - 10:15

	To			
From		A - L5155 (E)	B - Local Road	C - L5155 (W)
	A - L5155 (E)	0	0	100
	B - Local Road	0	0	0
	C - L5155 (W)	20	0	0

Heavy Vehicle Percentages

10:15 - 10:30

	To			
From		A - L5155 (E)	B - Local Road	C - L5155 (W)
	A - L5155 (E)	0	0	20
	B - Local Road	0	0	0
	C - L5155 (W)	100	0	0

Heavy Vehicle Percentages

10:30 - 10:45

	To			
From		A - L5155 (E)	B - Local Road	C - L5155 (W)
	A - L5155 (E)	0	0	22
	B - Local Road	0	0	0
	C - L5155 (W)	35	0	0

Heavy Vehicle Percentages

10:45 - 11:00

	To			
From		A - L5155 (E)	B - Local Road	C - L5155 (W)
	A - L5155 (E)	0	0	22
	B - Local Road	0	0	0
	C - L5155 (W)	28	0	0

Heavy Vehicle Percentages

11:00 - 11:15

	To			
From		A - L5155 (E)	B - Local Road	C - L5155 (W)
	A - L5155 (E)	0	0	3
	B - Local Road	0	0	0
	C - L5155 (W)	4	0	0

Heavy Vehicle Percentages

11:15 - 11:30

	To			
From		A - L5155 (E)	B - Local Road	C - L5155 (W)
	A - L5155 (E)	0	0	7
	B - Local Road	0	0	0
	C - L5155 (W)	18	0	0

Heavy Vehicle Percentages

11:30 - 11:45

	To			
From		A - L5155 (E)	B - Local Road	C - L5155 (W)
	A - L5155 (E)	0	0	100
	B - Local Road	0	0	0
	C - L5155 (W)	52	0	0

Heavy Vehicle Percentages

11:45 - 12:00

	To			
From		A - L5155 (E)	B - Local Road	C - L5155 (W)
	A - L5155 (E)	0	0	35
	B - Local Road	0	0	0
	C - L5155 (W)	52	0	0

12:00 - 12:15

Heavy Vehicle Percentages

	To			
From		A - L5155 (E)	B - Local Road	C - L5155 (W)
	A - L5155 (E)	0	0	15
	B - Local Road	0	0	0
	C - L5155 (W)	10	0	0

Heavy Vehicle Percentages**12:15 - 12:30**

	To			
From		A - L5155 (E)	B - Local Road	C - L5155 (W)
	A - L5155 (E)	0	0	15
	B - Local Road	0	0	0
	C - L5155 (W)	18	0	0

Heavy Vehicle Percentages**12:30 - 12:45**

	To			
From		A - L5155 (E)	B - Local Road	C - L5155 (W)
	A - L5155 (E)	0	0	15
	B - Local Road	0	0	0
	C - L5155 (W)	100	0	0

Heavy Vehicle Percentages**12:45 - 13:00**

	To			
From		A - L5155 (E)	B - Local Road	C - L5155 (W)
	A - L5155 (E)	0	0	34
	B - Local Road	0	0	0
	C - L5155 (W)	18	0	0

Heavy Vehicle Percentages**13:00 - 13:15**

	To			
From		A - L5155 (E)	B - Local Road	C - L5155 (W)
	A - L5155 (E)	0	0	22
	B - Local Road	0	0	0
	C - L5155 (W)	13	0	0

Heavy Vehicle Percentages**13:15 - 13:30**

	To			
From		A - L5155 (E)	B - Local Road	C - L5155 (W)
	A - L5155 (E)	0	0	12
	B - Local Road	0	0	0
	C - L5155 (W)	23	0	0

Heavy Vehicle Percentages**13:30 - 13:45**

	To			
From		A - L5155 (E)	B - Local Road	C - L5155 (W)
	A - L5155 (E)	0	0	100
	B - Local Road	0	0	0
	C - L5155 (W)	13	0	0

