

GK Consulting Engineers

Proposed Residential
Development at Elmfield,
Clondalkin, Dublin 22

Traffic and Transport Assessment

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Executive Summary

This report assesses the traffic related impacts associated with the proposed Large-Scale Residential Development on lands at the Securispeed Logistics site, Elmfield, Ninth Lock Road, Clondalkin, Dublin 22.

The proposed development will consist of the demolition of the existing warehouses and structures on site and the construction of a mixed-use residential-led development comprising a total of 408 no. residential units (403 apartments consisting of 24 no. studio units, 230 no. 1 bed units and 149 no. 2 bed units, and 5 no. 3 bed 2 storey houses) and 1 no. childcare facility. The residential units will comprise a mixture of apartments and own-door houses and range in height from 2-9 storeys. The proposed development will also comprise all associated car parking (205 no. spaces), cycle parking, refuse and storage areas, plant, landscaping, open space, boundary treatment, public lighting, ESB substations, and site and infrastructural works necessary to facilitate the proposed development. Vehicular access to the development will be from Ninth Lock Road.

Link capacity analysis was carried out on the L1026 (Ninth Lock Road), with reference to the Transport for London Roads Task Force – Technical Note 10, which assesses link capacity on roads in urban areas, and it was determined that the L1026 will continue to operate within capacity for each of the assessment years 2029 (Opening Year), 2034 and 2044. Consequently, the future traffic generated by the proposed development will have a negligible impact on traffic flows on L1026.

Junction capacity analysis has been undertaken at the proposed Site Access T-Junction. The results of the Junction Capacity Analysis indicate that the junction assessed will operate within capacity for each of the assessment years 2029, 2034 and 2044.

Visibility at the proposed residential development access on the L1026 Ninth Lock Road was assessed against the Design Manual for Urban Roads and Streets (DMURS), which requires the visibility to be assessed from a point 2.4m back from the edge of the major road. The L1026 has a posted speed of 50kph. A 50kph Design Speed requires an unobstructed visibility splay of 45m. The required sightlines are achieved in both directions from the proposed access at a point 2.4m back from the Stop line.

The proposed development is well served by public transport, with five bus stops located in the vicinity of the proposed development. The bus stops are located approximately 300m (< 5min walk) from the proposed development.

The development is well served by pedestrian facilities on both sides of the Ninth Lock Road which will connect to the development's internal footway network.

Glossary of Terms

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

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1 Introduction

1.1 General

PMCE Ltd were commissioned by GK Consulting Engineers to undertake an assessment of the traffic impacts associated with the proposed Large-Scale Residential Development at Elmfield, Ninth Lock Road, Clondalkin, Dublin 22.

1.2 Information Reviewed

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

- Transport Infrastructure Ireland (TII) Publications document PE-PDV-02045, "Traffic and Transport Assessment Guidelines" (May 2014) published by TII.
- TII Publications document PE-PAG-02017, "Project Appraisal Guidelines for National Roads Unit 5.3 – Travel Demand Projections" (October 2021) published by TII.
- TII Publications document PE-PAG-02039, "Project Appraisal Guidelines for National Roads Unit 16.1 - Expansion Factors for Short Period Traffic Counts" (October 2016) published by TII.
- South Dublin County Development Plan (2022-2028).
- Traffic Count Survey Data, collected by Traffinomics.
- Design Manual for Urban Roads and Streets (DMURS) published by the Department of Transport, Tourism and Sport and the Department of Housing, Planning and Local Government in May 2019.
- Transport for London Roads Task Force – Technical Note 10 with reference to the UK Highways Agency advice note TA 79/99.

1.3 Scope

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

1.4 Methodology

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

- **Site Visit:** A site visit on the 13th October 2025, the weather was dry, and the ground surface was dry.
- **Trip Generation and Trip Assignment** – This is used to derive trip rates and forecast trips for the proposed development, and to assign generated traffic flows onto the existing road network.
- **Link Capacity Assessment** - To estimate an AADT value for each of the main roads on the surrounding road network and assess their capacity with and without the proposed development.
- **Junction Capacity Assessment** – The traffic count data was used to develop a model for the Site Access Junction on the existing road network and the capacity was assessed using the 'Junctions 9' computer programme.
- **Future Year Assessments** – The estimated future year volumes on the study area network, as a result of the increase in background traffic and any development related traffic, was used to assess the future operational performance of all junctions and surrounding road network for 2029 (assumed year of opening) and at two future assessment years, the opening year +5 (2034) and the opening year +15 (2044).

1.5 Location plan

Figure 1-1 shows the proposed Large-Scale Residential Development at Elmfield, Clondalkin, Dublin 22 and its surrounding road network. The proposed development will consist of the demolition of the existing warehouses and structures on site and the construction of a mixed-use residential-led development comprising 409 residential units and 1 no. childcare facility.

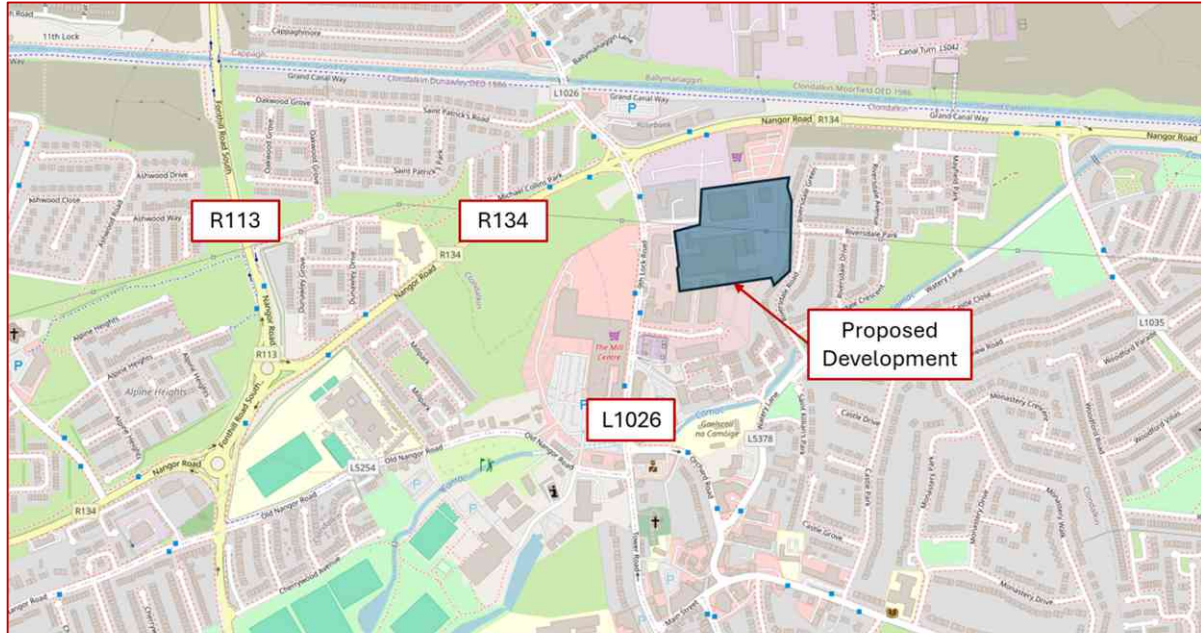


FIGURE 1-1: LOCATION PLAN (SOURCE: WWW.OPENSTREETMAP.ORG)

2 Existing Conditions

2.1 The Site

The proposed Large-Scale Residential Development and childcare facility are located on the eastern side of the Ninth Lock Road in Clondalkin, Co. Dublin.

The site is currently occupied by the Securispeed Logistics site, comprising existing warehouses and associated structures. The site is surrounded by low density light industrial development to the north and south while there is a single storey apartment building to the west. The entire eastern boundary is formed by the rear gardens of Riversdale Estate.

Access to the development will be via the Ninth Lock Road. Pedestrian footways within the development will link to existing pedestrian footways on Ninth Lock Road.

2.2 Existing Road Network

2.2.1 L1026 Local Road (Ninth Lock Road)

The site of the proposed development is located to the east of the L1026 (Ninth Lock Road), a two-way single carriageway approximately 6m wide which runs in a predominantly north-south direction.

Pedestrian footways and public lighting are provided on both sides of Ninth Lock Road.

The speed limit on the L1026 in the vicinity of the site is 50kph.



FIGURE 2-1: L1026 ROAD LOOKING SOUTH

2.3 Traffic Volumes

Traffic counts (12-Hour classified counts) were carried out on Tuesday 9th September 2025 at five junctions, including the following:

- R113/R134 Roundabout
- R134/L1026 Crossroads Junction
- Site Access/L1026 T-Junction
- L1026/The Mill Shopping Centre Crossroads Junction
- R134/L1035 T-Junction.

