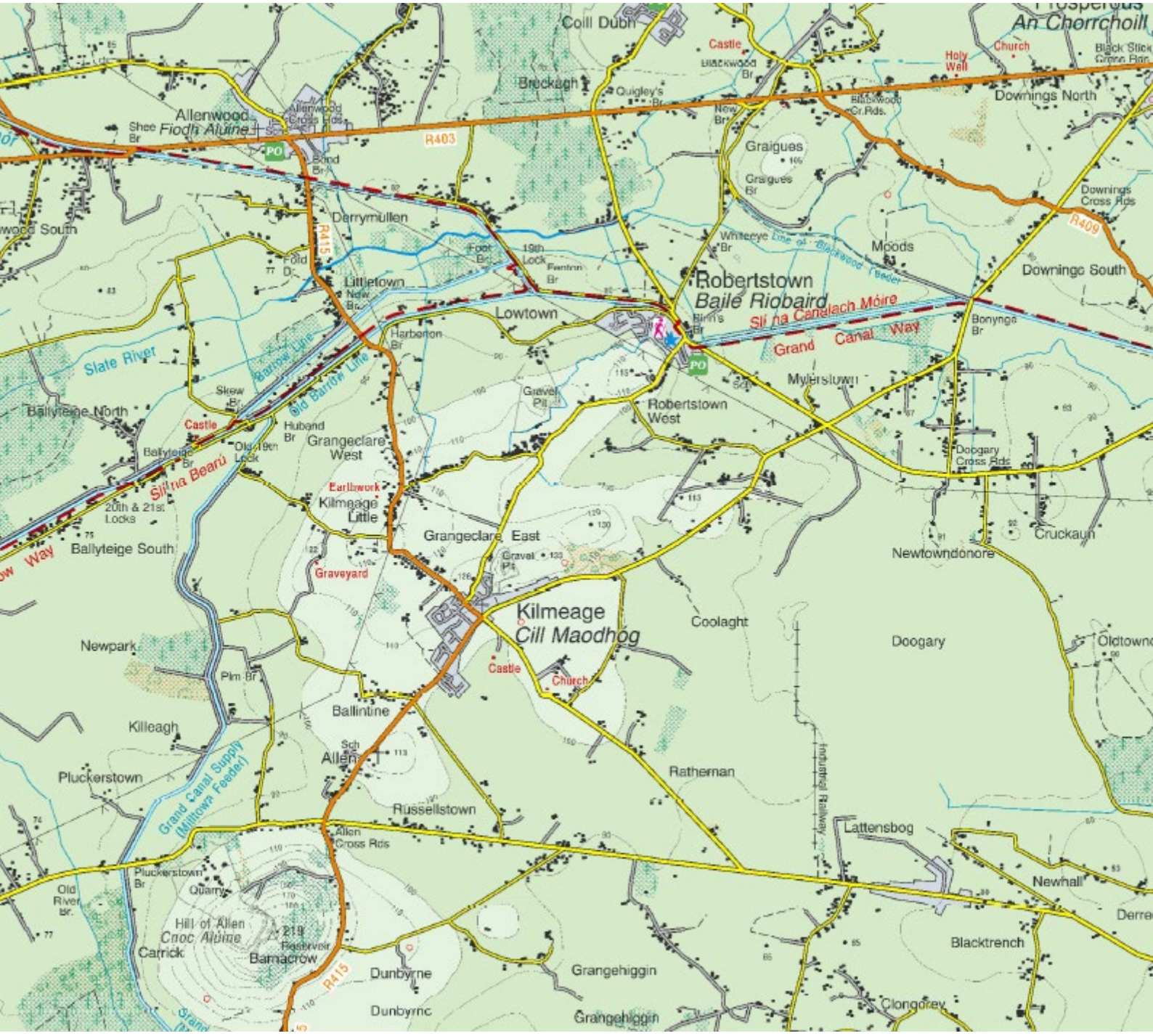
CHAPTER 13

TRAFFIC



QUARRY CONSULTING

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CHAPTER 13: TRAFFIC

Glossary of Terms

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

Introduction

General

13.1 PMCE Ltd were commissioned to undertake an assessment of the traffic impacts associated with the proposed Sand and Gravel Pit in Kilmeague, Co. Kildare. The full description of the proposed development is outlined in Chapter 3 of the EIAR.

13.2 A Traffic and Transport Assessment has been prepared in support of this Environmental Impact Assessment Report for the proposed site – refer to Appendix 13.1.

Information Reviewed

13.3 In preparing this assessment, reference has been made to the following documents:

- "Traffic and Transport Assessment Guidelines" (May 2014) published by Transport Infrastructure Ireland (TII).
- "Unit 5.3 (Travel Demand Projections) of the "Project Appraisal Guidelines" (October 2021) published by Transport Infrastructure Ireland.
- "Project Appraisal Guidelines for National Roads Unit 16.1 - Expansion Factors for Short Period Traffic Counts" (October 2016) published by Transport Infrastructure Ireland.
- TII Publications document DN-GEO-03031, "Rural Road Link Design" (June 2017) published by TII.
- TII Publications document DN-GEO-03060, "Geometric Design of Junctions (priority junctions, direct accesses, roundabouts, grade-separated and compact grade-separated junctions)" (June 2017) published by TII.
- Traffic Count Survey Data, collected by Traffinomics.
- Topographical Survey Data/Mapping provided by Quarry Consulting.

Objective

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

Methodology

13.5 The methodology adopted for this assessment involved, in brief:

- Site Visit: A site visit was undertaken on the 9th March 2023, the weather was wet and the ground surface was wet.
- Trip Generation and Trip Assignment: This is used to derive trip rates for a 12 hour period and to assign such trips to the surrounding network according to which direction of travel vehicles will travel to/from Kilmeague, Co. Kildare.
- Link Capacity Assessment: To obtain an AADT value for the main road linking the development to the surrounding network.

- Junction Capacity Assessment: The traffic count data was used to develop junctions 9 models for the assessed junctions.
- Future Year Assessments: The estimated future year volumes on the study area network, as a result of the increase in background traffic and any site related traffic, was used to assess the future operational performance of the junctions and surrounding road network for 2024 (year of opening), and at two future assessment years, the opening year +5 (2029) and the opening year +15 (2039).

Location plan

13.6 Figure 0-1 shows the location of the proposed Sand and Gravel Pit in Kilmeague, Co. Kildare, and the surrounding road network. The site is located outside the townland of Kilmeague, approximately 8km West of Naas, and 8km north of Kildare town.

Figure 0-1: Location Plan (Source: www.openstreetmap.org)

Existing Conditions

The Site

13.7 The proposed development will consist of a Sand and Gravel extraction and processing facility which is expected to export up to 250,000 tonnes of Sand and Gravel and import 99,500 tonnes of soil and stone per annum to provide the Applicant with the ability to respond to demand for materials for building and infrastructure projects in the region.

13.8 The planning application relates to a new Sand & Gravel site located just outside the townland of Kilmeague, Co. Kildare. The lands surrounding the subject site can be characterised as rural, with land uses in the area comprising agriculture and single house residential.

13.9 The development will use an existing private access on the L7081, approximately 1km northeast of Kilmeague. Operations at the proposed pit will include sand & gravel extraction and processing.

Existing Road Network

13.10 The L7081 Local Road is a local road which leads to the proposed sand and gravel pit location. The L7081 is a two-way single carriageway which is approximately 6m wide. The road is approximately 3km in length and runs in a Southwest to Northeast direction. The posted speed limit for this road is 80kph.

13.11 The R415 is a regional road which is located 1km to the southwest of the proposed sand and gravel pit access. The R415 is a two-way single carriageway which is approximately 7.5m wide. The road is approximately 17km in length and extends from An Crois to Kildare in a North to South direction. The posted speed limit is 80kph.

Traffic Volumes

13.12 Traffic counts were carried out on Tuesday 21st of February 2023 at the junctions between the R409/L7081, the R415/L7081 and the L7081 with the site access. Each of the traffic counts were carried out between 7:00am and 7:00pm. Surveyed vehicles were broken down into five categories as follows:

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

13.13 The count data for each site has been converted to Annual Average Daily Traffic (AADT) values using the methodology described in "Expansion Factors for Short Period Traffic Counts" (Unit 16.1 TII Publications Project Appraisal Guidelines for National Roads, October 2016). Annexes A to C of the above document were used in the expansion of traffic counts to AADT's. The AADT was calculated to determine the percentage increase in traffic volumes on the road network as a result of the trips generated by the proposed development.

13.14 A combined factor of 0.775 was arrived at by combining the individual hourly factors for the count duration. This factor was then used to determine the 24-hour traffic flow. This was then converted to a Weekly Average Daily Traffic (WADT) using an index of 0.97 for the Tuesday traffic count. Finally, this was converted to AADT using an index of 1.03 for the month of February. These factors were used to calculate the AADT for each of the 3 junctions.

13.15 The detailed results of the traffic survey are summarised in Table 0-1 to Table 0-3. The morning and evening peak hours have been established as follows:

- R145 & L7085/L7081 Crossroads Junction (referred to as the 'R415 Junction' in this report) – 08:00 to 09:00 (AM Peak) and 16:30 to 17:30 (PM Peak)

- R409 & L7081 Crossroads Junction (referred to as the 'R409 Junction' in this report) – 08:00 to 09:00 (AM Peak) and 17:00 to 18:00 (PM Peak)
- L7081 & the site access T- Junction (referred to as the 'Site Access' in this report) – 08:00 to 09:00 (AM Peak) and 16:00 to 17:00 (PM Peak)

Table 0-1: AADTs at R145 Junction

Hour Ending	R415 (West)	R415 (North)	L7081
08:00	459	419	216
09:00	638	541	296
10:00	410	337	179
11:00	309	237	140
12:00	311	240	127
13:00	360	301	146
14:00	456	358	182
15:00	383	296	166
16:00	393	365	163
17:00	595	473	285
18:00	623	535	264
19:00	454	400	200
Period Total	5,391	4,502	2,364
Period Total HGVs	732	485	310
% HGVs	14%	11%	13%
Total AADT	6,950	5,804	3,048

Table 0-2: AADTs at R409 Junction

Hour Ending	L7081 (West)	R409 (North)	L7081 (East)
08:00	218	86	220
09:00	315	218	389
10:00	167	87	170
11:00	137	75	135
12:00	116	78	136
13:00	124	64	127
14:00	182	107	176
15:00	164	125	162
16:00	163	107	178
17:00	266	151	279
18:00	279	174	280
19:00	218	135	230
Period Total	2,349	1,407	2,482
Period Total HGVs	228	67	234
% HGVs	10%	5%	9%
Total AADT	3,028	1,814	3,200

Table 0-3: AADTs at Site Access

Hour Ending	L7081
08:00	207
09:00	307
10:00	177
11:00	118
12:00	130
13:00	154
14:00	163
15:00	168
16:00	205
17:00	263
18:00	251
19:00	199
Period Total	2,342
Period Total HGVs	180
% HGVs	8%
Total AADT	3,019

General

13.16 The site is expected to export up to 250,000 tonnes of sand and gravel, and import approximately 100,000 tonnes of soil and stone from/to the site annually. The site will operate a processing facility of sand and gravel, including washing, screening, and crushing.

Trip Generation

13.17 In determining the daily traffic volumes associated with the development an average of 54 loads per day from the site has been calculated based on the following assumptions:

- The facility will operate for 48 weeks per year.
- Material will be transported to the site in 25 tonne loads on average for the export and import of material (20 tonne loads on 8 wheelers and 30 tonne loads on articulated vehicles and 10 wheelers).
- The facility opening times will be 07:00 to 19:00 on Monday to Friday and 08:00 to 14:00 on Saturday, giving 5.5 days per week.

Table 0-4: Exported Material (Sand and Gravel)

Exported Quantities	
Total Exported Material (tonnes per annum)	250,000
Quantity per Week (48 operational weeks / year)	5,209 (5,208.33)
Quantity per day	947 (946.96)
(5.5 operational days / year)	
Loads per Day (25 tonnes / load)	38

Table 0-5: Imported Material (Soil and Stone)

Imported Quantities	
Total Imported Material (tonnes per annum)	100,000
Quantity per Week (48 operational weeks/ year)	2,084 (2,083.33)
Quantity per day (5.5 operational days / year)	379 (378.78)
Loads per Day (25 tonnes / load)	16

13.18 The site will employ 10 staff members and it is not anticipated that these numbers will increase. Staff movements will generate 10 peak hour trips, 10 trips inbound in the morning and 10 trips outbound in the evening peak. Staff car movements have been distributed in accordance with the existing vehicle distribution at the junction surveyed.

13.19 A total of 2 trips have been assumed to occur daily to cater for miscellaneous trips associated with the site. These miscellaneous trips allow for operational meetings, site inspections, etc. For the purpose of a robust assessment, all miscellaneous trips associated with the operation of the Sand and Gravel pit were assumed to occur on the same day during peak hours.

Trip Distribution

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

13.22 Table 0-6 details the trip distribution that has been applied to the development traffic as part of the junction capacity analysis.

Table 0-6: Summary of Predicted Daily Trips in Opening Year and Beyond

Development	Type of Traffic	Daily Trips	
		Arrivals	Departures
Site	Export of Material (HGVs)	38	38
	Import of Material (HGVs)	16	16
	Staff (LVs)	10	10
	Misc (LVs)	1	1
Total		65	65

Trip Assignment

13.23 The distribution of the development traffic on the adjacent road network is based on an assessment of the existing traffic flows at the assessed junctions derived from the traffic count data and the projected haul routes. The traffic assignment is illustrated in Figure 0-2.

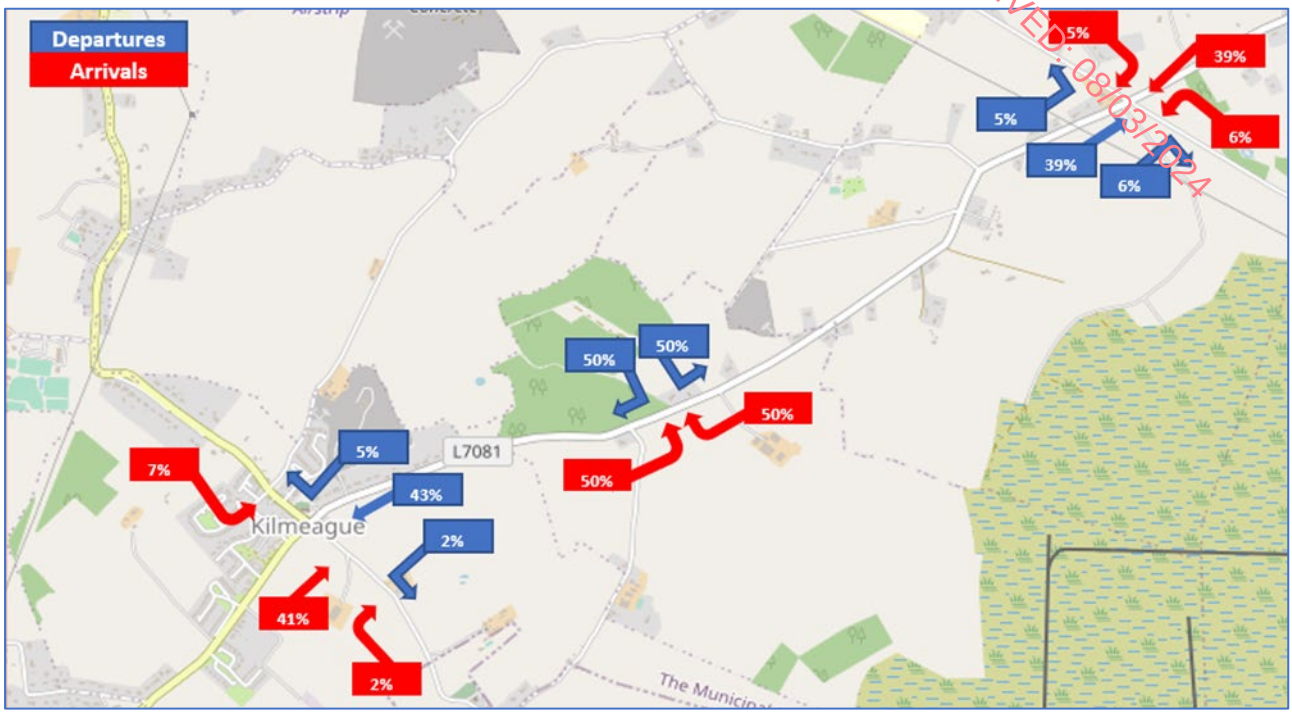


Figure 0-2: Assignment of Traffic Throughout the Adjacent Road Network

Scope of Assessment

13.24 The site operations at Kilmeague, Co. Kildare, will result in an increase in the traffic volumes at junctions within the road network in the vicinity of the proposed development.

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

13.26 Figure 0-3 outlines the distributed development traffic as a percentage of the background traffic on the adjacent road network.

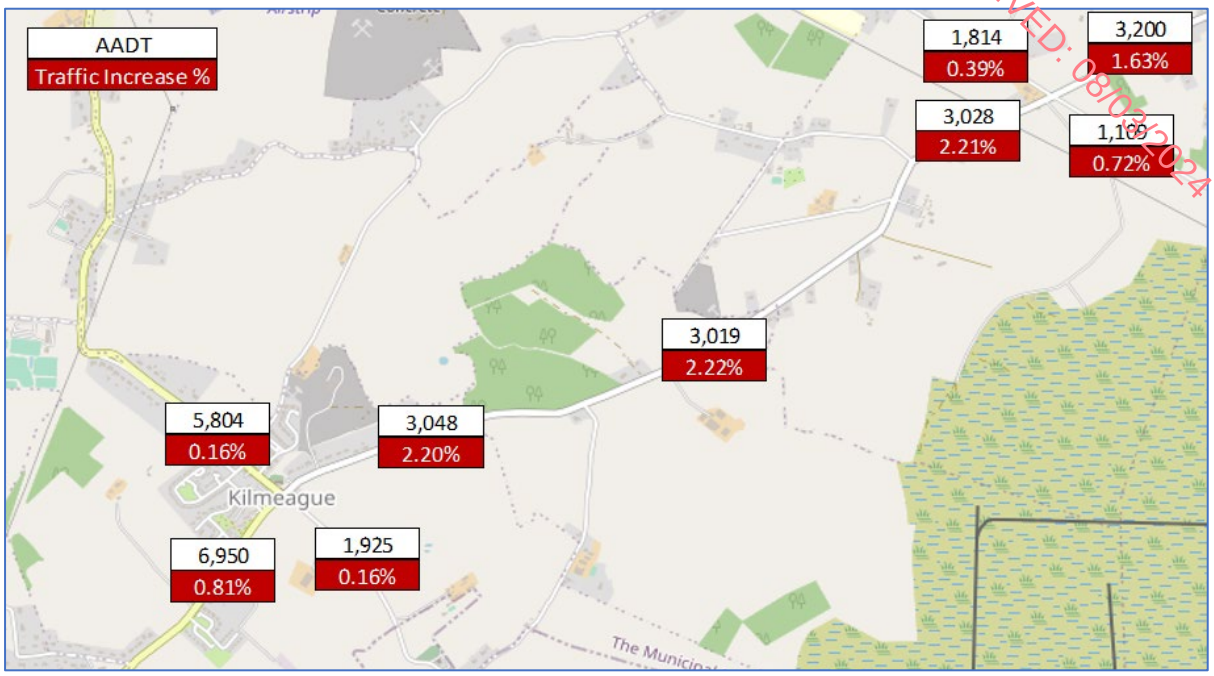


Figure 0-3: AADT and Site Traffic as a Percentage of Existing Traffic

13.27 As shown in Figure 0-3, the development traffic does not exceed 5% of background traffic on any of the junctions on the local road network along the primary route. However, to ensure a robust assessment is undertaken, this Traffic and Transport Assessment shall undertake a capacity assessment of the site access.

Road Impacts

Assessment Years

13.28 The "Traffic and Transport Assessment Guidelines" published by Transport Infrastructure Ireland recommend the assessment of traffic in the Opening Year, for the Opening Year +5 years and the Opening Year +15 years. The assessment years for the impact assessment are therefore 2024 for the Opening Year, 2029 and 2039 for the Future Assessment Years.

Traffic Growth

13.29 The "Project Appraisal Guidelines - Unit 5.3 – Travel Demand Projections (PE-PAG-02017)" published by TII in October 2021 has been used to determine future year traffic flows on the network from the 2023 traffic count data.

13.30 Table 0-7 contains a summary of the traffic growth factors published in the "Project Appraisal Guidelines". For this assessment, a central growth scenario has been adopted (a 'central' growth scenario was assumed given the site location and scale)..

Table 0-7: Future Year Traffic Growth Figures (County Kildare)

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

Link Capacity Assessment

13.31 The TII Publications document reference DN-GEO-03031 provides guidance on recommended rural road layouts in its Table 6/1. It advises that the capacity of a Type 3 Single Carriageway road with 6.0m cross-section is 5,000 AADT for a Level of Service D. The L7081, adjacent to the site, has an average cross-section width of approximately 6m with no hard shoulders present. Therefore, the L7081 is considered to be most similar to the Type 3 Single Carriageway cross-section.

13.32 The combined background and site traffic volumes, outlined in Table 0-8 in each of the assessment years is less than the LOS D capacity of 5,000 AADT for a Type 3 Single Carriageway. It is considered, therefore, that the L7081 will operate within capacity for each of the assessment years, so will have an imperceptible impact on the local road network.

13.33 Table 0-8 indicates that the traffic associated with the proposed development represents between 3.42% and 4.05% of the total traffic on the L7081 during the assessment years 2024 to 2039.

Table 0-8: Combined AADT for each Assessment Year (L7081)

	Assessment Year		
	2024	**2029**	**2039**
Background Traffic	3083	3423	3671
Additional Development Traffic	130	130	130
Combined Traffic (Background + Additional Dev. Traffic)	3213	3553	3801
Additional Traffic as % of Combined Traffic	4.05%	3.66%	3.42%

Junction Capacity Analysis – L7801/Site Access

13.34 The capacity of the L7801/Site Access junction was assessed using the Transport Research Laboratory's (TRL) computer programme Junctions 9.

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

13.36 The detailed junction capacity analysis outputs for the junction for all the future forecast assessment years are contained within Appendix 13.2 to this report.

13.37 The results of the Junction capacity assessment indicate that the junction will operate within capacity for each of the assessment years 2024, 2029 and 2039, so will have an imperceptible impact on the local road network.

Table 0-9: Summary of Traffic Analysis at: L7081/Site Access T-Junction

	12 Hours (07:00 – 19:00)			
	Queue (Veh)	Delay (s)	RFC	LOS
Stream	**2024 with Development**			
Site Access – L7081	0.0	12.04	0.02	B
L7081– L7081	0.0	10.24	0.02	B
Stream	**2029 with Development**			
Site Access – L7081	0.0	12.20	0.02	B
L7081– L7081	0.0	10.15	0.02	B
Stream	**2039 with Development**			
Site Access – L7081	0.0	12.32	0.02	B
L7081– L7081	0.0	10.07	0.02	B

Road Safety

Entrance

Sightlines

13.38 The visibility splays at the site access were assessed based on Section 5.6.3 of the criteria in TII Publication DN-GEO-03060 "Geometric Design of Junctions (priority junctions, direct accesses, roundabouts, grade-separated and compact grade-separated junctions)". For a Design Speed of 85kph, unobstructed visibility of 160m to the high object height (1.05m) is required in both directions from a distance of 3m back from the edge of the major road. The posted speed limit on the L7081 is 80kph, so has a design speed of 85kph.

Figure 0-4: *Visibility along L7081 to the North and south from the Site access*

13.39 A visibility splay of 160m is available in both directions at the site access. To ensure continued provision of the existing visibility envelopes at the existing site access it would be necessary to continue regular verge/hedgerow maintenance, ensuring that the grass/foliage is cut back to maintain visibility.

Swept path Analysis

13.40 A swept path analysis has been carried out of the amended entrance design that demonstrates the entrance is suitable to cater for articulated vehicles – refer to Drawing no. CR-1_0002.

Parking

13.41 It is proposed to provide 10 No. car parking spaces for staff, as the development will be operated remotely. This number is commensurate with staff levels.

Conclusions

13.42 Link capacity analysis was carried out on the L7081, and it was determined that the link road will continue to operate within capacity for each of the assessment years: 2024, 2029 and 2039.

13.43 The results of the junction capacity analysis indicates that all junctions will operate within capacity for each of the assessment years: 2024, 2029, and 2039.

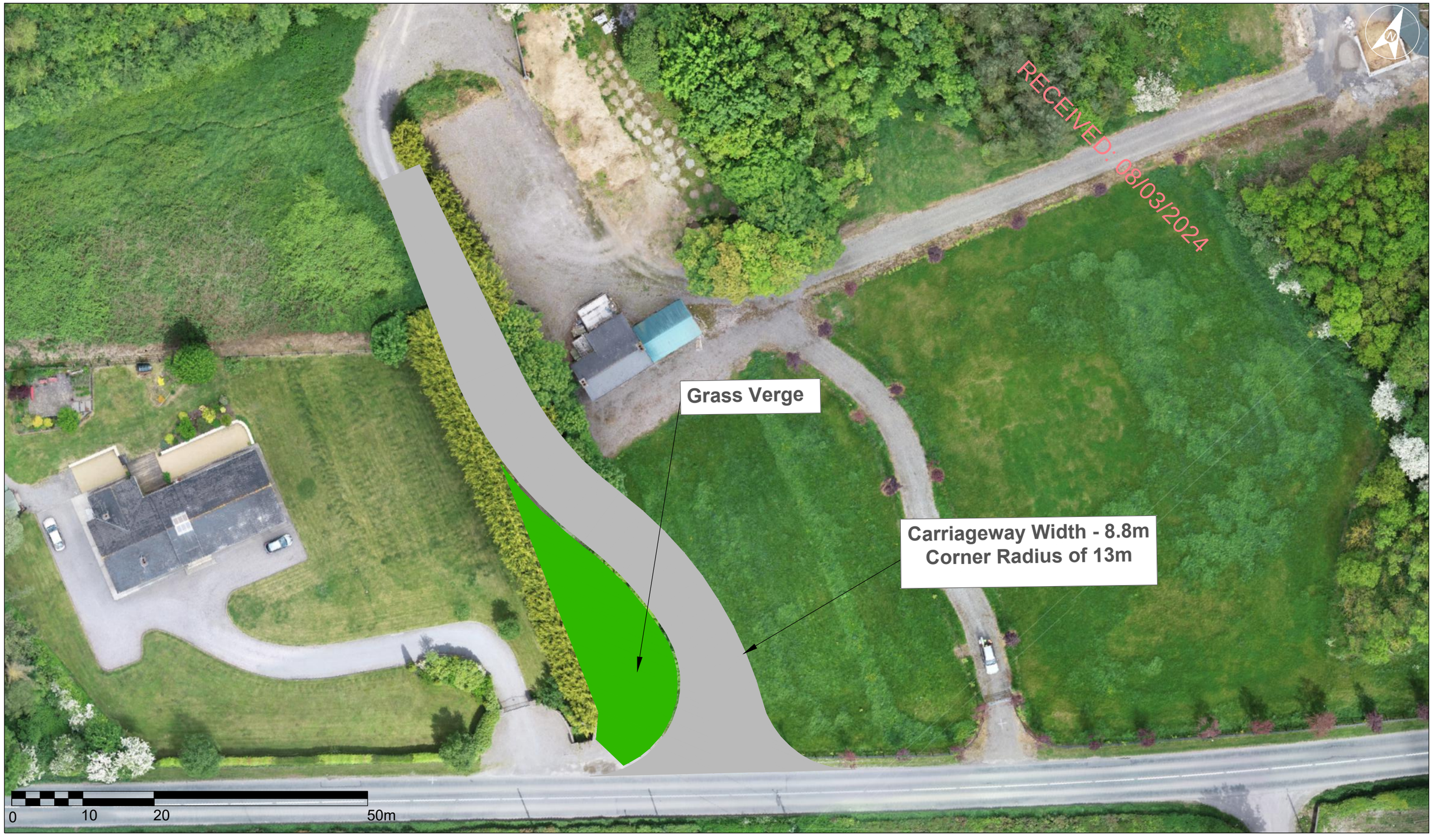
13.44 As both link and junction capacity have determined that the road network will continue to operate within capacity, it can be concluded that the development will have an imperceptible impact on the local road network.

13.45 Sightlines have been assessed against Section 5.6.3 of TII Publications document DN-GEO-03060, which requires 160m of unobstructed visibility (where the design speed is 85kph) at a point 3.0m back from the edge of the carriageway. Visibility in both directions was found to meet, and exceed, the requirements of TII Publications document DN-GEO-03060.

13.46 There is sufficient parking provision within the site to accommodate staff parking.

13.47 The results of this traffic assessment demonstrate that the development will have an imperceptible impact on traffic flows on the existing road network due to the low volumes of traffic being generated.