Heavy Vehicle Percentages**13:45 - 14:00**

	To			
From		A - L5155 (E)	B - Local Road	C - L5155 (W)
	A - L5155 (E)	0	0	53
	B - Local Road	100	0	0
	C - L5155 (W)	54	0	0

Heavy Vehicle Percentages**14:00 - 14:15**

	To			
From		A - L5155 (E)	B - Local Road	C - L5155 (W)
	A - L5155 (E)	0	0	28
	B - Local Road	0	0	0
	C - L5155 (W)	6	0	0

Heavy Vehicle Percentages**14:15 - 14:30**

	To			
From		A - L5155 (E)	B - Local Road	C - L5155 (W)
	A - L5155 (E)	0	0	7
	B - Local Road	0	0	0
	C - L5155 (W)	100	100	0

14:30 - 14:45**Heavy Vehicle Percentages**

	To			
From		A - L5155 (E)	B - Local Road	C - L5155 (W)
	A - L5155 (E)	0	0	37
	B - Local Road	0	0	0
	C - L5155 (W)	54	0	0

Heavy Vehicle Percentages**14:45 - 15:00**

	To			
From		A - L5155 (E)	B - Local Road	C - L5155 (W)
	A - L5155 (E)	0	0	100
	B - Local Road	0	0	0
	C - L5155 (W)	54	0	0

Heavy Vehicle Percentages**15:00 - 15:15**

	To			
From		A - L5155 (E)	B - Local Road	C - L5155 (W)
	A - L5155 (E)	0	0	50
	B - Local Road	0	0	0
	C - L5155 (W)	52	0	0

Heavy Vehicle Percentages**15:15 - 15:30**

	To			
From		A - L5155 (E)	B - Local Road	C - L5155 (W)
	A - L5155 (E)	0	0	100
	B - Local Road	0	0	0
	C - L5155 (W)	13	0	0

Heavy Vehicle Percentages**15:30 - 15:45**

	To			
From		A - L5155 (E)	B - Local Road	C - L5155 (W)
	A - L5155 (E)	0	0	8
	B - Local Road	0	0	0
	C - L5155 (W)	3	0	0

Heavy Vehicle Percentages**15:45 - 16:00**

	To			
From		A - L5155 (E)	B - Local Road	C - L5155 (W)
	A - L5155 (E)	0	0	20
	B - Local Road	0	0	0
	C - L5155 (W)	11	0	0

Heavy Vehicle Percentages**16:00 - 16:15**

	To			
From		A - L5155 (E)	B - Local Road	C - L5155 (W)
	A - L5155 (E)	0	0	39
	B - Local Road	0	0	0
	C - L5155 (W)	3	0	0

Heavy Vehicle Percentages**16:15 - 16:30**

	To			
From		A - L5155 (E)	B - Local Road	C - L5155 (W)
	A - L5155 (E)	0	0	16
	B - Local Road	0	0	0
	C - L5155 (W)	100	0	0

Heavy Vehicle Percentages**16:30 - 16:45**

	To			
From		A - L5155 (E)	B - Local Road	C - L5155 (W)
	A - L5155 (E)	0	0	34
	B - Local Road	0	0	0
	C - L5155 (W)	17	0	0

Heavy Vehicle Percentages**16:45 - 17:00**

	To			
From		A - L5155 (E)	B - Local Road	C - L5155 (W)
	A - L5155 (E)	0	0	51
	B - Local Road	0	0	0
	C - L5155 (W)	51	0	0

17:00 - 17:15**Heavy Vehicle Percentages**

	To			
		A - L5155 (E)	B - Local Road	C - L5155 (W)
From	A - L5155 (E)	0	100	6
	B - Local Road	0	0	0
	C - L5155 (W)	7	0	0

Heavy Vehicle Percentages

17:15 - 17:30

	To			
		A - L5155 (E)	B - Local Road	C - L5155 (W)
From	A - L5155 (E)	0	0	2
	B - Local Road	0	0	0
	C - L5155 (W)	19	0	0