Each of the traffic counts were carried out between 7am and 7pm.

This time period also includes the peak hours on the adjacent road network. Surveyed vehicles were broken down into five categories as follows:

1. Cars.
2. LGV's (Light Goods Vehicles).
3. OGV1 (Two and three axle goods vehicles).

4. OGV2 (Four and five axle goods vehicles).
5. Buses.

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

- **Roundabout Junction of the R113 and R134 (referred to as the 'R134 Roundabout' in this report)** – 08:15 to 09:15 (AM Peak) and 16:45 to 17:45 (PM Peak)
- **4-Arm Crossroads Junction of the R134 and L1026 (referred to as the 'R134 Junction' in this report)**– 07:45 to 08:45 (AM Peak) and 16:15 to 17:15 (PM Peak)
- **3-Arm T-Junction of the Site Access and L1026 (referred to as the 'Site Access Junction' in this report)**– 09:15 to 10:15 (AM Peak) and 14:45 to 15:45 (PM Peak)
- **4-Arm Crossroads Junction of the L1026 and The Mill Shopping Centre (referred to as the 'Shopping Centre Junction' in this report)**– 12:15 to 13:15 (AM Peak) and 16:30 to 17:30 (PM Peak)
- **3-Arm T-Junction of the R134 and L1035 (referred to as the 'L1035 Junction' in this report)**– 08:00 to 09:00 (AM Peak) and 16:30 to 17:30 (PM Peak)

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

A combined factor of 0.833 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 0.94 for the Tuesday traffic count. Finally, this was converted to AADT using an index of 0.96 for the month of September. These factors were used to calculate the AADT for each of the five junctions.

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

3 Proposed Development

3.1 General

Thornmeadow Developments Limited intend to apply for permission for a Large-Scale Residential Development on lands at the Securispeed Logistics site, Elmfield, Ninth Lock Road, Clondalkin, Dublin 22.

The proposed development will consist of:

- A mixed-use residential-led development comprising a total of 409 no. residential units, made up of 30 no. studio units, 229 no. 1 bedroom units, 145 no. 2 bedroom/3 persons units and 5 no. 3 bedroom/5 person units.
- The demolition of the existing warehouses and structures on site, with the residential units comprising a mixture of apartments and own-door houses ranging in height from 2-9 storeys.
- 1 no. childcare facility.
- 210 car parking spaces, together with cycle parking, refuse and storage areas, plant, landscaping, open space, boundary treatment, public lighting, ESB substations, and site and infrastructural works necessary to facilitate the proposed development.

3.2 Trip Generation

Traffic likely to be generated by the proposed development has been estimated using trip rates from the Trip Rate Information Computer System (TRICS) database based on the surveyed traffic for similar types of development in similar locations.

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

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

Time Range	No. of Units	Arrivals		Departures		Total
		Trip Rate Factor (Per Unit)	Trips	Trip Rate Factor (Per Unit)	Trips	
07:00 - 08:00	409	0.019	7.771	0.072	29.448	37.219
08:00 - 09:00		0.027	11.043	0.096	39.264	50.307
09:00 - 10:00		0.039	15.951	0.036	14.724	30.675
10:00 - 11:00		0.027	11.043	0.032	13.088	24.131
11:00 - 12:00		0.033	13.497	0.043	17.587	31.084
12:00 - 13:00		0.035	14.315	0.039	15.951	30.266
13:00 - 14:00		0.043	17.587	0.046	18.814	36.401
14:00 - 15:00		0.049	20.041	0.043	17.587	37.628
15:00 - 16:00		0.051	20.859	0.045	18.405	39.264
16:00 - 17:00		0.065	26.585	0.040	16.360	42.945
17:00 - 18:00		0.081	33.129	0.046	18.814	51.943

18:00 - 19:00		0.078	31.902	0.048	19.632	51.534
Totals		0.547	223.723	0.586	239.096	462.819

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

Time Range	No. of Area (*100sqm)	Arrivals		Departures		Total
		Trip Rate Factor (Per Unit)	Trips	Trip Rate Factor (Per Unit)	Trips	
07:00 - 08:00	300m ²	3.036	9.108	1.699	5.097	14.205
08:00 - 09:00		4.440	13.320	3.851	11.553	24.873
09:00 - 10:00		1.314	3.942	1.359	4.077	8.019
10:00 - 11:00		0.770	2.310	0.453	1.359	3.669
11:00 - 12:00		0.793	2.379	0.498	1.494	3.873
12:00 - 13:00		1.178	3.534	1.473	4.419	7.953
13:00 - 14:00		0.634	1.902	1.155	3.465	5.367
14:00 - 15:00		0.544	1.632	0.612	1.836	3.468
15:00 - 16:00		1.359	4.077	1.405	4.215	8.292
16:00 - 17:00		1.767	5.301	1.948	5.844	11.145
17:00 - 18:00		3.013	9.039	3.693	11.079	20.118
18:00 - 19:00		0.281	0.843	0.727	2.181	3.024
Totals		19.129	57.387	18.873	56.619	114.006

3.2.1 Adjacent Developments

A search of planned future developments which may have an impact on future traffic flows in the vicinity of the proposed development was undertaken. Two adjacent developments in the vicinity of the proposed residential development were identified that are considered to be of a sufficient scale such that traffic generated by these developments may impact on the future performance of the junction and road network.

These included the following:

- Two 3-storey primary school buildings, located to the southwest of the proposed residential development. (Application Ref: SD22A/0352).
- The proposed residential development of 6.3Ha, which is comprised of: 118 no. 2, 3 & 4 bed, 2 storey semi-detached and terraced houses, 104 no. 2 & 3 bfd duplex units accommodated in 10 no. 3 storey buildings, 72 no. 1' & 2 bedroom apartments in 2 no. 4 & 6 storey buildings, 1 no. 2 storey creche (c.520.2m²), 1 no. 2 storey retail /commercial unit (c.152.1m²). (Application Ref: SD22A/0010).

Table 3-2 shows the estimated trip rates for these adjacent developments. The trips generated by these adjacent developments, for which permission has been granted, but have not yet been completed, have been added to the background traffic for this traffic assessment for the Opening Year, the Opening Year +5 and the Opening Year +15.

This is considered a conservative approach as the traffic growth factors used in the analysis are based on the forecast of future developments such as these adjacent developments.

TABLE 3-2: DEVELOPMENT TRAFFIC (ADJACENT DEVELOPMENT) – PRIMARY SCHOOL - FORECAST ARRIVALS & DEPARTURES (0700 TO 1900)

Time Range	No. of Area (*100 sqm)	Arrivals		Departures		Total
		Trip Rate Factor (Per Unit)	Trips	Trip Rate Factor (Per Unit)	Trips	
07:00 - 08:00	62.51	0.29	17.82	0.04	2.44	20.25
08:00 - 09:00		2.25	140.65	1.50	93.51	234.16
09:00 - 10:00		0.23	14.63	0.20	12.19	26.82
10:00 - 11:00		0.07	4.13	0.07	4.63	8.75
11:00 - 12:00		0.14	8.81	0.09	5.63	14.44
12:00 - 13:00		0.16	10.25	0.18	11.50	21.75
13:00 - 14:00		0.14	8.56	0.19	11.94	20.50
14:00 - 15:00		0.10	6.13	0.11	6.81	12.94
15:00 - 16:00		1.09	68.14	1.67	104.52	172.65
16:00 - 17:00		0.25	15.63	0.64	40.07	55.70
17:00 - 18:00		0.02	1.00	0.10	6.38	7.38
18:00 - 19:00		0.01	0.50	0.06	3.69	4.19
Totals		4.74	296.23	4.85	303.30	599.53

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

Time Range	No. of Units	Arrivals		Departures		Total
		Trip Rate Factor (Per Unit)	Trips	Trip Rate Factor (Per Unit)	Trips	
07:00 - 08:00	294	0.07	21.76	0.31	90.26	90.33
08:00 - 09:00		0.14	42.34	0.38	112.90	113.04
09:00 - 10:00		0.13	37.34	0.16	46.16	46.29
10:00 - 11:00		0.11	32.63	0.13	39.40	39.51
11:00 - 12:00		0.13	37.34	0.13	38.22	38.35
12:00 - 13:00		0.15	42.92	0.14	40.28	40.42
13:00 - 14:00		0.14	41.75	0.14	39.98	40.13
14:00 - 15:00		0.15	43.22	0.18	51.74	51.89
15:00 - 16:00		0.26	75.85	0.16	47.92	48.18
16:00 - 17:00		0.26	77.32	0.15	45.28	45.54
17:00 - 18:00		0.35	102.61	0.16	47.33	47.68
18:00 - 19:00		0.29	86.44	0.15	43.51	43.81
Totals		2.18	641.51	2.19	642.98	645.16

3.3 Modal Split

The Central Statistics Office (CSO) Census 2022 Small Area Population (SAPMAP) has been used to gather data for existing commuting travel patterns for 'Population aged 5 years and over by means of travel to work, school or college'. As shown below in Figure 3-1, these small areas (residential area) were selected to represent the local catchment area in terms of determining the existing modal split for both pupils and residents, which was used to forecast the future traffic patterns.