APPENDICES



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Client:

Rev	Date	Comments
1.0	30/01/2024	

Project: Proposed Sand Pit, Kilmeague, Co. Kildare

Drawing Title: Modified Existing Access

Scale:	Date:	Drawn:	Check:	Approved:
1:500 A3	31/01/2024	MAH	TAG	TAG

Drawing No:	Suitability:	Revision:	Status:
P23023-PMCE-XX-XX-DG-CR-1_0001	S0	1.0	Draft

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Client:

Rev	Date	Comments
1.0	30/01/2024	

Project: Proposed Sand Pit, Kilmeague, Co. Kildare

Drawing Title: Amended Access Swept Path

Scale:	Date:	Drawn:	Check:	Approved:
1:500 A3	31/01/2024	MAH	TAG	TAG

Drawing No:	Suitability:	Revision:	Status:
P23023-PMCE-XX-XX-DG-CR-1_0002	S0	1.0	Draft

Junctions 9

PICADY 9 - Priority Intersection Module

Filename: Junction 3 - Site Access.j9
Path: W:\UDC-Traffic Files\P23-023\Modelling\Junction 3
Report generation date: 22/03/2023 15:55:51

»Opening Year+ Dev+ Adj,
»+5 + Dev + Adj, 12hrs,
»+15 + Dev + Adj, 12hrs ,

Summary of junction performance

	Queue (Veh)	**Delay (s)**	**RFC**	**LOS**
	Opening Year+ Dev+ Adj			
Stream B-AC	0.0	12.04	0.02	B
Stream C-AB	0.0	10.24	0.02	B
	+5 + Dev + Adj, 12hrs			
Stream B-AC	0.0	12.20	0.02	B
Stream C-AB	0.0	10.15	0.02	B
	+15 + Dev + Adj, 12hrs			
Stream B-AC	0.0	12.32	0.02	B
Stream C-AB	0.0	10.07	0.02	B

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

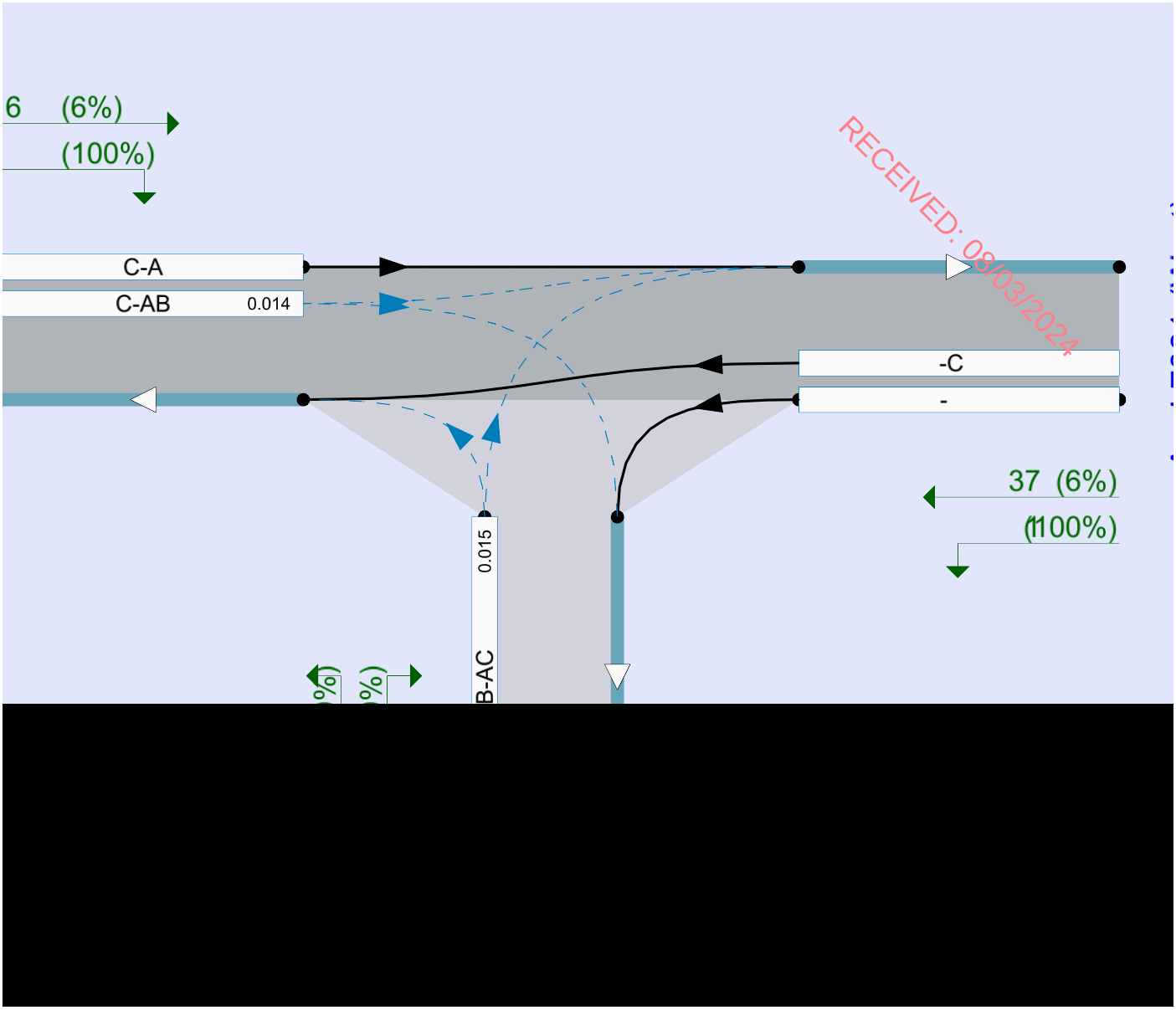
File summary

File Description

Title	Proposed Sand Pit, Kilmeague, Co. Kildare
Location	Kilmeague, Co. Kildare
Site number	3
Date	22/03/2023
Version	
Status	
Identifier	
Client	
Jobnumber	P23-023
Enumerator	
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

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

Analysis Set Details

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

Opening Year+ Dev+ Adj,

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Access	T-Junction	Two-way		0.62	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	L7081 (West)		Major
B	Access		Minor
C	L7081 (East)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - L7081 (East)	6.00			150.0	✓	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	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Access	One lane	2.50	170	250

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	158.037	0.115	0.291	0.183	0.416
1	B-C	185.552	0.114	0.288	-	-
1	C-B	165.207	0.256	0.256	-	-

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

Traffic Demand

Demand Set Details

ID	Scenario name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D7	Opening Year+ Dev+ Adj	DIRECT	07:00	19:00	720	15	✓	Simple	D2+D5+D6

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - L7081 (West)		DIRECT	✓	100.000
B - Access		DIRECT	✓	100.000
C - L7081 (East)		DIRECT	✓	100.000

Origin-Destination Data

07:00 - 07:15

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	1.03	36.75
	B - Access	0.59	0.00	0.59
	C - L7081 (East)	16.08	1.03	0.00

07:15 - 07:30

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	1.03	36.75
	B - Access	0.59	0.00	0.59
	C - L7081 (East)	16.08	1.03	0.00

07:30 - 07:45

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	1.03	36.75
	B - Access	0.59	0.00	0.59
	C - L7081 (East)	16.08	1.03	0.00

07:45 - 08:00

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	1.03	36.75
	B - Access	0.59	0.00	0.59
	C - L7081 (East)	16.08	1.03	0.00

08:00 - 08:15

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	2.06	45.41
	B - Access	0.63	0.00	0.63
	C - L7081 (East)	32.91	2.06	0.00

08:15 - 08:30

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	2.06	45.41
	B - Access	0.63	0.00	0.63
	C - L7081 (East)	32.91	2.06	0.00

08:30 - 08:45

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	2.06	45.41
	B - Access	0.63	0.00	0.63
	C - L7081 (East)	32.91	2.06	0.00

08:45 - 09:00

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	2.06	45.41
	B - Access	0.63	0.00	0.63
	C - L7081 (East)	32.91	2.06	0.00

09:00 - 09:15

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.84	21.97
	B - Access	0.71	0.00	0.71
	C - L7081 (East)	23.25	0.84	0.00

09:15 - 09:30

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.84	21.97
	B - Access	0.71	0.00	0.71
	C - L7081 (East)	23.25	0.84	0.00

09:30 - 09:45

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.84	21.97
	B - Access	0.71	0.00	0.71
	C - L7081 (East)	23.25	0.84	0.00

09:45 - 10:00

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.84	21.97
	B - Access	0.71	0.00	0.71
	C - L7081 (East)	23.25	0.84	0.00

10:00 - 10:15

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.53	16.88
	B - Access	0.58	0.00	0.58
	C - L7081 (East)	13.31	0.53	0.00

10:15 - 10:30

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.53	16.88
	B - Access	0.58	0.00	0.58
	C - L7081 (East)	13.31	0.53	0.00

10:30 - 10:45

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.53	16.88
	B - Access	0.58	0.00	0.58
	C - L7081 (East)	13.31	0.53	0.00

10:45 - 11:00

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.53	16.88
	B - Access	0.58	0.00	0.58
	C - L7081 (East)	13.31	0.53	0.00

11:00 - 11:15

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.55	15.34
	B - Access	0.52	0.00	0.52
	C - L7081 (East)	17.86	0.55	0.00

11:15 - 11:30

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.55	15.34
	B - Access	0.52	0.00	0.52
	C - L7081 (East)	17.86	0.55	0.00

11:30 - 11:45

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.55	15.34
	B - Access	0.52	0.00	0.52
	C - L7081 (East)	17.86	0.55	0.00

11:45 - 12:00

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.55	15.34
	B - Access	0.52	0.00	0.52
	C - L7081 (East)	17.86	0.55	0.00

12:00 - 12:15

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.41	21.45
	B - Access	0.52	0.00	0.52
	C - L7081 (East)	17.88	0.41	0.00

12:15 - 12:30

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.41	21.45
	B - Access	0.52	0.00	0.52
	C - L7081 (East)	17.88	0.41	0.00

12:30 - 12:45

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.41	21.45
	B - Access	0.52	0.00	0.52
	C - L7081 (East)	17.88	0.41	0.00

12:45 - 13:00

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.41	21.45
	B - Access	0.52	0.00	0.52
	C - L7081 (East)	17.88	0.41	0.00

13:00 - 13:15

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.68	18.68
	B - Access	0.72	0.00	0.72
	C - L7081 (East)	23.01	0.68	0.00

13:15 - 13:30

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.68	18.68
	B - Access	0.72	0.00	0.72
	C - L7081 (East)	23.01	0.68	0.00

13:30 - 13:45

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.68	18.68
	B - Access	0.72	0.00	0.72
	C - L7081 (East)	23.01	0.68	0.00

13:45 - 14:00

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.68	18.68
	B - Access	0.72	0.00	0.72
	C - L7081 (East)	23.01	0.68	0.00

14:00 - 14:15

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.75	20.18
	B - Access	0.77	0.00	0.77
	C - L7081 (East)	22.71	0.75	0.00

14:15 - 14:30

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.75	20.18
	B - Access	0.77	0.00	0.77
	C - L7081 (East)	22.71	0.75	0.00

14:30 - 14:45

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.75	20.18
	B - Access	0.77	0.00	0.77
	C - L7081 (East)	22.71	0.75	0.00

14:45 - 15:00

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.75	20.18
	B - Access	0.77	0.00	0.77
	C - L7081 (East)	22.71	0.75	0.00

15:00 - 15:15

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.60	27.07
	B - Access	0.51	0.00	0.51
	C - L7081 (East)	25.26	0.60	0.00

15:15 - 15:30

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.60	27.07
	B - Access	0.51	0.00	0.51
	C - L7081 (East)	25.26	0.60	0.00

15:30 - 15:45

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.60	27.07
	B - Access	0.51	0.00	0.51
	C - L7081 (East)	25.26	0.60	0.00

15:45 - 16:00

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.60	27.07
	B - Access	0.51	0.00	0.51
	C - L7081 (East)	25.26	0.60	0.00

16:00 - 16:15

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.47	28.33
	B - Access	1.85	0.00	1.85
	C - L7081 (East)	38.79	0.47	0.00

16:15 - 16:30

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.47	28.33
	B - Access	1.85	0.00	1.85
	C - L7081 (East)	38.79	0.47	0.00

16:30 - 16:45

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.47	28.33
	B - Access	1.85	0.00	1.85
	C - L7081 (East)	38.79	0.47	0.00

16:45 - 17:00

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.47	28.33
	B - Access	1.85	0.00	1.85
	C - L7081 (East)	38.79	0.47	0.00

17:00 - 17:15

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.16	27.54
	B - Access	0.57	0.00	0.57
	C - L7081 (East)	36.46	0.16	0.00

17:15 - 17:30

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.16	27.54
	B - Access	0.57	0.00	0.57
	C - L7081 (East)	36.46	0.16	0.00

17:30 - 17:45

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.16	27.54
	B - Access	0.57	0.00	0.57
	C - L7081 (East)	36.46	0.16	0.00

17:45 - 18:00

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.16	27.54
	B - Access	0.57	0.00	0.57
	C - L7081 (East)	36.46	0.16	0.00

18:00 - 18:15

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.34	19.12
	B - Access	0.16	0.00	0.16
	C - L7081 (East)	31.62	0.34	0.00

18:15 - 18:30

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.34	19.12
	B - Access	0.16	0.00	0.16
	C - L7081 (East)	31.62	0.34	0.00

18:30 - 18:45

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.34	19.12
	B - Access	0.16	0.00	0.16
	C - L7081 (East)	31.62	0.34	0.00

18:45 - 19:00

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.34	19.12
	B - Access	0.16	0.00	0.16
	C - L7081 (East)	31.62	0.34	0.00

Vehicle Mix

07:00 - 07:15

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	6
	B - Access	100	0	100
	C - L7081 (East)	6	100	0

07:15 - 07:30

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	6
	B - Access	100	0	100
	C - L7081 (East)	6	100	0

07:30 - 07:45

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	6
	B - Access	100	0	100
	C - L7081 (East)	6	100	0

07:45 - 08:00

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	6
	B - Access	100	0	100
	C - L7081 (East)	6	100	0

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	33	5
	B - Access	100	0	100
	C - L7081 (East)	5	33	0

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	33	5
	B - Access	100	0	100
	C - L7081 (East)	5	33	0

08:30 - 08:45

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	0	0
	B - Access	89	0	89
	C - L7081 (East)	0	0	0

08:45 - 09:00

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	0	0
	B - Access	89	0	89
	C - L7081 (East)	0	0	0

09:00 - 09:15

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	78
	B - Access	68	0	68
	C - L7081 (East)	0	100	0

09:15 - 09:30

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	78
	B - Access	68	0	68
	C - L7081 (East)	0	100	0

09:30 - 09:45

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	78
	B - Access	68	0	68
	C - L7081 (East)	0	100	0

09:45 - 10:00

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	78
	B - Access	68	0	68
	C - L7081 (East)	0	100	0

10:00 - 10:15

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	100
	B - Access	100	0	100
	C - L7081 (East)	29	100	0

10:15 - 10:30

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	100
	B - Access	100	0	100
	C - L7081 (East)	29	100	0

10:30 - 10:45

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	100
	B - Access	100	0	100
	C - L7081 (East)	29	100	0

10:45 - 11:00

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	100
	B - Access	100	0	100
	C - L7081 (East)	29	100	0

11:00 - 11:15

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	100
	B - Access	100	0	100
	C - L7081 (East)	0	100	0

11:15 - 11:30

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	100
	B - Access	100	0	100
	C - L7081 (East)	0	100	0

11:30 - 11:45

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	100
	B - Access	100	0	100
	C - L7081 (East)	0	100	0

11:45 - 12:00

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	100
	B - Access	100	0	100
	C - L7081 (East)	0	100	0

12:00 - 12:15

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	82
	B - Access	100	0	100
	C - L7081 (East)	0	100	0

12:15 - 12:30

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	82
	B - Access	100	0	100
	C - L7081 (East)	0	100	0

12:30 - 12:45

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	82
	B - Access	100	0	100
	C - L7081 (East)	0	100	0

12:45 - 13:00

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	82
	B - Access	100	0	100
	C - L7081 (East)	0	100	0

13:00 - 13:15

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	100
	B - Access	64	0	64
	C - L7081 (East)	0	100	0

13:15 - 13:30

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	100
	B - Access	64	0	64
	C - L7081 (East)	0	100	0

13:30 - 13:45

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	100
	B - Access	64	0	64
	C - L7081 (East)	0	100	0

13:45 - 14:00

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	100
	B - Access	64	0	64
	C - L7081 (East)	0	100	0

14:00 - 14:15

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	94
	B - Access	54	0	54
	C - L7081 (East)	0	100	0

14:15 - 14:30

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	94
	B - Access	54	0	54
	C - L7081 (East)	0	100	0

14:30 - 14:45

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	94
	B - Access	54	0	54
	C - L7081 (East)	0	100	0

14:45 - 15:00

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	94
	B - Access	54	0	54
	C - L7081 (East)	0	100	0

15:00 - 15:15

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	44
	B - Access	100	0	100
	C - L7081 (East)	0	100	0

15:15 - 15:30

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	44
	B - Access	100	0	100
	C - L7081 (East)	0	100	0

15:30 - 15:45

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	44
	B - Access	100	0	100
	C - L7081 (East)	0	100	0

15:45 - 16:00

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	44
	B - Access	100	0	100
	C - L7081 (East)	0	100	0

16:00 - 16:15

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	38
	B - Access	0	0	0
	C - L7081 (East)	0	100	0

16:15 - 16:30

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	38
	B - Access	0	0	0
	C - L7081 (East)	0	100	0

16:30 - 16:45

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	38
	B - Access	0	0	0
	C - L7081 (East)	0	100	0

16:45 - 17:00

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	38
	B - Access	0	0	0
	C - L7081 (East)	0	100	0

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	42
	B - Access	100	0	100
	C - L7081 (East)	0	100	0

17:15 - 17:30

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	42
	B - Access	100	0	100
	C - L7081 (East)	0	100	0

17:30 - 17:45

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	42
	B - Access	100	0	100
	C - L7081 (East)	0	100	0

17:45 - 18:00

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	42
	B - Access	100	0	100
	C - L7081 (East)	0	100	0

18:00 - 18:15

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	100
	B - Access	100	0	100
	C - L7081 (East)	0	100	0

18:15 - 18:30

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	100
	B - Access	100	0	100
	C - L7081 (East)	0	100	0

18:30 - 18:45

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	100
	B - Access	100	0	100
	C - L7081 (East)	0	100	0

18:45 - 19:00

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	100
	B - Access	100	0	100
	C - L7081 (East)	0	100	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-AC	0.02	12.04	0.0	B	1.35	65.00
C-AB	0.02	10.24	0.0	B	0.91	43.84
C-A					24.72	1186.33
A-B					0.70	33.69
A-C					24.89	1194.91

Main Results for each time segment

07:00 - 07:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.19	1.19	78.34	0.015	1.17	0.0	0.0	11.663	B
C-AB	1.25	1.25	90.47	0.014	1.23	0.0	0.0	10.084	B
C-A	15.86	15.86			15.86				
A-B	1.03	1.03			1.03				
A-C	36.75	36.75			36.75				

07:15 - 07:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.19	1.19	78.34	0.015	1.19	0.0	0.0	11.665	B
C-AB	1.25	1.25	90.56	0.014	1.25	0.0	0.0	10.083	B
C-A	15.85	15.85			15.85				
A-B	1.03	1.03			1.03				
A-C	36.75	36.75			36.75				

07:30 - 07:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.19	1.19	78.34	0.015	1.19	0.0	0.0	11.665	B
C-AB	1.25	1.25	90.56	0.014	1.25	0.0	0.0	10.077	B
C-A	15.85	15.85			15.85				
A-B	1.03	1.03			1.03				
A-C	36.75	36.75			36.75				

07:45 - 08:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.19	1.19	78.34	0.015	1.19	0.0	0.0	11.665	B
C-AB	1.25	1.25	90.56	0.014	1.25	0.0	0.0	10.079	B
C-A	15.85	15.85			15.85				
A-B	1.03	1.03			1.03				
A-C	36.75	36.75			36.75				

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.26	1.26	76.00	0.017	1.25	0.0	0.0	12.040	B
C-AB	2.71	2.71	138.09	0.020	2.70	0.0	0.0	7.588	A
C-A	32.26	32.26			32.26				
A-B	2.06	2.06			2.06				
A-C	45.41	45.41			45.41				

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.26	1.26	76.00	0.017	1.26	0.0	0.0	12.040	B
C-AB	2.71	2.71	138.45	0.020	2.72	0.0	0.0	6.630	A
C-A	32.26	32.26			32.26				
A-B	2.06	2.06			2.06				
A-C	45.41	45.41			45.41				

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.26	1.26	80.81	0.016	1.26	0.0	0.0	11.630	B
C-AB	2.55	2.55	174.35	0.015	2.55	0.0	0.0	5.951	A
C-A	32.43	32.43			32.43				
A-B	2.06	2.06			2.06				
A-C	45.41	45.41			45.41				

08:45 - 09:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.26	1.26	80.87	0.016	1.26	0.0	0.0	11.303	B
C-AB	2.55	2.55	174.77	0.015	2.55	0.0	0.0	5.225	A
C-A	32.43	32.43			32.43				
A-B	2.06	2.06			2.06				
A-C	45.41	45.41			45.41				

09:00 - 09:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.42	1.42	93.01	0.015	1.42	0.0	0.0	10.415	B
C-AB	1.11	1.11	97.35	0.012	1.12	0.0	0.0	6.566	A
C-A	22.98	22.98			22.98				
A-B	0.84	0.84			0.84				
A-C	21.97	21.97			21.97				

09:15 - 09:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.42	1.42	93.14	0.015	1.42	0.0	0.0	9.813	A
C-AB	1.11	1.11	96.71	0.012	1.11	0.0	0.0	9.413	A
C-A	22.98	22.98			22.98				
A-B	0.84	0.84			0.84				
A-C	21.97	21.97			21.97				

09:30 - 09:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.42	1.42	93.14	0.015	1.42	0.0	0.0	9.813	A
C-AB	1.11	1.11	96.75	0.012	1.11	0.0	0.0	9.414	A
C-A	22.98	22.98			22.98				
A-B	0.84	0.84			0.84				
A-C	21.97	21.97			21.97				

09:45 - 10:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.42	1.42	93.14	0.015	1.42	0.0	0.0	9.811	A
C-AB	1.11	1.11	96.75	0.012	1.11	0.0	0.0	9.412	A
C-A	22.98	22.98			22.98				
A-B	0.84	0.84			0.84				
A-C	21.97	21.97			21.97				

10:00 - 10:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.16	1.16	79.47	0.015	1.16	0.0	0.0	10.479	B
C-AB	0.63	0.63	88.68	0.007	0.63	0.0	0.0	9.770	A
C-A	13.21	13.21			13.21				
A-B	0.53	0.53			0.53				
A-C	16.88	16.88			16.88				

10:15 - 10:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.16	1.16	79.30	0.015	1.16	0.0	0.0	11.517	B
C-AB	0.63	0.63	88.53	0.007	0.63	0.0	0.0	10.238	B
C-A	13.21	13.21			13.21				
A-B	0.53	0.53			0.53				
A-C	16.88	16.88			16.88				

10:30 - 10:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.16	1.16	79.30	0.015	1.16	0.0	0.0	11.517	B
C-AB	0.63	0.63	88.53	0.007	0.63	0.0	0.0	10.240	B
C-A	13.21	13.21			13.21				
A-B	0.53	0.53			0.53				
A-C	16.88	16.88			16.88				

10:45 - 11:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.16	1.16	79.30	0.015	1.16	0.0	0.0	11.517	B
C-AB	0.63	0.63	88.53	0.007	0.63	0.0	0.0	10.238	B
C-A	13.21	13.21			13.21				
A-B	0.53	0.53			0.53				
A-C	16.88	16.88			16.88				

11:00 - 11:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.04	1.04	79.70	0.013	1.04	0.0	0.0	11.443	B
C-AB	0.69	0.69	93.32	0.007	0.69	0.0	0.0	9.929	A
C-A	17.73	17.73			17.73				
A-B	0.55	0.55			0.55				
A-C	15.34	15.34			15.34				

11:15 - 11:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.04	1.04	79.70	0.013	1.04	0.0	0.0	11.441	B
C-AB	0.69	0.69	93.37	0.007	0.69	0.0	0.0	9.710	A
C-A	17.73	17.73			17.73				
A-B	0.55	0.55			0.55				
A-C	15.34	15.34			15.34				

11:30 - 11:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.04	1.04	79.70	0.013	1.04	0.0	0.0	11.441	B
C-AB	0.69	0.69	93.37	0.007	0.69	0.0	0.0	9.710	A
C-A	17.73	17.73			17.73				
A-B	0.55	0.55			0.55				
A-C	15.34	15.34			15.34				

11:45 - 12:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.04	1.04	79.70	0.013	1.04	0.0	0.0	11.441	B
C-AB	0.69	0.69	93.37	0.007	0.69	0.0	0.0	9.712	A
C-A	17.73	17.73			17.73				
A-B	0.55	0.55			0.55				
A-C	15.34	15.34			15.34				

12:00 - 12:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.04	1.04	78.52	0.013	1.04	0.0	0.0	11.615	B
C-AB	0.51	0.51	92.42	0.006	0.51	0.0	0.0	9.803	A
C-A	17.78	17.78			17.78				
A-B	0.41	0.41			0.41				
A-C	21.45	21.45			21.45				

12:15 - 12:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.04	1.04	78.52	0.013	1.04	0.0	0.0	11.615	B
C-AB	0.51	0.51	92.39	0.006	0.51	0.0	0.0	9.793	A
C-A	17.78	17.78			17.78				
A-B	0.41	0.41			0.41				
A-C	21.45	21.45			21.45				

12:30 - 12:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.04	1.04	78.52	0.013	1.04	0.0	0.0	11.615	B
C-AB	0.51	0.51	92.39	0.006	0.51	0.0	0.0	9.797	A
C-A	17.78	17.78			17.78				
A-B	0.41	0.41			0.41				
A-C	21.45	21.45			21.45				

12:45 - 13:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.04	1.04	78.52	0.013	1.04	0.0	0.0	11.615	B
C-AB	0.51	0.51	92.39	0.006	0.51	0.0	0.0	9.797	A
C-A	17.78	17.78			17.78				
A-B	0.41	0.41			0.41				
A-C	21.45	21.45			21.45				

13:00 - 13:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.44	1.44	95.13	0.015	1.44	0.0	0.0	10.467	B
C-AB	0.89	0.89	96.74	0.009	0.88	0.0	0.0	9.473	A
C-A	22.80	22.80			22.80				
A-B	0.68	0.68			0.68				
A-C	18.68	18.68			18.68				

13:15 - 13:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.44	1.44	95.32	0.015	1.45	0.0	0.0	9.587	A
C-AB	0.89	0.89	96.80	0.009	0.89	0.0	0.0	9.385	A
C-A	22.80	22.80			22.80				
A-B	0.68	0.68			0.68				
A-C	18.68	18.68			18.68				

13:30 - 13:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.44	1.44	95.32	0.015	1.44	0.0	0.0	9.587	A
C-AB	0.89	0.89	96.80	0.009	0.89	0.0	0.0	9.383	A
C-A	22.80	22.80			22.80				
A-B	0.68	0.68			0.68				
A-C	18.68	18.68			18.68				

13:45 - 14:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.44	1.44	95.32	0.015	1.44	0.0	0.0	9.587	A
C-AB	0.89	0.89	96.80	0.009	0.89	0.0	0.0	9.383	A
C-A	22.80	22.80			22.80				
A-B	0.68	0.68			0.68				
A-C	18.68	18.68			18.68				

14:00 - 14:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.54	1.54	101.15	0.015	1.54	0.0	0.0	9.319	A
C-AB	0.98	0.98	96.31	0.010	0.98	0.0	0.0	9.435	A
C-A	22.47	22.47			22.47				
A-B	0.75	0.75			0.75				
A-C	20.18	20.18			20.18				

14:15 - 14:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.54	1.54	101.21	0.015	1.54	0.0	0.0	9.031	A
C-AB	0.98	0.98	96.32	0.010	0.98	0.0	0.0	9.442	A
C-A	22.47	22.47			22.47				
A-B	0.75	0.75			0.75				
A-C	20.18	20.18			20.18				

14:30 - 14:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.54	1.54	101.21	0.015	1.54	0.0	0.0	9.031	A
C-AB	0.98	0.98	96.32	0.010	0.98	0.0	0.0	9.441	A
C-A	22.47	22.47			22.47				
A-B	0.75	0.75			0.75				
A-C	20.18	20.18			20.18				

14:45 - 15:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.54	1.54	101.21	0.015	1.54	0.0	0.0	9.029	A
C-AB	0.98	0.98	96.32	0.010	0.98	0.0	0.0	9.441	A
C-A	22.47	22.47			22.47				
A-B	0.75	0.75			0.75				
A-C	20.18	20.18			20.18				

15:00 - 15:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.01	1.01	78.31	0.013	1.02	0.0	0.0	10.058	B
C-AB	0.81	0.81	98.49	0.008	0.81	0.0	0.0	9.274	A
C-A	25.05	25.05			25.05				
A-B	0.60	0.60			0.60				
A-C	27.07	27.07			27.07				

15:15 - 15:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.01	1.01	78.04	0.013	1.01	0.0	0.0	11.683	B
C-AB	0.81	0.81	98.48	0.008	0.81	0.0	0.0	9.215	A
C-A	25.05	25.05			25.05				
A-B	0.60	0.60			0.60				
A-C	27.07	27.07			27.07				

15:30 - 15:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.01	1.01	78.04	0.013	1.01	0.0	0.0	11.683	B
C-AB	0.81	0.81	98.47	0.008	0.81	0.0	0.0	9.214	A
C-A	25.05	25.05			25.05				
A-B	0.60	0.60			0.60				
A-C	27.07	27.07			27.07				

15:45 - 16:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.01	1.01	78.04	0.013	1.01	0.0	0.0	11.683	B
C-AB	0.81	0.81	98.47	0.008	0.81	0.0	0.0	9.215	A
C-A	25.05	25.05			25.05				
A-B	0.60	0.60			0.60				
A-C	27.07	27.07			27.07				

16:00 - 16:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	3.70	3.70	154.12	0.024	3.68	0.0	0.0	7.281	A
C-AB	0.72	0.72	109.73	0.007	0.73	0.0	0.0	8.513	A
C-A	38.53	38.53			38.53				
A-B	0.47	0.47			0.47				
A-C	28.33	28.33			28.33				

16:15 - 16:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	3.70	3.70	154.66	0.024	3.70	0.0	0.0	5.963	A
C-AB	0.72	0.72	109.75	0.007	0.72	0.0	0.0	8.252	A
C-A	38.53	38.53			38.53				
A-B	0.47	0.47			0.47				
A-C	28.33	28.33			28.33				

16:30 - 16:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	3.70	3.70	154.66	0.024	3.70	0.0	0.0	5.963	A
C-AB	0.72	0.72	109.74	0.007	0.72	0.0	0.0	8.255	A
C-A	38.53	38.53			38.53				
A-B	0.47	0.47			0.47				
A-C	28.33	28.33			28.33				

16:45 - 17:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	3.70	3.70	154.66	0.024	3.70	0.0	0.0	5.960	A
C-AB	0.72	0.72	109.74	0.007	0.72	0.0	0.0	8.257	A
C-A	38.53	38.53			38.53				
A-B	0.47	0.47			0.47				
A-C	28.33	28.33			28.33				

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.13	1.13	78.41	0.015	1.15	0.0	0.0	7.231	A
C-AB	0.25	0.25	108.16	0.002	0.25	0.0	0.0	8.300	A
C-A	36.37	36.37			36.37				
A-B	0.16	0.16			0.16				
A-C	27.54	27.54			27.54				

17:15 - 17:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.13	1.13	77.58	0.015	1.13	0.0	0.0	11.772	B
C-AB	0.25	0.25	107.87	0.002	0.25	0.0	0.0	8.351	A
C-A	36.38	36.38			36.38				
A-B	0.16	0.16			0.16				
A-C	27.54	27.54			27.54				

17:30 - 17:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.13	1.13	77.58	0.015	1.13	0.0	0.0	11.772	B
C-AB	0.25	0.25	107.87	0.002	0.25	0.0	0.0	8.362	A
C-A	36.38	36.38			36.38				
A-B	0.16	0.16			0.16				
A-C	27.54	27.54			27.54				

17:45 - 18:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.13	1.13	77.58	0.015	1.13	0.0	0.0	11.772	B
C-AB	0.25	0.25	107.87	0.002	0.25	0.0	0.0	8.362	A
C-A	36.38	36.38			36.38				
A-B	0.16	0.16			0.16				
A-C	27.54	27.54			27.54				

18:00 - 18:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0.32	0.32	77.91	0.004	0.33	0.0	0.0	11.602	B
C-AB	0.49	0.49	103.85	0.005	0.48	0.0	0.0	8.646	A
C-A	31.47	31.47			31.47				
A-B	0.34	0.34			0.34				
A-C	19.12	19.12			19.12				

18:15 - 18:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0.32	0.32	77.91	0.004	0.32	0.0	0.0	11.602	B
C-AB	0.49	0.49	103.91	0.005	0.49	0.0	0.0	8.704	A
C-A	31.47	31.47			31.47				
A-B	0.34	0.34			0.34				
A-C	19.12	19.12			19.12				

18:30 - 18:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0.32	0.32	77.91	0.004	0.32	0.0	0.0	11.599	B
C-AB	0.49	0.49	103.91	0.005	0.49	0.0	0.0	8.703	A
C-A	31.47	31.47			31.47				
A-B	0.34	0.34			0.34				
A-C	19.12	19.12			19.12				

18:45 - 19:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0.32	0.32	77.91	0.004	0.32	0.0	0.0	11.599	B
C-AB	0.49	0.49	103.91	0.005	0.49	0.0	0.0	8.703	A
C-A	31.47	31.47			31.47				
A-B	0.34	0.34			0.34				
A-C	19.12	19.12			19.12				

+5 + Dev + Adj, 12hrs,

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Access	T-Junction	Two-way		0.57	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D8	+5 + Dev + Adj, 12hrs	DIRECT	07:00	19:00	720	15	✓	Simple	D3+D5+D6

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - L7081 (West)		DIRECT	✓	100.000
B - Access		DIRECT	✓	100.000
C - L7081 (East)		DIRECT	✓	100.000