Heavy Vehicle Percentages

17:30 - 17:45

	To			
		A - L5155 (E)	B - Local Road	C - L5155 (W)
From	A - L5155 (E)	0	0	2
	B - Local Road	0	0	0
	C - L5155 (W)	19	0	0

Heavy Vehicle Percentages

17:45 - 18:00

	To			
		A - L5155 (E)	B - Local Road	C - L5155 (W)
From	A - L5155 (E)	0	0	1
	B - Local Road	0	0	0
	C - L5155 (W)	19	0	0

Heavy Vehicle Percentages

18:00 - 18:15

	To			
		A - L5155 (E)	B - Local Road	C - L5155 (W)
From	A - L5155 (E)	0	0	7
	B - Local Road	0	0	0
	C - L5155 (W)	100	0	0

Heavy Vehicle Percentages

18:15 - 18:30

	To			
		A - L5155 (E)	B - Local Road	C - L5155 (W)
From	A - L5155 (E)	0	0	7
	B - Local Road	0	0	0
	C - L5155 (W)	100	0	0

Heavy Vehicle Percentages

18:30 - 18:45

	To			
		A - L5155 (E)	B - Local Road	C - L5155 (W)
From	A - L5155 (E)	0	0	3
	B - Local Road	0	0	0
	C - L5155 (W)	100	0	0

Heavy Vehicle Percentages

18:45 - 19:00

	To			
		A - L5155 (E)	B - Local Road	C - L5155 (W)
From	A - L5155 (E)	0	0	5
	B - Local Road	0	0	0
	C - L5155 (W)	100	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	7.64	0.0	A	0.17	8.36
B-A	0.02	9.74	0.0	A	0.39	18.77
C-AB	0.01	9.99	0.0	A	0.14	6.67
C-A					2.18	104.54
A-B					0.34	16.51
A-C					2.19	105.28

Main Results for each time segment

07:00 - 07:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	153.37	0.000	0.00	0.0	0.0	0.000	A
B-A	0.79	0.79	136.83	0.006	0.79	0.0	0.0	6.614	A
C-AB	0.00	0.00	135.53	0.000	0.00	0.0	0.0	0.000	A
C-A	0.99	0.99			0.99				
A-B	0.00	0.00			0.00				
A-C	3.51	3.51			3.51				

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	1.47	1.47	119.31	0.012	1.46	0.0	0.0	7.636	A
B-A	0.00	0.00	121.53	0.000	0.01	0.0	0.0	0.000	A
C-AB	0.00	0.00	123.27	0.000	0.00	0.0	0.0	0.000	A
C-A	2.34	2.34			2.34				
A-B	0.00	0.00			0.00				
A-C	0.34	0.34			0.34				

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	105.41	0.000	0.01	0.0	0.0	0.000	A
B-A	0.68	0.68	68.57	0.010	0.67	0.0	0.0	9.655	A
C-AB	0.00	0.00	133.83	0.000	0.00	0.0	0.0	0.000	A
C-A	4.16	4.16			4.16				
A-B	0.00	0.00			0.00				
A-C	0.34	0.34			0.34				

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	137.15	0.000	0.00	0.0	0.0	0.000	A
B-A	2.37	2.37	135.98	0.017	2.36	0.0	0.0	8.234	A
C-AB	0.00	0.00	132.21	0.000	0.00	0.0	0.0	0.000	A
C-A	3.25	3.25			3.25				
A-B	0.79	0.79			0.79				
A-C	1.70	1.70			1.70				

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	145.29	0.000	0.00	0.0	0.0	0.000	A
B-A	0.79	0.79	136.45	0.006	0.81	0.0	0.0	6.634	A
C-AB	0.00	0.00	128.48	0.000	0.00	0.0	0.0	0.000	A
C-A	3.94	3.94			3.94				
A-B	0.00	0.00			0.00				
A-C	1.70	1.70			1.70				