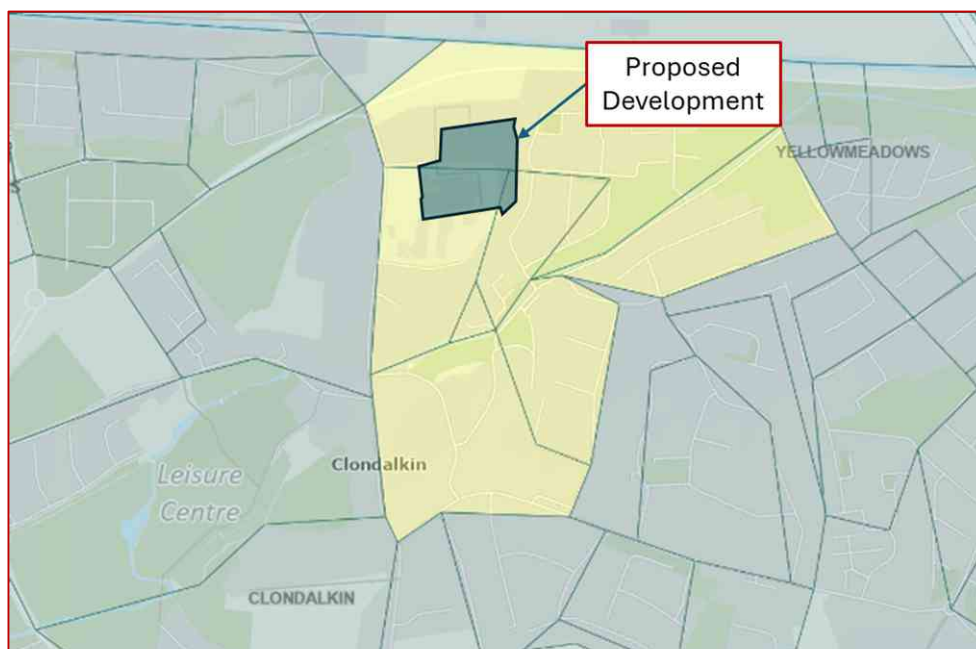


FIGURE 3-1: CSO SMALL AREAS INCLUDED IN TRAVEL MODE ANALYSIS (CSO.IE - 2022)

Table 3-4 outlines the modes of travel for the local catchment area, which is considered a recognised and reliable local representation of travel modes for all residents irrespective of age. The 2022 Census data for these small catchment areas was used to determine the projected Modal Split for the proposed residential development, which has been used to inform the number of trips generated by the developments assessed as part of this Traffic and Transport Assessment.

TABLE 3-4: MEANS OF TRAVEL FROM 2022 CSO DATA

Means of Travel	Percentage
On Foot	19.69%
Bicycle	2.53%
Bus, minibus or coach	15.61%
Train, DART or LUAS	1.55%
Motorcycle or scooter	0.71%
Car Driver	29.99%
Car passenger	9.07%
Van	3.43%

Other (incl. lorry)	0.26%
Work mainly at or from home	3.43%
Not stated	13.73%
Total	100.00%

3.4 Trip Assignment

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

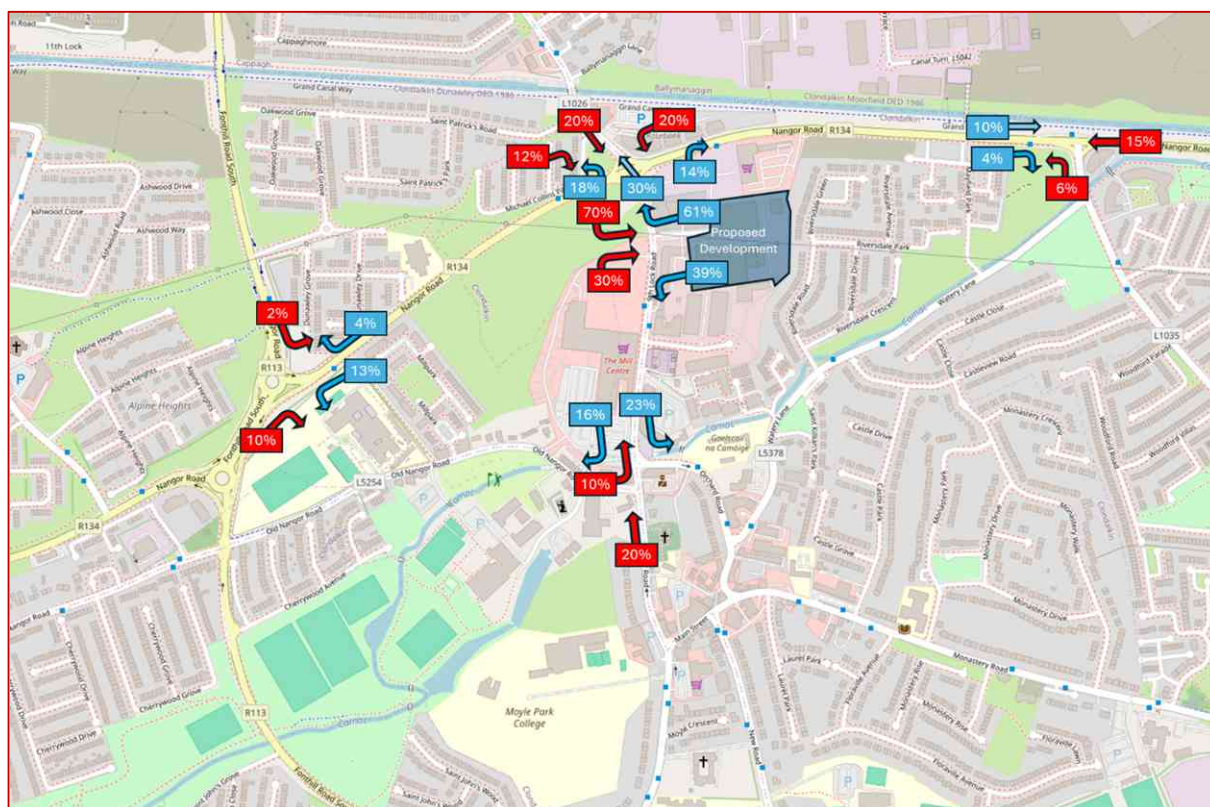


FIGURE 3-2: ASSIGNMENT OF DEVELOPMENT TRAFFIC THROUGHOUT THE ADJACENT ROAD NETWORK

3.5 Scope of Assessment

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

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

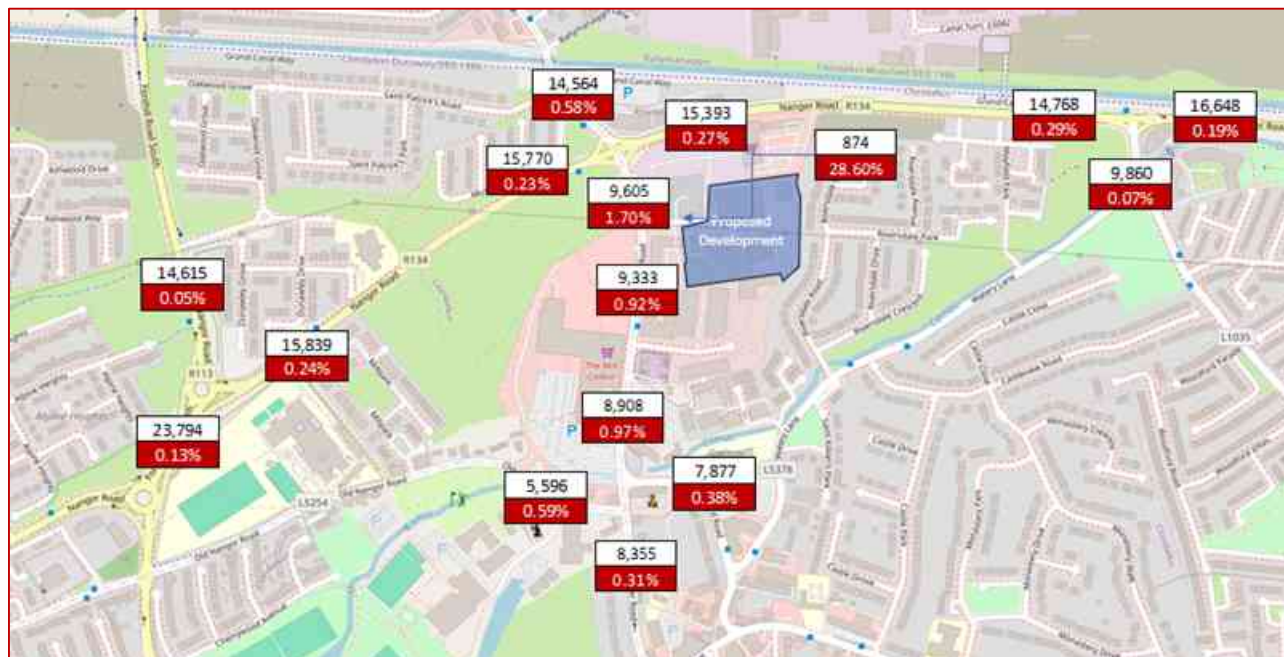


FIGURE 3-3: AADT AND DEVELOPMENT TRAFFIC AS A PERCENTAGE OF EXISTING TRAFFIC

The development traffic exceeds 5% of background traffic on the following link roads:

- L1026 (Ninth Lock Road) in the vicinity of the access

Therefore, this Traffic and Transport Assessment shall undertake a capacity assessment at the following junctions:

- Site Access Junction

4 Road Impacts

4.1 Assessment Years

The "Traffic and Transport Assessment Guidelines" published by Transport Infrastructure Ireland recommend the assessment of traffic in the Opening Year, for the Opening Year +5 years and the Opening Year +15 years. The assessment years for the impact assessment are therefore 2029 for the Opening Year, 2034 and 2044 for the Future Assessment Years.

4.2 Traffic Growth

The "Project Appraisal Guidelines - Unit 5.3 – Travel Demand Projections (PE-PAG-02017)" published by TII in October 2021 has been used to determine future year traffic flows on the network from the 2025 traffic count.

Table 4-1 contains a summary of the traffic growth factors published in the "Project Appraisal Guidelines". For this assessment, a central growth scenario has been adopted (a 'central' growth scenario was assumed given the site location and scale).

TABLE 4-1: FUTURE YEAR TRAFFIC GROWTH FIGURES (DUBLIN METROPOLITAN AREA)

Year	Low Growth		Central Growth		High Growth	
	LV	HV	LV	HV	LV	HV
2016-2030	1.0146	1.0280	1.0162	1.0295	1.0051	1.0136
2030-2040	1.0034	1.0116	1.0051	1.0136	1.0044	1.0162
2040-2050	1.0028	1.0144	1.0044	1.0162	1.0191	1.0328

4.3 Link Capacity Assessment

4.3.1 L1026 Local Road

The capacity of the L1026 has been assessed with reference to the "Transport for London Roads Task Force – Technical Note 10." The 'Road Type' selected for Sallins Link Road, which best describes the road cross section and layout, is a 'UAP3' road in accordance with this publication, which represents a 'variable standard road carrying mixed traffic with frontage access, side roads, bus stops and at-grade pedestrian crossings' and a posted speed limit of between 50 – 60kph, and Figure 2 of this technical note gives a one-way hourly flow capacity, assuming a directional 60/40 split, of 1,300 vehicles for a 7.3m wide UAP3 road type

The future forecast two-way AADT on the L1026 in the final future assessment year (2044) is 11,158. Traffic flows are highest during the AM Peak Hour. The forecast peak hour one-direction flow on the L1026 in the year 2044 is 615 vehicles, calculated as 60% of 1,025 which is the forecast two-way total in the PM peak hour on the L1026.

This is less than the capacity of a UAP3 road type with a carriageway width of 7.3m. It is consequently concluded that the L1026 Road will have sufficient link capacity for each of the future assessment years with, and without, the proposed development.

Table 4-2 indicates that the traffic associated with the proposed development represents between 1.42% and 1.54% of the total traffic on the L1026 during the assessment years 2029 to 2044.

TABLE 4-2: COMBINED AADT FOR EACH ASSESSMENT YEAR (L1026)

	Assessment Year			
	2025	2029	2034	2044
Background Traffic	9,605	10,275	10,568	11,158
Additional Development Traffic	-	161	161	161
Combined Traffic (Background + Additional Dev. Traffic)	9,605	10,436	10,729	11,319
Additional Traffic as % of Combined Traffic	-	1.54%	1.50%	1.42%

4.4 Junction Capacity Analysis

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

Junction performance is measured as a ratio between the flow and capacity (RFC). The capacity analysis has been carried out for a period of 12-hours, which corresponds to the operational hours of the proposed development for each of the assessment years (2029, 2034, 2044).

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

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

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

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

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

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

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

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

Site Access Junction

A summary of the junction capacity analysis results for the junction of the Site Access and L1026 Ninth Lock Road is shown in Table 4-3. The results indicate that the junction will continue to operate within capacity for each of the assessment years 2029, 2034, and 2044.

TABLE 4-3: SUMMARY OF TRAFFIC ANALYSIS AT SITE ACCESS JUNCTION

	12 Hours (07:00 – 19:00)			
	Queue (Veh)	Delay (s)	RFC	LOS
Stream	2029 With Development			
Site Access – L1026(S)	0.1	9.64	0.07	A
Site Access – L1026(N)	0.2	14.39	0.16	B
L1026(S) – L1026(N)/Site Access	0.2	5.35	0.10	A
Stream	2029 Without Development			
Site Access – L1026(S)	0.1	9.83	0.06	A
Site Access – L1026(N)	0.2	16.34	0.14	C
L1026(S) – L1026(N)/Site Access	0.2	5.35	0.10	A
Stream	2034 With Development			
Site Access – L1026(S)	0.1	9.84	0.07	A
Site Access – L1026(N)	0.2	14.92	0.17	B
L1026(S) – L1026(N)/Site Access	0.2	5.36	0.11	A
Stream	2034 Without Development			
Site Access – L1026(S)	0.1	10.02	0.06	B
Site Access – L1026(N)	0.2	16.83	0.15	C
L1026(S) – L1026(N)/Site Access	0.2	5.36	0.10	A
Stream	2044 With Development			
Site Access – L1026(S)	0.1	10.30	0.07	B
Site Access – L1026(N)	0.3	16.20	0.20	C
L1026(S) – L1026(N)/Site Access	0.3	5.36	0.12	A
Stream	2044 Without Development			
Site Access – L1026(S)	0.1	10.46	0.07	B
Site Access – L1026(N)	0.2	18.00	0.17	C
L1026(S) – L1026(N)/Site Access	0.3	5.38	0.12	A

5 Road Safety

5.1 Sightlines

The visibility splays at the proposed development access were assessed against the Design Manual for Urban Roads and Streets (DMURS), which requires the visibility to be assessed from a point 2.4m back from the edge of the major road.

L1026 Road has a posted speed of 50kph. A 50kph Design Speed requires an unobstructed visibility splay of 45m.



The required sightlines are achieved in both directions from the proposed access at a point 2.4m back from the Stop line.

5.2 Public Transport

Bus stops are located adjacent to the L1026 Ninth Lock Road, providing direct access to the local bus network. The closest bus stops to the proposed development are listed in Table 5-1 including the bus routes and frequency serving these stops.

TABLE 5-1: BUS SERVICE NEAR THE PROPOSED DEVELOPMENT

Bus Stop	Proximity to the development	Route	Travelling between	Frequency
Ninth Lock Road (7875)	100m	60	Sir John Rogerson's Quay - Red Cow Luas	60 mins
		W2	The Square - Liffey Valley SC	15 mins
Oakfield (2115/2158)	150m	68	Newcastle/Greenogue Business Park - Hawkins St.	60 mins
		L54	River Forest - Red Cow Luas	30 mins
Rosebank (6143/6242)	300m	151	Docklands (East Rd.) - Foxborough (Balgaddy Rd.)	20 mins

Pedestrian facilities are provided to connect the bus stops and site access.

In addition, Clondalkin Fonthill Station is located approximately 1.2km northwest of the proposed development, providing both Commuter and Intercity rail services to Dublin City and other major cities across the country. The station is easily accessible via the existing public transport.

5.3 Pedestrian & Cyclists

Pedestrian access to the development would be provided via Ninth Lock Road, which includes pedestrian facilities on both sides of the road, and these would connect to the proposed development's internal footpath network. The surrounding road network includes footpaths on both sides of the streets, ensuring safe, continuous, and accessible pedestrian connectivity throughout the area.