Origin-Destination Data

07:00 - 07:15

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	1.03	40.75
	B - Access	0.59	0.00	0.59
	C - L7081 (East)	17.83	1.03	0.00

07:15 - 07:30

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	1.03	40.75
	B - Access	0.59	0.00	0.59
	C - L7081 (East)	17.83	1.03	0.00

07:30 - 07:45

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	1.03	40.75
	B - Access	0.59	0.00	0.59
	C - L7081 (East)	17.83	1.03	0.00

07:45 - 08:00

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	1.03	40.75
	B - Access	0.59	0.00	0.59
	C - L7081 (East)	17.83	1.03	0.00

08:00 - 08:15

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	2.06	50.28
	B - Access	0.63	0.00	0.63
	C - L7081 (East)	36.44	2.06	0.00

08:15 - 08:30

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	2.06	50.28
	B - Access	0.63	0.00	0.63
	C - L7081 (East)	36.44	2.06	0.00

08:30 - 08:45

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	2.06	50.28
	B - Access	0.63	0.00	0.63
	C - L7081 (East)	36.44	2.06	0.00

08:45 - 09:00

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	2.06	50.28
	B - Access	0.63	0.00	0.63
	C - L7081 (East)	36.44	2.06	0.00

09:00 - 09:15

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.84	24.51
	B - Access	0.71	0.00	0.71
	C - L7081 (East)	25.92	0.84	0.00

09:15 - 09:30

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.84	24.51
	B - Access	0.71	0.00	0.71
	C - L7081 (East)	25.92	0.84	0.00

09:30 - 09:45

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.84	24.51
	B - Access	0.71	0.00	0.71
	C - L7081 (East)	25.92	0.84	0.00

09:45 - 10:00

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.84	24.51
	B - Access	0.71	0.00	0.71
	C - L7081 (East)	25.92	0.84	0.00

10:00 - 10:15

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.53	18.92
	B - Access	0.58	0.00	0.58
	C - L7081 (East)	14.96	0.53	0.00

10:15 - 10:30

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.53	18.92
	B - Access	0.58	0.00	0.58
	C - L7081 (East)	14.96	0.53	0.00

10:30 - 10:45

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.53	18.92
	B - Access	0.58	0.00	0.58
	C - L7081 (East)	14.96	0.53	0.00

10:45 - 11:00

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.53	18.92
	B - Access	0.58	0.00	0.58
	C - L7081 (East)	14.96	0.53	0.00

11:00 - 11:15

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.55	17.18
	B - Access	0.52	0.00	0.52
	C - L7081 (East)	19.77	0.55	0.00

11:15 - 11:30

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.55	17.18
	B - Access	0.52	0.00	0.52
	C - L7081 (East)	19.77	0.55	0.00

11:30 - 11:45

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.55	17.18
	B - Access	0.52	0.00	0.52
	C - L7081 (East)	19.77	0.55	0.00

11:45 - 12:00

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.55	17.18
	B - Access	0.52	0.00	0.52
	C - L7081 (East)	19.77	0.55	0.00

12:00 - 12:15

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.41	23.86
	B - Access	0.52	0.00	0.52
	C - L7081 (East)	19.92	0.41	0.00

12:15 - 12:30

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.41	23.86
	B - Access	0.52	0.00	0.52
	C - L7081 (East)	19.92	0.41	0.00

12:30 - 12:45

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.41	23.86
	B - Access	0.52	0.00	0.52
	C - L7081 (East)	19.92	0.41	0.00

12:45 - 13:00

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.41	23.86
	B - Access	0.52	0.00	0.52
	C - L7081 (East)	19.92	0.41	0.00

13:00 - 13:15

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.68	20.99
	B - Access	0.72	0.00	0.72
	C - L7081 (East)	25.76	0.68	0.00

13:15 - 13:30

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.68	20.99
	B - Access	0.72	0.00	0.72
	C - L7081 (East)	25.76	0.68	0.00

13:30 - 13:45

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.68	20.99
	B - Access	0.72	0.00	0.72
	C - L7081 (East)	25.76	0.68	0.00

13:45 - 14:00

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.68	20.99
	B - Access	0.72	0.00	0.72
	C - L7081 (East)	25.76	0.68	0.00

14:00 - 14:15

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.75	22.52
	B - Access	0.77	0.00	0.77
	C - L7081 (East)	25.14	0.75	0.00

14:15 - 14:30

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.75	22.52
	B - Access	0.77	0.00	0.77
	C - L7081 (East)	25.14	0.75	0.00

14:30 - 14:45

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.75	22.52
	B - Access	0.77	0.00	0.77
	C - L7081 (East)	25.14	0.75	0.00

14:45 - 15:00

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.75	22.52
	B - Access	0.77	0.00	0.77
	C - L7081 (East)	25.14	0.75	0.00

15:00 - 15:15

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.60	30.13
	B - Access	0.51	0.00	0.51
	C - L7081 (East)	27.95	0.60	0.00

15:15 - 15:30

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.60	30.13
	B - Access	0.51	0.00	0.51
	C - L7081 (East)	27.95	0.60	0.00

15:30 - 15:45

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.60	30.13
	B - Access	0.51	0.00	0.51
	C - L7081 (East)	27.95	0.60	0.00

15:45 - 16:00

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.60	30.13
	B - Access	0.51	0.00	0.51
	C - L7081 (East)	27.95	0.60	0.00

16:00 - 16:15

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.47	31.45
	B - Access	1.85	0.00	1.85
	C - L7081 (East)	43.00	0.47	0.00

16:15 - 16:30

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.47	31.45
	B - Access	1.85	0.00	1.85
	C - L7081 (East)	43.00	0.47	0.00

16:30 - 16:45

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.47	31.45
	B - Access	1.85	0.00	1.85
	C - L7081 (East)	43.00	0.47	0.00

16:45 - 17:00

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.47	31.45
	B - Access	1.85	0.00	1.85
	C - L7081 (East)	43.00	0.47	0.00

17:00 - 17:15

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.16	30.38
	B - Access	0.57	0.00	0.57
	C - L7081 (East)	40.22	0.16	0.00

17:15 - 17:30

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.16	30.38
	B - Access	0.57	0.00	0.57
	C - L7081 (East)	40.22	0.16	0.00

17:30 - 17:45

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.16	30.38
	B - Access	0.57	0.00	0.57
	C - L7081 (East)	40.22	0.16	0.00

17:45 - 18:00

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.16	30.38
	B - Access	0.57	0.00	0.57
	C - L7081 (East)	40.22	0.16	0.00

18:00 - 18:15

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.34	21.08
	B - Access	0.16	0.00	0.16
	C - L7081 (East)	34.88	0.34	0.00

18:15 - 18:30

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.34	21.08
	B - Access	0.16	0.00	0.16
	C - L7081 (East)	34.88	0.34	0.00

18:30 - 18:45

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.34	21.08
	B - Access	0.16	0.00	0.16
	C - L7081 (East)	34.88	0.34	0.00

18:45 - 19:00

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.34	21.08
	B - Access	0.16	0.00	0.16
	C - L7081 (East)	34.88	0.34	0.00

Vehicle Mix

07:00 - 07:15

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	7
	B - Access	100	0	100
	C - L7081 (East)	7	100	0

07:15 - 07:30

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	7
	B - Access	100	0	100
	C - L7081 (East)	7	100	0

07:30 - 07:45

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	7
	B - Access	100	0	100
	C - L7081 (East)	7	100	0

07:45 - 08:00

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	7
	B - Access	100	0	100
	C - L7081 (East)	7	100	0

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	33	5
	B - Access	100	0	100
	C - L7081 (East)	5	33	0

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	33	5
	B - Access	100	0	100
	C - L7081 (East)	5	33	0

08:30 - 08:45

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	0	0
	B - Access	89	0	89
	C - L7081 (East)	0	0	0

08:45 - 09:00

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	0	0
	B - Access	89	0	89
	C - L7081 (East)	0	0	0

09:00 - 09:15

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	78
	B - Access	68	0	68
	C - L7081 (East)	0	100	0

09:15 - 09:30

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	78
	B - Access	68	0	68
	C - L7081 (East)	0	100	0

09:30 - 09:45

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	78
	B - Access	68	0	68
	C - L7081 (East)	0	100	0

09:45 - 10:00

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	78
	B - Access	68	0	68
	C - L7081 (East)	0	100	0

10:00 - 10:15

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	100
	B - Access	100	0	100
	C - L7081 (East)	28	100	0

10:15 - 10:30

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	100
	B - Access	100	0	100
	C - L7081 (East)	28	100	0

10:30 - 10:45

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	100
	B - Access	100	0	100
	C - L7081 (East)	28	100	0

10:45 - 11:00

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	100
	B - Access	100	0	100
	C - L7081 (East)	28	100	0

11:00 - 11:15

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	100
	B - Access	100	0	100
	C - L7081 (East)	0	100	0

11:15 - 11:30

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	100
	B - Access	100	0	100
	C - L7081 (East)	0	100	0

11:30 - 11:45

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	100
	B - Access	100	0	100
	C - L7081 (East)	0	100	0

11:45 - 12:00

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	100
	B - Access	100	0	100
	C - L7081 (East)	0	100	0

12:00 - 12:15

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	83
	B - Access	100	0	100
	C - L7081 (East)	0	100	0

12:15 - 12:30

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	83
	B - Access	100	0	100
	C - L7081 (East)	0	100	0

12:30 - 12:45

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	83
	B - Access	100	0	100
	C - L7081 (East)	0	100	0

12:45 - 13:00

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	83
	B - Access	100	0	100
	C - L7081 (East)	0	100	0

13:00 - 13:15

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	100
	B - Access	64	0	64
	C - L7081 (East)	0	100	0

13:15 - 13:30

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	100
	B - Access	64	0	64
	C - L7081 (East)	0	100	0

13:30 - 13:45

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	100
	B - Access	64	0	64
	C - L7081 (East)	0	100	0

13:45 - 14:00

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	100
	B - Access	64	0	64
	C - L7081 (East)	0	100	0

14:00 - 14:15

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	93
	B - Access	54	0	54
	C - L7081 (East)	0	100	0

14:15 - 14:30

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	93
	B - Access	54	0	54
	C - L7081 (East)	0	100	0

14:30 - 14:45

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	93
	B - Access	54	0	54
	C - L7081 (East)	0	100	0

14:45 - 15:00

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	93
	B - Access	54	0	54
	C - L7081 (East)	0	100	0

15:00 - 15:15

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	45
	B - Access	100	0	100
	C - L7081 (East)	0	100	0

15:15 - 15:30

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	45
	B - Access	100	0	100
	C - L7081 (East)	0	100	0

15:30 - 15:45

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	45
	B - Access	100	0	100
	C - L7081 (East)	0	100	0

15:45 - 16:00

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	45
	B - Access	100	0	100
	C - L7081 (East)	0	100	0

16:00 - 16:15

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	39
	B - Access	0	0	0
	C - L7081 (East)	0	100	0

16:15 - 16:30

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	39
	B - Access	0	0	0
	C - L7081 (East)	0	100	0

16:30 - 16:45

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	39
	B - Access	0	0	0
	C - L7081 (East)	0	100	0

16:45 - 17:00

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	39
	B - Access	0	0	0
	C - L7081 (East)	0	100	0

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	43
	B - Access	100	0	100
	C - L7081 (East)	0	100	0

17:15 - 17:30

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	43
	B - Access	100	0	100
	C - L7081 (East)	0	100	0

17:30 - 17:45

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	43
	B - Access	100	0	100
	C - L7081 (East)	0	100	0

17:45 - 18:00

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	43
	B - Access	100	0	100
	C - L7081 (East)	0	100	0

18:00 - 18:15

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	100
	B - Access	100	0	100
	C - L7081 (East)	0	100	0

18:15 - 18:30

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	100
	B - Access	100	0	100
	C - L7081 (East)	0	100	0

18:30 - 18:45

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	100
	B - Access	100	0	100
	C - L7081 (East)	0	100	0

18:45 - 19:00

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	100
	B - Access	100	0	100
	C - L7081 (East)	0	100	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-AC	0.02	12.20	0.0	B	1.35	65.00
C-AB	0.02	10.15	0.0	B	0.94	45.11
C-A					27.41	1315.74
A-B					0.70	33.69
A-C					27.67	1328.18

Main Results for each time segment

07:00 - 07:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.19	1.19	77.57	0.015	1.17	0.0	0.0	11.775	B
C-AB	1.27	1.27	91.34	0.014	1.26	0.0	0.0	9.990	A
C-A	17.58	17.58			17.58				
A-B	1.03	1.03			1.03				
A-C	40.75	40.75			40.75				

07:15 - 07:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.19	1.19	77.57	0.015	1.19	0.0	0.0	11.782	B
C-AB	1.28	1.28	91.43	0.014	1.28	0.0	0.0	9.987	A
C-A	17.58	17.58			17.58				
A-B	1.03	1.03			1.03				
A-C	40.75	40.75			40.75				

07:30 - 07:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.19	1.19	77.57	0.015	1.19	0.0	0.0	11.782	B
C-AB	1.28	1.28	91.43	0.014	1.28	0.0	0.0	9.984	A
C-A	17.58	17.58			17.58				
A-B	1.03	1.03			1.03				
A-C	40.75	40.75			40.75				

07:45 - 08:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.19	1.19	77.57	0.015	1.19	0.0	0.0	11.782	B
C-AB	1.28	1.28	91.43	0.014	1.28	0.0	0.0	9.982	A
C-A	17.58	17.58			17.58				
A-B	1.03	1.03			1.03				
A-C	40.75	40.75			40.75				

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.26	1.26	75.01	0.017	1.25	0.0	0.0	12.202	B
C-AB	2.80	2.80	139.72	0.020	2.78	0.0	0.0	7.485	A
C-A	35.71	35.71			35.71				
A-B	2.06	2.06			2.06				
A-C	50.28	50.28			50.28				

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.26	1.26	75.01	0.017	1.26	0.0	0.0	12.202	B
C-AB	2.80	2.80	140.08	0.020	2.80	0.0	0.0	6.558	A
C-A	35.71	35.71			35.71				
A-B	2.06	2.06			2.06				
A-C	50.28	50.28			50.28				

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.26	1.26	79.84	0.016	1.26	0.0	0.0	11.773	B
C-AB	2.61	2.61	175.54	0.015	2.61	0.0	0.0	5.901	A
C-A	35.90	35.90			35.90				
A-B	2.06	2.06			2.06				
A-C	50.28	50.28			50.28				

08:45 - 09:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.26	1.26	79.91	0.016	1.26	0.0	0.0	11.442	B
C-AB	2.61	2.61	175.96	0.015	2.61	0.0	0.0	5.193	A
C-A	35.90	35.90			35.90				
A-B	2.06	2.06			2.06				
A-C	50.28	50.28			50.28				

09:00 - 09:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.42	1.42	92.05	0.015	1.42	0.0	0.0	10.526	B
C-AB	1.15	1.15	99.02	0.012	1.16	0.0	0.0	6.511	A
C-A	25.61	25.61			25.61				
A-B	0.84	0.84			0.84				
A-C	24.51	24.51			24.51				

09:15 - 09:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.42	1.42	92.18	0.015	1.42	0.0	0.0	9.917	A
C-AB	1.15	1.15	98.39	0.012	1.14	0.0	0.0	9.254	A
C-A	25.61	25.61			25.61				
A-B	0.84	0.84			0.84				
A-C	24.51	24.51			24.51				

09:30 - 09:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.42	1.42	92.18	0.015	1.42	0.0	0.0	9.915	A
C-AB	1.15	1.15	98.43	0.012	1.15	0.0	0.0	9.253	A
C-A	25.61	25.61			25.61				
A-B	0.84	0.84			0.84				
A-C	24.51	24.51			24.51				

09:45 - 10:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.42	1.42	92.18	0.015	1.42	0.0	0.0	9.915	A
C-AB	1.15	1.15	98.43	0.012	1.15	0.0	0.0	9.251	A
C-A	25.61	25.61			25.61				
A-B	0.84	0.84			0.84				
A-C	24.51	24.51			24.51				

10:00 - 10:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.16	1.16	78.76	0.015	1.16	0.0	0.0	10.577	B
C-AB	0.64	0.64	89.51	0.007	0.65	0.0	0.0	9.645	A
C-A	14.85	14.85			14.85				
A-B	0.53	0.53			0.53				
A-C	18.92	18.92			18.92				

10:15 - 10:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.16	1.16	78.59	0.015	1.16	0.0	0.0	11.622	B
C-AB	0.64	0.64	89.34	0.007	0.64	0.0	0.0	10.146	B
C-A	14.85	14.85			14.85				
A-B	0.53	0.53			0.53				
A-C	18.92	18.92			18.92				

10:30 - 10:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.16	1.16	78.59	0.015	1.16	0.0	0.0	11.622	B
C-AB	0.64	0.64	89.35	0.007	0.64	0.0	0.0	10.145	B
C-A	14.85	14.85			14.85				
A-B	0.53	0.53			0.53				
A-C	18.92	18.92			18.92				

10:45 - 11:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.16	1.16	78.59	0.015	1.16	0.0	0.0	11.622	B
C-AB	0.64	0.64	89.35	0.007	0.64	0.0	0.0	10.147	B
C-A	14.85	14.85			14.85				
A-B	0.53	0.53			0.53				
A-C	18.92	18.92			18.92				

11:00 - 11:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.04	1.04	79.06	0.013	1.04	0.0	0.0	11.538	B
C-AB	0.70	0.70	94.45	0.007	0.70	0.0	0.0	9.823	A
C-A	19.62	19.62			19.62				
A-B	0.55	0.55			0.55				
A-C	17.18	17.18			17.18				

11:15 - 11:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.04	1.04	79.06	0.013	1.04	0.0	0.0	11.537	B
C-AB	0.70	0.70	94.50	0.007	0.70	0.0	0.0	9.596	A
C-A	19.62	19.62			19.62				
A-B	0.55	0.55			0.55				
A-C	17.18	17.18			17.18				

11:30 - 11:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.04	1.04	79.06	0.013	1.04	0.0	0.0	11.535	B
C-AB	0.70	0.70	94.50	0.007	0.70	0.0	0.0	9.596	A
C-A	19.62	19.62			19.62				
A-B	0.55	0.55			0.55				
A-C	17.18	17.18			17.18				

11:45 - 12:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.04	1.04	79.06	0.013	1.04	0.0	0.0	11.535	B
C-AB	0.70	0.70	94.50	0.007	0.70	0.0	0.0	9.594	A
C-A	19.62	19.62			19.62				
A-B	0.55	0.55			0.55				
A-C	17.18	17.18			17.18				

12:00 - 12:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.04	1.04	77.75	0.013	1.04	0.0	0.0	11.731	B
C-AB	0.53	0.53	93.57	0.006	0.53	0.0	0.0	9.688	A
C-A	19.81	19.81			19.81				
A-B	0.41	0.41			0.41				
A-C	23.86	23.86			23.86				

12:15 - 12:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.04	1.04	77.75	0.013	1.04	0.0	0.0	11.731	B
C-AB	0.52	0.52	93.54	0.006	0.52	0.0	0.0	9.675	A
C-A	19.81	19.81			19.81				
A-B	0.41	0.41			0.41				
A-C	23.86	23.86			23.86				

12:30 - 12:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.04	1.04	77.75	0.013	1.04	0.0	0.0	11.731	B
C-AB	0.52	0.52	93.54	0.006	0.52	0.0	0.0	9.677	A
C-A	19.81	19.81			19.81				
A-B	0.41	0.41			0.41				
A-C	23.86	23.86			23.86				

12:45 - 13:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.04	1.04	77.75	0.013	1.04	0.0	0.0	11.731	B
C-AB	0.52	0.52	93.54	0.006	0.52	0.0	0.0	9.675	A
C-A	19.81	19.81			19.81				
A-B	0.41	0.41			0.41				
A-C	23.86	23.86			23.86				

13:00 - 13:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.44	1.44	94.12	0.015	1.44	0.0	0.0	10.581	B
C-AB	0.92	0.92	98.47	0.009	0.91	0.0	0.0	9.317	A
C-A	25.52	25.52			25.52				
A-B	0.68	0.68			0.68				
A-C	20.99	20.99			20.99				

13:15 - 13:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.44	1.44	94.31	0.015	1.45	0.0	0.0	9.691	A
C-AB	0.92	0.92	98.53	0.009	0.92	0.0	0.0	9.223	A
C-A	25.52	25.52			25.52				
A-B	0.68	0.68			0.68				
A-C	20.99	20.99			20.99				

13:30 - 13:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.44	1.44	94.31	0.015	1.44	0.0	0.0	9.693	A
C-AB	0.92	0.92	98.53	0.009	0.92	0.0	0.0	9.219	A
C-A	25.52	25.52			25.52				
A-B	0.68	0.68			0.68				
A-C	20.99	20.99			20.99				

13:45 - 14:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.44	1.44	94.31	0.015	1.44	0.0	0.0	9.691	A
C-AB	0.92	0.92	98.53	0.009	0.92	0.0	0.0	9.221	A
C-A	25.52	25.52			25.52				
A-B	0.68	0.68			0.68				
A-C	20.99	20.99			20.99				

14:00 - 14:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.54	1.54	100.12	0.015	1.54	0.0	0.0	9.416	A
C-AB	1.01	1.01	97.79	0.010	1.01	0.0	0.0	9.287	A
C-A	24.88	24.88			24.88				
A-B	0.75	0.75			0.75				
A-C	22.52	22.52			22.52				

14:15 - 14:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.54	1.54	100.19	0.015	1.54	0.0	0.0	9.123	A
C-AB	1.01	1.01	97.80	0.010	1.01	0.0	0.0	9.300	A
C-A	24.88	24.88			24.88				
A-B	0.75	0.75			0.75				
A-C	22.52	22.52			22.52				

14:30 - 14:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.54	1.54	100.19	0.015	1.54	0.0	0.0	9.123	A
C-AB	1.01	1.01	97.80	0.010	1.01	0.0	0.0	9.298	A
C-A	24.88	24.88			24.88				
A-B	0.75	0.75			0.75				
A-C	22.52	22.52			22.52				

14:45 - 15:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.54	1.54	100.19	0.015	1.54	0.0	0.0	9.123	A
C-AB	1.01	1.01	97.80	0.010	1.01	0.0	0.0	9.298	A
C-A	24.88	24.88			24.88				
A-B	0.75	0.75			0.75				
A-C	22.52	22.52			22.52				

15:00 - 15:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.01	1.01	77.50	0.013	1.02	0.0	0.0	10.165	B
C-AB	0.84	0.84	100.19	0.008	0.84	0.0	0.0	9.122	A
C-A	27.71	27.71			27.71				
A-B	0.60	0.60			0.60				
A-C	30.13	30.13			30.13				

15:15 - 15:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.01	1.01	77.23	0.013	1.01	0.0	0.0	11.806	B
C-AB	0.84	0.84	100.18	0.008	0.84	0.0	0.0	9.057	A
C-A	27.71	27.71			27.71				
A-B	0.60	0.60			0.60				
A-C	30.13	30.13			30.13				

15:30 - 15:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.01	1.01	77.23	0.013	1.01	0.0	0.0	11.806	B
C-AB	0.84	0.84	100.17	0.008	0.84	0.0	0.0	9.061	A
C-A	27.71	27.71			27.71				
A-B	0.60	0.60			0.60				
A-C	30.13	30.13			30.13				

15:45 - 16:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.01	1.01	77.23	0.013	1.01	0.0	0.0	11.806	B
C-AB	0.84	0.84	100.17	0.008	0.84	0.0	0.0	9.061	A
C-A	27.71	27.71			27.71				
A-B	0.60	0.60			0.60				
A-C	30.13	30.13			30.13				

16:00 - 16:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	3.70	3.70	152.33	0.024	3.68	0.0	0.0	7.369	A
C-AB	0.76	0.76	112.70	0.007	0.76	0.0	0.0	8.307	A
C-A	42.71	42.71			42.71				
A-B	0.47	0.47			0.47				
A-C	31.45	31.45			31.45				

16:15 - 16:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	3.70	3.70	152.87	0.024	3.70	0.0	0.0	6.035	A
C-AB	0.76	0.76	112.72	0.007	0.76	0.0	0.0	8.035	A
C-A	42.71	42.71			42.71				
A-B	0.47	0.47			0.47				
A-C	31.45	31.45			31.45				

16:30 - 16:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	3.70	3.70	152.87	0.024	3.70	0.0	0.0	6.034	A
C-AB	0.76	0.76	112.72	0.007	0.76	0.0	0.0	8.038	A
C-A	42.71	42.71			42.71				
A-B	0.47	0.47			0.47				
A-C	31.45	31.45			31.45				

16:45 - 17:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	3.70	3.70	152.87	0.024	3.70	0.0	0.0	6.034	A
C-AB	0.76	0.76	112.71	0.007	0.76	0.0	0.0	8.040	A
C-A	42.71	42.71			42.71				
A-B	0.47	0.47			0.47				
A-C	31.45	31.45			31.45				

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.13	1.13	77.54	0.015	1.15	0.0	0.0	7.314	A
C-AB	0.26	0.26	110.77	0.002	0.26	0.0	0.0	8.095	A
C-A	40.13	40.13			40.13				
A-B	0.16	0.16			0.16				
A-C	30.38	30.38			30.38				

17:15 - 17:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.13	1.13	76.71	0.015	1.13	0.0	0.0	11.908	B
C-AB	0.26	0.26	110.47	0.002	0.26	0.0	0.0	8.155	A
C-A	40.13	40.13			40.13				
A-B	0.16	0.16			0.16				
A-C	30.38	30.38			30.38				

17:30 - 17:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.13	1.13	76.71	0.015	1.13	0.0	0.0	11.908	B
C-AB	0.26	0.26	110.47	0.002	0.26	0.0	0.0	8.167	A
C-A	40.13	40.13			40.13				
A-B	0.16	0.16			0.16				
A-C	30.38	30.38			30.38				

17:45 - 18:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.13	1.13	76.71	0.015	1.13	0.0	0.0	11.908	B
C-AB	0.26	0.26	110.47	0.002	0.26	0.0	0.0	8.165	A
C-A	40.13	40.13			40.13				
A-B	0.16	0.16			0.16				
A-C	30.38	30.38			30.38				

18:00 - 18:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0.32	0.32	77.15	0.004	0.33	0.0	0.0	11.719	B
C-AB	0.50	0.50	106.10	0.005	0.50	0.0	0.0	8.460	A
C-A	34.71	34.71			34.71				
A-B	0.34	0.34			0.34				
A-C	21.08	21.08			21.08				

18:15 - 18:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0.32	0.32	77.15	0.004	0.32	0.0	0.0	11.714	B
C-AB	0.50	0.50	106.16	0.005	0.50	0.0	0.0	8.522	A
C-A	34.71	34.71			34.71				
A-B	0.34	0.34			0.34				
A-C	21.08	21.08			21.08				

18:30 - 18:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0.32	0.32	77.15	0.004	0.32	0.0	0.0	11.714	B
C-AB	0.50	0.50	106.16	0.005	0.50	0.0	0.0	8.519	A
C-A	34.71	34.71			34.71				
A-B	0.34	0.34			0.34				
A-C	21.08	21.08			21.08				

18:45 - 19:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0.32	0.32	77.15	0.004	0.32	0.0	0.0	11.714	B
C-AB	0.50	0.50	106.16	0.005	0.50	0.0	0.0	8.517	A
C-A	34.71	34.71			34.71				
A-B	0.34	0.34			0.34				
A-C	21.08	21.08			21.08				

+15 + Dev + Adj, 12hrs ,

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Access	T-Junction	Two-way		0.53	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D9	+15 + Dev + Adj, 12hrs	DIRECT	07:00	19:00	720	15	✓	Simple	D4+D5+D6

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - L7081 (West)		DIRECT	✓	100.000
B - Access		DIRECT	✓	100.000
C - L7081 (East)		DIRECT	✓	100.000

Origin-Destination Data

07:00 - 07:15

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	1.03	43.64
	B - Access	0.59	0.00	0.59
	C - L7081 (East)	19.10	1.03	0.00

07:15 - 07:30

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	1.03	43.64
	B - Access	0.59	0.00	0.59
	C - L7081 (East)	19.10	1.03	0.00

07:30 - 07:45

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	1.03	43.64
	B - Access	0.59	0.00	0.59
	C - L7081 (East)	19.10	1.03	0.00

07:45 - 08:00

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	1.03	43.64
	B - Access	0.59	0.00	0.59
	C - L7081 (East)	19.10	1.03	0.00

08:00 - 08:15

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	2.06	53.74
	B - Access	0.63	0.00	0.63
	C - L7081 (East)	38.96	2.06	0.00

08:15 - 08:30

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	2.06	53.74
	B - Access	0.63	0.00	0.63
	C - L7081 (East)	38.96	2.06	0.00

08:30 - 08:45

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	2.06	53.74
	B - Access	0.63	0.00	0.63
	C - L7081 (East)	38.96	2.06	0.00

08:45 - 09:00

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	2.06	53.74
	B - Access	0.63	0.00	0.63
	C - L7081 (East)	38.96	2.06	0.00

09:00 - 09:15

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.84	26.43
	B - Access	0.71	0.00	0.71
	C - L7081 (East)	27.92	0.84	0.00

09:15 - 09:30

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.84	26.43
	B - Access	0.71	0.00	0.71
	C - L7081 (East)	27.92	0.84	0.00

09:30 - 09:45

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.84	26.43
	B - Access	0.71	0.00	0.71
	C - L7081 (East)	27.92	0.84	0.00

09:45 - 10:00

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.84	26.43
	B - Access	0.71	0.00	0.71
	C - L7081 (East)	27.92	0.84	0.00

10:00 - 10:15

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.53	20.52
	B - Access	0.58	0.00	0.58
	C - L7081 (East)	16.26	0.53	0.00

10:15 - 10:30

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.53	20.52
	B - Access	0.58	0.00	0.58
	C - L7081 (East)	16.26	0.53	0.00

10:30 - 10:45

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.53	20.52
	B - Access	0.58	0.00	0.58
	C - L7081 (East)	16.26	0.53	0.00

10:45 - 11:00

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.53	20.52
	B - Access	0.58	0.00	0.58
	C - L7081 (East)	16.26	0.53	0.00

11:00 - 11:15

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.55	18.59
	B - Access	0.52	0.00	0.52
	C - L7081 (East)	21.12	0.55	0.00

11:15 - 11:30

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.55	18.59
	B - Access	0.52	0.00	0.52
	C - L7081 (East)	21.12	0.55	0.00

11:30 - 11:45

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.55	18.59
	B - Access	0.52	0.00	0.52
	C - L7081 (East)	21.12	0.55	0.00

11:45 - 12:00

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.55	18.59
	B - Access	0.52	0.00	0.52
	C - L7081 (East)	21.12	0.55	0.00

12:00 - 12:15

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.41	25.64
	B - Access	0.52	0.00	0.52
	C - L7081 (East)	21.45	0.41	0.00

12:15 - 12:30

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.41	25.64
	B - Access	0.52	0.00	0.52
	C - L7081 (East)	21.45	0.41	0.00

12:30 - 12:45

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.41	25.64
	B - Access	0.52	0.00	0.52
	C - L7081 (East)	21.45	0.41	0.00

12:45 - 13:00

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.41	25.64
	B - Access	0.52	0.00	0.52
	C - L7081 (East)	21.45	0.41	0.00

13:00 - 13:15

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.68	22.80
	B - Access	0.72	0.00	0.72
	C - L7081 (East)	27.89	0.68	0.00

13:15 - 13:30

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.68	22.80
	B - Access	0.72	0.00	0.72
	C - L7081 (East)	27.89	0.68	0.00