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	0.79	0.79	173.51	0.005	0.79	0.0	0.0	6.779	A
B-A	0.00	0.00	120.77	0.000	0.01	0.0	0.0	0.000	A
C-AB	0.00	0.00	123.65	0.000	0.00	0.0	0.0	0.000	A
C-A	3.15	3.15			3.15				
A-B	0.79	0.79			0.79				
A-C	1.58	1.58			1.58				

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	153.97	0.000	0.01	0.0	0.0	0.000	A
B-A	1.58	1.58	137.49	0.012	1.57	0.0	0.0	6.621	A
C-AB	0.00	0.00	121.39	0.000	0.00	0.0	0.0	0.000	A
C-A	1.68	1.68			1.68				
A-B	0.00	0.00			0.00				
A-C	0.23	0.23			0.23				

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	153.62	0.000	0.00	0.0	0.0	0.000	A
B-A	0.00	0.00	136.52	0.000	0.01	0.0	0.0	0.000	A
C-AB	0.00	0.00	123.45	0.000	0.00	0.0	0.0	0.000	A
C-A	2.47	2.47			2.47				
A-B	0.79	0.79			0.79				
A-C	2.49	2.49			2.49				

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	0.79	0.79	173.86	0.005	0.79	0.0	0.0	5.199	A
B-A	0.00	0.00	121.24	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.00	0.00	124.99	0.000	0.00	0.0	0.0	0.000	A
C-A	2.50	2.50			2.50				
A-B	0.79	0.79			0.79				
A-C	0.96	0.96			0.96				

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	173.75	0.000	0.00	0.0	0.0	0.000	A
B-A	0.00	0.00	121.16	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.00	0.00	125.27	0.000	0.00	0.0	0.0	0.000	A
C-A	2.50	2.50			2.50				
A-B	3.17	3.17			3.17				
A-C	1.07	1.07			1.07				

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	179.93	0.000	0.00	0.0	0.0	0.000	A
B-A	0.00	0.00	141.94	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.00	0.00	132.83	0.000	0.00	0.0	0.0	0.000	A
C-A	1.82	1.82			1.82				
A-B	0.00	0.00			0.00				
A-C	1.07	1.07			1.07				

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	179.77	0.000	0.00	0.0	0.0	0.000	A
B-A	0.00	0.00	141.39	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.00	0.00	138.79	0.000	0.00	0.0	0.0	0.000	A
C-A	4.19	4.19			4.19				
A-B	0.00	0.00			0.00				
A-C	0.96	0.96			0.96				

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	180.22	0.000	0.00	0.0	0.0	0.000	A
B-A	0.00	0.00	142.36	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.00	0.00	137.81	0.000	0.00	0.0	0.0	0.000	A
C-A	0.99	0.99			0.99				
A-B	0.00	0.00			0.00				
A-C	0.18	0.18			0.18				

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	0.34	0.34	171.88	0.002	0.34	0.0	0.0	5.245	A
B-A	0.00	0.00	120.04	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.00	0.00	114.21	0.000	0.00	0.0	0.0	0.000	A
C-A	0.19	0.19			0.19				
A-B	0.00	0.00			0.00				
A-C	7.84	7.84			7.84				

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	0.34	0.34	172.02	0.002	0.34	0.0	0.0	5.241	A
B-A	0.00	0.00	119.72	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.00	0.00	119.60	0.000	0.00	0.0	0.0	0.000	A
C-A	2.45	2.45			2.45				
A-B	0.79	0.79			0.79				
A-C	7.05	7.05			7.05				

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	0.34	0.34	153.83	0.002	0.34	0.0	0.0	5.862	A
B-A	0.79	0.79	134.01	0.006	0.79	0.0	0.0	6.755	A
C-AB	0.82	0.82	150.97	0.005	0.82	0.0	0.0	5.993	A
C-A	5.47	5.47			5.47				
A-B	0.79	0.79			0.79				
A-C	7.05	7.05			7.05				