The footpath and cycle track on Ninth Lock Road continues to the existing facilities on the R113 Regional Road connecting the proposed development with Clondalkin and Ronanstown.

5.4 Parking

The "South Dublin County Council - County Development Plan 2022 -2028" outlines the parking standards for residential land use in Table 12.26. In addition, national policy documents including the Sustainable Urban Housing apartment guidelines and the Sustainable Residential Development and Compact Settlements Guidelines support reduced car parking provision in locations with good accessibility to public transport and active travel infrastructure. For residential developments, the following parking spaces are required:

Residential:

- 0.75 space per dwelling for 1 bed units
- 1 space per dwelling for 2 bed units
- 1.25 spaces per dwelling for 3 bed units

Childcare Facility:

- • 0.5 space per classroom for childcare facility

The proposed development will comprise a mixed-use residential-led development with 409 residential units and 1 no. childcare facility.

The proposed development is well served by public transport and the available pedestrian facilities are expected to reduce residents' reliance on private vehicles. In this regard, the Sustainable Urban Housing apartment guidelines and the Sustainable Residential Development and Compact Settlements Guidelines support a reduced parking approach in accessible urban locations, particularly where developments are served by existing and improving public transport, walking and cycling infrastructure. In addition, the BusConnects programme is intended to enhance bus priority, service reliability and wider public transport accessibility across the Clondalkin and Tallaght corridors, which is relevant to the site's accessibility context. Having regard to the location of the site and the proposed parking provision of 210 car parking spaces, it is considered that the development will provide sufficient car and bicycle parking for residents and visitors.

6 Conclusions

The Traffic and Transport Assessment has determined the following:

- 1) Link capacity analysis was carried out on L1026, and it was determined that all roads will continue to operate within capacity for each of the assessment years: 2029, 2034, and 2044.
- 2) The results of the junction capacity analysis indicates that all junctions will operate within capacity for each of the assessment years: 2029, 2034, and 2044.
- 3) The assessment indicates that the development will have a negligible impact on traffic flows on the existing road network due to the low volumes of traffic being generated by the development
- 4) That adequate visibility splays are available at the proposed development access on L1026 Road.

Appendix A – TRICS Output

Audit Code: 46721afd-ec88-4e25-9178-0fd540152d45

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 04 - EDUCATION

Category: A - PRIMARY

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

01	GREATER LONDON		
	KI	KINGSTON	1 day
04	EAST ANGLIA		
	NF	NORFOLK	1 day
08	NORTH WEST		
	BP	BLACKPOOL	1 day
11	SCOTLAND		
	EB	CITY OF EDINBURGH	1 day
12	CONNAUGHT		
	CS	SLIGO	1 day

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

Audit Code: 46721afd-ec88-4e25-9178-0fd540152d45

Primary Filtering Selection:

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

Parameter:	GFA
Actual Range:	0 to 0 (units:sqm)
Range Selected by User:	3000 to 9000 (units:sqm)
Parking Spaces Range:	0 - 161

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/16 to 19/06/24

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

Selected survey days:

Monday	1 days
Thursday	2 days
Tuesday	1 days
Wednesday	1 days

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

Selected survey types:

Manual count	5
Direction ATC Count	0

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

Selected Locations:

Edge of Town	1 days
Edge of Town Centre	1 days
Neighbourhood Centre	1 days
Suburban Area	2 days

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:

Built-Up Zone	1 days
Residential Zone	4 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	3 days
Servicing vehicles Included	2 days

Audit Code: 46721afd-ec88-4e25-9178-0fd540152d45

Secondary Filtering Selection:

Use Class:

F1(a)	5 surveys
-------	-----------

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

Population within 500m Range:

1240 - 8587

Population within 1 mile:

10,001 to 15,000	2 surveys
15,001 to 20,000	1 surveys
50,001 to 100,000	2 surveys

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

Population within 5 miles:

125,001 to 250,000	2 surveys
250,001 to 500,000	3 surveys

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 surveys
1.1 to 1.5	1 surveys

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.

Audit Code: 46721afd-ec88-4e25-9178-0fd540152d45

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	5 surveys
----	-----------

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:

1b - Very poor	1 surveys
No PTAL Present	4 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

No

Audit Code: 46721afd-ec88-4e25-9178-0fd540152d45

1	BP-04-A-01	PRIMARY SCHOOL	BLACKPOOL
SEVERN ROAD BLACKPOOL SOUTH SHORE Neighbourhood Centre Residential Zone Gross floor area: 4520 sqm Survey date: Tuesday 27/09/2016			
			Survey Type: Manual
2	CS-04-A-02	PRIMARY SCHOOL	SLIGO
PEARSE ROAD SLIGO Edge of Town Centre Built-Up Zone Gross floor area: 3700 sqm Survey date: Thursday 27/10/2016			
			Survey Type: Manual
3	EB-04-A-01	PRIMARY SCHOOL	CITY OF EDINBURGH
MAGDALENE DRIVE EDINBURGH Edge of Town Residential Zone Gross floor area: 4176 sqm Survey date: Monday 23/04/2018			
			Survey Type: Manual
4	KI-04-A-01	PRIMARY SCHOOL	KINGSTON
COOMBE HILL LANE WEST NEW MALDEN Suburban Area Residential Zone Gross floor area: 9000 sqm Survey date: Thursday 20/06/2019			
			Survey Type: Manual
5	NF-04-A-01	PRIMARY SCHOOL	NORFOLK
CITY ROAD NORWICH LAKENHAM Suburban Area Residential Zone Gross floor area: 4200 sqm Survey date: Wednesday 21/09/2022			
			Survey Type: Manual

Audit Code: 46721afd-ec88-4e25-9178-0fd540152d45

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY

Total Vehicles

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	5	5119	0.285	0.039	0.324
08:00-09:00	5	5119	2.250	1.496	3.746
09:00-10:00	5	5119	0.234	0.195	0.429
10:00-11:00	5	5119	0.066	0.074	0.140
11:00-12:00	5	5119	0.141	0.090	0.231
12:00-13:00	5	5119	0.164	0.184	0.348
13:00-14:00	5	5119	0.137	0.191	0.328
14:00-15:00	5	5119	0.098	0.109	0.207
15:00-16:00	5	5119	1.090	1.672	2.762
16:00-17:00	5	5119	0.250	0.641	0.891
17:00-18:00	5	5119	0.016	0.102	0.118
18:00-19:00	5	5119	0.008	0.059	0.067
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			4.739	4.852	9.591

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

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

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Audit Code: 46721afd-ec88-4e25-9178-0fd540152d45

Parameter Summary:

Trip rate parameter range selected:	3000 - 9000 (units: sqm)
Survey date date range:	27/09/2016 - 21/09/2022
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Audit Code: 48f7903b-0404-4270-a7d5-7006234414e7

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: A - HOUSES PRIVATELY OWNED

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

01	GREATER LONDON		
	BN	BARNET	1 day
02	SOUTH EAST		
	ES	EAST SUSSEX	4 days
	EX	ESSEX	1 day
	HC	HAMPSHIRE	6 days
	HF	HERTFORDSHIRE	2 days
	KC	KENT	5 days
	SC	SURREY	2 days
	WB	WEST BERKSHIRE	1 day
	WS	WEST SUSSEX	6 days
04	EAST ANGLIA		
	NF	NORFOLK	5 days
	SF	SUFFOLK	2 days
05	EAST MIDLANDS		
	DY	DERBY	1 day
06	WEST MIDLANDS		
	ST	STAFFORDSHIRE	1 day
09	NORTH		
	IM	ISLE OF MAN	1 day
14	LEINSTER		
	LU	LOUTH	1 day

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

Audit Code: 48f7903b-0404-4270-a7d5-7006234414e7

Primary Filtering Selection:

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

Parameter:	DWELLS
Actual Range:	4 to 4334 (units:DWELLS)
Range Selected by User:	100 to 1000 (units:DWELLS)
Parking Spaces Range:	6 - 2696

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	01/01/16 to 17/09/24

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:	
Friday	2 days
Monday	4 days
Thursday	6 days
Tuesday	16 days
Wednesday	11 days

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

Selected survey types:	
Manual count	39
Direction ATC Count	0

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

Selected Locations:	
Edge of Town	33 days
Neighbourhood Centre	3 days
Suburban Area	3 days

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

Selected Location Sub Categories:	
Residential Zone	39 days

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

Inclusion of Servicing Vehicle Counts:	
Servicing vehicles Excluded	31 days
Servicing vehicles Included	8 days

Audit Code: 48f7903b-0404-4270-a7d5-7006234414e7

Secondary Filtering Selection:

Use Class:

C3	39 surveys
----	------------

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

Population within 500m Range:

300 - 6900

Population within 1 mile:

10,001 to 15,000	12 surveys
15,001 to 20,000	8 surveys
20,001 to 25,000	8 surveys
25,001 to 50,000	2 surveys
5,001 to 10,000	9 surveys

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

Population within 5 miles:

100,001 to 125,000	3 surveys
125,001 to 250,000	16 surveys
25,001 to 50,000	3 surveys
250,001 to 500,000	2 surveys
5,001 to 25,000	4 surveys
50,001 to 75,000	6 surveys
500,001 or More	1 surveys
75,001 to 100,000	4 surveys

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	7 surveys
1.1 to 1.5	28 surveys
1.6 to 2.0	4 surveys

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.