13:30 - 13:45

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.68	22.80
	B - Access	0.72	0.00	0.72
	C - L7081 (East)	27.89	0.68	0.00

13:45 - 14:00

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.68	22.80
	B - Access	0.72	0.00	0.72
	C - L7081 (East)	27.89	0.68	0.00

14:00 - 14:15

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.75	24.27
	B - Access	0.77	0.00	0.77
	C - L7081 (East)	26.87	0.75	0.00

14:15 - 14:30

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.75	24.27
	B - Access	0.77	0.00	0.77
	C - L7081 (East)	26.87	0.75	0.00

14:30 - 14:45

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.75	24.27
	B - Access	0.77	0.00	0.77
	C - L7081 (East)	26.87	0.75	0.00

14:45 - 15:00

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.75	24.27
	B - Access	0.77	0.00	0.77
	C - L7081 (East)	26.87	0.75	0.00

15:00 - 15:15

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.60	32.41
	B - Access	0.51	0.00	0.51
	C - L7081 (East)	29.86	0.60	0.00

15:15 - 15:30

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.60	32.41
	B - Access	0.51	0.00	0.51
	C - L7081 (East)	29.86	0.60	0.00

15:30 - 15:45

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.60	32.41
	B - Access	0.51	0.00	0.51
	C - L7081 (East)	29.86	0.60	0.00

15:45 - 16:00

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.60	32.41
	B - Access	0.51	0.00	0.51
	C - L7081 (East)	29.86	0.60	0.00

16:00 - 16:15

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.47	33.71
	B - Access	1.85	0.00	1.85
	C - L7081 (East)	46.03	0.47	0.00

16:15 - 16:30

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.47	33.71
	B - Access	1.85	0.00	1.85
	C - L7081 (East)	46.03	0.47	0.00

16:30 - 16:45

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.47	33.71
	B - Access	1.85	0.00	1.85
	C - L7081 (East)	46.03	0.47	0.00

16:45 - 17:00

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.47	33.71
	B - Access	1.85	0.00	1.85
	C - L7081 (East)	46.03	0.47	0.00

17:00 - 17:15

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.16	32.35
	B - Access	0.57	0.00	0.57
	C - L7081 (East)	42.82	0.16	0.00

17:15 - 17:30

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.16	32.35
	B - Access	0.57	0.00	0.57
	C - L7081 (East)	42.82	0.16	0.00

17:30 - 17:45

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.16	32.35
	B - Access	0.57	0.00	0.57
	C - L7081 (East)	42.82	0.16	0.00

17:45 - 18:00

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.16	32.35
	B - Access	0.57	0.00	0.57
	C - L7081 (East)	42.82	0.16	0.00

18:00 - 18:15

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.34	22.42
	B - Access	0.16	0.00	0.16
	C - L7081 (East)	37.14	0.34	0.00

18:15 - 18:30

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.34	22.42
	B - Access	0.16	0.00	0.16
	C - L7081 (East)	37.14	0.34	0.00

18:30 - 18:45

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.34	22.42
	B - Access	0.16	0.00	0.16
	C - L7081 (East)	37.14	0.34	0.00

18:45 - 19:00

Demand (Veh/TS)

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0.00	0.34	22.42
	B - Access	0.16	0.00	0.16
	C - L7081 (East)	37.14	0.34	0.00

Vehicle Mix

07:00 - 07:15

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	8
	B - Access	100	0	100
	C - L7081 (East)	8	100	0

07:15 - 07:30

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	8
	B - Access	100	0	100
	C - L7081 (East)	8	100	0

07:30 - 07:45

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	8
	B - Access	100	0	100
	C - L7081 (East)	8	100	0

07:45 - 08:00

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	8
	B - Access	100	0	100
	C - L7081 (East)	8	100	0

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	33	5
	B - Access	100	0	100
	C - L7081 (East)	6	33	0

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	33	5
	B - Access	100	0	100
	C - L7081 (East)	6	33	0

08:30 - 08:45

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	0	0
	B - Access	89	0	89
	C - L7081 (East)	0	0	0

08:45 - 09:00

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	0	0
	B - Access	89	0	89
	C - L7081 (East)	0	0	0

09:00 - 09:15

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	78
	B - Access	68	0	68
	C - L7081 (East)	0	100	0

09:15 - 09:30

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	78
	B - Access	68	0	68
	C - L7081 (East)	0	100	0

09:30 - 09:45

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	78
	B - Access	68	0	68
	C - L7081 (East)	0	100	0

09:45 - 10:00

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	78
	B - Access	68	0	68
	C - L7081 (East)	0	100	0

10:00 - 10:15

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	100
	B - Access	100	0	100
	C - L7081 (East)	26	100	0

10:15 - 10:30

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	100
	B - Access	100	0	100
	C - L7081 (East)	26	100	0

10:30 - 10:45

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	100
	B - Access	100	0	100
	C - L7081 (East)	26	100	0

10:45 - 11:00

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	100
	B - Access	100	0	100
	C - L7081 (East)	26	100	0

11:00 - 11:15

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	100
	B - Access	100	0	100
	C - L7081 (East)	0	100	0

11:15 - 11:30

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	100
	B - Access	100	0	100
	C - L7081 (East)	0	100	0

11:30 - 11:45

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	100
	B - Access	100	0	100
	C - L7081 (East)	0	100	0

11:45 - 12:00

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	100
	B - Access	100	0	100
	C - L7081 (East)	0	100	0

12:00 - 12:15

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	83
	B - Access	100	0	100
	C - L7081 (East)	0	100	0

12:15 - 12:30

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	83
	B - Access	100	0	100
	C - L7081 (East)	0	100	0

12:30 - 12:45

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	83
	B - Access	100	0	100
	C - L7081 (East)	0	100	0

12:45 - 13:00

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	83
	B - Access	100	0	100
	C - L7081 (East)	0	100	0

13:00 - 13:15

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	100
	B - Access	64	0	64
	C - L7081 (East)	0	100	0

13:15 - 13:30

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	100
	B - Access	64	0	64
	C - L7081 (East)	0	100	0

13:30 - 13:45

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	100
	B - Access	64	0	64
	C - L7081 (East)	0	100	0

13:45 - 14:00

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	100
	B - Access	64	0	64
	C - L7081 (East)	0	100	0

14:00 - 14:15

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	93
	B - Access	54	0	54
	C - L7081 (East)	0	100	0

14:15 - 14:30

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	93
	B - Access	54	0	54
	C - L7081 (East)	0	100	0

14:30 - 14:45

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	93
	B - Access	54	0	54
	C - L7081 (East)	0	100	0

14:45 - 15:00

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	93
	B - Access	54	0	54
	C - L7081 (East)	0	100	0

15:00 - 15:15

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	45
	B - Access	100	0	100
	C - L7081 (East)	0	100	0

15:15 - 15:30

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	45
	B - Access	100	0	100
	C - L7081 (East)	0	100	0

15:30 - 15:45

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	45
	B - Access	100	0	100
	C - L7081 (East)	0	100	0

15:45 - 16:00

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	45
	B - Access	100	0	100
	C - L7081 (East)	0	100	0

16:00 - 16:15

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	39
	B - Access	0	0	0
	C - L7081 (East)	0	100	0

16:15 - 16:30

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	39
	B - Access	0	0	0
	C - L7081 (East)	0	100	0

16:30 - 16:45

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	39
	B - Access	0	0	0
	C - L7081 (East)	0	100	0

16:45 - 17:00

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	39
	B - Access	0	0	0
	C - L7081 (East)	0	100	0

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	45
	B - Access	100	0	100
	C - L7081 (East)	0	100	0

17:15 - 17:30

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	45
	B - Access	100	0	100
	C - L7081 (East)	0	100	0

17:30 - 17:45

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	45
	B - Access	100	0	100
	C - L7081 (East)	0	100	0

17:45 - 18:00

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	45
	B - Access	100	0	100
	C - L7081 (East)	0	100	0

18:00 - 18:15

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	100
	B - Access	100	0	100
	C - L7081 (East)	0	100	0

18:15 - 18:30

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	100
	B - Access	100	0	100
	C - L7081 (East)	0	100	0

18:30 - 18:45

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	100
	B - Access	100	0	100
	C - L7081 (East)	0	100	0

18:45 - 19:00

Heavy Vehicle Percentages

		To		
		A - L7081 (West)	B - Access	C - L7081 (East)
From	A - L7081 (West)	0	100	100
	B - Access	100	0	100
	C - L7081 (East)	0	100	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-AC	0.02	12.32	0.0	B	1.35	65.00
C-AB	0.02	10.07	0.0	B	0.96	46.07
C-A					29.36	1409.27
A-B					0.70	33.69
A-C					29.71	1426.05

Main Results for each time segment

07:00 - 07:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.19	1.19	77.00	0.015	1.17	0.0	0.0	11.864	B
C-AB	1.29	1.29	91.94	0.014	1.28	0.0	0.0	9.925	A
C-A	18.83	18.83			18.83				
A-B	1.03	1.03			1.03				
A-C	43.64	43.64			43.64				

07:15 - 07:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.19	1.19	77.00	0.015	1.19	0.0	0.0	11.871	B
C-AB	1.30	1.30	92.04	0.014	1.30	0.0	0.0	9.923	A
C-A	18.82	18.82			18.82				
A-B	1.03	1.03			1.03				
A-C	43.64	43.64			43.64				

07:30 - 07:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.19	1.19	77.00	0.015	1.19	0.0	0.0	11.871	B
C-AB	1.30	1.30	92.04	0.014	1.30	0.0	0.0	9.920	A
C-A	18.82	18.82			18.82				
A-B	1.03	1.03			1.03				
A-C	43.64	43.64			43.64				

07:45 - 08:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.19	1.19	77.00	0.015	1.19	0.0	0.0	11.871	B
C-AB	1.30	1.30	92.04	0.014	1.30	0.0	0.0	9.918	A
C-A	18.82	18.82			18.82				
A-B	1.03	1.03			1.03				
A-C	43.64	43.64			43.64				

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.26	1.26	74.27	0.017	1.25	0.0	0.0	12.324	B
C-AB	2.86	2.86	140.86	0.020	2.85	0.0	0.0	7.414	A
C-A	38.16	38.16			38.16				
A-B	2.06	2.06			2.06				
A-C	53.74	53.74			53.74				

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.26	1.26	74.27	0.017	1.26	0.0	0.0	12.325	B
C-AB	2.86	2.86	141.21	0.020	2.86	0.0	0.0	6.505	A
C-A	38.16	38.16			38.16				
A-B	2.06	2.06			2.06				
A-C	53.74	53.74			53.74				

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.26	1.26	79.16	0.016	1.26	0.0	0.0	11.877	B
C-AB	2.65	2.65	176.40	0.015	2.66	0.0	0.0	5.866	A
C-A	38.37	38.37			38.37				
A-B	2.06	2.06			2.06				
A-C	53.74	53.74			53.74				

08:45 - 09:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.26	1.26	79.22	0.016	1.26	0.0	0.0	11.545	B
C-AB	2.65	2.65	176.82	0.015	2.65	0.0	0.0	5.169	A
C-A	38.37	38.37			38.37				
A-B	2.06	2.06			2.06				
A-C	53.74	53.74			53.74				

09:00 - 09:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.42	1.42	91.33	0.016	1.42	0.0	0.0	10.610	B
C-AB	1.18	1.18	100.28	0.012	1.18	0.0	0.0	6.472	A
C-A	27.59	27.59			27.59				
A-B	0.84	0.84			0.84				
A-C	26.43	26.43			26.43				

09:15 - 09:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.42	1.42	91.46	0.016	1.42	0.0	0.0	9.996	A
C-AB	1.18	1.18	99.66	0.012	1.17	0.0	0.0	9.138	A
C-A	27.59	27.59			27.59				
A-B	0.84	0.84			0.84				
A-C	26.43	26.43			26.43				

09:30 - 09:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.42	1.42	91.46	0.016	1.42	0.0	0.0	9.996	A
C-AB	1.18	1.18	99.70	0.012	1.18	0.0	0.0	9.136	A
C-A	27.59	27.59			27.59				
A-B	0.84	0.84			0.84				
A-C	26.43	26.43			26.43				

09:45 - 10:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.42	1.42	91.46	0.016	1.42	0.0	0.0	9.994	A
C-AB	1.18	1.18	99.70	0.012	1.18	0.0	0.0	9.134	A
C-A	27.59	27.59			27.59				
A-B	0.84	0.84			0.84				
A-C	26.43	26.43			26.43				

10:00 - 10:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.16	1.16	78.21	0.015	1.16	0.0	0.0	10.650	B
C-AB	0.65	0.65	90.19	0.007	0.66	0.0	0.0	9.554	A
C-A	16.14	16.14			16.14				
A-B	0.53	0.53			0.53				
A-C	20.52	20.52			20.52				

10:15 - 10:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.16	1.16	78.04	0.015	1.16	0.0	0.0	11.705	B
C-AB	0.65	0.65	90.01	0.007	0.65	0.0	0.0	10.071	B
C-A	16.15	16.15			16.15				
A-B	0.53	0.53			0.53				
A-C	20.52	20.52			20.52				

10:30 - 10:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.16	1.16	78.04	0.015	1.16	0.0	0.0	11.705	B
C-AB	0.65	0.65	90.01	0.007	0.65	0.0	0.0	10.073	B
C-A	16.15	16.15			16.15				
A-B	0.53	0.53			0.53				
A-C	20.52	20.52			20.52				

10:45 - 11:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.16	1.16	78.04	0.015	1.16	0.0	0.0	11.705	B
C-AB	0.65	0.65	90.01	0.007	0.65	0.0	0.0	10.070	B
C-A	16.15	16.15			16.15				
A-B	0.53	0.53			0.53				
A-C	20.52	20.52			20.52				

11:00 - 11:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.04	1.04	78.57	0.013	1.04	0.0	0.0	11.608	B
C-AB	0.71	0.71	95.23	0.007	0.71	0.0	0.0	9.748	A
C-A	20.96	20.96			20.96				
A-B	0.55	0.55			0.55				
A-C	18.59	18.59			18.59				

11:15 - 11:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.04	1.04	78.57	0.013	1.04	0.0	0.0	11.608	B
C-AB	0.71	0.71	95.28	0.007	0.71	0.0	0.0	9.516	A
C-A	20.96	20.96			20.96				
A-B	0.55	0.55			0.55				
A-C	18.59	18.59			18.59				

11:30 - 11:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.04	1.04	78.57	0.013	1.04	0.0	0.0	11.608	B
C-AB	0.71	0.71	95.28	0.007	0.71	0.0	0.0	9.516	A
C-A	20.96	20.96			20.96				
A-B	0.55	0.55			0.55				
A-C	18.59	18.59			18.59				

11:45 - 12:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.04	1.04	78.57	0.013	1.04	0.0	0.0	11.608	B
C-AB	0.71	0.71	95.28	0.007	0.71	0.0	0.0	9.516	A
C-A	20.96	20.96			20.96				
A-B	0.55	0.55			0.55				
A-C	18.59	18.59			18.59				

12:00 - 12:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.04	1.04	77.18	0.013	1.04	0.0	0.0	11.820	B
C-AB	0.53	0.53	94.43	0.006	0.54	0.0	0.0	9.605	A
C-A	21.33	21.33			21.33				
A-B	0.41	0.41			0.41				
A-C	25.64	25.64			25.64				

12:15 - 12:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.04	1.04	77.18	0.013	1.04	0.0	0.0	11.820	B
C-AB	0.53	0.53	94.40	0.006	0.53	0.0	0.0	9.587	A
C-A	21.33	21.33			21.33				
A-B	0.41	0.41			0.41				
A-C	25.64	25.64			25.64				

12:30 - 12:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.04	1.04	77.18	0.013	1.04	0.0	0.0	11.820	B
C-AB	0.53	0.53	94.40	0.006	0.53	0.0	0.0	9.587	A
C-A	21.33	21.33			21.33				
A-B	0.41	0.41			0.41				
A-C	25.64	25.64			25.64				

12:45 - 13:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.04	1.04	77.18	0.013	1.04	0.0	0.0	11.820	B
C-AB	0.53	0.53	94.40	0.006	0.53	0.0	0.0	9.589	A
C-A	21.33	21.33			21.33				
A-B	0.41	0.41			0.41				
A-C	25.64	25.64			25.64				

13:00 - 13:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.44	1.44	93.33	0.015	1.44	0.0	0.0	10.672	B
C-AB	0.94	0.94	99.79	0.009	0.93	0.0	0.0	9.202	A
C-A	27.62	27.62			27.62				
A-B	0.68	0.68			0.68				
A-C	22.80	22.80			22.80				

13:15 - 13:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.44	1.44	93.52	0.015	1.45	0.0	0.0	9.776	A
C-AB	0.94	0.94	99.86	0.009	0.94	0.0	0.0	9.100	A
C-A	27.62	27.62			27.62				
A-B	0.68	0.68			0.68				
A-C	22.80	22.80			22.80				

13:30 - 13:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.44	1.44	93.52	0.015	1.44	0.0	0.0	9.774	A
C-AB	0.94	0.94	99.86	0.009	0.94	0.0	0.0	9.099	A
C-A	27.62	27.62			27.62				
A-B	0.68	0.68			0.68				
A-C	22.80	22.80			22.80				

13:45 - 14:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.44	1.44	93.52	0.015	1.44	0.0	0.0	9.774	A
C-AB	0.94	0.94	99.86	0.009	0.94	0.0	0.0	9.099	A
C-A	27.62	27.62			27.62				
A-B	0.68	0.68			0.68				
A-C	22.80	22.80			22.80				

14:00 - 14:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.54	1.54	99.36	0.015	1.54	0.0	0.0	9.489	A
C-AB	1.03	1.03	98.83	0.010	1.03	0.0	0.0	9.183	A
C-A	26.59	26.59			26.59				
A-B	0.75	0.75			0.75				
A-C	24.27	24.27			24.27				

14:15 - 14:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.54	1.54	99.42	0.015	1.54	0.0	0.0	9.194	A
C-AB	1.03	1.03	98.84	0.010	1.03	0.0	0.0	9.204	A
C-A	26.59	26.59			26.59				
A-B	0.75	0.75			0.75				
A-C	24.27	24.27			24.27				

14:30 - 14:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.54	1.54	99.42	0.015	1.54	0.0	0.0	9.194	A
C-AB	1.03	1.03	98.84	0.010	1.03	0.0	0.0	9.203	A
C-A	26.59	26.59			26.59				
A-B	0.75	0.75			0.75				
A-C	24.27	24.27			24.27				

14:45 - 15:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.54	1.54	99.42	0.015	1.54	0.0	0.0	9.194	A
C-AB	1.03	1.03	98.84	0.010	1.03	0.0	0.0	9.201	A
C-A	26.59	26.59			26.59				
A-B	0.75	0.75			0.75				
A-C	24.27	24.27			24.27				

15:00 - 15:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.01	1.01	76.91	0.013	1.02	0.0	0.0	10.247	B
C-AB	0.86	0.86	101.38	0.008	0.86	0.0	0.0	9.021	A
C-A	29.60	29.60			29.60				
A-B	0.60	0.60			0.60				
A-C	32.41	32.41			32.41				

15:15 - 15:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.01	1.01	76.64	0.013	1.01	0.0	0.0	11.900	B
C-AB	0.85	0.85	101.37	0.008	0.85	0.0	0.0	8.954	A
C-A	29.60	29.60			29.60				
A-B	0.60	0.60			0.60				
A-C	32.41	32.41			32.41				

15:30 - 15:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.01	1.01	76.64	0.013	1.01	0.0	0.0	11.900	B
C-AB	0.85	0.85	101.36	0.008	0.85	0.0	0.0	8.954	A
C-A	29.60	29.60			29.60				
A-B	0.60	0.60			0.60				
A-C	32.41	32.41			32.41				

15:45 - 16:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.01	1.01	76.64	0.013	1.01	0.0	0.0	11.900	B
C-AB	0.85	0.85	101.36	0.008	0.85	0.0	0.0	8.955	A
C-A	29.60	29.60			29.60				
A-B	0.60	0.60			0.60				
A-C	32.41	32.41			32.41				

16:00 - 16:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	3.70	3.70	150.99	0.024	3.68	0.0	0.0	7.435	A
C-AB	0.78	0.78	114.83	0.007	0.78	0.0	0.0	8.164	A
C-A	45.71	45.71			45.71				
A-B	0.47	0.47			0.47				
A-C	33.71	33.71			33.71				

16:15 - 16:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	3.70	3.70	151.54	0.024	3.70	0.0	0.0	6.087	A
C-AB	0.78	0.78	114.85	0.007	0.78	0.0	0.0	7.888	A
C-A	45.71	45.71			45.71				
A-B	0.47	0.47			0.47				
A-C	33.71	33.71			33.71				

16:30 - 16:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	3.70	3.70	151.54	0.024	3.70	0.0	0.0	6.086	A
C-AB	0.78	0.78	114.85	0.007	0.78	0.0	0.0	7.889	A
C-A	45.71	45.71			45.71				
A-B	0.47	0.47			0.47				
A-C	33.71	33.71			33.71				

16:45 - 17:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	3.70	3.70	151.54	0.024	3.70	0.0	0.0	6.089	A
C-AB	0.78	0.78	114.85	0.007	0.78	0.0	0.0	7.891	A
C-A	45.72	45.71			45.72				
A-B	0.47	0.47			0.47				
A-C	33.71	33.71			33.71				

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.13	1.13	76.90	0.015	1.15	0.0	0.0	7.376	A
C-AB	0.26	0.26	112.55	0.002	0.27	0.0	0.0	7.960	A
C-A	42.71	42.71			42.71				
A-B	0.16	0.16			0.16				
A-C	32.35	32.35			32.35				

17:15 - 17:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.13	1.13	76.07	0.015	1.13	0.0	0.0	12.009	B
C-AB	0.26	0.26	112.24	0.002	0.26	0.0	0.0	8.028	A
C-A	42.72	42.72			42.72				
A-B	0.16	0.16			0.16				
A-C	32.35	32.35			32.35				

17:30 - 17:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.13	1.13	76.07	0.015	1.13	0.0	0.0	12.009	B
C-AB	0.26	0.26	112.24	0.002	0.26	0.0	0.0	8.038	A
C-A	42.72	42.72			42.72				
A-B	0.16	0.16			0.16				
A-C	32.35	32.35			32.35				

17:45 - 18:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.13	1.13	76.07	0.015	1.13	0.0	0.0	12.009	B
C-AB	0.26	0.26	112.24	0.002	0.26	0.0	0.0	8.038	A
C-A	42.72	42.72			42.72				
A-B	0.16	0.16			0.16				
A-C	32.35	32.35			32.35				

18:00 - 18:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0.32	0.32	76.63	0.004	0.33	0.0	0.0	11.799	B
C-AB	0.52	0.52	107.65	0.005	0.51	0.0	0.0	8.335	A
C-A	36.96	36.96			36.96				
A-B	0.34	0.34			0.34				
A-C	22.42	22.42			22.42				

18:15 - 18:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0.32	0.32	76.63	0.004	0.32	0.0	0.0	11.794	B
C-AB	0.52	0.52	107.72	0.005	0.52	0.0	0.0	8.398	A
C-A	36.96	36.96			36.96				
A-B	0.34	0.34			0.34				
A-C	22.42	22.42			22.42				

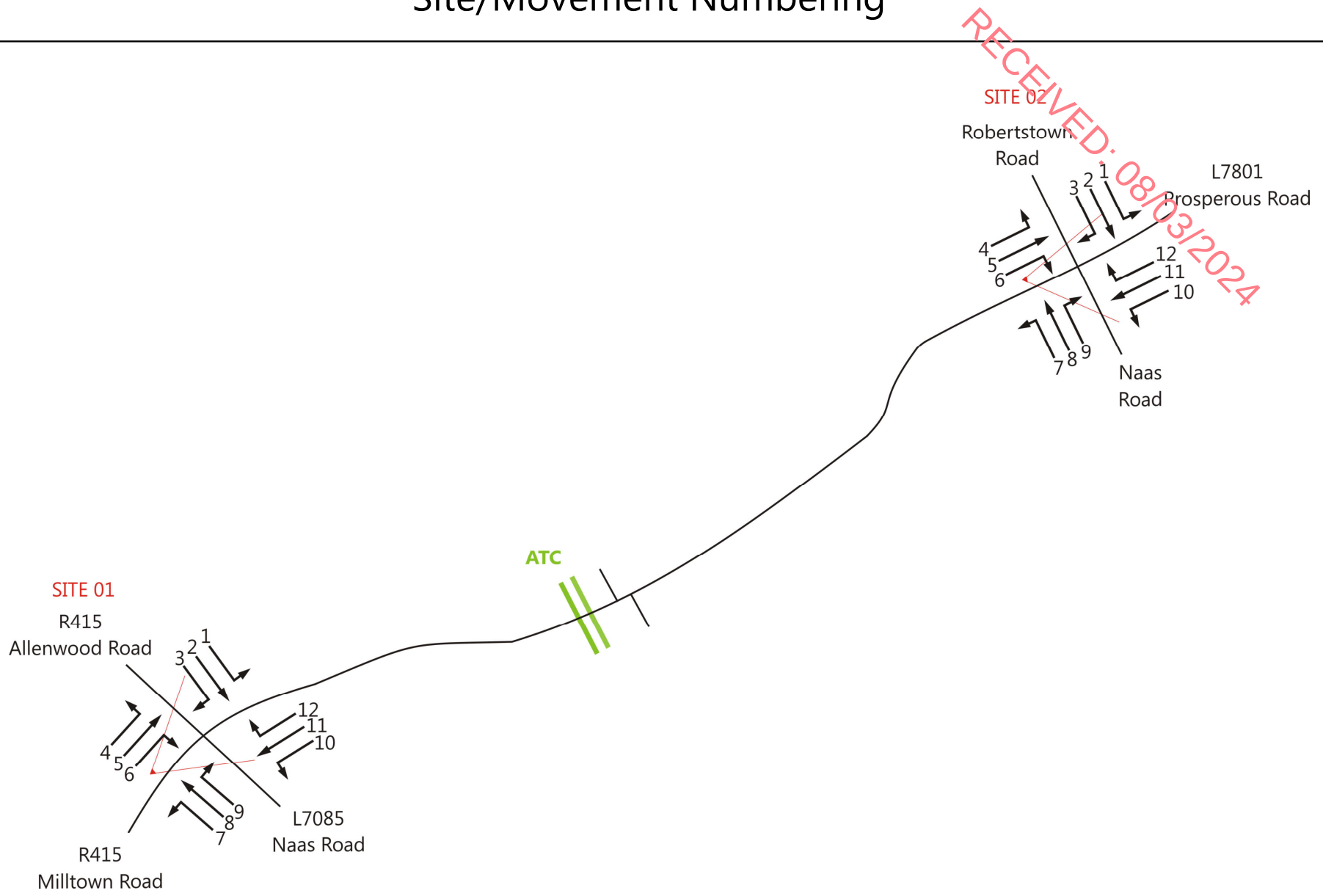
18:30 - 18:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0.32	0.32	76.63	0.004	0.32	0.0	0.0	11.794	B
C-AB	0.52	0.52	107.72	0.005	0.52	0.0	0.0	8.396	A
C-A	36.96	36.96			36.96				
A-B	0.34	0.34			0.34				
A-C	22.42	22.42			22.42				

18:45 - 19:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0.32	0.32	76.63	0.004	0.32	0.0	0.0	11.794	B
C-AB	0.52	0.52	107.72	0.005	0.52	0.0	0.0	8.396	A
C-A	36.96	36.96			36.96				
A-B	0.34	0.34			0.34				
A-C	22.42	22.42			22.42				

Site/Movement Numbering



Job number: TRA/23/037	Job Date: 21st February 2023	Drawing No: TRA/23/037-02	traffinomics.ie
Client: PMCE Consulting Engineers	Job Day: Tuesday	Author: SPW	

TRAFFINOMICS LIMITED

KILMEAGUE TRAFFIC COUNT/SPEED SURVEY **SUMMARY** **WEEK COMMENCING: Tuesday 21 February 2023**

AUTOMATIC TRAFFIC COUNT **TRA/23/037**

SITE 01

LOCATION: L7081 Prosperous Road @ Clients Proposed Access - (Goolgle Maps Ref: 53.254618, -6.820709)

SPEED SURVEY SUMMARY:

EASTBOUND	85% Speed = 89.91 km/h, 95% Speed = 98.37 km/h, Median = 78.48 km/h	Maximum = 143.9 km/h, Minimum = 15.1 km/h, Mean = 79.0 km/h
WESTBOUND	85% Speed = 88.29 km/h, 95% Speed = 97.02 km/h, Median = 77.13 km/h	Maximum = 158.6 km/h, Minimum = 10.4 km/h, Mean = 77.8 km/h

VOLUMETRIC VEHICLE COUNTS:

Direction	Time	Tuesday 21 February 2023	Wednesday 22 February 2023	Thursday 23 February 2023	Friday 24 February 2023	Saturday 25 February 2023	Sunday 26 February 2023	Monday 27 February 2023	No. Vehicles	7 day Mean
EASTBOUND	**07-19**	1124	1165	1170	1142	900	686	1082	7269	1038
WESTBOUND	**07-19**	1147	1171	1172	1168	915	749	1072	7394	1056
EASTBOUND	**00-00**	1339	1391	1396	1405	1059	827	1291	8708	1244
WESTBOUND	**00-00**	1333	1402	1381	1402	1085	887	1261	8751	1250

PEAK FLOW SUMMARY:

Peak	AM	IP	PM
Most Frequent Peak Hour	0800	1300	1600
Average Vehicles per Peak Hour	132	85	107

Traffinomics Limited for
PMCE Consulting Engineers

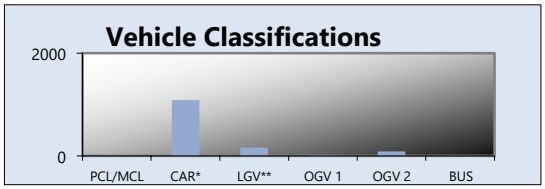
TRAFFINOMICS LIMITED

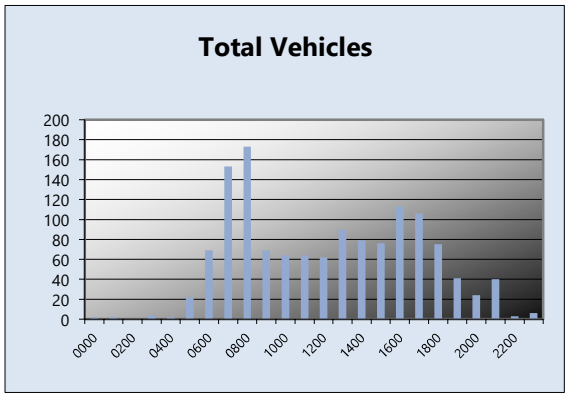
KILMEAGUE TRAFFIC COUNT/SPEED SURVEY **Tuesday 21 February 2023**
AUTOMATIC TRAFFIC COUNT **TRA/23/037**

SITE 01
EASTBOUND

TIME	PCL/MCL	CAR*	LGV**	OGV 1	OGV 2	BUS	TOTAL	PCU
0000	0	2	0	0	0	0	2	2
0100	0	2	0	0	0	0	2	2
0200	0	0	0	0	0	0	0	0
0300	0	2	1	0	1	0	4	5
0400	0	2	0	0	0	0	2	2
0500	0	21	1	0	0	0	22	22
0600	0	50	13	0	6	0	69	77
0700	0	119	23	2	9	0	153	166
0800	0	145	17	1	10	0	173	187
0900	1	54	8	2	4	0	69	74
1000	0	43	11	0	9	1	64	77
1100	0	48	6	1	9	0	64	76
1200	0	47	9	2	4	0	62	68
1300	1	69	13	1	6	0	90	98
1400	0	67	7	1	4	0	79	85
1500	0	59	9	0	8	0	76	86
1600	0	92	11	3	7	0	113	124
1700	0	93	10	0	3	0	106	110
1800	2	61	11	0	1	0	75	75
1900	0	38	3	0	0	0	41	41
2000	0	22	2	0	0	0	24	24
2100	0	40	0	0	0	0	40	40
2200	0	3	0	0	0	0	3	3
2300	0	5	1	0	0	0	6	6
07-19	4	897	135	13	74	1	1124	1225
06-22	4	1047	153	13	80	1	1298	1406
06-00	4	1055	154	13	80	1	1307	1415
00-00	4	1084	156	13	81	1	1339	1449