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	0.34	0.34	172.63	0.002	0.34	0.0	0.0	5.223	A
B-A	0.00	0.00	119.97	0.000	0.01	0.0	0.0	0.000	A
C-AB	0.00	0.00	146.90	0.000	0.01	0.0	0.0	0.000	A
C-A	4.92	4.92			4.92				
A-B	0.00	0.00			0.00				
A-C	6.50	6.50			6.50				

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	173.63	0.000	0.00	0.0	0.0	0.000	A
B-A	0.00	0.00	121.38	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.00	0.00	137.55	0.000	0.00	0.0	0.0	0.000	A
C-A	0.96	0.96			0.96				
A-B	0.79	0.79			0.79				
A-C	2.56	2.56			2.56				

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	154.22	0.000	0.00	0.0	0.0	0.000	A
B-A	0.79	0.79	137.53	0.006	0.79	0.0	0.0	6.581	A
C-AB	0.00	0.00	127.96	0.000	0.00	0.0	0.0	0.000	A
C-A	1.64	1.64			1.64				
A-B	0.00	0.00			0.00				
A-C	0.18	0.18			0.18				

11:45 - 12:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	153.72	0.000	0.00	0.0	0.0	0.000	A
B-A	0.00	0.00	136.76	0.000	0.01	0.0	0.0	0.000	A
C-AB	0.00	0.00	122.79	0.000	0.00	0.0	0.0	0.000	A
C-A	1.64	1.64			1.64				
A-B	0.00	0.00			0.00				
A-C	2.44	2.44			2.44				

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	180.01	0.000	0.00	0.0	0.0	0.000	A
B-A	0.00	0.00	142.04	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.00	0.00	132.26	0.000	0.00	0.0	0.0	0.000	A
C-A	1.76	1.76			1.76				
A-B	0.00	0.00			0.00				
A-C	0.93	0.93			0.93				

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	179.84	0.000	0.00	0.0	0.0	0.000	A
B-A	0.00	0.00	142.01	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.00	0.00	134.45	0.000	0.00	0.0	0.0	0.000	A
C-A	0.96	0.96			0.96				
A-B	1.58	1.58			1.58				
A-C	0.93	0.93			0.93				

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	154.05	0.000	0.00	0.0	0.0	0.000	A
B-A	0.79	0.79	137.69	0.006	0.79	0.0	0.0	6.573	A
C-AB	0.00	0.00	114.71	0.000	0.00	0.0	0.0	0.000	A
C-A	0.17	0.17			0.17				
A-B	0.00	0.00			0.00				
A-C	0.93	0.93			0.93				

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	153.52	0.000	0.00	0.0	0.0	0.000	A
B-A	0.79	0.79	137.01	0.006	0.79	0.0	0.0	6.606	A
C-AB	0.00	0.00	124.61	0.000	0.00	0.0	0.0	0.000	A
C-A	0.96	0.96			0.96				
A-B	0.00	0.00			0.00				
A-C	2.40	2.40			2.40				

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	154.00	0.000	0.00	0.0	0.0	0.000	A
B-A	0.79	0.79	137.37	0.006	0.79	0.0	0.0	6.591	A
C-AB	0.00	0.00	132.27	0.000	0.00	0.0	0.0	0.000	A
C-A	1.82	1.82			1.82				
A-B	0.00	0.00			0.00				
A-C	1.02	1.02			1.02				

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	153.81	0.000	0.00	0.0	0.0	0.000	A
B-A	0.79	0.79	137.29	0.006	0.79	0.0	0.0	6.592	A
C-AB	0.00	0.00	133.00	0.000	0.00	0.0	0.0	0.000	A
C-A	1.03	1.03			1.03				
A-B	0.00	0.00			0.00				
A-C	1.81	1.81			1.81				

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	0.00	0.00	154.20	0.000	0.00	0.0	0.0	0.000	A
B-A	0.79	0.79	137.57	0.006	0.79	0.0	0.0	6.579	A
C-AB	0.00	0.00	136.88	0.000	0.00	0.0	0.0	0.000	A
C-A	1.82	1.82			1.82				
A-B	0.00	0.00			0.00				
A-C	0.23	0.23			0.23				