Audit Code: 48f7903b-0404-4270-a7d5-7006234414e7

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	11 surveys
Yes	28 surveys

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:

2 - Poor	1 surveys
No PTAL Present	38 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

Yes - At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

Audit Code: 48f7903b-0404-4270-a7d5-7006234414e7

1	BN-03-A-04	MIXED HOUSES & FLATS	BARNET
SWEETS WAY WHETSTONE Neighbourhood Centre Residential Zone Site area: 4.65 hect Survey date: Tuesday 21/09/2021			
Survey Type: Manual			
2	DY-03-A-01	MIXED HOUSES	DERBY
RADBOURNE LANE DERBY Edge of Town Residential Zone Site area: 16.45 hect Survey date: Tuesday 10/07/2018			
Survey Type: Manual			
3	ES-03-A-03	MIXED HOUSES & FLATS	EAST SUSSEX
SHEPHAM LANE POLEGATE Edge of Town Residential Zone Site area: 9.91 hect Survey date: Monday 11/07/2016			
Survey Type: Manual			
4	ES-03-A-08	MIXED HOUSES & FLATS	EAST SUSSEX
WRESTWOOD ROAD BEXHILL Edge of Town Residential Zone Site area: 3.32 hect Survey date: Wednesday 12/10/2022			
Survey Type: Manual			
5	ES-03-A-10	MIXED HOUSES & FLATS	EAST SUSSEX
WATERGATE BEXHILL-ON-SEA Edge of Town Residential Zone Site area: 5.41 hect Survey date: Thursday 28/09/2023			
Survey Type: Manual			
6	ES-03-A-14	MIXED HOUSES & FLATS	EAST SUSSEX
RATTLE ROAD NEAR EASTBOURNE STONE CROSS Edge of Town Residential Zone Site area: 3.4 hect Survey date: Tuesday 30/04/2024			
Survey Type: Manual			
7	EX-03-A-03	MIXED HOUSES	ESSEX
KESTREL GROVE RAYLEIGH Edge of Town Residential Zone Site area: 3.6 hect Survey date: Monday 27/09/2021			
Survey Type: Manual			
8	HC-03-A-28	MIXED HOUSES & FLATS	HAMPSHIRE
EAGLE AVENUE WATERLOOVILLE LOVEDEAN Edge of Town Residential Zone			

Audit Code: 48f7903b-0404-4270-a7d5-7006234414e7

Site area: 5.97 hect

Survey date: Monday 08/11/2021

Survey Type: Manual

9 GREEN LANE FARNHAM WEYBOURNE Neighbourhood Centre Residential Zone Site area: 3.29 hect Survey date: Thursday 29/06/2023	HC-03-A-32	MIXED HOUSES & FLATS	HAMPSHIRE	Survey Type: Manual
10 STONEHAM LANE EASTLEIGH Edge of Town Residential Zone Site area: 8.47 hect Survey date: Tuesday 14/11/2023	HC-03-A-34	MIXED HOUSES & FLATS	HAMPSHIRE	Survey Type: Manual
11 EAGLE AVENUE WATERLOOVILLE LOVEDEAN Edge of Town Residential Zone Site area: 9.1 hect Survey date: Tuesday 31/10/2023	HC-03-A-35	MIXED HOUSES & FLATS	HAMPSHIRE	Survey Type: Manual
12 HAVANT ROAD EMSWORTH Edge of Town Residential Zone Site area: 6.23 hect Survey date: Tuesday 12/09/2023	HC-03-A-36	MIXED HOUSES & FLATS	HAMPSHIRE	Survey Type: Manual
13 CROW LANE RINGWOOD CROW Edge of Town Residential Zone Site area: 6.2 hect Survey date: Wednesday 26/06/2024	HC-03-A-38	MIXED HOUSES & FLATS	HAMPSHIRE	Survey Type: Manual
14 HARE STREET ROAD BUNTINGFORD Edge of Town Residential Zone Site area: 5.67 hect Survey date: Monday 08/07/2019	HF-03-A-03	MIXED HOUSES	HERTFORDSHIRE	Survey Type: Manual
15 A505 ROYSTON Edge of Town Residential Zone Site area: 8 hect Survey date: Tuesday 28/11/2023	HF-03-A-06	MIXED HOUSES & FLATS	HERTFORDSHIRE	Survey Type: Manual
16	IM-03-A-06	MIXED HOUSES	ISLE OF MAN	

Audit Code: 48f7903b-0404-4270-a7d5-7006234414e7

MOORAGH PROMENADE

RAMSEY

Edge of Town

Residential Zone

Site area: 6.9 hect

Survey date: Thursday 23/05/2024

Survey Type: Manual

17	KC-03-A-04	SEMI-DETACHED & TERRACED	KENT
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KILN BARN ROAD

AYLESFORD

DITTON

Edge of Town

Residential Zone

Site area: 4.31 hect

Survey date: Friday 22/09/2017

Survey Type: Manual

18	KC-03-A-06	MIXED HOUSES & FLATS	KENT
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MARGATE ROAD

HERNE BAY

Suburban Area

Residential Zone

Site area: 8 hect

Survey date: Wednesday 27/09/2017

Survey Type: Manual

19	KC-03-A-07	MIXED HOUSES	KENT
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RECVLVER ROAD

HERNE BAY

Edge of Town

Residential Zone

Site area: 9.46 hect

Survey date: Wednesday 27/09/2017

Survey Type: Manual

20	KC-03-A-10	MIXED HOUSES	KENT
----	------------	--------------	------

HEADCORN ROAD

STAPLEHURST

Edge of Town

Residential Zone

Site area: 3.91 hect

Survey date: Tuesday 09/05/2023

Survey Type: Manual

21	KC-03-A-12	MIXED HOUSES & FLATS	KENT
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WESTERN LINK

FAVERSHAM

DAVINGTON

Edge of Town

Residential Zone

Site area: 6.78 hect

Survey date: Tuesday 19/09/2023

Survey Type: Manual

22	LU-03-A-01	TERRACED & SEMI-DETACHED	LOUTH
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RATHMULLAN ROAD

DROGHEDA

Neighbourhood Centre

Residential Zone

Site area: 3.67 hect

Survey date: Tuesday 21/09/2021

Survey Type: Manual

23	NF-03-A-31	MIXED HOUSES	NORFOLK
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BRANDON ROAD

SWAFFHAM

Edge of Town

Residential Zone

Site area: 16.2 hect

Audit Code: 48f7903b-0404-4270-a7d5-7006234414e7

Survey date: Thursday 22/09/2022

Survey Type: Manual

24 REPTON AVENUE NORWICH Edge of Town Residential Zone Site area: 5.34 hect Survey date: Wednesday 28/09/2022	NF-03-A-35	MIXED HOUSES & FLATS	NORFOLK	Survey Type: Manual
25 BEAUFORT WAY GREAT YARMOUTH BRADWELL Edge of Town Residential Zone Site area: 18.06 hect Survey date: Tuesday 20/09/2022	NF-03-A-38	MIXED HOUSES	NORFOLK	Survey Type: Manual
26 BURGH ROAD AYLSHAM Edge of Town Residential Zone Site area: 13.05 hect Survey date: Wednesday 21/09/2022	NF-03-A-47	MIXED HOUSES & FLATS	NORFOLK	Survey Type: Manual
27 LYNNSPORT WAY KING'S LYNN Suburban Area Residential Zone Site area: 5.31 hect Survey date: Tuesday 07/11/2023	NF-03-A-52	MIXED HOUSES	NORFOLK	Survey Type: Manual
28 REIGATE ROAD HORLEY Edge of Town Residential Zone Site area: 46.8 hect Survey date: Wednesday 04/05/2022	SC-03-A-08	MIXED HOUSES	SURREY	Survey Type: Manual
29 AARONS HILL GODALMING Edge of Town Residential Zone Site area: 9.38 hect Survey date: Wednesday 12/06/2024	SC-03-A-12	MIXED HOUSES & FLATS	SURREY	Survey Type: Manual
30 FOXHALL ROAD IPSWICH Suburban Area Residential Zone Site area: 6.66 hect Survey date: Thursday 24/06/2021	SF-03-A-09	MIXED HOUSES & FLATS	SUFFOLK	Survey Type: Manual
31 LOVETOFTS DRIVE IPSWICH WHITEHOUSE	SF-03-A-10	TERRACED & SEMI-DETACHED	SUFFOLK	