Peaks	Time	Vehicles	PCU's
AM	0800	173	186.5
IP	1300	90	97.5
PM	1600	113	123.6





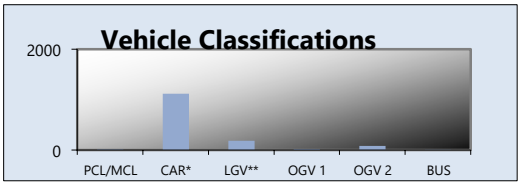
TRAFFINOMICS LIMITED

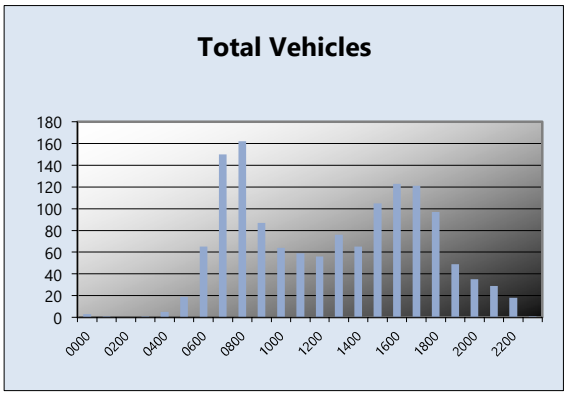
KILMEAGUE TRAFFIC COUNT/SPEED SURVEY **Wednesday 22 February 2023**
AUTOMATIC TRAFFIC COUNT **TRA/23/037**

SITE 01
EASTBOUND

TIME	PCL/MCL	CAR*	LGV**	OGV 1	OGV 2	BUS	TOTAL	PCU
0000	0	3	0	0	0	0	3	3
0100	0	1	0	0	0	0	1	1
0200	0	0	0	0	0	0	0	0
0300	0	1	0	0	0	0	1	1
0400	0	3	2	0	0	0	5	5
0500	0	15	3	1	0	0	19	20
0600	0	47	12	2	4	0	65	71
0700	3	118	22	1	6	0	150	156
0800	0	131	22	1	8	0	162	173
0900	0	66	13	1	7	0	87	97
1000	1	47	8	0	7	1	64	73
1100	1	45	6	1	6	0	59	67
1200	0	44	8	0	4	0	56	61
1300	0	57	7	2	10	0	76	90
1400	1	43	13	1	7	0	65	74
1500	1	80	17	2	5	0	105	112
1600	0	100	14	2	7	0	123	133
1700	0	105	12	0	4	0	121	126
1800	0	85	12	0	0	0	97	97
1900	0	48	1	0	0	0	49	49
2000	0	33	2	0	0	0	35	35
2100	0	26	3	0	0	0	29	29
2200	0	18	0	0	0	0	18	18
2300	0	1	0	0	0	0	1	1
07-19	7	921	154	11	71	1	1165	1258
06-22	7	1075	172	13	75	1	1343	1442
06-00	7	1094	172	13	75	1	1362	1461
00-00	7	1117	177	14	75	1	1391	1491

Peaks	Time	Vehicles	PCU's
AM	0800	162	172.9
IP	1300	76	90
PM	1600	123	133.1





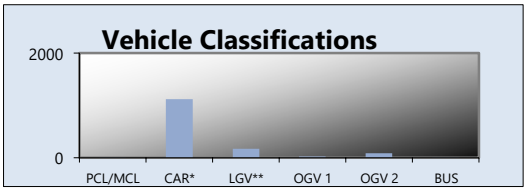
TRAFFINOMICS LIMITED

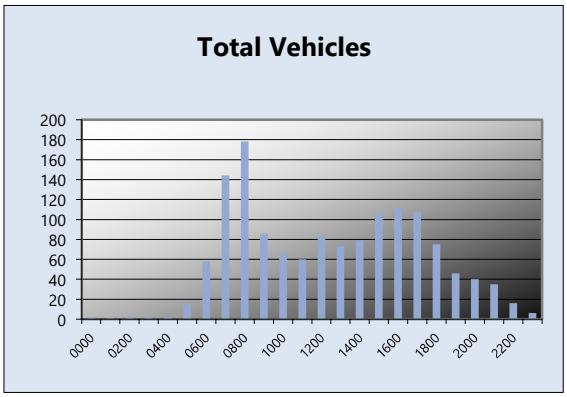
KILMEAGUE TRAFFIC COUNT/SPEED SURVEY **Thursday 23 February 2023**
AUTOMATIC TRAFFIC COUNT **TRA/23/037**

SITE 01
EASTBOUND

TIME	PCL/MCL	CAR*	LGV**	OGV 1	OGV 2	BUS	TOTAL	PCU
0000	0	2	0	0	0	0	2	2
0100	0	1	0	0	0	0	1	1
0200	0	2	0	0	0	0	2	2
0300	0	1	1	0	0	0	2	2
0400	0	2	0	0	0	0	2	2
0500	0	14	2	0	0	0	16	16
0600	0	42	15	0	1	0	58	59
0700	1	108	26	3	5	1	144	152
0800	0	154	16	2	6	0	178	187
0900	0	67	8	3	8	0	86	98
1000	0	46	8	0	9	3	66	81
1100	0	46	4	1	9	0	60	72
1200	1	64	11	3	5	0	84	91
1300	1	48	9	2	13	0	73	90
1400	0	61	8	2	8	0	79	90
1500	0	83	12	2	9	0	106	119
1600	0	88	15	3	5	0	111	119
1700	0	92	15	0	1	0	108	109
1800	1	68	6	0	0	0	75	74
1900	0	39	5	1	1	0	46	48
2000	0	36	4	0	0	0	40	40
2100	0	34	1	0	0	0	35	35
2200	0	15	1	0	0	0	16	16
2300	0	6	0	0	0	0	6	6
07-19	4	925	138	21	78	4	1170	1283
06-22	4	1076	163	22	80	4	1349	1465
06-00	4	1097	164	22	80	4	1371	1487
00-00	4	1119	167	22	80	4	1396	1512

Peaks	Time	Vehicles	PCU's
AM	0800	178	186.8
IP	1200	84	91.2
PM	1600	111	119





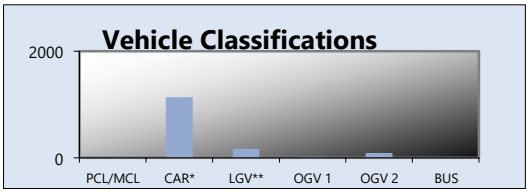
TRAFFINOMICS LIMITED

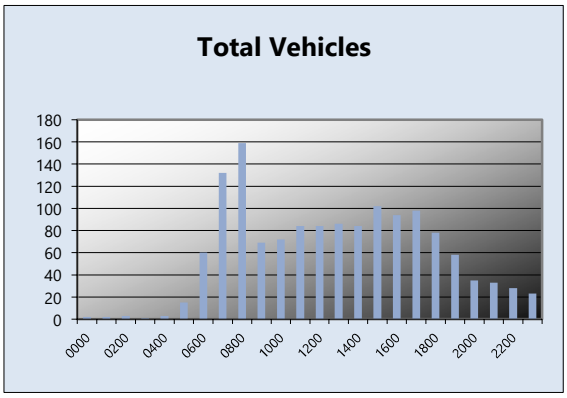
KILMEAGUE TRAFFIC COUNT/SPEED SURVEY **Friday 24 February 2023**
AUTOMATIC TRAFFIC COUNT **TRA/23/037**

SITE 01
EASTBOUND

TIME	PCL/MCL	CAR*	LGV**	OGV 1	OGV 2	BUS	TOTAL	PCU
0000	0	2	0	0	0	0	2	2
0100	0	2	0	0	0	0	2	2
0200	0	3	0	0	0	0	3	3
0300	0	1	0	0	0	0	1	1
0400	0	1	1	0	1	0	3	4
0500	0	13	1	0	1	0	15	16
0600	0	42	15	1	2	0	60	63
0700	0	105	19	2	6	0	132	141
0800	1	136	17	0	5	0	159	165
0900	0	51	5	0	13	0	69	86
1000	0	48	11	1	10	2	72	88
1100	0	53	14	4	13	0	84	103
1200	0	70	8	1	4	1	84	91
1300	0	68	7	1	9	1	86	99
1400	0	63	10	2	9	0	84	97
1500	0	84	13	0	5	0	102	109
1600	0	79	13	0	2	0	94	97
1700	0	82	13	0	3	0	98	102
1800	0	69	8	0	1	0	78	79
1900	2	50	6	0	0	0	58	56
2000	0	33	2	0	0	0	35	35
2100	0	33	0	0	0	0	33	33
2200	0	28	0	0	0	0	28	28
2300	0	20	3	0	0	0	23	23
07-19	1	908	138	11	80	4	1142	1255
06-22	3	1066	161	12	82	4	1328	1442
06-00	3	1114	164	12	82	4	1379	1493
00-00	3	1136	166	12	84	4	1405	1522

Peaks	Time	Vehicles	PCU's
AM	0800	159	164.7
IP	1300	86	99.2
PM	1700	98	101.9





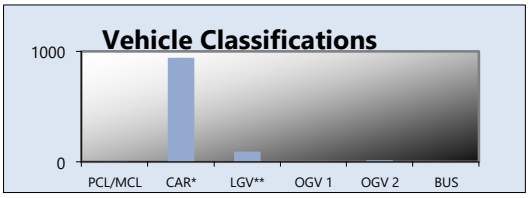
TRAFFINOMICS LIMITED

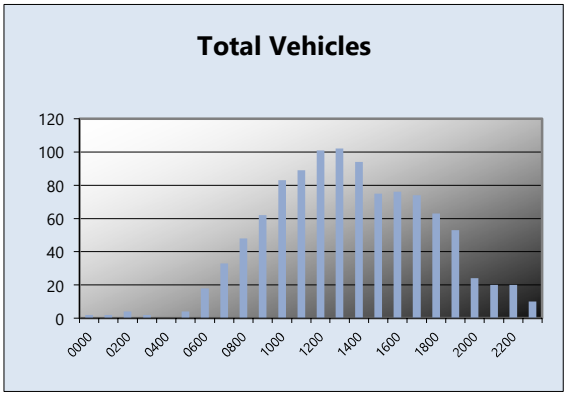
KILMEAGUE TRAFFIC COUNT/SPEED SURVEY **Saturday 25 February 2023**
AUTOMATIC TRAFFIC COUNT **TRA/23/037**

SITE 01
EASTBOUND

TIME	PCL/MCL	CAR*	LGV**	OGV 1	OGV 2	BUS	TOTAL	PCU
0000	0	1	0	0	0	1	2	3
0100	0	1	1	0	0	0	2	2
0200	0	4	0	0	0	0	4	4
0300	0	1	1	0	0	0	2	2
0400	0	0	0	0	0	0	0	0
0500	0	3	1	0	0	0	4	4
0600	0	14	3	1	0	0	18	19
0700	0	21	9	0	3	0	33	37
0800	1	44	1	1	1	0	48	49
0900	0	52	8	0	2	0	62	65
1000	1	73	8	0	1	0	83	84
1100	1	71	13	1	3	0	89	93
1200	2	92	7	0	0	0	101	99
1300	0	90	10	0	2	0	102	105
1400	0	88	6	0	0	0	94	94
1500	0	70	5	0	0	0	75	75
1600	1	71	4	0	0	0	76	75
1700	0	66	7	1	0	0	74	75
1800	1	59	3	0	0	0	63	62
1900	0	52	1	0	0	0	53	53
2000	0	23	1	0	0	0	24	24
2100	0	20	0	0	0	0	20	20
2200	0	18	2	0	0	0	20	20
2300	0	10	0	0	0	0	10	10
07-19	7	797	81	3	12	0	900	912
06-22	7	906	86	4	12	0	1015	1027
06-00	7	934	88	4	12	0	1045	1057
00-00	7	944	91	4	12	1	1059	1072

Peaks	Time	Vehicles	PCU's
AM	0900	62	64.6
IP	1300	102	104.6
PM	1600	76	75.2





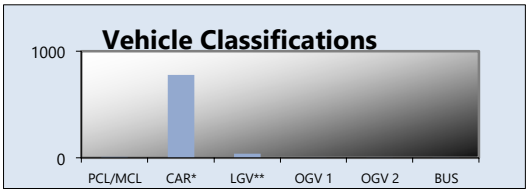
TRAFFINOMICS LIMITED

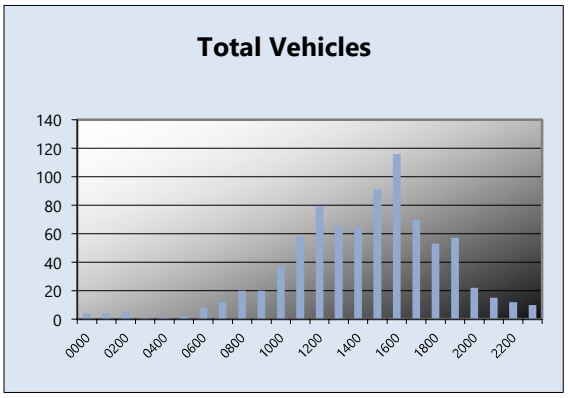
KILMEAGUE TRAFFIC COUNT/SPEED SURVEY **Sunday 26 February 2023**
AUTOMATIC TRAFFIC COUNT **TRA/23/037**

SITE 01
EASTBOUND

TIME	PCL/MCL	CAR*	LGV**	OGV 1	OGV 2	BUS	TOTAL	PCU
0000	0	3	1	0	0	0	4	4
0100	0	4	0	0	0	0	4	4
0200	0	5	0	0	0	0	5	5
0300	0	1	0	0	0	0	1	1
0400	0	1	0	0	0	0	1	1
0500	0	1	1	0	0	0	2	2
0600	0	8	0	0	0	0	8	8
0700	0	12	0	0	0	0	12	12
0800	0	18	2	0	0	0	20	20
0900	1	17	1	0	1	0	20	21
1000	0	35	2	0	0	0	37	37
1100	1	52	5	0	0	0	58	57
1200	0	73	4	1	1	0	79	81
1300	0	63	0	1	0	1	65	67
1400	3	59	3	0	0	0	65	63
1500	1	88	2	0	0	0	91	90
1600	0	113	3	0	0	0	116	116
1700	0	66	4	0	0	0	70	70
1800	0	48	5	0	0	0	53	53
1900	0	53	3	0	1	0	57	58
2000	0	22	0	0	0	0	22	22
2100	0	14	1	0	0	0	15	15
2200	0	12	0	0	0	0	12	12
2300	0	10	0	0	0	0	10	10
07-19	6	644	31	2	2	1	686	686
06-22	6	741	35	2	3	1	788	789
06-00	6	763	35	2	3	1	810	811
00-00	6	778	37	2	3	1	827	828

Peaks	Time	Vehicles	PCU's
AM	0800	20	20.5
IP	1200	79	80.8
PM	1600	116	116



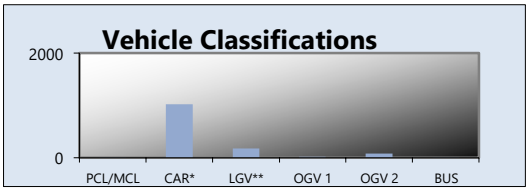


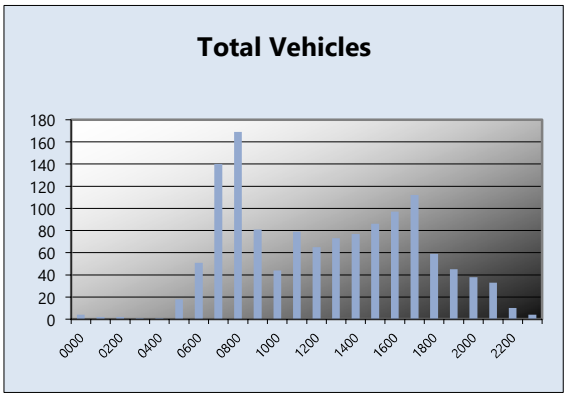
KILMEAGUE TRAFFIC COUNT/SPEED SURVEY **Monday 27 February 2023**
AUTOMATIC TRAFFIC COUNT **TRA/23/037**

SITE 01
EASTBOUND

TIME	PCL/MCL	CAR*	LGV**	OGV 1	OGV 2	BUS	TOTAL	PCU
0000	0	2	2	0	0	0	4	4
0100	0	2	0	0	0	0	2	2
0200	0	1	1	0	0	0	2	2
0300	0	0	0	0	1	0	1	2
0400	0	1	0	0	0	0	1	1
0500	0	16	2	0	0	0	18	18
0600	1	37	12	0	1	0	51	52
0700	1	108	23	2	5	1	140	148
0800	0	146	13	2	8	0	169	180
0900	0	55	18	0	8	0	81	91
1000	0	35	5	0	4	0	44	49
1100	0	53	14	1	10	1	79	94
1200	0	52	9	0	3	1	65	70
1300	0	56	6	3	8	0	73	85
1400	0	59	8	2	8	0	77	88
1500	0	61	15	1	9	0	86	98
1600	1	75	15	1	5	0	97	103
1700	0	94	13	0	5	0	112	119
1800	0	49	10	0	0	0	59	59
1900	0	41	4	0	0	0	45	45
2000	0	35	2	0	1	0	38	39
2100	0	31	2	0	0	0	33	33
2200	0	10	0	0	0	0	10	10
2300	0	4	0	0	0	0	4	4
07-19	2	843	149	12	73	3	1082	1184
06-22	3	987	169	12	75	3	1249	1353
06-00	3	1001	169	12	75	3	1263	1367
00-00	3	1023	174	12	76	3	1291	1396

Peaks	Time	Vehicles	PCU's
AM	0800	169	180.4
IP	1400	77	88.4
PM	1700	112	118.5



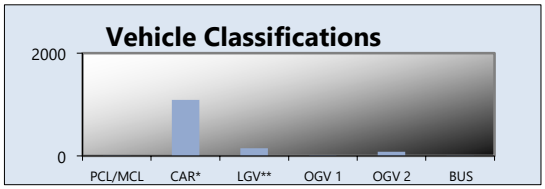


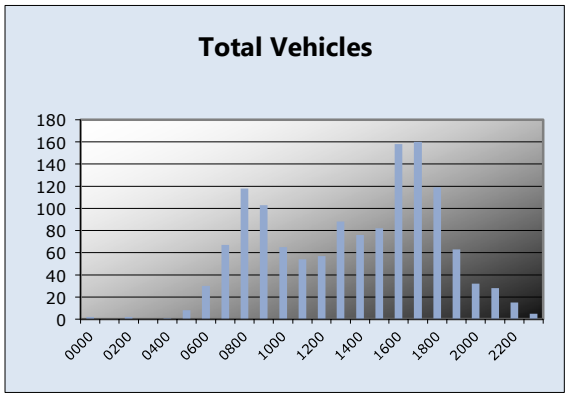
KILMEAGUE TRAFFIC COUNT/SPEED SURVEY **Tuesday 21 February 2023**
AUTOMATIC TRAFFIC COUNT **TRA/23/037**

SITE 01
WESTBOUND

TIME	PCL/MCL	CAR*	LGV**	OGV 1	OGV 2	BUS	TOTAL	PCU
0000	0	2	0	0	0	0	2	2
0100	0	0	0	0	0	0	0	0
0200	0	2	0	0	0	0	2	2
0300	0	0	0	0	0	0	0	0
0400	0	1	0	0	0	0	1	1
0500	0	7	1	0	0	0	8	8
0600	0	22	3	0	5	0	30	37
0700	0	49	9	0	8	1	67	78
0800	0	102	7	0	9	0	118	130
0900	1	78	13	1	9	1	103	115
1000	0	45	11	0	9	0	65	77
1100	1	39	9	0	5	0	54	60
1200	0	45	6	0	6	0	57	65
1300	0	61	16	2	8	1	88	100
1400	0	64	5	2	5	0	76	84
1500	0	69	7	0	6	0	82	90
1600	1	133	15	2	7	0	158	167
1700	1	138	19	1	1	0	160	161
1800	0	109	10	0	0	0	119	119
1900	0	57	6	0	0	0	63	63
2000	0	30	2	0	0	0	32	32
2100	0	23	4	1	0	0	28	29
2200	0	13	2	0	0	0	15	15
2300	0	4	1	0	0	0	5	5
07-19	4	932	127	8	73	3	1147	1246
06-22	4	1064	142	9	78	3	1300	1406
06-00	4	1081	145	9	78	3	1320	1426
00-00	4	1093	146	9	78	3	1333	1439

Peaks	Time	Vehicles	PCU's
AM	0800	118	129.7
IP	1300	88	100.4
PM	1700	160	167.3





Traffinomics Limited for
PMCE Consulting Engineers

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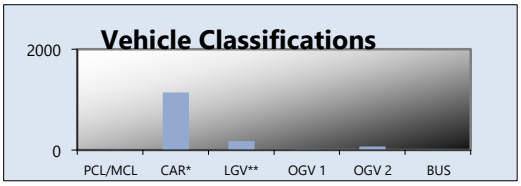
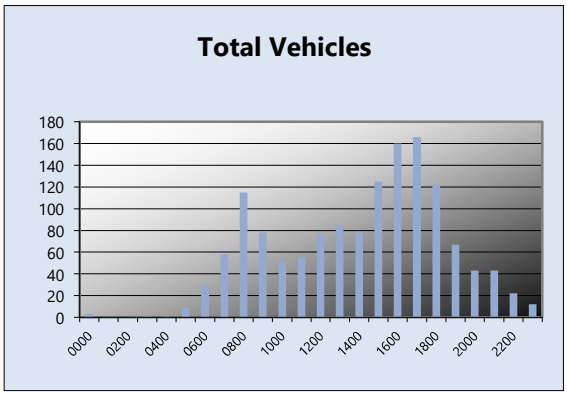
KILMEAGUE TRAFFIC COUNT/SPEED SURVEY **Wednesday 22 February 2023**
AUTOMATIC TRAFFIC COUNT **TRA/23/037**

SITE 01
WESTBOUND

TIME	PCL/MCL	CAR*	LGV**	OGV 1	OGV 2	BUS	TOTAL	PCU
0000	0	3	0	0	0	0	3	3
0100	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0
0300	0	1	0	0	0	0	1	1
0400	0	0	1	0	0	0	1	1
0500	0	7	1	0	1	0	9	10
0600	1	19	6	1	3	0	30	34
0700	0	40	14	1	3	0	58	62
0800	2	98	11	0	3	1	115	118
0900	0	61	10	1	6	0	78	86
1000	1	38	4	0	8	0	51	61
1100	0	41	11	1	2	0	55	58
1200	0	55	13	2	7	0	77	87
1300	0	61	13	0	11	0	85	99
1400	0	61	11	1	6	0	79	87
1500	1	97	19	0	7	1	125	134
1600	0	134	18	3	5	0	160	168
1700	1	148	17	0	0	0	166	165
1800	0	108	13	0	1	0	122	123
1900	0	64	2	0	1	0	67	68
2000	0	40	3	0	0	0	43	43
2100	0	41	2	0	0	0	43	43
2200	0	20	2	0	0	0	22	22
2300	0	9	3	0	0	0	12	12
07-19	5	942	154	9	59	2	1171	1250
06-22	6	1106	167	10	63	2	1354	1438
06-00	6	1135	172	10	63	2	1388	1472
00-00	6	1146	174	10	64	2	1402	1487

Peaks	Time	Vehicles	PCU's
AM	0800	115	118.3
IP	1300	85	99.3
PM	1700	166	168





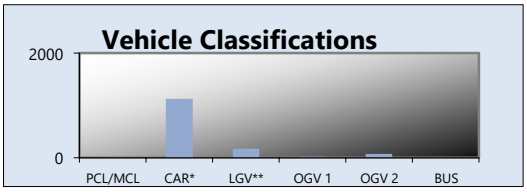
TRAFFINOMICS LIMITED

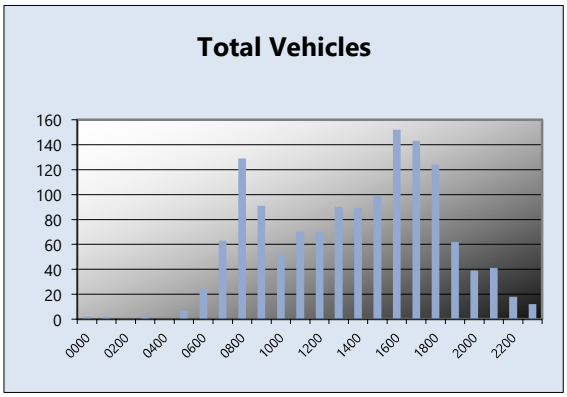
KILMEAGUE TRAFFIC COUNT/SPEED SURVEY **Thursday 23 February 2023**
AUTOMATIC TRAFFIC COUNT **TRA/23/037**

SITE 01
WESTBOUND

TIME	PCL/MCL	CAR*	LGV**	OGV 1	OGV 2	BUS	TOTAL	PCU
0000	0	2	0	0	0	0	2	2
0100	0	1	1	0	0	0	2	2
0200	0	0	0	0	0	0	0	0
0300	0	1	0	0	1	0	2	3
0400	0	0	0	0	0	0	0	0
0500	0	7	0	0	0	0	7	7
0600	0	18	3	0	3	0	24	28
0700	0	47	12	1	3	0	63	67
0800	0	113	10	0	6	0	129	137
0900	0	69	11	0	11	0	91	105
1000	1	30	10	1	9	1	52	64
1100	0	58	9	0	3	0	70	74
1200	0	54	8	0	8	0	70	80
1300	0	65	10	3	12	0	90	107
1400	0	71	14	0	4	0	89	94
1500	1	81	13	0	4	0	99	103
1600	1	123	19	5	4	0	152	159
1700	1	122	19	0	1	0	143	144
1800	0	114	9	1	0	0	124	125
1900	0	57	5	0	0	0	62	62
2000	0	34	5	0	0	0	39	39
2100	0	36	5	0	0	0	41	41
2200	0	18	0	0	0	0	18	18
2300	0	8	4	0	0	0	12	12
07-19	4	947	144	11	65	1	1172	1260
06-22	4	1092	162	11	68	1	1338	1430
06-00	4	1118	166	11	68	1	1368	1460
00-00	4	1129	167	11	69	1	1381	1474

Peaks	Time	Vehicles	PCU's
AM	0800	129	136.8
IP	1300	90	107.1
PM	1600	152	158.9





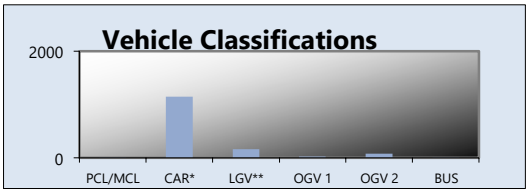
TRAFFINOMICS LIMITED

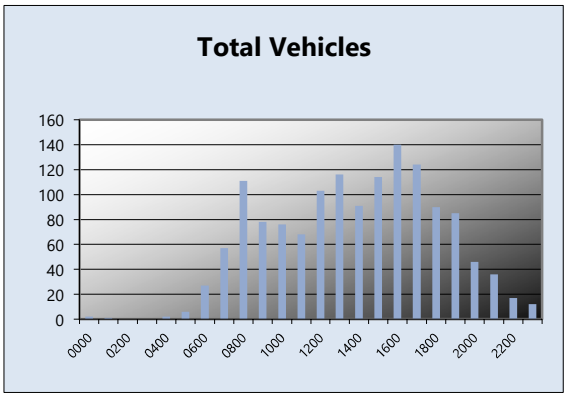
KILMEAGUE TRAFFIC COUNT/SPEED SURVEY **Friday 24 February 2023**
AUTOMATIC TRAFFIC COUNT **TRA/23/037**

SITE 01
WESTBOUND

TIME	PCL/MCL	CAR*	LGV**	OGV 1	OGV 2	BUS	TOTAL	PCU
0000	0	2	0	0	0	0	2	2
0100	0	0	1	0	0	0	1	1
0200	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0
0400	0	2	0	0	0	0	2	2
0500	0	4	1	0	1	0	6	7
0600	1	18	5	1	2	0	27	29
0700	0	40	7	1	9	0	57	69
0800	0	97	12	0	2	0	111	114
0900	1	52	12	2	9	2	78	92
1000	0	58	8	0	9	1	76	89
1100	0	49	7	2	9	1	68	82
1200	0	83	9	1	10	0	103	117
1300	1	90	16	4	5	0	116	124
1400	0	75	10	1	5	0	91	98
1500	1	90	14	2	7	0	114	123
1600	0	119	15	1	5	0	140	147
1700	0	105	16	0	3	0	124	128
1800	0	85	5	0	0	0	90	90
1900	0	80	5	0	0	0	85	85
2000	0	42	4	0	0	0	46	46
2100	0	32	3	1	0	0	36	37
2200	0	15	2	0	0	0	17	17
2300	0	9	3	0	0	0	12	12
07-19	3	943	131	14	73	4	1168	1272
06-22	4	1115	148	16	75	4	1362	1468
06-00	4	1139	153	16	75	4	1391	1497
00-00	4	1147	155	16	76	4	1402	1510

Peaks	Time	Vehicles	PCU's
AM	0800	111	113.6
IP	1300	116	123.7
PM	1600	140	147





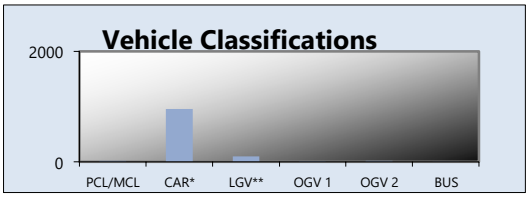
TRAFFINOMICS LIMITED

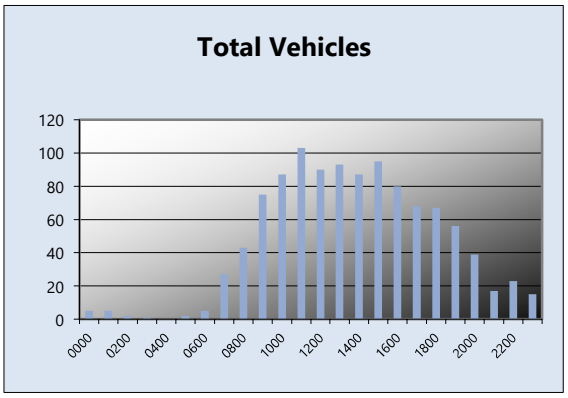
KILMEAGUE TRAFFIC COUNT/SPEED SURVEY **Saturday 25 February 2023**
AUTOMATIC TRAFFIC COUNT **TRA/23/037**