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	153.51	0.000	0.00	0.0	0.0	0.000	A
B-A	0.68	0.68	68.76	0.010	0.68	0.0	0.0	9.671	A
C-AB	0.00	0.00	126.41	0.000	0.00	0.0	0.0	0.000	A
C-A	1.71	1.71			1.71				
A-B	0.00	0.00			0.00				
A-C	1.69	1.69			1.69				

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	153.19	0.000	0.00	0.0	0.0	0.000	A
B-A	0.79	0.79	134.89	0.006	0.79	0.0	0.0	9.740	A
C-AB	0.00	0.00	134.54	0.000	0.00	0.0	0.0	0.000	A
C-A	4.21	4.21			4.21				
A-B	0.79	0.79			0.79				
A-C	3.30	3.30			3.30				

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	153.63	0.000	0.00	0.0	0.0	0.000	A
B-A	0.00	0.00	136.49	0.000	0.01	0.0	0.0	0.000	A
C-AB	0.68	0.68	74.74	0.009	0.67	0.0	0.0	8.836	A
C-A	0.25	0.25			0.25				
A-B	0.00	0.00			0.00				
A-C	3.42	3.42			3.42				

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	179.34	0.000	0.00	0.0	0.0	0.000	A
B-A	0.00	0.00	141.28	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.00	0.00	74.59	0.000	0.01	0.0	0.0	0.000	A
C-A	1.72	1.72			1.72				
A-B	0.00	0.00			0.00				
A-C	2.51	2.51			2.51				

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	0.79	0.79	174.25	0.005	0.79	0.0	0.0	5.188	A
B-A	0.00	0.00	121.68	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.00	0.00	103.04	0.000	0.00	0.0	0.0	0.000	A
C-A	1.72	1.72			1.72				
A-B	0.79	0.79			0.79				
A-C	0.25	0.25			0.25				

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	173.18	0.000	0.00	0.0	0.0	0.000	A
B-A	0.00	0.00	120.81	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.00	0.00	109.84	0.000	0.00	0.0	0.0	0.000	A
C-A	1.64	1.64			1.64				
A-B	0.00	0.00			0.00				
A-C	3.14	3.14			3.14				

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	153.88	0.000	0.00	0.0	0.0	0.000	A
B-A	0.79	0.79	136.28	0.006	0.79	0.0	0.0	6.641	A
C-AB	0.28	0.28	153.60	0.002	0.28	0.0	0.0	9.986	A
C-A	6.42	6.42			6.42				
A-B	0.00	0.00			0.00				
A-C	0.88	0.88			0.88				

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	153.63	0.000	0.00	0.0	0.0	0.000	A
B-A	0.79	0.79	136.24	0.006	0.79	0.0	0.0	6.643	A
C-AB	0.28	0.28	153.13	0.002	0.28	0.0	0.0	5.900	A
C-A	5.75	5.75			5.75				
A-B	0.00	0.00			0.00				
A-C	2.58	2.58			2.58				

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	1.58	1.58	173.97	0.009	1.57	0.0	0.0	5.220	A
B-A	0.00	0.00	120.20	0.000	0.01	0.0	0.0	0.000	A
C-AB	1.12	1.12	154.42	0.007	1.11	0.0	0.0	5.864	A
C-A	7.96	7.96			7.96				
A-B	1.58	1.58			1.58				
A-C	0.99	0.99			0.99				

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	152.99	0.000	0.01	0.0	0.0	0.000	A
B-A	0.79	0.79	135.40	0.006	0.79	0.0	0.0	6.685	A
C-AB	1.10	1.10	151.99	0.007	1.10	0.0	0.0	5.979	A
C-A	4.92	4.92			4.92				
A-B	0.00	0.00			0.00				
A-C	3.88	3.88			3.88				