Audit Code: 48f7903b-0404-4270-a7d5-7006234414e7

Edge of Town

Residential Zone

Site area: 4.92 hect

Survey date: Tuesday 22/06/2021

Survey Type: Manual

32	ST-03-A-07	DETACHED & SEMI-DETACHED	STAFFORDSHIRE
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BEACONSIDE

STAFFORD

MARSTON GATE

Edge of Town

Residential Zone

Site area: 9 hect

Survey date: Wednesday 22/11/2017

Survey Type: Manual

33	WB-03-A-03	MIXED HOUSES	WEST BERKSHIRE
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DORKING WAY

READING

CALCOT

Edge of Town

Residential Zone

Site area: 3.9 hect

Survey date: Friday 09/09/2022

Survey Type: Manual

34	WS-03-A-08	MIXED HOUSES	WEST SUSSEX
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ROUNDSTONE LANE

ANGMERING

Edge of Town

Residential Zone

Site area: 8.86 hect

Survey date: Thursday 19/04/2018

Survey Type: Manual

35	WS-03-A-11	MIXED HOUSES	WEST SUSSEX
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ELLIS ROAD

WEST HORSHAM

S BROADBRIDGE HEATH

Edge of Town

Residential Zone

Site area: 50 hect

Survey date: Tuesday 02/04/2019

Survey Type: Manual

36	WS-03-A-13	MIXED HOUSES & FLATS	WEST SUSSEX
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LITTLEHAMPTON ROAD

WORTHING

WEST DURRINGTON

Edge of Town

Residential Zone

Site area: 5.36 hect

Survey date: Wednesday 23/06/2021

Survey Type: Manual

37	WS-03-A-14	MIXED HOUSES	WEST SUSSEX
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TODDINGTON LANE

LITTLEHAMPTON

WICK

Edge of Town

Residential Zone

Site area: 2.83 hect

Survey date: Wednesday 20/10/2021

Survey Type: Manual

38	WS-03-A-22	MIXED HOUSES & FLATS	WEST SUSSEX
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SHOPWHYKE ROAD

CHICHESTER

Edge of Town

Residential Zone

Audit Code: 48f7903b-0404-4270-a7d5-7006234414e7

Site area: 3.8 hect
Survey date: Tuesday 19/03/2024

Survey Type: Manual

39	WS-03-A-23	MIXED HOUSES & FLATS	WEST SUSSEX
TURNERS HILL ROAD			
EAST GRINSTEAD			
Edge of Town			
Residential Zone			
Site area: 6.64 hect			
Survey date: Tuesday 14/05/2024			
Survey Type: Manual			

Audit Code: 48f7903b-0404-4270-a7d5-7006234414e7

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Total Vehicles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	39	228	0.074	0.307	0.381
08:00-09:00	39	228	0.144	0.384	0.528
09:00-10:00	39	228	0.127	0.157	0.284
10:00-11:00	39	228	0.111	0.134	0.245
11:00-12:00	39	228	0.127	0.130	0.257
12:00-13:00	39	228	0.146	0.137	0.283
13:00-14:00	39	228	0.142	0.136	0.278
14:00-15:00	39	228	0.147	0.176	0.323
15:00-16:00	39	228	0.258	0.163	0.421
16:00-17:00	39	228	0.263	0.154	0.417
17:00-18:00	39	228	0.349	0.161	0.510
18:00-19:00	39	228	0.294	0.148	0.442
19:00-20:00	1	231	0.091	0.091	0.182
20:00-21:00	1	231	0.108	0.065	0.173
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.381	2.343	4.724

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

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

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Audit Code: 48f7903b-0404-4270-a7d5-7006234414e7

Parameter Summary:

Trip rate parameter range selected:	100 - 1000 (units: DWELLS)
Survey date date range:	11/07/2016 - 26/06/2024
Number of weekdays (Monday-Friday):	39
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	28
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.

Audit Code: b59b9515-077b-4628-ab7c-7c6f64ad7d15

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 04 - EDUCATION

Category: D - NURSERY

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

01	GREATER LONDON		
	KI	KINGSTON	1 day
02	SOUTH EAST		
	BH	BRIGHTON & HOVE	1 day
	WS	WEST SUSSEX	1 day
03	SOUTH WEST		
	BA	BATH & NORTH EAST SOMERSET	1 day
	SD	SWINDON	1 day
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 day
05	EAST MIDLANDS		
	DY	DERBY	1 day
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	2 days
09	NORTH		
	TV	TEES VALLEY	1 day
	TW	TYNE & WEAR	1 day
11	SCOTLAND		
	DU	DUNDEE CITY	1 day

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

Audit Code: b59b9515-077b-4628-ab7c-7c6f64ad7d15

Primary Filtering Selection:

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

Parameter:	GFA
Actual Range:	109 to 2350 (units:sqm)
Range Selected by User:	109 to 500 (units:sqm)
Parking Spaces Range:	3 - 53

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	01/01/16 to 05/09/23

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:	
Friday	4 days
Monday	3 days
Thursday	3 days
Tuesday	1 days
Wednesday	2 days

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

Selected survey types:	
Manual count	13
Direction ATC Count	0

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

Selected Locations:	
Edge of Town	4 days
Edge of Town Centre	1 days
Neighbourhood Centre	3 days
Suburban Area	4 days
Town Centre	1 days

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:	
Development Zone	1 days
Industrial Zone	1 days
Residential Zone	11 days

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

Inclusion of Servicing Vehicle Counts:	
Servicing vehicles Excluded	8 days
Servicing vehicles Included	5 days

Audit Code: b59b9515-077b-4628-ab7c-7c6f64ad7d15

Secondary Filtering Selection:

Use Class:

E(f)	13 surveys
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

1426 - 10232

Population within 1 mile:

1,001 to 5,000	1 surveys
10,001 to 15,000	2 surveys
15,001 to 20,000	2 surveys
25,001 to 50,000	6 surveys
5,001 to 10,000	1 surveys
50,001 to 100,000	1 surveys

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

Population within 5 miles:

100,001 to 125,000	2 surveys
125,001 to 250,000	4 surveys
25,001 to 50,000	1 surveys
250,001 to 500,000	2 surveys
50,001 to 75,000	1 surveys
500,001 or More	2 surveys
75,001 to 100,000	1 surveys

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	5 surveys
1.1 to 1.5	8 surveys

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.

Audit Code: b59b9515-077b-4628-ab7c-7c6f64ad7d15

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	13 surveys
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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	13 surveys
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This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

No

Audit Code: b59b9515-077b-4628-ab7c-7c6f64ad7d15

1	BA-04-D-02	NURSERY	BATH & NORTH EAST SOMERSET
MIDFORD ROAD BATH COMBE DOWN Neighbourhood Centre Residential Zone Gross floor area: 300 sqm Survey date: Thursday 15/09/2022			
			Survey Type: Manual
2	BH-04-D-01	NURSERY	BRIGHTON & HOVE
CONNAUGHT ROAD BRIGHTON HOVE Neighbourhood Centre Residential Zone Gross floor area: 185 sqm Survey date: Friday 22/09/2017			
			Survey Type: Manual
3	CA-04-D-01	NURSERY	CAMBRIDGESHIRE
MILTON ROAD CAMBRIDGE CHESTERTON Neighbourhood Centre Residential Zone Gross floor area: 500 sqm Survey date: Monday 26/06/2023			
			Survey Type: Manual
4	DU-04-D-01	NURSERY	DUNDEE CITY
LONGTOWN TERRACE DUNDEE Suburban Area Residential Zone Gross floor area: 325 sqm Survey date: Monday 24/04/2017			
			Survey Type: Manual
5	DY-04-D-02	NURSERY	DERBY
MAXWELL AVENUE DERBY DARLEY ABBEY Edge of Town Residential Zone Gross floor area: 415 sqm Survey date: Thursday 12/07/2018			
			Survey Type: Manual
6	KI-04-D-01	NURSERY	KINGSTON
WINDMILL LANE SURBITON LONG DITTON Suburban Area Residential Zone Gross floor area: 149 sqm Survey date: Wednesday 22/06/2016			
			Survey Type: Manual
7	NY-04-D-02	NURSERY	NORTH YORKSHIRE
OAKNEY WOOD ROAD SELBY Edge of Town Industrial Zone Gross floor area: 450 sqm Survey date: Tuesday 10/05/2022			
			Survey Type: Manual
8	NY-04-D-03	NURSERY	NORTH YORKSHIRE