SITE 01
WESTBOUND

TIME	PCL/MCL	CAR*	LGV**	OGV 1	OGV 2	BUS	TOTAL	PCU
0000	0	5	0	0	0	0	5	5
0100	0	5	0	0	0	0	5	5
0200	0	2	0	0	0	0	2	2
0300	0	1	0	0	0	0	1	1
0400	0	0	0	0	0	0	0	0
0500	0	2	0	0	0	0	2	2
0600	0	4	0	0	1	0	5	6
0700	1	17	7	1	0	1	27	28
0800	0	33	7	2	1	0	43	45
0900	1	63	7	0	4	0	75	79
1000	2	75	8	1	1	0	87	87
1100	2	91	7	1	2	0	103	105
1200	0	75	13	1	1	0	90	92
1300	2	85	6	0	0	0	93	91
1400	1	79	6	0	1	0	87	88
1500	4	77	14	0	0	0	95	92
1600	0	76	4	0	0	0	80	80
1700	0	63	4	1	0	0	68	69
1800	0	63	4	0	0	0	67	67
1900	0	52	3	0	1	0	56	57
2000	0	37	2	0	0	0	39	39
2100	0	17	0	0	0	0	17	17
2200	0	21	2	0	0	0	23	23
2300	0	14	1	0	0	0	15	15
07-19	13	797	87	7	10	1	915	922
06-22	13	907	92	7	12	1	1032	1042
06-00	13	942	95	7	12	1	1070	1080
00-00	13	957	95	7	12	1	1085	1095

Peaks	Time	Vehicles	PCU's
AM	0900	75	79.4
IP	1300	93	91.8
PM	1600	80	80





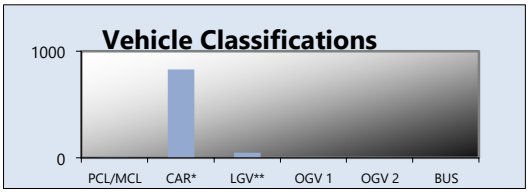
TRAFFINOMICS LIMITED

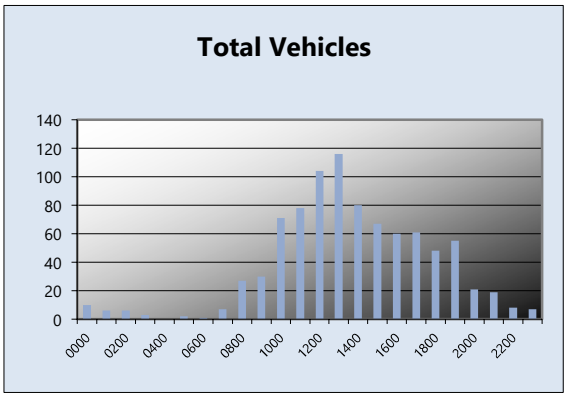
KILMEAGUE TRAFFIC COUNT/SPEED SURVEY **Sunday 26 February 2023**
AUTOMATIC TRAFFIC COUNT **TRA/23/037**

SITE 01
WESTBOUND

TIME	PCL/MCL	CAR*	LGV**	OGV 1	OGV 2	BUS	TOTAL	PCU
0000	0	10	0	0	0	0	10	10
0100	0	6	0	0	0	0	6	6
0200	0	6	0	0	0	0	6	6
0300	0	3	0	0	0	0	3	3
0400	0	0	0	0	0	0	0	0
0500	0	2	0	0	0	0	2	2
0600	0	1	0	0	0	0	1	1
0700	0	7	0	0	0	0	7	7
0800	1	21	4	0	1	0	27	28
0900	1	26	2	0	1	0	30	31
1000	0	66	4	1	0	0	71	72
1100	0	70	8	0	0	0	78	78
1200	1	102	1	0	0	0	104	103
1300	1	112	3	0	0	0	116	115
1400	0	80	0	0	0	0	80	80
1500	0	60	7	0	0	0	67	67
1600	3	52	5	0	0	0	60	58
1700	0	56	5	0	0	0	61	61
1800	0	44	4	0	0	0	48	48
1900	0	54	1	0	0	0	55	55
2000	0	19	2	0	0	0	21	21
2100	0	19	0	0	0	0	19	19
2200	0	7	1	0	0	0	8	8
2300	0	7	0	0	0	0	7	7
07-19	7	696	43	1	2	0	749	747
06-22	7	789	46	1	2	0	845	843
06-00	7	803	47	1	2	0	860	858
00-00	7	830	47	1	2	0	887	885

Peaks	Time	Vehicles	PCU's
AM	0900	30	30.5
IP	1300	116	115.2
PM	1700	61	61





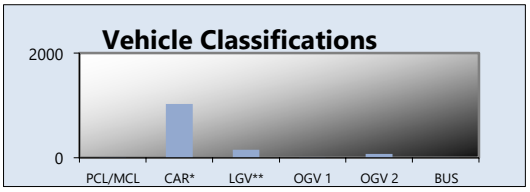
TRAFFINOMICS LIMITED

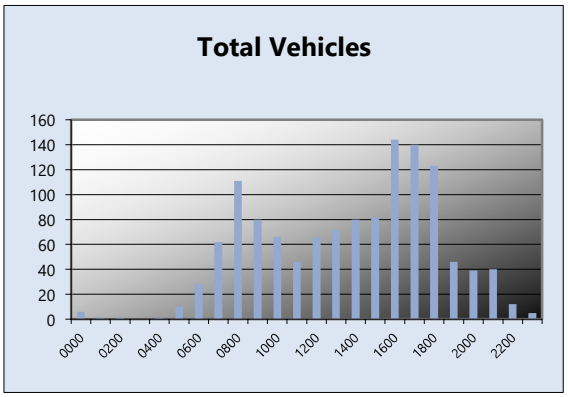
KILMEAGUE TRAFFIC COUNT/SPEED SURVEY **Monday 27 February 2023**
AUTOMATIC TRAFFIC COUNT **TRA/23/037**

SITE 01
WESTBOUND

TIME	PCL/MCL	CAR*	LGV**	OGV 1	OGV 2	BUS	TOTAL	PCU
0000	0	6	0	0	0	0	6	6
0100	0	1	0	0	0	0	1	1
0200	0	1	0	0	0	0	1	1
0300	0	0	0	0	0	0	0	0
0400	0	0	1	0	0	0	1	1
0500	0	9	1	0	0	0	10	10
0600	0	20	6	0	2	0	28	31
0700	0	45	9	2	6	0	62	71
0800	0	97	10	0	3	1	111	116
0900	0	60	9	0	9	2	80	94
1000	0	52	7	1	6	0	66	74
1100	1	35	6	0	4	0	46	50
1200	0	50	10	0	5	1	66	74
1300	0	56	9	0	7	0	72	81
1400	0	65	8	1	6	0	80	88
1500	2	60	12	1	7	0	82	90
1600	2	120	14	2	6	0	144	151
1700	2	118	17	0	3	0	140	142
1800	0	108	12	2	1	0	123	125
1900	0	38	8	0	0	0	46	46
2000	0	35	4	0	0	0	39	39
2100	0	36	4	0	0	0	40	40
2200	0	11	0	0	1	0	12	13
2300	0	4	0	0	1	0	5	6
07-19	7	866	123	9	63	4	1072	1157
06-22	7	995	145	9	65	4	1225	1312
06-00	7	1010	145	9	67	4	1242	1332
00-00	7	1027	147	9	67	4	1261	1351

Peaks	Time	Vehicles	PCU's
AM	0800	111	115.9
IP	1400	80	88.3
PM	1600	144	151.2

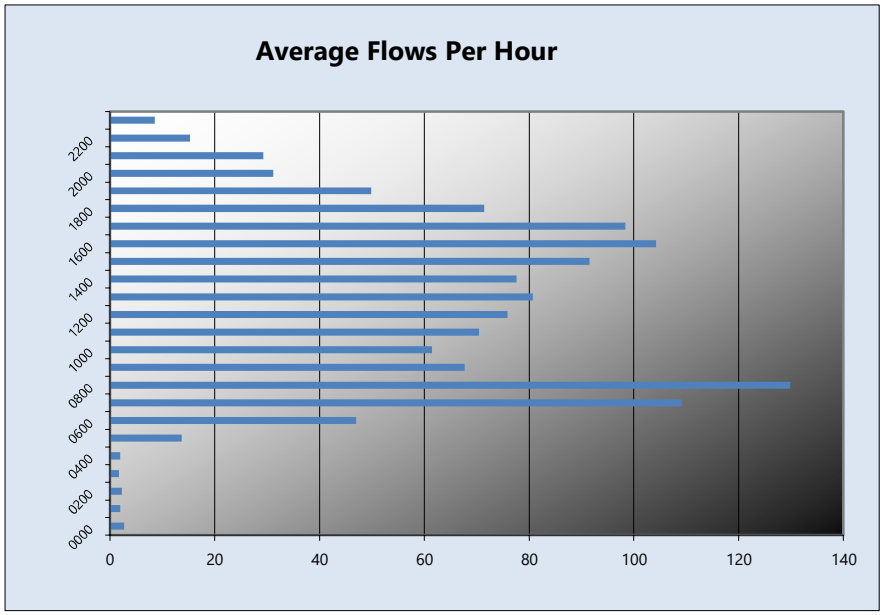


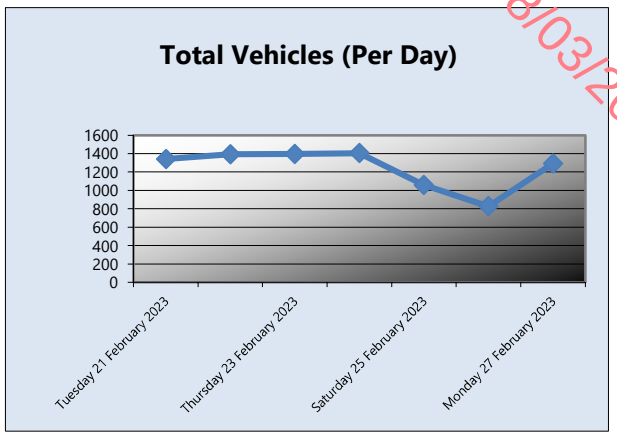


KILMEAGUE TRAFFIC COUNT/SPEED SURVEY **SITE 01** **WEEK COMMENCING:** **Tuesday 21 February 2023**
AUTOMATIC TRAFFIC COUNT **EASTBOUND** **TRA/23/037**

TIME PERIOD	Tuesday 21 February 2023	Wednesday 22 February 2023	Thursday 23 February 2023	Friday 24 February 2023	Saturday 25 February 2023	Sunday 26 February 2023	Monday 27 February 2023	Average
0000	2	3	2	2	2	4	4	3
0100	2	1	1	2	2	4	2	2
0200	0	0	2	3	4	5	2	2
0300	4	1	2	1	2	1	1	2
0400	2	5	2	3	0	1	1	2
0500	22	19	16	15	4	2	18	14
0600	69	65	58	60	18	8	51	47
0700	153	150	144	132	33	12	140	109
0800	173	162	178	159	48	20	169	130
0900	69	87	86	69	62	20	81	68
1000	64	64	66	72	83	37	44	61
1100	64	59	60	84	89	58	79	70
1200	62	56	84	84	101	79	65	76
1300	90	76	73	86	102	65	73	81
1400	79	65	79	84	94	65	77	78
1500	76	105	106	102	75	91	86	92
1600	113	123	111	94	76	116	97	104
1700	106	121	108	98	74	70	112	98
1800	75	97	75	78	63	53	59	71
1900	41	49	46	58	53	57	45	50
2000	24	35	40	35	24	22	38	31
2100	40	29	35	33	20	15	33	29
2200	3	18	16	28	20	12	10	15
2300	6	1	6	23	10	10	4	9
07-19	1124	1165	1170	1142	900	686	1082	1038
06-22	1298	1343	1349	1328	1015	788	1249	1196
06-00	1307	1362	1371	1379	1045	810	1263	1220
00-00	1339	1391	1396	1405	1059	827	1291	1244

KILMEAGUE TRAFFIC COUNT/SPEED SURVEY **SITE 01** **WEEK COMMENCING: Tuesday 21 February 2023**
AUTOMATIC TRAFFIC COUNT **EASTBOUND** **TRA/23/037**





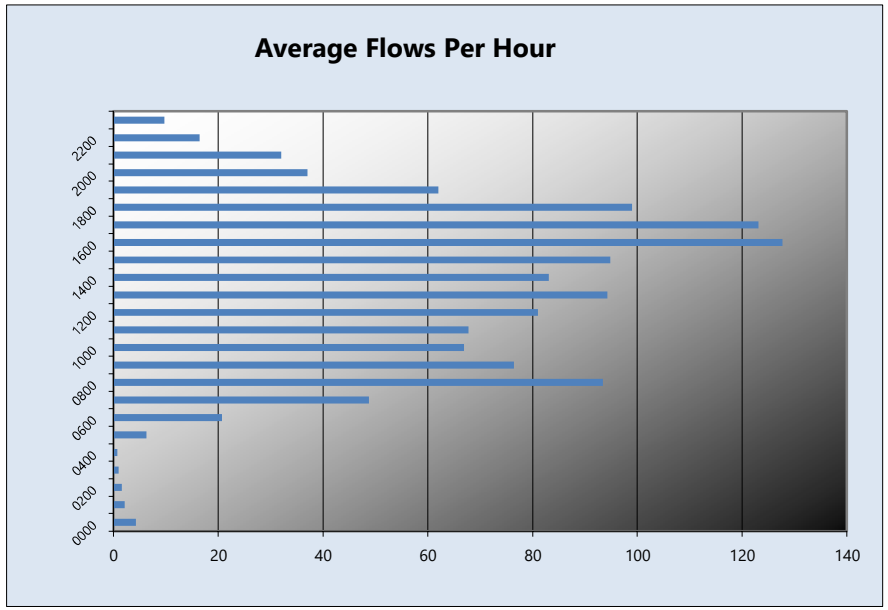
Peak Time & Volumetric Count Data

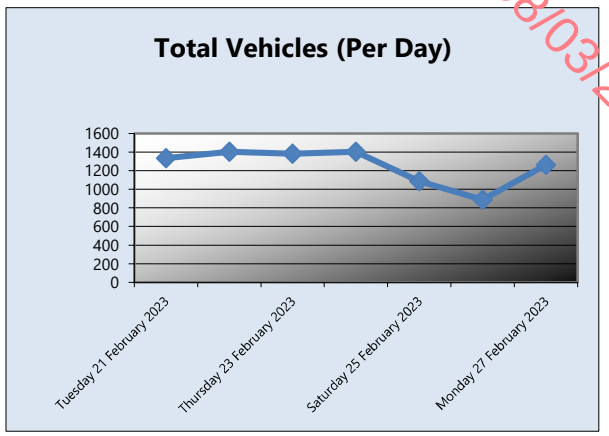
	Tuesday 21 February 2023	Wednesday 22 February 2023	Thursday 23 February 2023	Friday 24 February 2023	Saturday 25 February 2023	Sunday 26 February 2023	Monday 27 February 2023	Mode/ Average
AM								
Time	0800	0800	0800	0800	0900	0800	0800	0800
Vehicles	173	162	178	159	62	20	169	132
IP								
Time	1300	1300	1200	1300	1300	1200	1400	1300
Vehicles	90	76	84	86	102	79	77	85
PM								
Time	1600	1600	1600	1700	1600	1600	1700	1600
Vehicles	113	123	111	98	76	116	112	107

KILMEAGUE TRAFFIC COUNT/SPEED SURVEY **SITE 01** **WEEK COMMENCING:** **Tuesday 21 February 2023**
AUTOMATIC TRAFFIC COUNT **WESTBOUND** **TRA/23/037**

TIME PERIOD	Tuesday 21 February 2023	Wednesday 22 February 2023	Thursday 23 February 2023	Friday 24 February 2023	Saturday 25 February 2023	Sunday 26 February 2023	Monday 27 February 2023	Average
0000	2	3	2	2	5	10	6	4
0100	0	0	2	1	5	6	1	2
0200	2	0	0	0	2	6	1	2
0300	0	1	2	0	1	3	0	1
0400	1	1	0	2	0	0	1	1
0500	8	9	7	6	2	2	10	6
0600	30	30	24	27	5	1	28	21
0700	67	58	63	57	27	7	62	49
0800	118	115	129	111	43	27	111	93
0900	103	78	91	78	75	30	80	76
1000	65	51	52	76	87	71	66	67
1100	54	55	70	68	103	78	46	68
1200	57	77	70	103	90	104	66	81
1300	88	85	90	116	93	116	72	94
1400	76	79	89	91	87	80	80	83
1500	82	125	99	114	95	67	82	95
1600	158	160	152	140	80	60	144	128
1700	160	166	143	124	68	61	140	123
1800	119	122	124	90	67	48	123	99
1900	63	67	62	85	56	55	46	62
2000	32	43	39	46	39	21	39	37
2100	28	43	41	36	17	19	40	32
2200	15	22	18	17	23	8	12	16
2300	5	12	12	12	15	7	5	10
07-19	1147	1171	1172	1168	915	749	1072	1056
06-22	1300	1354	1338	1362	1032	845	1225	1208
06-00	1320	1388	1368	1391	1070	860	1242	1234
00-00	1333	1402	1381	1402	1085	887	1261	1250

KILMEAGUE TRAFFIC COUNT/SPEED SURVEY **SITE 01** **WEEK COMMENCING: Tuesday 21 February 2023**
AUTOMATIC TRAFFIC COUNT **WESTBOUND** **TRA/23/037**





Peak Time & Volumetric Count Data

	Tuesday 21 February 2023	Wednesday 22 February 2023	Thursday 23 February 2023	Friday 24 February 2023	Saturday 25 February 2023	Sunday 26 February 2023	Monday 27 February 2023	Mode/ Average
AM								
Time	0800	0800	0800	0800	0900	0900	0800	0800
Vehicles	118	115	118	111	75	30	111	97
IP								
Time	1300	1300	1300	1300	1300	1300	1400	1300
Vehicles	88	85	90	116	93	116	80	95
PM								
Time	1700	1700	1600	1600	1600	1700	1600	1600
Vehicles	160	166	152	140	80	61	144	129

KILMEAGUE TRAFFIC COUNT/SPEED SURVEY **WEEK COMMENCING: Tuesday 21 February 2023**
AUTOMATIC TRAFFIC COUNT **TRA/23/037**

SITE 01
EASTBOUND

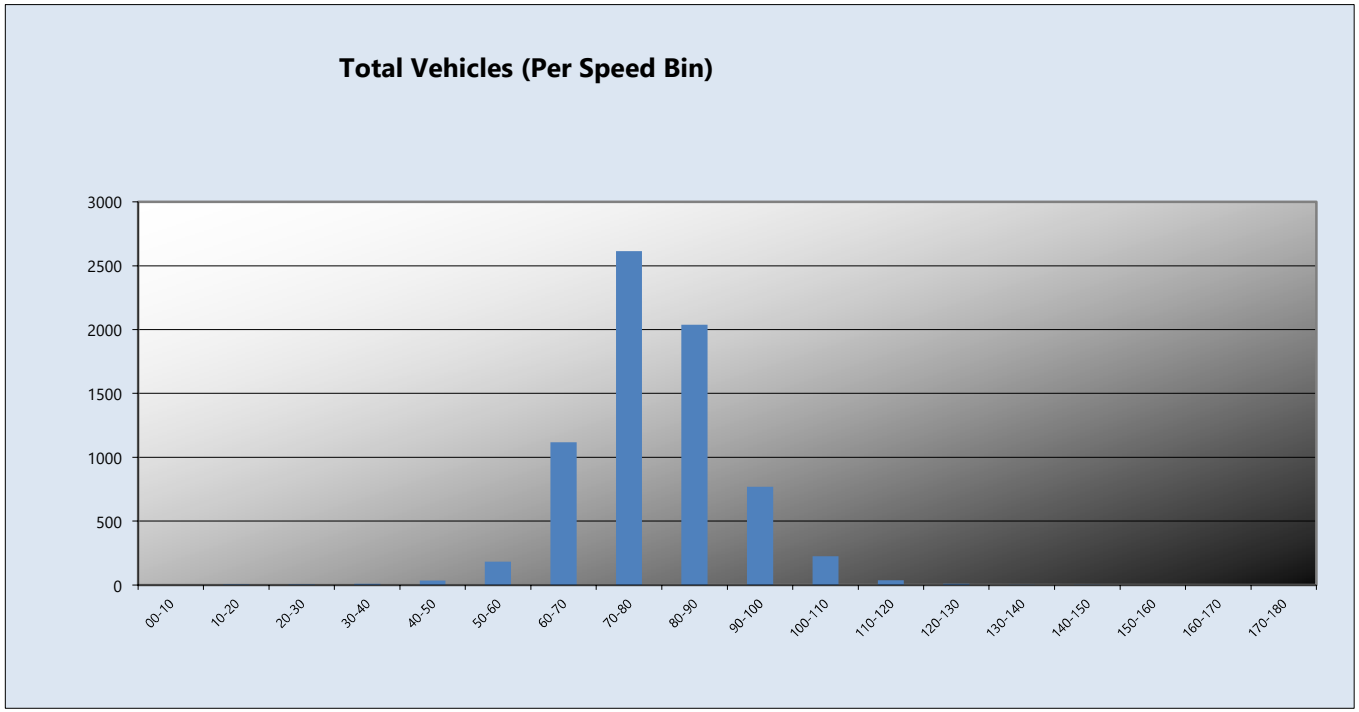
Profile:

Filter time: 00:00 21st February 2023 => 23:59 27th February 2023
Speed range: 0 - 200 km/h.
Separation: Greater than 4.00 seconds. - (Headway)
Units: Metric (meter, kilometer, m/s, km/h, kg, tonne)

Vehicles = 7060
Maximum = 143.9 km/h, Minimum = 15.1 km/h, Mean = 79.0 km/h
85% Speed = 89.91 km/h, 95% Speed = 98.37 km/h, Median = 78.48 km/h
20 km/h Pace = 69 - 89, Number in Pace = 4707 (66.67%)
Variance = 128.87, Standard Deviation = 11.35 km/h

Speed Bins:

Speed	Bin	
KPH	No.	%
00-10	0	0.0
10-20	5	0.1
20-30	6	0.1
30-40	11	0.2
40-50	36	0.5
50-60	183	2.6
60-70	1117	15.8
70-80	2616	37.1
80-90	2039	28.9
90-100	770	10.9
100-110	225	3.2
110-120	38	0.5
120-130	10	0.1
130-140	3	0.0
140-150	1	0.0
150-160	0	0.0
160-170	0	0.0
170-180	0	0.0



Traffinomics Limited for
PMCE Consulting Engineers

KILMEAGUE TRAFFIC COUNT/SPEED SURVEY **WEEK COMMENCING: Tuesday 21 February 2023**
AUTOMATIC TRAFFIC COUNT **TRA/23/037**

SITE 01
WESTBOUND

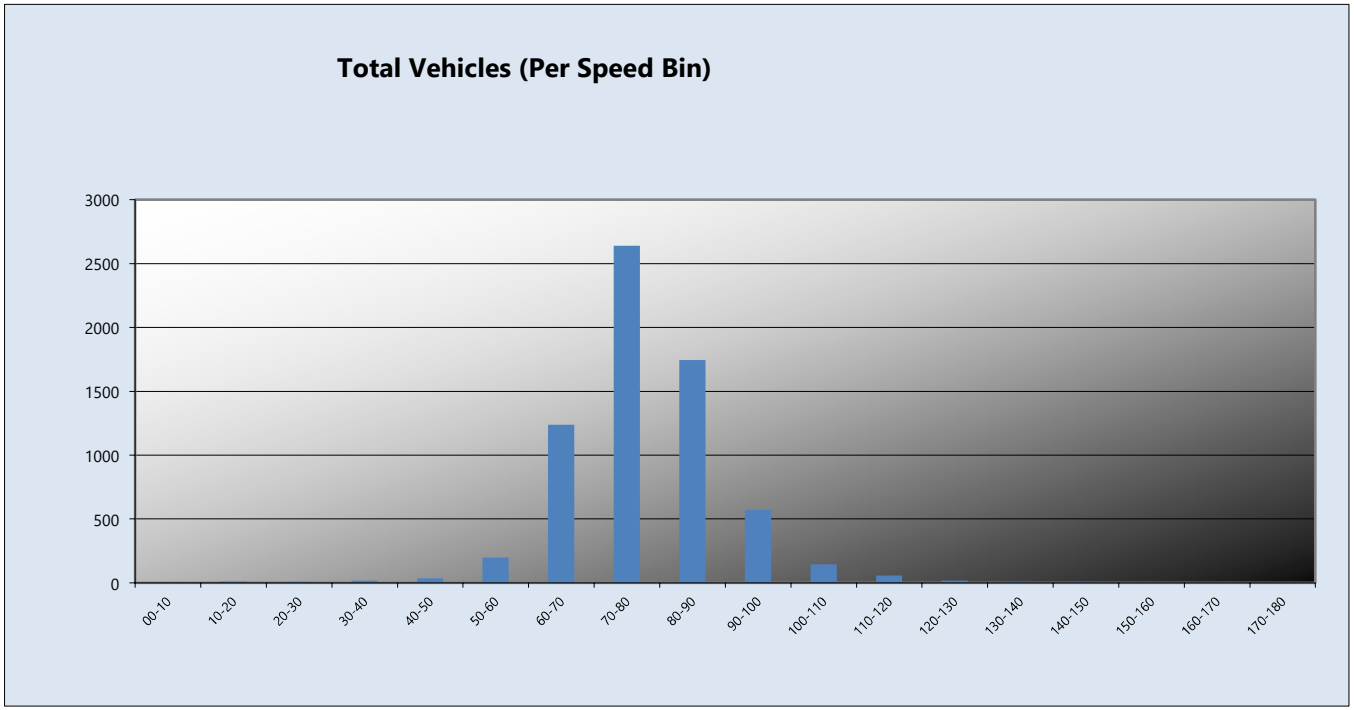
Profile:

Filter time: 00:00 21st February 2023 => 23:59 27th February 2023
Speed range: 0 - 200 km/h.
Separation: Greater than 4.00 seconds. - (Headway)
Units: Metric (meter, kilometer, m/s, km/h, kg, tonne)

Vehicles = 6698
Maximum = 158.6 km/h, Minimum = 10.4 km/h, Mean = 77.8 km/h
85% Speed = 88.29 km/h, 95% Speed = 97.02 km/h, Median = 77.13 km/h
20 km/h Pace = 66 - 86, Number in Pace = 4579 (68.36%)
Variance = 141.63, Standard Deviation = 11.90 km/h

Speed Bins:

Speed	Bin	
KPH	No.	%
00-10	0	0.0
10-20	10	0.1
20-30	8	0.1
30-40	18	0.3
40-50	36	0.5
50-60	198	3.0
60-70	1237	18.5
70-80	2640	39.4
80-90	1746	26.1
90-100	572	8.5
100-110	145	2.2
110-120	58	0.9
120-130	18	0.3
130-140	5	0.1
140-150	5	0.1
150-160	2	0.0
160-170	0	0.0
170-180	0	0.0



Traffinomics Limited for
PMCE Consulting Engineers

CLASSIFICATION SCHEMES:

Scheme F Classification Scheme (Non-metric)

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

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

Car* Cars and LGV based cars

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

TRAFFINOMICS LIMITED

KILMEAGUE TRAFFIC COUNTS **FEBRUARY 2023**

MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/23/037**

SITE: 01 DATE: 21st February 2023

LOCATION: R415 Allenwood Road/L7085 Naas Road/L7081 Prosperous Road DAY: Tuesday

	MOVEMENT 1							MOVEMENT 2							MOVEMENT 3						
TIME	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU
07:00	2	1	1	0	0	4	5	20	7	1	0	0	28	29	18	10	1	4	0	33	39
07:15	3	0	1	0	0	4	5	12	13	1	0	1	27	29	24	8	1	1	0	34	36
07:30	5	1	0	0	0	6	6	28	7	1	0	0	36	37	26	5	2	2	0	35	39
07:45	6	1	0	0	0	7	7	28	3	0	0	0	31	31	30	6	2	5	0	43	51
H/TOT	16	3	2	0	0	21	22	88	30	3	0	1	122	125	98	29	6	12	0	145	164
08:00	7	2	0	0	1	10	11	26	5	1	0	0	32	33	17	3	1	2	0	23	26
08:15	9	0	0	0	0	9	9	20	5	0	0	1	26	27	48	5	4	7	2	66	79
08:30	4	0	0	0	1	5	6	20	6	1	0	0	27	28	67	11	1	4	3	86	95
08:45	4	0	0	0	0	4	4	15	2	0	0	0	17	17	39	3	2	1	1	46	49
H/TOT	24	2	0	0	2	28	30	81	18	2	0	1	102	104	171	22	8	14	6	221	249
09:00	0	0	0	0	0	0	0	13	4	1	0	0	18	19	23	5	2	2	0	32	36
09:15	4	2	0	0	0	6	6	16	2	1	0	0	19	20	30	4	3	5	1	43	52
09:30	3	0	0	0	0	3	3	8	0	0	0	0	8	8	26	6	1	4	0	37	43
09:45	2	0	1	0	0	3	4	9	1	1	0	0	11	12	17	4	0	7	3	31	43
H/TOT	9	2	1	0	0	12	13	46	7	3	0	0	56	58	96	19	6	18	4	143	173
10:00	1	0	0	0	0	1	1	7	1	0	0	0	8	8	18	3	1	8	0	30	41
10:15	2	0	0	0	0	2	2	7	1	0	0	0	8	8	11	6	1	5	2	25	34
10:30	2	1	0	0	0	3	3	3	3	1	0	0	7	8	12	5	0	4	0	21	26
10:45	0	1	0	0	0	1	1	2	2	0	0	0	4	4	15	3	0	5	0	23	30
H/TOT	5	2	0	0	0	7	7	19	7	1	0	0	27	28	56	17	2	22	2	99	131
11:00	2	0	0	0	0	2	2	1	1	1	0	1	4	6	15	5	2	3	0	25	30
11:15	0	0	0	0	0	0	0	5	2	0	0	0	7	7	18	1	1	4	0	24	30
11:30	1	1	0	0	0	2	2	5	1	0	0	0	6	6	13	3	2	2	1	21	26
11:45	4	1	0	0	0	5	5	6	2	0	0	0	8	8	15	6	1	4	0	26	32
H/TOT	7	2	0	0	0	9	9	17	6	1	0	1	25	27	61	15	6	13	1	96	117
12:00	1	2	1	0	1	5	7	2	0	1	0	0	3	4	19	6	1	3	0	29	33
12:15	0	0	0	0	0	0	0	6	1	0	0	0	7	7	21	1	1	6	0	29	37
12:30	3	1	0	0	0	4	4	8	0	1	0	0	9	10	22	0	0	3	0	25	29
12:45	1	1	0	0	0	2	2	14	0	1	0	0	15	16	22	7	1	2	0	32	35
H/TOT	5	4	1	0	1	11	13	30	1	3	0	0	34	36	84	14	3	14	0	115	135
13:00	1	0	0	0	0	1	1	3	2	0	0	1	6	7	24	2	3	1	2	32	37