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	154.18	0.000	0.00	0.0	0.0	0.000	A
B-A	0.00	0.00	137.61	0.000	0.01	0.0	0.0	0.000	A
C-AB	0.00	0.00	149.40	0.000	0.01	0.0	0.0	0.000	A
C-A	0.16	0.16			0.16				
A-B	0.79	0.79			0.79				
A-C	0.95	0.95			0.95				

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	153.29	0.000	0.00	0.0	0.0	0.000	A
B-A	1.58	1.58	137.00	0.012	1.57	0.0	0.0	6.645	A
C-AB	0.00	0.00	127.50	0.000	0.00	0.0	0.0	0.000	A
C-A	0.95	0.95			0.95				
A-B	0.00	0.00			0.00				
A-C	2.42	2.42			2.42				

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	153.93	0.000	0.00	0.0	0.0	0.000	A
B-A	0.00	0.00	136.70	0.000	0.01	0.0	0.0	0.000	A
C-AB	0.80	0.80	150.23	0.005	0.79	0.0	0.0	6.006	A
C-A	1.62	1.62			1.62				
A-B	0.00	0.00			0.00				
A-C	1.62	1.62			1.62				

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	179.91	0.000	0.00	0.0	0.0	0.000	A
B-A	0.00	0.00	141.80	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.00	0.00	148.64	0.000	0.01	0.0	0.0	0.000	A
C-A	2.56	2.56			2.56				
A-B	0.68	0.68			0.68				
A-C	0.85	0.85			0.85				

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	179.27	0.004	0.79	0.0	0.0	5.042	A
B-A	0.79	0.79	141.70	0.006	0.79	0.0	0.0	6.386	A
C-AB	0.00	0.00	133.06	0.000	0.00	0.0	0.0	0.000	A
C-A	0.98	0.98			0.98				
A-B	0.79	0.79			0.79				
A-C	2.43	2.43			2.43				

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	172.39	0.000	0.00	0.0	0.0	0.000	A
B-A	0.00	0.00	134.04	0.000	0.01	0.0	0.0	0.000	A
C-AB	0.00	0.00	134.57	0.000	0.00	0.0	0.0	0.000	A
C-A	0.98	0.98			0.98				
A-B	0.00	0.00			0.00				
A-C	3.22	3.22			3.22				

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	179.16	0.000	0.00	0.0	0.0	0.000	A
B-A	0.00	0.00	141.06	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.80	0.80	149.63	0.005	0.79	0.0	0.0	6.059	A
C-A	0.98	0.98			0.98				
A-B	0.00	0.00			0.00				
A-C	4.01	4.01			4.01				

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	153.87	0.000	0.00	0.0	0.0	0.000	A
B-A	0.79	0.79	137.54	0.006	0.79	0.0	0.0	6.580	A
C-AB	0.00	0.00	149.39	0.000	0.01	0.0	0.0	0.000	A
C-A	0.05	0.05			0.05				
A-B	0.00	0.00			0.00				
A-C	1.70	1.70			1.70				

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	154.09	0.000	0.00	0.0	0.0	0.000	A
B-A	0.00	0.00	137.54	0.000	0.01	0.0	0.0	0.000	A
C-AB	0.00	0.00	106.91	0.000	0.00	0.0	0.0	0.000	A
C-A	0.05	0.05			0.05				
A-B	0.00	0.00			0.00				
A-C	1.70	1.70			1.70				

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	179.35	0.000	0.00	0.0	0.0	0.000	A
B-A	0.00	0.00	141.72	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.00	0.00	102.93	0.000	0.00	0.0	0.0	0.000	A
C-A	0.05	0.05			0.05				
A-B	0.00	0.00			0.00				
A-C	3.28	3.28			3.28				

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	0.79	0.79	173.67	0.005	0.79	0.0	0.0	5.205	A
B-A	0.00	0.00	121.31	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.79	0.79	149.22	0.005	0.79	0.0	0.0	6.065	A
C-A	0.05	0.05			0.05				
A-B	0.79	0.79			0.79				
A-C	2.49	2.49			2.49				