13:15	0	2	0	0	0	2	2	8	1	0	0	0	9	9	34	8	1	4	2	49	57
13:30	4	0	0	0	0	4	4	8	2	0	0	0	10	10	18	2	0	2	0	22	25
13:45	3	0	1	0	0	4	5	3	2	0	0	0	5	5	19	9	0	1	1	30	32
H/TOT	8	2	1	0	0	11	12	22	7	0	0	1	30	31	95	21	4	8	5	133	150
14:00	4	1	0	0	0	5	5	6	0	0	0	0	6	6	19	4	1	3	2	29	35
14:15	0	0	0	0	0	0	0	2	0	0	0	0	2	2	16	6	0	5	1	28	36
14:30	1	0	0	0	0	1	1	8	1	1	1	0	11	13	15	7	0	3	0	25	29
14:45	1	1	0	0	0	2	2	1	1	0	0	0	2	2	15	7	0	2	1	25	29
H/TOT	6	2	0	0	0	8	8	17	2	1	1	0	21	23	65	24	1	13	4	107	128
15:00	4	0	0	0	0	4	4	7	2	0	0	0	9	9	20	5	1	2	1	29	33
15:15	7	0	0	0	0	7	7	8	0	0	0	0	8	8	20	3	3	2	1	29	34
15:30	5	0	1	0	0	6	7	10	0	0	0	0	10	10	26	7	1	3	1	38	43
15:45	3	0	0	0	0	3	3	8	1	0	0	0	9	9	11	2	2	2	2	19	25
H/TOT	19	0	1	0	0	20	21	33	3	0	0	0	36	36	77	17	7	9	5	115	135
16:00	3	0	0	0	0	3	3	5	2	0	0	0	7	7	25	3	0	3	0	31	35
16:15	3	0	0	0	0	3	3	3	3	0	0	0	6	6	23	3	0	2	1	29	33
16:30	4	0	0	0	0	4	4	6	0	0	0	0	6	6	30	8	2	1	1	42	45
16:45	5	2	0	0	0	7	7	7	5	0	0	0	12	12	19	6	0	2	0	27	30
H/TOT	15	2	0	0	0	17	17	21	10	0	0	0	31	31	97	20	2	8	2	129	142
17:00	4	0	0	0	0	4	4	13	2	0	0	0	15	15	27	12	0	2	0	41	44
17:15	3	0	0	0	0	3	3	7	1	0	0	0	8	8	39	8	1	1	0	49	51
17:30	3	2	0	0	0	5	5	5	2	0	0	0	7	7	27	3	0	0	0	30	30
17:45	6	1	0	0	0	7	7	5	1	0	0	0	6	6	26	3	0	0	0	29	29
H/TOT	16	3	0	0	0	19	19	30	6	0	0	0	36	36	119	26	1	3	0	149	153
18:00	1	0	0	0	0	1	1	10	1	0	0	0	11	11	17	8	0	0	0	25	25
18:15	1	0	0	0	0	1	1	11	1	1	0	0	13	14	32	6	1	1	0	40	42
18:30	9	0	0	0	0	9	9	6	0	0	0	0	6	6	24	3	0	1	0	28	29
18:45	2	0	0	0	0	2	2	11	0	0	0	0	11	11	17	3	0	0	0	20	20
H/TOT	13	0	0	0	0	13	13	38	2	1	0	0	41	42	90	20	1	2	0	113	116

KILMEAGUE TRAFFIC COUNTS **FEBRUARY 2023**

MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/23/037**

SITE: 01 DATE: 21st February 2023

LOCATION: R415 Allenwood Road/L7085 Naas Road/L7081 Prosperous Road DAY: Tuesday

	MOVEMENT 4							MOVEMENT 5							MOVEMENT 6						
TIME	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU
07:00	9	2	0	5	0	16	23	16	7	0	0	0	23	23	3	0	1	0	0	4	5
07:15	16	10	0	10	0	36	49	16	6	1	1	0	24	26	6	0	0	0	1	7	8
07:30	8	4	1	3	3	19	26	24	8	0	2	1	35	39	5	1	0	0	0	6	6
07:45	19	1	2	7	1	30	41	24	7	3	8	0	42	54	4	2	0	0	0	6	6
H/TOT	52	17	3	25	4	101	139	80	28	4	11	1	124	141	18	3	1	0	1	23	25
08:00	19	3	2	3	2	29	36	27	5	0	3	0	35	39	0	0	0	0	0	0	0
08:15	18	6	1	5	1	31	39	20	5	1	3	0	29	33	2	0	0	0	0	2	2
08:30	23	3	2	4	0	32	38	30	5	0	5	0	40	47	6	1	0	0	0	7	7
08:45	38	8	2	6	1	55	65	22	2	3	4	0	31	38	5	0	0	0	0	5	5
H/TOT	98	20	7	18	4	147	178	99	17	4	15	0	135	157	13	1	0	0	0	14	14
09:00	21	4	2	6	0	33	42	11	1	0	2	0	14	17	4	0	0	0	0	4	4
09:15	14	4	1	7	0	26	36	16	3	1	1	0	21	23	3	0	0	0	0	3	3
09:30	7	4	1	2	2	16	21	7	1	1	2	0	11	14	1	0	0	0	0	1	1
09:45	10	2	2	5	1	20	29	9	2	0	1	0	12	13	0	1	0	0	0	1	1
H/TOT	52	14	6	20	3	95	127	43	7	2	6	0	58	67	8	1	0	0	0	9	9
10:00	12	5	1	3	0	21	25	8	3	4	1	0	16	19	2	0	0	0	0	2	2
10:15	9	3	0	2	1	15	19	12	2	2	5	0	21	29	2	0	0	0	0	2	2
10:30	11	5	0	2	1	19	23	7	0	0	6	0	13	21	4	1	0	0	0	5	5
10:45	12	5	1	2	1	21	25	4	3	0	4	0	11	16	1	0	0	0	0	1	1
H/TOT	44	18	2	9	3	76	92	31	8	6	16	0	61	85	9	1	0	0	0	10	10
11:00	7	1	2	3	0	13	18	4	4	0	3	0	11	15	2	0	0	0	0	2	2
11:15	12	4	2	3	3	24	32	14	2	1	1	0	18	20	2	2	1	0	0	5	6
11:30	22	4	1	1	0	28	30	10	2	1	1	0	14	16	2	1	0	0	0	3	3
11:45	16	3	1	0	0	20	21	12	0	1	1	0	14	16	1	0	0	0	0	1	1
H/TOT	57	12	6	7	3	85	100	40	8	3	6	0	57	66	7	3	1	0	0	11	12
12:00	22	2	3	2	0	29	33	8	1	2	2	0	13	17	1	1	1	0	0	3	4
12:15	25	3	1	7	1	37	48	22	2	0	7	0	31	40	4	0	0	0	0	4	4
12:30	14	4	0	1	1	20	22	7	0	2	2	0	11	15	1	0	0	0	0	1	1
12:45	15	5	1	0	0	21	22	6	2	0	0	0	8	8	1	0	0	0	0	1	1
H/TOT	76	14	5	10	2	107	125	43	5	4	11	0	63	79	7	1	1	0	0	9	10
13:00	12	5	3	6	0	26	35	13	2	0	1	0	16	17	1	1	0	0	0	2	2

13:15	18	10	0	3	1	32	37	11	3	1	5	0	20	27	1	0	0	0	0	1	1
13:30	39	5	2	4	1	51	58	12	2	0	2	0	16	19	2	0	0	0	0	2	2
13:45	27	7	0	0	3	37	40	12	4	1	2	0	19	22	3	0	0	0	0	3	3
H/TOT	96	27	5	13	5	146	170	48	11	2	10	0	71	85	7	1	0	0	0	8	8
14:00	22	6	0	1	3	32	36	12	4	0	4	0	20	25	1	1	0	0	0	2	2
14:15	18	3	0	2	0	23	26	13	2	0	2	1	18	22	0	0	0	0	0	0	0
14:30	18	5	5	3	1	32	39	17	0	1	1	0	19	21	3	0	0	0	0	3	3
14:45	26	6	1	0	0	33	34	11	2	3	1	0	17	20	3	0	0	0	0	3	3
H/TOT	84	20	6	6	4	120	135	53	8	4	8	1	74	87	7	1	0	0	0	8	8
15:00	18	11	1	4	0	34	40	2	0	0	4	0	6	11	1	0	0	0	0	1	1
15:15	16	2	1	2	1	22	26	12	2	0	2	0	16	19	1	2	0	0	0	3	3
15:30	27	4	2	3	2	38	45	9	1	1	4	0	15	21	1	0	0	0	0	1	1
15:45	30	6	1	0	1	38	40	14	1	0	2	0	17	20	2	0	0	0	0	2	2
H/TOT	91	23	5	9	4	132	150	37	4	1	12	0	54	70	5	2	0	0	0	7	7
16:00	33	6	2	3	1	45	51	12	1	4	2	0	19	24	0	0	0	0	0	0	0
16:15	31	7	2	4	1	45	52	15	2	1	3	0	21	25	2	0	1	0	0	3	4
16:30	24	13	5	3	1	46	53	31	7	3	5	2	48	58	2	1	0	0	0	3	3
16:45	44	6	1	2	0	53	56	16	4	0	0	0	20	20	1	0	0	0	0	1	1
H/TOT	132	32	10	12	3	189	213	74	14	8	10	2	108	127	5	1	1	0	0	7	8
17:00	38	8	1	0	0	47	48	22	4	0	1	0	27	28	2	0	0	0	0	2	2
17:15	45	10	0	0	0	55	55	19	0	0	0	0	19	19	0	0	0	0	0	0	0
17:30	48	7	0	1	0	56	57	18	2	0	1	0	21	22	0	0	0	0	0	0	0
17:45	42	5	0	0	0	47	47	14	4	0	0	0	18	18	5	1	0	0	0	6	6
H/TOT	173	30	1	1	0	205	207	73	10	0	2	0	85	88	7	1	0	0	0	8	8
18:00	33	5	1	0	0	39	40	12	3	1	0	0	16	17	0	0	0	0	0	0	0
18:15	33	2	0	0	0	35	35	16	3	1	0	0	20	21	2	0	0	0	0	2	2
18:30	23	3	0	0	0	26	26	16	1	0	0	0	17	17	0	3	0	0	0	3	3
18:45	33	4	0	0	0	37	37	11	0	0	0	0	11	11	1	0	0	0	0	1	1
H/TOT	122	14	1	0	0	137	138	55	7	2	0	0	64	65	3	3	0	0	0	6	6

TRAFFINOMICS LIMITED

KILMEAGUE TRAFFIC COUNTS **FEBRUARY 2023**

MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/23/037**

SITE: 01 DATE: 21st February 2023

LOCATION: R415 Allenwood Road/L7085 Naas Road/L7081 Prosperous Road DAY: Tuesday

	MOVEMENT 7							MOVEMENT 8							MOVEMENT 9						
TIME	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU
07:00	1	0	0	0	0	1	1	2	0	0	1	0	3	4	0	0	0	0	0	0	0
07:15	3	0	0	0	0	3	3	4	3	0	0	0	7	7	1	0	1	0	0	2	3
07:30	1	0	0	0	0	1	1	6	0	0	0	0	6	6	1	1	0	0	0	2	2
07:45	2	0	0	0	0	2	2	6	1	0	0	0	7	7	0	0	0	0	0	0	0
H/TOT	7	0	0	0	0	7	7	18	4	0	1	0	23	24	2	1	1	0	0	4	5
08:00	1	0	0	0	0	1	1	3	2	1	0	0	6	7	1	0	0	0	0	1	1
08:15	2	0	0	0	0	2	2	3	2	0	0	0	5	5	2	1	0	0	0	3	3
08:30	6	0	0	0	0	6	6	7	4	0	0	0	11	11	0	1	0	0	0	1	1
08:45	3	1	0	0	0	4	4	7	1	0	0	0	8	8	1	0	0	0	0	1	1
H/TOT	12	1	0	0	0	13	13	20	9	1	0	0	30	31	4	2	0	0	0	6	6
09:00	1	0	0	0	0	1	1	8	1	0	0	0	9	9	1	0	0	0	0	1	1
09:15	4	0	0	0	0	4	4	5	1	0	0	0	6	6	0	0	0	0	0	0	0
09:30	2	0	0	0	0	2	2	1	1	0	0	0	2	2	0	0	0	0	0	0	0
09:45	3	0	0	0	0	3	3	4	2	0	0	0	6	6	0	0	0	0	0	0	0
H/TOT	10	0	0	0	0	10	10	18	5	0	0	0	23	23	1	0	0	0	0	1	1
10:00	0	0	0	0	0	0	0	3	2	3	0	0	8	10	1	0	0	0	0	1	1
10:15	2	0	0	0	0	2	2	2	2	0	0	0	4	4	0	1	0	0	0	1	1
10:30	0	1	0	0	0	1	1	2	3	0	0	0	5	5	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0
H/TOT	2	1	0	0	0	3	3	10	7	3	0	0	20	22	1	1	0	0	0	2	2
11:00	3	2	0	0	0	5	5	3	2	0	1	0	6	7	0	0	0	0	0	0	0
11:15	5	0	0	0	0	5	5	4	1	0	0	0	5	5	0	0	0	0	0	0	0
11:30	1	0	0	0	0	1	1	3	0	0	0	0	3	3	0	0	0	0	0	0	0
11:45	4	0	0	0	0	4	4	4	0	0	0	0	4	4	4	0	0	0	0	4	4
H/TOT	13	2	0	0	0	15	15	14	3	0	1	0	18	19	4	0	0	0	0	4	4
12:00	2	1	1	0	0	4	5	10	2	0	0	0	12	12	1	0	0	0	0	1	1
12:15	2	1	0	0	0	3	3	1	1	0	0	0	2	2	1	0	0	0	0	1	1
12:30	3	0	0	0	0	3	3	3	1	0	0	0	4	4	1	0	0	0	0	1	1
12:45	0	0	0	0	0	0	0	7	0	0	0	0	7	7	0	0	1	0	0	1	2
H/TOT	7	2	1	0	0	10	11	21	4	0	0	0	25	25	3	0	1	0	0	4	5
13:00	2	1	0	0	0	3	3	6	1	0	0	0	7	7	1	0	0	0	0	1	1

13:15	5	0	0	0	0	5	5	11	1	0	0	0	12	12	4	0	0	0	0	4	4
13:30	1	0	0	0	0	1	1	8	1	0	0	0	9	9	0	1	0	0	0	1	1
13:45	4	0	0	0	0	4	4	3	3	1	0	0	7	8	1	0	0	0	0	1	1
H/TOT	12	1	0	0	0	13	13	28	6	1	0	0	35	36	6	1	0	0	0	7	7
14:00	4	0	0	0	0	4	4	8	0	1	0	0	9	10	0	0	0	0	0	0	0
14:15	1	0	0	0	0	1	1	8	1	0	0	0	9	9	0	0	0	0	0	0	0
14:30	3	0	0	0	0	3	3	5	0	0	0	0	5	5	4	1	1	0	0	6	7
14:45	2	0	0	0	0	2	2	3	1	1	0	0	5	6	0	0	0	0	0	0	0
H/TOT	10	0	0	0	0	10	10	24	2	2	0	0	28	29	4	1	1	0	0	6	7
15:00	3	1	0	0	0	4	4	9	3	0	0	0	12	12	1	0	0	0	0	1	1
15:15	3	0	0	0	0	3	3	6	0	1	0	0	7	8	1	0	0	0	0	1	1
15:30	3	1	0	0	0	4	4	10	3	1	0	0	14	15	0	0	0	0	0	0	0
15:45	4	2	1	0	0	7	8	11	4	1	0	0	16	17	1	1	0	0	0	2	2
H/TOT	13	4	1	0	0	18	19	36	10	3	0	0	49	51	3	1	0	0	0	4	4
16:00	5	1	0	0	0	6	6	18	1	1	0	0	20	21	0	0	0	0	0	0	0
16:15	1	1	0	0	0	2	2	16	4	1	0	1	22	24	0	0	0	0	0	0	0
16:30	10	2	2	0	1	15	17	19	2	1	1	0	23	25	0	0	0	0	0	0	0
16:45	4	2	0	0	0	6	6	19	4	0	0	0	23	23	1	0	0	0	0	1	1
H/TOT	20	6	2	0	1	29	31	72	11	3	1	1	88	92	1	0	0	0	0	1	1
17:00	4	0	0	0	0	4	4	22	6	0	0	0	28	28	1	0	0	0	0	1	1
17:15	9	1	0	0	0	10	10	20	5	0	0	0	25	25	1	0	0	0	0	1	1
17:30	10	2	0	0	0	12	12	26	6	0	0	0	32	32	1	0	1	0	0	2	3
17:45	3	0	0	0	0	3	3	27	6	0	0	0	33	33	0	0	0	0	0	0	0
H/TOT	26	3	0	0	0	29	29	95	23	0	0	0	118	118	3	0	1	0	0	4	5
18:00	8	1	0	0	0	9	9	17	3	0	0	0	20	20	1	0	0	0	0	1	1
18:15	13	2	0	0	0	15	15	20	2	0	0	0	22	22	0	0	0	0	0	0	0
18:30	3	0	0	0	0	3	3	20	5	0	0	0	25	25	1	0	0	0	0	1	1
18:45	2	3	0	0	0	5	5	10	2	0	0	0	12	12	1	0	0	0	0	1	1
H/TOT	26	6	0	0	0	32	32	67	12	0	0	0	79	79	3	0	0	0	0	3	3

TRAFFINOMICS LIMITED

KILMEAGUE TRAFFIC COUNTS **FEBRUARY 2023**

MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/23/037**

SITE: 01 DATE: 21st February 2023

LOCATION: R415 Allenwood Road/L7085 Naas Road/L7081 Prosperous Road DAY: Tuesday

	MOVEMENT 10							MOVEMENT 11							MOVEMENT 12						
TIME	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU
07:00	0	0	0	0	0	0	0	4	6	2	2	0	14	18	0	1	0	0	0	1	1
07:15	0	0	0	0	0	0	0	9	3	0	1	0	13	14	0	0	1	0	0	1	2
07:30	0	0	0	0	0	0	0	11	2	1	1	0	15	17	1	1	0	0	0	2	2
07:45	1	0	0	0	0	1	1	10	1	0	6	0	17	25	2	0	0	0	1	3	4
H/TOT	1	0	0	0	0	1	1	34	12	3	10	0	59	74	3	2	1	0	1	7	9
08:00	1	0	0	0	0	1	1	22	4	1	8	0	35	46	2	0	0	0	0	2	2
08:15	1	0	0	0	0	1	1	20	2	0	3	0	25	29	4	0	0	0	0	4	4
08:30	1	0	0	0	0	1	1	24	0	0	1	0	25	26	2	2	0	0	0	4	4
08:45	2	1	0	0	0	3	3	16	4	0	3	0	23	27	2	1	0	0	0	3	3
H/TOT	5	1	0	0	0	6	6	82	10	1	15	0	108	128	10	3	0	0	0	13	13
09:00	3	0	0	0	0	3	3	25	3	1	2	1	32	36	2	0	0	0	0	2	2
09:15	0	1	0	0	0	1	1	18	1	0	4	0	23	28	3	0	1	0	0	4	5
09:30	0	0	0	0	0	0	0	12	5	1	4	0	22	28	1	0	0	0	0	1	1
09:45	1	0	0	0	0	1	1	11	3	0	4	0	18	23	2	0	0	0	0	2	2
H/TOT	4	1	0	0	0	5	5	66	12	2	14	1	95	115	8	0	1	0	0	9	10
10:00	0	0	0	1	0	1	2	14	1	0	1	0	16	17	1	1	0	0	0	2	2
10:15	0	0	0	0	0	0	0	11	4	0	4	0	19	24	1	0	0	0	0	1	1
10:30	1	0	0	0	0	1	1	8	4	1	3	0	16	20	1	0	0	0	0	1	1
10:45	0	0	0	0	0	0	0	5	0	0	4	0	9	14	2	1	0	0	0	3	3
H/TOT	1	0	0	1	0	2	3	38	9	1	12	0	60	76	5	2	0	0	0	7	7
11:00	0	0	0	0	0	0	0	6	2	1	1	0	10	12	1	0	0	0	0	1	1
11:15	0	0	0	0	0	0	0	12	1	0	2	0	15	18	3	0	0	0	0	3	3
11:30	0	0	0	0	0	0	0	4	0	1	4	0	9	15	0	2	0	0	0	2	2
11:45	3	0	0	0	0	3	3	11	1	0	1	0	13	14	1	0	0	0	0	1	1
H/TOT	3	0	0	0	0	3	3	33	4	2	8	0	47	58	5	2	0	0	0	7	7
12:00	0	0	0	0	1	1	2	7	4	0	1	0	12	13	2	0	0	0	0	2	2
12:15	0	0	0	0	0	0	0	15	0	0	4	0	19	24	2	2	0	0	0	4	4
12:30	0	0	0	1	0	1	2	12	0	1	2	0	15	18	1	0	0	0	0	1	1
12:45	1	0	0	0	0	1	1	4	2	0	4	0	10	15	2	0	0	0	0	2	2
H/TOT	1	0	0	1	1	3	5	38	6	1	11	0	56	71	7	2	0	0	0	9	9
13:00	1	0	0	0	0	1	1	12	1	1	2	0	16	19	0	1	0	0	0	1	1

13:15	0	0	0	0	0	0	0	18	1	2	3	0	24	29	2	0	0	0	0	2	2
13:30	3	0	0	0	0	3	3	19	1	1	5	0	26	33	0	0	0	0	0	0	0
13:45	1	0	0	0	0	1	1	11	5	0	3	0	19	23	1	0	0	0	0	1	1
H/TOT	5	0	0	0	0	5	5	60	8	4	13	0	85	104	3	1	0	0	0	4	4
14:00	0	0	0	0	0	0	0	10	1	2	0	0	13	14	2	0	0	0	0	2	2
14:15	0	0	0	0	0	0	0	9	4	1	6	0	20	28	5	0	0	0	0	5	5
14:30	0	1	1	0	0	2	3	10	3	0	2	0	15	18	0	1	0	0	0	1	1
14:45	0	0	0	0	0	0	0	14	2	0	0	0	16	16	2	1	0	0	0	3	3
H/TOT	0	1	1	0	0	2	3	43	10	3	8	0	64	76	9	2	0	0	0	11	11
15:00	0	0	0	0	0	0	0	12	2	0	1	0	15	16	2	1	0	0	0	3	3
15:15	3	0	0	0	0	3	3	13	2	0	3	0	18	22	3	0	0	0	0	3	3
15:30	2	0	0	0	0	2	2	15	1	0	4	0	20	25	4	0	0	0	0	4	4
15:45	0	0	0	0	0	0	0	10	2	0	2	0	14	17	3	0	0	0	0	3	3
H/TOT	5	0	0	0	0	5	5	50	7	0	10	0	67	80	12	1	0	0	0	13	13
16:00	2	1	0	0	0	3	3	18	3	0	3	0	24	28	9	0	0	0	0	9	9
16:15	1	1	0	0	0	2	2	32	3	0	3	0	38	42	1	1	0	0	2	4	6
16:30	0	0	0	0	0	0	0	31	6	1	2	0	40	43	0	2	0	0	0	2	2
16:45	0	2	0	0	0	2	2	23	5	2	1	0	31	33	4	0	0	0	0	4	4
H/TOT	3	4	0	0	0	7	7	104	17	3	9	0	133	146	14	3	0	0	2	19	21
17:00	0	0	0	0	0	0	0	20	5	1	0	0	26	27	2	1	0	0	0	3	3
17:15	0	0	0	0	0	0	0	40	6	0	1	0	47	48	2	1	0	0	0	3	3
17:30	0	0	0	0	0	0	0	30	6	1	0	0	37	38	0	1	0	0	0	1	1
17:45	1	0	0	0	0	1	1	27	8	2	0	0	37	38	1	0	0	0	0	1	1
H/TOT	1	0	0	0	0	1	1	117	25	4	1	0	147	150	5	3	0	0	0	8	8
18:00	0	0	0	0	0	0	0	23	1	0	0	0	24	24	5	0	0	0	0	5	5
18:15	0	0	0	0	0	0	0	29	4	1	0	0	34	35	2	1	0	0	0	3	3
18:30	1	0	0	0	0	1	1	19	2	0	0	0	21	21	6	2	0	0	0	8	8
18:45	0	0	0	0	0	0	0	22	1	0	0	0	23	23	1	0	0	0	0	1	1
H/TOT	1	0	0	0	0	1	1	93	8	1	0	0	102	103	14	3	0	0	0	17	17

TRAFFINOMICS LIMITED

KILMEAGUE TRAFFIC COUNTS **FEBRUARY 2023**

MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/23/037**

SITE: 02 DATE: 21st February 2023

LOCATION: Robertstown Road/L7081 Prosperous Road/Naas Road DAY: Tuesday

	MOVEMENT 1							MOVEMENT 2							MOVEMENT 3						
TIME	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU
07:00	6	3	0	1	0	10	11	6	0	1	0	0	7	8	0	0	0	0	0	0	0
07:15	4	3	0	0	0	7	7	7	1	0	0	0	8	8	0	0	0	0	0	0	0
07:30	5	3	0	0	1	9	10	10	3	0	0	0	13	13	1	0	0	0	0	1	1
07:45	5	0	0	0	0	5	5	8	0	0	0	0	8	8	2	0	0	0	0	2	2
H/TOT	20	9	0	1	1	31	33	31	4	1	0	0	36	37	3	0	0	0	0	3	3
08:00	6	1	0	0	0	7	7	7	2	0	0	0	9	9	1	0	0	0	0	1	1
08:15	25	1	0	0	0	26	26	11	2	0	0	0	13	13	1	0	0	0	0	1	1
08:30	21	2	0	1	0	24	25	11	2	0	0	0	13	13	3	0	0	0	0	3	3
08:45	14	0	0	0	0	14	14	12	1	2	0	0	15	16	6	1	1	1	1	10	13
H/TOT	66	4	0	1	0	71	72	41	7	2	0	0	50	51	11	1	1	1	1	15	18
09:00	4	1	0	0	0	5	5	5	3	0	0	0	8	8	3	0	2	0	0	5	6
09:15	3	2	0	1	0	6	7	2	2	0	0	0	4	4	3	0	0	0	0	3	3
09:30	3	1	0	0	0	4	4	7	0	0	0	0	7	7	3	0	0	0	0	3	3
09:45	4	0	0	0	0	4	4	2	0	0	1	0	3	4	1	0	0	0	0	1	1
H/TOT	14	4	0	1	0	19	20	16	5	0	1	0	22	23	10	0	2	0	0	12	13
10:00	5	0	0	0	0	5	5	2	1	0	0	0	3	3	2	0	0	0	0	2	2
10:15	1	0	0	0	0	1	1	4	0	1	0	0	5	6	3	0	0	0	0	3	3
10:30	8	0	0	0	0	8	8	5	0	1	0	0	6	7	2	0	0	0	0	2	2
10:45	8	1	0	0	0	9	9	1	0	1	0	0	2	3	1	0	0	0	0	1	1
H/TOT	22	1	0	0	0	23	23	12	1	3	0	0	16	18	8	0	0	0	0	8	8
11:00	1	1	0	0	0	2	2	3	0	0	0	0	3	3	2	0	0	0	0	2	2
11:15	4	3	0	0	1	8	9	4	0	1	0	0	5	6	1	0	0	0	0	1	1
11:30	6	1	0	0	0	7	7	1	0	0	0	0	1	1	0	0	0	1	0	1	2
11:45	5	0	0	1	0	6	7	3	1	0	0	0	4	4	1	0	0	0	0	1	1
H/TOT	16	5	0	1	1	23	25	11	1	1	0	0	13	14	4	0	0	1	0	5	6
12:00	2	1	1	0	0	4	5	1	0	0	0	0	1	1	1	0	0	0	0	1	1
12:15	6	0	0	0	0	6	6	3	1	0	0	0	4	4	1	0	0	0	0	1	1
12:30	1	0	0	0	0	1	1	1	0	0	0	0	1	1	2	0	0	0	0	2	2
12:45	1	0	0	0	0	1	1	2	0	0	0	0	2	2	2	1	0	0	0	3	3
H/TOT	10	1	1	0	0	12	13	7	1	0	0	0	8	8	6	1	0	0	0	7	7
13:00	1	0	0	1	0	2	3	1	0	0	0	0	1	1	2	0	0	1	0	3	4

13:15	4	1	0	0	0	5	5	5	0	0	0	0	5	5	4	0	0	0	0	4	4
13:30	4	1	0	0	0	5	5	6	0	0	0	0	6	6	4	1	0	0	0	5	5
13:45	3	0	0	0	0	3	3	2	3	0	0	0	5	5	2	0	0	0	0	2	2
H/TOT	12	2	0	1	0	15	16	14	3	0	0	0	17	17	12	1	0	1	0	14	15
14:00	6	0	0	0	0	6	6	7	0	0	0	0	7	7	4	0	0	0	0	4	4
14:15	3	0	0	0	1	4	5	2	4	0	0	0	6	6	1	0	0	0	0	1	1
14:30	11	0	0	0	0	11	11	6	0	0	0	0	6	6	5	0	0	0	0	5	5
14:45	6	0	0	0	0	6	6	7	0	0	0	0	7	7	2	0	0	0	0	2	2
H/TOT	26	0	0	0	1	27	28	22	4	0	0	0	26	26	12	0	0	0	0	12	12
15:00	6	0	0	0	0	6	6	3	1	0	0	0	4	4	2	0	0	0	0	2	2
15:15	1	0	0	0	0	1	1	6	1	0	0	0	7	7	2	1	0	0	0	3	3
15:30	11	1	0	0	0	12	12	6	0	0	0	0	6	6	1	0	0	0	0	1	1
15:45	10	0	0	0	0	10	10	6	2	1	0	0	9	10	3	0	0	0	0	3	3
H/TOT	28	1	0	0	0	29	29	21	4	1	0	0	26	27	8	1	0	0	0	9	9
16:00	4	0	0	0	0	4	4	3	1	0	0	0	4	4	2	0	0	0	0	2	2
16:15	6	0	0	1	1	8	10	2	0	0	0	0	2	2	1	1	1	0	1	4	6
16:30	4	0	0	0	0	4	4	4	2	0	0	0	6	6	1	1	1	0	0	3	4
16:45	2	1	0	0	0	3	3	1	0	1	0	0	2	3	4	1	0	0	1	6	7
H/TOT	16	1	0	1	1	19	21	10	3	1	0	0	14	15	8	3	2	0	2	15	18
17:00	4	0	0	0	0	4	4	5	1	0	0	0	6	6	3	0	0	0	0	3	3
17:15	2	2	0	0	0	4	4	2	0	0	0	0	2	2	1	1	0	0	0	2	2
17:30	4	1	0	0	0	5	5	1	1	0	0	0	2	2	2	1	0	0	0	3	3
17:45	3	1	0	0	0	4	4	5	1	0	0	0	6	6	3	0	0	0	0	3	3
H/TOT	13	4	0	0	0	17	17	13	3	0	0	0	16	16	9	2	0	0	0	11	11
18:00	9	0	0	0	0	9	9	3	2	0	0	0	5	5	1	1	0	0	0	2	2
18:15	4	2	0	0	0	6	6	1	1	0	0	0	2	2	3	1	0	0	0	4	4
18:30	7	2	0	0	0	9	9	3	1	0	0	0	4	4	2	0	0	0	0	2	2
18:45	4	1	0	0	0	5	5	1	1	0	0	0	2	2	2	0	0	0	0	2	2
H/TOT	24	5	0	0	0	29	29	8	5	0	0	0	13	13	8	2	0	0	0	10	10

TRAFFINOMICS LIMITED

KILMEAGUE TRAFFIC COUNTS **FEBRUARY 2023**

MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/23/037**

SITE: 02 DATE: 21st February 2023

LOCATION: Robertstown Road/L7081 Prosperous Road/Naas Road DAY: Tuesday

	MOVEMENT 4							MOVEMENT 5							MOVEMENT 6						
TIME	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU
07:00	1	0	0	0	0	1	1	14	9	0	1	0	24	25	3	0	0	0	0	3	3
07:15	0	0	0	0	0	0	0	17	3	1	1	0	22	24	2	3	0	0	0	5	5
07:30	2	0	0	0	0	2	2	30	12	1	2	0	45	48	3	0	0	0	0	3	3
07:45	0	0	0	0	0	0	0	24	6	2	6	1	39	49	9	2	0	0	0	11	11
H/TOT	3	0	0	0	0	3	3	85	30	4	10	1	130	146	17	5	0	0	0	22	22
08:00	1	0	0	0	0	1	1	31	2	1	1	1	36	39	4	0	0	0	0	4	4
08:15	1	1	0	0	0	2	2	39	7	1	2	0	49	52	5	0	1	0	0	6	7
08:30	7	0	0	0	0	7	7	39	5	0	2	1	47	51	2	0	0	0	0	2	2
08:45	5	0	0	0	0	5	5	21	4	3	4	0	32	39	4	0	0	0	0	4	4
H/TOT	14	1	0	0	0	15	15	130	18	5	9	2	164	180	15	0	1	0	0	16	17
09:00	1	0	0	0	0	1	1	14	2	0	1	0	17	18	1	0	0	0	0	1	1
09:15	2	0	0	0	0	2	2	14	5	1	1	0	21	23	3	1	0	0	0	4	4
09:30	1	0	0	0	0	1	1	8	1	1	1	0	11	13	2	0	0	0	0	2	2
09:45	1	1	0	0	0	2	2	14	1	1	1	0	17	19	1	0	0	0	0	1	1
H/TOT	5	1	0	0	0	6	6	50	9	3	4	0	66	73	7	1	0	0	0	8	8
10:00	1	3	1	0	0	5	6	10	0	1	2	0	13	16	0	0	0	0	0	0	0
10:15	3	0	1	0	0	4	5	12	3	1	3	0	19	23	1	0	0	0	0	1	1
10:30	2	0	0	0	0	2	2	8	0	1	1	0	10	12	2	0	0	0	0	2	2
10:45	0	0	0	0	0	0	0	4	4	1	4	0	13	19	0	2	0	0	0	2	2
H/TOT	6	3	2	0	0	11	12	34	7	4	10	0	55	70	3	2	0	0	0	5	5
11:00	0	0	0	1	0	1	2	6	4	0	2	0	12	15	3	0	0	0	0	3	3
11:15	1	0	0	0	0	1	1	8	1	0	0	0	9	9	0	0	0	0	0	0	0
11:30	2	0	0	0	0	2	2	7	2	1	2	0	12	15	0	0	0	0	0	0	0
11:45	2	1	0	0	0	3	3	14	1	0	3	0	18	22	1	0	0	0	0	1	1
H/TOT	5	1	0	1	0	7	8	35	8	1	7	0	51	61	4	0	0	0	0	4	4
12:00	1	0	0	0	0	1	1	7	1	1	1	0	10	12	1	1	0	0	0	2	2
12:15	3	0	0	0	0	3	3	7	4	3	1	0	15	18	6	1	0	0	0	7	7
12:30	1	0	0	0	0	1	1	10	1	2	0	0	13	14	2	0	0	0	0	2	2
12:45	0	0	0	0	0	0	0	6	1	1	1	0	9	11	1	0	0	0	0	1	1
H/TOT	5	0	0	0	0	5	5	30	7	7	3	0	47	54	10	2	0	0	0	12	12
13:00	4	1	0	0	0	5	5	6	3	0	1	0	10	11	2	1	0	0	0	3	3

13:15	4	0	0	0	0	4	4	15	6	2	2	0	25	29	2	0	0	0	0	2	2
13:30	2	0	0	0	0	2	2	9	3	0	0	0	12	12	2	0	0	0	0	2	2
13:45	4	0	0	0	0	4	4	12	3	1	3	0	19	23	6	0	0	0	0	6	6
H/TOT	14	1	0	0	0	15	15	42	15	3	6	0	66	75	12	1	0	0	0	13	13
14:00	4	0	0	0	0	4	4	10	6	0	3	0	19	23	1	1	0	0	0	2	2
14:15	5	1	0	0	0	6	6	7	3	0	0	0	10	10	0	0	0	0	0	0	0
14:30	5	0	0	0	0	5	5	9	0	1	1	0	11	13	3	0	0	0	0	3	3
14:45	3	0	0	0	0	3	3	14	0	3	1	0	18	21	3	1	0	0	0	4	4
H/TOT	17	1	0	0	0	18	18	40	9	4	5	0	58	67	7	2	0	0	0	9	9
15:00	1	0	0	0	0	1	1	3	3	0	3	0	9	13	1	0	0	0	0	1	1
15:15	2	0	0	0	0	2	2	16	1	0	0	0	17	17	2	0	0	0	0	2	2
15:30	3	0	0	0	0	3	3	15	2	1	1	0	19	21	0	0	0	0	0	0	0
15:45	2	0	0	0	0	2	2	15	3	1	2	0	21	24	0	0	0	0	0	0	0
H/TOT	8	0	0	0	0	8	8	49	9	2	6	0	66	75	3	0	0	0	0	3	3
16:00	1	1	0	0	0	2	2	11	1	1	0	0	13	14	1	1	0	0	0	2	2
16:15	0	1	0	0	0	1	1	10	1	0	3	0	14	18	1	1	0	0	0	2	2
16:30	0	0	0	1	0	1	2	24	3	1	4	1	33	40	2	1	2	1	0	6	8
16:45	3	1	0	0	0	4	4	25	5	1	0	0	31	32	5	0	0	0	0	5	5
H/TOT	4	3	0	1	0	8	9	70	10	3	7	1	91	103	9	3	2	1	0	15	17
17:00	4	0	0	0	0	4	4	17	4	0	0	0	21	21	3	0	1	0	0	4	5
17:15	3	0	0	0	0	3	3	23	1	0	1	0	25	26	2	0	1	0	0	3	4
17:30	3	1	1	0	0	5	6	14	0	0	1	0	15	16	4	1	0	0	0	5	5
17:45	1	1	0	0	0	2	2	14	2	0	0	0	16	16	3	2	0	0	0	5	5
H/TOT	11	2	1	0	0	14	15	68	7	0	2	0	77	80	12	3	2	0	0	17	18
18:00	2	0	0	0	0	2	2	11	5	0	0	0	16	16	2	1	0	0	0	3	3
18:15	3	1	0	0	0	4	4	7	2	0	0	0	9	9	2	0	0	0	0	2	2
18:30	3	1	0	0	0	4	4	21	2	0	0	0	23	23	3	0	0	0	0	3	3
18:45	4	0	0	0	0	4	4	9	1	0	1	0	11	12	3	0	0	0	0	3	3
H/TOT	12	2	0	0	0	14	14	48	10	0	1	0	59	60	10	1	0	0	0	11	11

TRAFFINOMICS LIMITED

KILMEAGUE TRAFFIC COUNTS **FEBRUARY 2023**

MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/23/037**

SITE: 02 DATE: 21st February 2023

LOCATION: Robertstown Road/L7081 Prosperous Road/Naas Road DAY: Tuesday

	MOVEMENT 7							MOVEMENT 8							MOVEMENT 9						
TIME	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU
07:00	1	1	0	0	0	2	2	1	2	0	0	0	3	3	0	0	0	0	0	0	0
07:15	2	0	0	0	0	2	2	1	2	0	0	0	3	3	0	0	0	0	0	0	0
07:30	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	4	0	0	0	0	4	4	1	0	0	0	0	1	1	0	1	0	0	0	1	1
H/TOT	8	2	0	0	0	10	10	3	4	0	0	0	7	7	0	1	0	0	0	1	1
08:00	1	0	0	0	0	1	1	2	0	0	1	0	3	4	1	0	0	0	0	1	1
08:15	2	0	0	0	0	2	2	3	0	0	0	0	3	3	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0
08:45	2	1	0	0	0	3	3	6	0	0	1	0	7	8	1	0	0	0	0	1	1
H/TOT	5	1	0	0	0	6	6	17	0	0	2	0	19	22	2	0	0	0	0	2	2
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	1	1	0	0	0	2	2	2	0	0	0	0	2	2	0	0	0	0	0	0	0
09:30	1	0	0	0	0	1	1	4	2	0	0	0	6	6	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	2	1	0	0	0	3	3	0	0	0	0	0	0	0
H/TOT	6	1	0	0	0	7	7	10	3	0	0	0	13	13	0	0	0	0	0	0	0
10:00	1	0	0	0	0	1	1	2	0	0	0	0	2	2	0	0	0	0	0	0	0
10:15	3	1	0	0	0	4	4	2	0	1	0	0	3	4	0	0	0	0	0	0	0
10:30	2	0	1	0	0	3	4	3	0	1	0	0	4	5	0	0	0	0	0	0	0
10:45	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	7	1	1	0	0	9	10	7	0	2	0	0	9	10	0	0	0	0	0	0	0
11:00	1	0	0	0	0	1	1	0	0	2	0	0	2	3	0	0	0	0	0	0	0
11:15	3	0	0	0	0	3	3	1	2	2	0	0	5	6	0	0	0	0	0	0	0
11:30	1	0	0	0	0	1	1	3	0	0	0	0	3	3	0	0	0	0	0	0	0
11:45	2	1	0	0	0	3	3	1	0	1	0	0	2	3	0	0	0	0	0	0	0
H/TOT	7	1	0	0	0	8	8	5	2	5	0	0	12	15	0	0	0	0	0	0	0
12:00	1	0	0	0	0	1	1	3	1	0	0	0	4	4	0	1	0	0	0	1	1
12:15	0	1	0	0	0	1	1	5	1	0	0	0	6	6	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	3	2	0	0	0	5	5	2	0	0	0	0	2	2	0	0	0	0	0	0	0
H/TOT	4	3	0	0	0	7	7	10	2	0	0	0	12	12	0	1	0	0	0	1	1
13:00	1	0	0	0	0	1	1	5	0	0	1	0	6	7	1	0	0	0	0	1	1

13:15	2	0	0	0	0	2	2	4	1	0	0	0	5	5	0	0	0	0	0	0	0
13:30	4	0	0	0	0	4	4	6	0	0	0	0	6	6	0	0	0	0	0	0	0
13:45	0	1	0	0	0	1	1	2	1	0	0	0	3	3	1	0	0	0	0	1	1
H/TOT	7	1	0	0	0	8	8	17	2	0	1	0	20	21	2	0	0	0	0	2	2
14:00	3	0	0	0	0	3	3	3	0	0	0	0	3	3	0	0	0	0	0	0	0
14:15	3	1	0	0	0	4	4	6	2	0	0	0	8	8	1	0	0	0	0	1	1
14:30	1	2	0	0	0	3	3	8	0	0	0	0	8	8	0	0	0	0	0	0	0
14:45	1	1	0	0	0	2	2	5	0	0	0	0	5	5	2	0	0	0	0	2	2
H/TOT	8	4	0	0	0	12	12	22	2	0	0	0	24	24	3	0	0	0	0	3	3
15:00	1	1	0	0	0	2	2	6	2	0	0	0	8	8	0	0	0	0	0	0	0
15:15	4	0	0	0	0	4	4	4	0	0	0	0	4	4	0	0	0	0	0	0	0
15:30	3	0	0	0	0	3	3	3	2	0	0	0	5	5	0	0	0	0	0	0	0
15:45	2	0	0	0	0	2	2	2	1	0	0	0	3	3	2	0	0	0	0	2	2
H/TOT	10	1	0	0	0	11	11	15	5	0	0	0	20	20	2	0	0	0	0	2	2
16:00	3	0	0	0	0	3	3	6	4	1	0	0	11	12	0	0	0	0	0	0	0
16:15	1	1	0	1	0	3	4	8	5	0	0	0	13	13	0	0	0	0	0	0	0
16:30	3	2	0	0	0	5	5	15	1	0	0	0	16	16	1	0	0	0	0	1	1
16:45	5	2	0	0	0	7	7	8	0	0	0	0	8	8	0	0	0	0	0	0	0
H/TOT	12	5	0	1	0	18	19	37	10	1	0	0	48	49	1	0	0	0	0	1	1
17:00	4	1	0	0	0	5	5	14	4	0	0	0	18	18	0	0	0	0	0	0	0
17:15	1	1	0	0	0	2	2	14	2	0	0	0	16	16	0	0	0	0	0	0	0
17:30	1	2	1	0	0	4	5	20	2	0	0	0	22	22	1	0	1	0	0	2	3
17:45	11	1	0	0	0	12	12	12	5	0	0	0	17	17	1	0	0	0	0	1	1
H/TOT	17	5	1	0	0	23	24	60	13	0	0	0	73	73	2	0	1	0	0	3	4
18:00	5	0	0	0	0	5	5	8	3	0	0	0	11	11	1	0	0	0	0	1	1
18:15	1	0	0	0	0	1	1	13	0	0	0	0	13	13	1	0	0	0	0	1	1
18:30	4	0	0	0	0	4	4	7	1	0	0	0	8	8	0	0	0	0	0	0	0
18:45	5	1	1	0	0	7	8	5	0	0	0	0	5	5	0	0	0	0	0	0	0
H/TOT	15	1	1	0	0	17	18	33	4	0	0	0	37	37	2	0	0	0	0	2	2

TRAFFINOMICS LIMITED

KILMEAGUE TRAFFIC COUNTS **FEBRUARY 2023**

MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/23/037**

SITE: 02 DATE: 21st February 2023

LOCATION: Robertstown Road/L7081 Prosperous Road/Naas Road DAY: Tuesday

	MOVEMENT 10							MOVEMENT 11							MOVEMENT 12						
TIME	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU
07:00	0	0	0	0	0	0	0	5	3	1	3	0	12	16	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	7	3	0	1	0	11	12	0	0	0	0	1	1	2
07:30	0	0	0	0	0	0	0	8	2	1	3	0	14	18	2	1	0	1	0	4	5
07:45	2	0	0	0	0	2	2	8	2	0	2	1	13	17	0	1	0	0	0	1	1
H/TOT	2	0	0	0	0	2	2	28	10	2	9	1	50	64	2	2	0	1	1	6	8
08:00	1	0	0	0	0	1	1	23	3	1	6	0	33	41	1	2	0	0	0	3	3
08:15	0	0	0	0	0	0	0	18	3	0	1	0	22	23	10	2	0	0	0	12	12
08:30	1	0	0	0	0	1	1	19	2	0	1	0	22	23	17	1	0	1	0	19	20
08:45	2	1	0	0	0	3	3	18	4	0	0	0	22	22	14	0	0	0	0	14	14
H/TOT	4	1	0	0	0	5	5	78	12	1	8	0	99	110	42	5	0	1	0	48	49
09:00	0	0	0	0	0	0	0	17	2	0	1	0	20	21	4	0	0	0	0	4	4
09:15	0	0	0	0	0	0	0	18	3	1	2	0	24	27	4	0	0	0	0	4	4
09:30	0	0	0	0	0	0	0	4	4	1	4	0	13	19	4	0	0	0	0	4	4
09:45	1	1	0	0	0	2	2	8	3	0	0	0	11	11	2	1	0	0	0	3	3
H/TOT	1	1	0	0	0	2	2	47	12	2	7	0	68	78	14	1	0	0	0	15	15
10:00	0	0	0	0	0	0	0	9	1	0	3	0	13	17	2	0	0	0	0	2	2
10:15	0	0	0	0	0	0	0	7	4	0	4	0	15	20	0	0	1	0	0	1	2
10:30	0	0	0	0	0	0	0	9	2	2	0	0	13	14	3	0	0	0	0	3	3
10:45	0	0	0	0	0	0	0	4	2	0	2	0	8	11	2	0	0	0	0	2	2
H/TOT	0	0	0	0	0	0	0	29	9	2	9	0	49	62	7	0	1	0	0	8	9
11:00	0	0	0	0	0	0	0	5	1	1	1	0	8	10	1	1	0	2	0	4	7
11:15	1	1	0	0	0	2	2	7	2	0	0	0	9	9	3	2	0	0	1	6	7
11:30	0	0	1	0	0	1	2	6	4	0	4	0	14	19	4	0	0	1	0	5	6
11:45	0	0	0	0	0	0	0	9	1	0	0	0	10	10	3	0	0	0	0	3	3
H/TOT	1	1	1	0	0	3	4	27	8	1	5	0	41	48	11	3	0	3	1	18	23
12:00	0	0	0	0	0	0	0	11	3	0	1	0	15	16	6	1	1	0	0	8	9
12:15	0	1	0	0	0	1	1	12	0	0	1	0	13	14	4	1	0	0	0	5	5
12:30	0	0	0	0	0	0	0	7	0	0	3	0	10	14	4	0	0	0	0	4	4
12:45	0	0	0	0	0	0	0	4	2	0	2	0	8	11	3	0	0	0	0	3	3
H/TOT	0	1	0	0	0	1	1	34	5	0	7	0	46	55	17	2	1	0	0	20	21
13:00	1	0	0	0	0	1	1	8	3	1	3	0	15	19	7	0	0	0	0	7	7

13:15	0	0	0	0	0	0	0	13	3	2	0	0	18	19	8	1	0	0	0	9	9
13:30	0	0	0	0	0	0	0	9	3	0	2	0	14	17	0	2	0	0	0	2	2
13:45	0	0	0	0	0	0	0	11	4	2	2	0	19	23	8	0	0	0	0	8	8
H/TOT	1	0	0	0	0	1	1	41	13	5	7	0	66	78	23	3	0	0	0	26	26
14:00	0	0	0	0	0	0	0	6	1	1	1	0	9	11	2	0	0	0	0	2	2
14:15	0	0	0	0	0	0	0	10	5	2	3	0	20	25	4	0	0	0	1	5	6
14:30	1	0	0	0	0	1	1	5	3	0	0	0	8	8	6	0	0	0	0	6	6
14:45	0	0	0	0	0	0	0	15	3	0	0	0	18	18	5	0	0	0	0	5	5
H/TOT	1	0	0	0	0	1	1	36	12	3	4	0	55	62	17	0	0	0	1	18	19
15:00	0	0	0	0	0	0	0	11	2	0	1	0	14	15	2	0	0	0	0	2	2
15:15	0	0	0	0	0	0	0	12	1	0	2	0	15	18	4	0	0	0	0	4	4
15:30	0	0	0	0	0	0	0	17	0	1	2	0	20	23	1	1	0	2	0	4	7
15:45	0	0	0	0	0	0	0	12	2	1	2	0	17	20	4	0	1	0	0	5	6
H/TOT	0	0	0	0	0	0	0	52	5	2	7	0	66	76	11	1	1	2	0	15	18
16:00	1	0	0	0	0	1	1	27	4	0	2	1	34	38	18	2	0	0	0	20	20
16:15	0	0	0	0	0	0	0	21	6	0	1	0	28	29	9	2	0	0	2	13	15
16:30	1	0	0	0	0	1	1	29	5	0	1	0	35	36	1	2	0	0	1	4	5
16:45	0	0	0	0	0	0	0	16	5	1	0	0	22	23	9	1	0	0	0	10	10
H/TOT	2	0	0	0	0	2	2	93	20	1	4	1	119	126	37	7	0	0	3	47	50
17:00	2	0	0	0	0	2	2	29	6	0	0	0	35	35	13	2	0	1	0	16	17
17:15	0	0	0	0	0	0	0	34	4	0	1	0	39	40	4	1	0	0	0	5	5
17:30	1	0	0	0	0	1	1	34	5	2	0	0	41	42	9	1	0	0	0	10	10
17:45	0	0	0	0	0	0	0	18	4	0	0	0	22	22	9	2	1	0	0	12	13
H/TOT	3	0	0	0	0	3	3	115	19	2	1	0	137	139	35	6	1	1	0	43	45
18:00	0	0	0	0	0	0	0	28	2	0	0	0	30	30	10	1	1	0	0	12	13
18:15	1	0	0	0	0	1	1	30	3	0	0	0	33	33	6	0	0	0	0	6	6
18:30	0	0	0	0	0	0	0	28	0	1	0	0	29	30	5	0	0	0	0	5	5
18:45	0	0	0	0	0	0	0	14	1	0	0	0	15	15	9	0	0	0	0	9	9
H/TOT	1	0	0	0	0	1	1	100	6	1	0	0	107	108	30	1	1	0	0	32	33

Calculation Reference: AUDIT-261601-191022-1055

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

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

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

Secondary Filtering selection:

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

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

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

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

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

Selected survey days:

Tuesday	2 days
Wednesday	2 days
Friday	1 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Out of Town	4
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

B2	5 days

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

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	1 days

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

Travel Plan:

Not Known	2 days
No	3 days

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

PTAL Rating:

No PTAL Present	5 days

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

LIST OF SITES relevant to selection parameters

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

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

3 DH-02-H-02 QUARRY DURHAM
HART VILLAGE
HARTLEPOOL

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

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

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

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

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

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

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

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

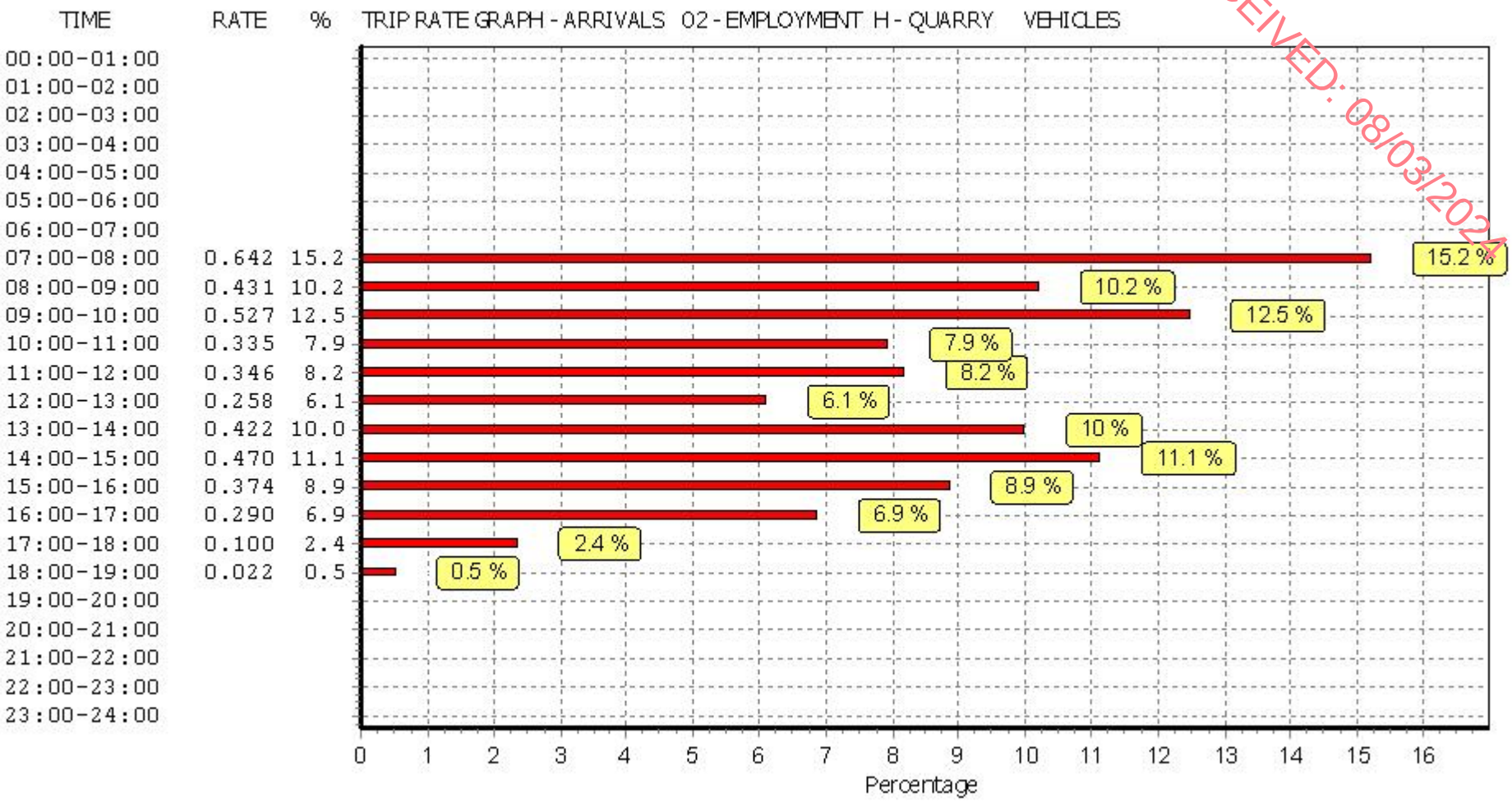
*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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

Parameter summary

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

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

PMCE Ltd Lower Commons Road Dublin 22 Licence No: 261601



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

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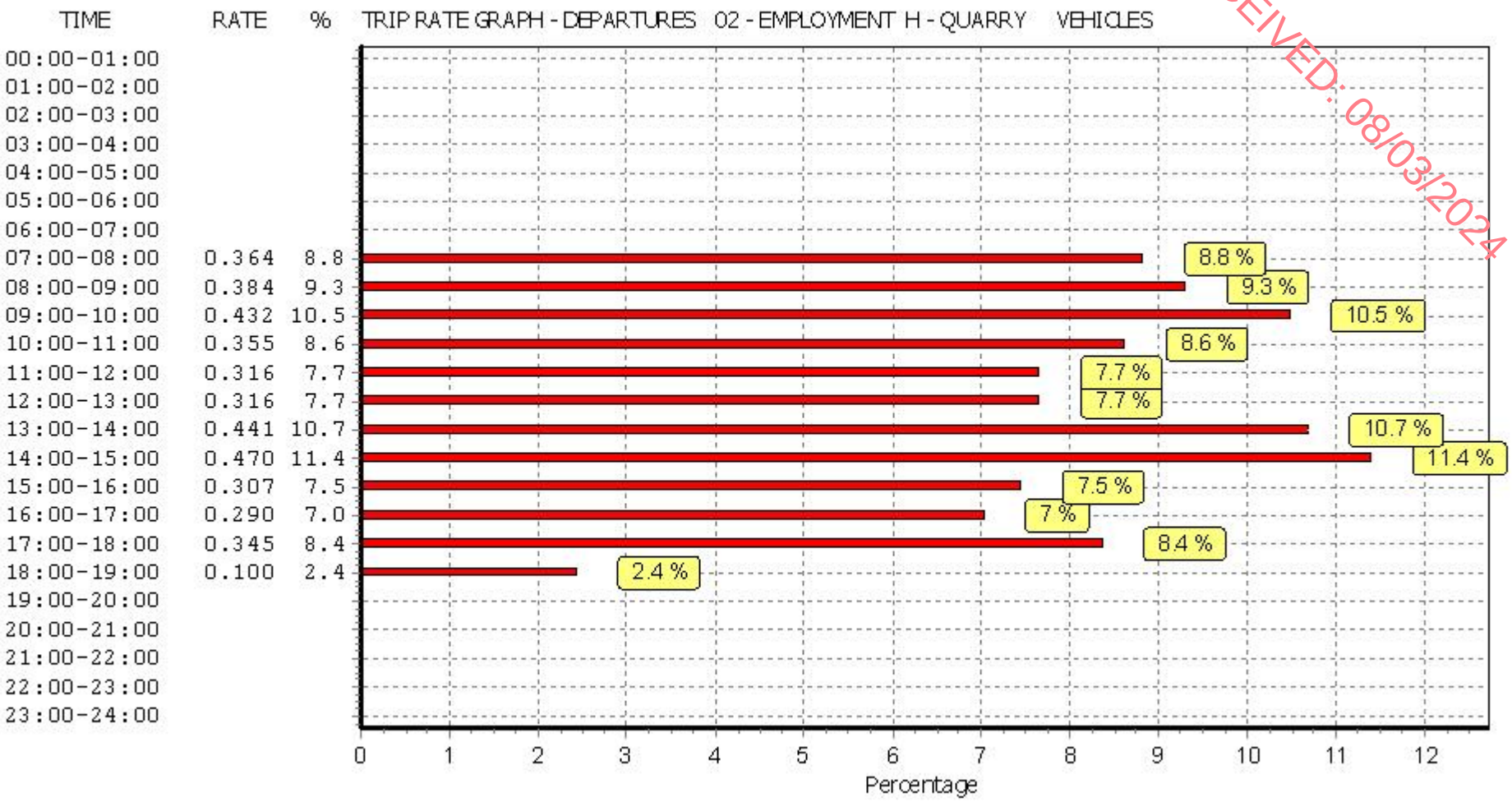

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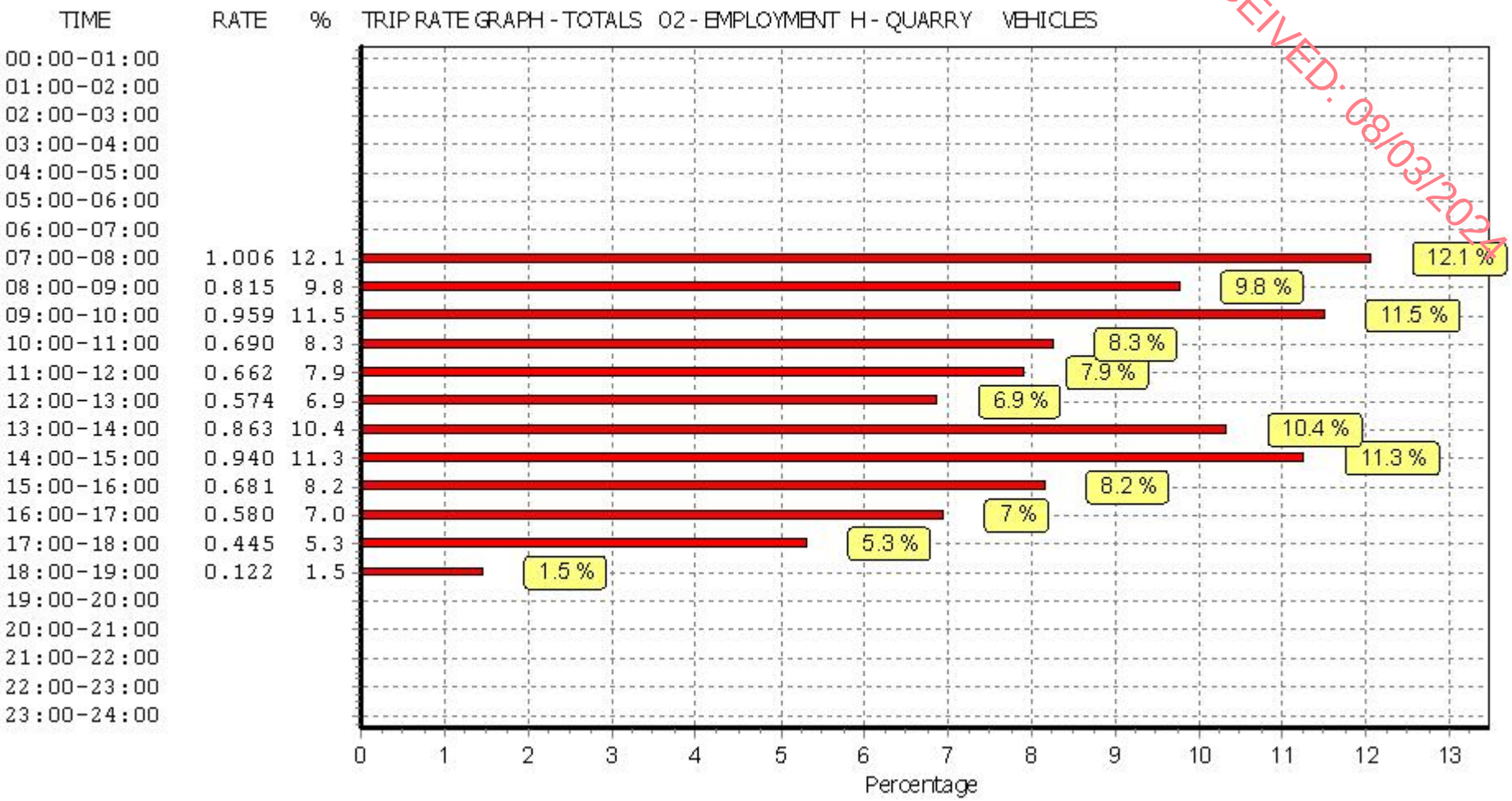
PMCE Ltd Lower Commons Road Dublin 22 Licence No: 261601



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