Audit Code: b59b9515-077b-4628-ab7c-7c6f64ad7d15

WETHERBY ROAD
KNARESBOROUGH

Suburban Area

Residential Zone

Gross floor area: 300 sqm

Survey date: Monday 12/06/2023

Survey Type: Manual

9
SHREWSBURY ROAD
SWINDON
WALCOT

SD-04-D-01

NURSERY

SWINDON

Suburban Area

Residential Zone

Gross floor area: 500 sqm

Survey date: Thursday 22/09/2016

Survey Type: Manual

10
COTSWOLD DRIVE
REDCAR

TV-04-D-01

NURSERY

TEES VALLEY

Edge of Town

Residential Zone

Gross floor area: 150 sqm

Survey date: Friday 19/05/2017

Survey Type: Manual

11
NEVILLE STREET
NEWCASTLE UPON TYNE
CENTRAL

TW-04-D-04

NURSERY

TYNE & WEAR

Town Centre

Development Zone

Gross floor area: 500 sqm

Survey date: Wednesday 06/09/2023

Survey Type: Manual

12
THE RIDGEWAY
STRATFORD UPON AVON
Edge of Town

WK-04-D-01

NURSERY

WARWICKSHIRE

Residential Zone

Gross floor area: 340 sqm

Survey date: Friday 29/06/2018

Survey Type: Manual

13
FARNCOMBE ROAD
WORTHING

WS-04-D-01

NURSERY

WEST SUSSEX

Edge of Town Centre

Residential Zone

Gross floor area: 300 sqm

Survey date: Friday 13/05/2022

Survey Type: Manual

Audit Code: b59b9515-077b-4628-ab7c-7c6f64ad7d15

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY

Total Vehicles

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00	2	375	0.267	0.000	0.267
07:00-08:00	13	340	3.036	1.699	4.735
08:00-09:00	13	340	4.440	3.851	8.291
09:00-10:00	13	340	1.314	1.359	2.673
10:00-11:00	13	340	0.770	0.453	1.223
11:00-12:00	13	340	0.793	0.498	1.291
12:00-13:00	13	340	1.178	1.473	2.651
13:00-14:00	13	340	0.634	1.155	1.789
14:00-15:00	13	340	0.544	0.612	1.156
15:00-16:00	13	340	1.359	1.405	2.764
16:00-17:00	13	340	1.767	1.948	3.715
17:00-18:00	13	340	3.013	3.693	6.706
18:00-19:00	12	355	0.281	0.727	1.008
19:00-20:00	1	450	0.222	2.222	2.444
20:00-21:00	1	450	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			19.618	21.095	40.713

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

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

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Audit Code: b59b9515-077b-4628-ab7c-7c6f64ad7d15

Parameter Summary:

Trip rate parameter range selected:	109 - 500 (units: sqm)
Survey date date range:	22/06/2016 - 06/09/2023
Number of weekdays (Monday-Friday):	13
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Audit Code: 06b8dd71-0325-41b9-91eb-9c313324c498

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: C - FLATS PRIVATELY OWNED

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

01	GREATER LONDON	
	BE	BEXLEY 1 day
	BT	BRENT 1 day
	HG	HARINGEY 1 day
	HO	HOUNSLOW 1 day
	HV	HAVERING 1 day
	SK	SOUTHWARK 1 day
	WH	WANDSWORTH 1 day
15	GREATER DUBLIN	
	DL	DUBLIN 1 day

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

Audit Code: 06b8dd71-0325-41b9-91eb-9c313324c498

Primary Filtering Selection:

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

Parameter:	DWELLS
Actual Range:	6 to 724 (units:DWELLS)
Range Selected by User:	200 to 600 (units:DWELLS)
Parking Spaces Range:	0 - 550

Public Transport Provision:	All Surveys Included
Selection by:	01/01/16 to 04/09/24
Date Range:	

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:	
Friday	1 days
Monday	1 days
Thursday	1 days
Tuesday	3 days
Wednesday	2 days

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

Selected survey types:	
Manual count	8
Direction ATC Count	0

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

Selected Locations:	
Edge of Town	1 days
Neighbourhood Centre	4 days
Suburban Area	3 days

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:	
Built-Up Zone	1 days
Development Zone	2 days
Industrial Zone	1 days
Residential Zone	4 days

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

Inclusion of Servicing Vehicle Counts:	
Servicing vehicles Excluded	2 days
Servicing vehicles Included	6 days

Audit Code: 06b8dd71-0325-41b9-91eb-9c313324c498

Secondary Filtering Selection:

Use Class:

C3	8 surveys
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

800 - 5710

Population within 1 mile:

10,001 to 15,000	1 surveys
100,001 or More	2 surveys
15,001 to 20,000	1 surveys
25,001 to 50,000	4 surveys

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

Population within 5 miles:

125,001 to 250,000	1 surveys
250,001 to 500,000	1 surveys
500,001 or More	6 surveys

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	7 surveys
1.1 to 1.5	1 surveys

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.

Audit Code: 06b8dd71-0325-41b9-91eb-9c313324c498

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	4 surveys
Yes	4 surveys

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:

1b - Very poor	1 surveys
2 - Poor	2 surveys
3 - Moderate	1 surveys
5 - Very good	2 surveys
6a - Excellent	1 surveys
No PTAL Present	1 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

Yes - At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

Audit Code: 06b8dd71-0325-41b9-91eb-9c313324c498

1 CLYDESDALE WAY BELVEDERE Edge of Town Industrial Zone Site area: 3.039 hect Survey date: Wednesday 19/09/2018	BE-03-C-02	BLOCKS OF FLATS	BEXLEY	Survey Type: Manual
2 ENGINEERS WAY WEMBLEY Suburban Area Development Zone Site area: 0.94 hect Survey date: Wednesday 30/11/2016	BT-03-C-02	BLOCKS OF FLATS	BRENT	Survey Type: Manual
3 FINGLAS ROAD DUBLIN FINGLAS Suburban Area Residential Zone Site area: 2.8 hect Survey date: Friday 23/10/2020	DL-03-C-17	BLOCKS OF FLATS	DUBLIN	Survey Type: Manual
4 BREAM CLOSE TOTTENHAM HALE Neighbourhood Centre Residential Zone Site area: 2.66 hect Survey date: Tuesday 18/06/2019	HG-03-C-01	BLOCKS OF FLATS	HARINGEY	Survey Type: Manual
5 LONDON ROAD ISLEWORTH Neighbourhood Centre Residential Zone Site area: 1.02 hect Survey date: Tuesday 03/07/2018	HO-03-C-04	BLOCKS OF FLATS	HOUNSLOW	Survey Type: Manual
6 WATERLOO ROAD ROMFORD Suburban Area Built-Up Zone Site area: 3.48 hect Survey date: Tuesday 22/11/2016	HV-03-C-02	BLOCKS OF FLATS	HAVERING	Survey Type: Manual
7 MARITIME STREET SURREY QUAYS Neighbourhood Centre Development Zone Site area: 1.21 hect Survey date: Thursday 14/11/2019	SK-03-C-03	BLOCKS OF FLATS	SOUTHWARK	Survey Type: Manual
8 SLEAFORD STREET BATTERSEA WANDSWORTH Neighbourhood Centre Residential Zone	WH-03-C-02	BLOCK OF FLATS	WANDSWORTH	



Audit Code: 06b8dd71-0325-41b9-91eb-9c313324c498

Site area: 1.06 hect
Survey date: Monday 17/06/2024

Survey Type: Manual

Audit Code: 06b8dd71-0325-41b9-91eb-9c313324c498

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

Total Vehicles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	8	346	0.019	0.072	0.091
08:00-09:00	8	346	0.027	0.096	0.123
09:00-10:00	8	346	0.039	0.036	0.075
10:00-11:00	8	346	0.027	0.032	0.059
11:00-12:00	8	346	0.033	0.043	0.076
12:00-13:00	8	346	0.035	0.039	0.074
13:00-14:00	8	346	0.043	0.046	0.089
14:00-15:00	8	346	0.049	0.043	0.092
15:00-16:00	8	346	0.051	0.045	0.096
16:00-17:00	8	346	0.065	0.040	0.105
17:00-18:00	8	346	0.081	0.046	0.127
18:00-19:00	8	346	0.078	0.048	0.126
19:00-20:00	5	338	0.053	0.032	0.085
20:00-21:00	5	338	0.048	0.029	0.077
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.648	0.647	1.295

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

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

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Audit Code: 06b8dd71-0325-41b9-91eb-9c313324c498

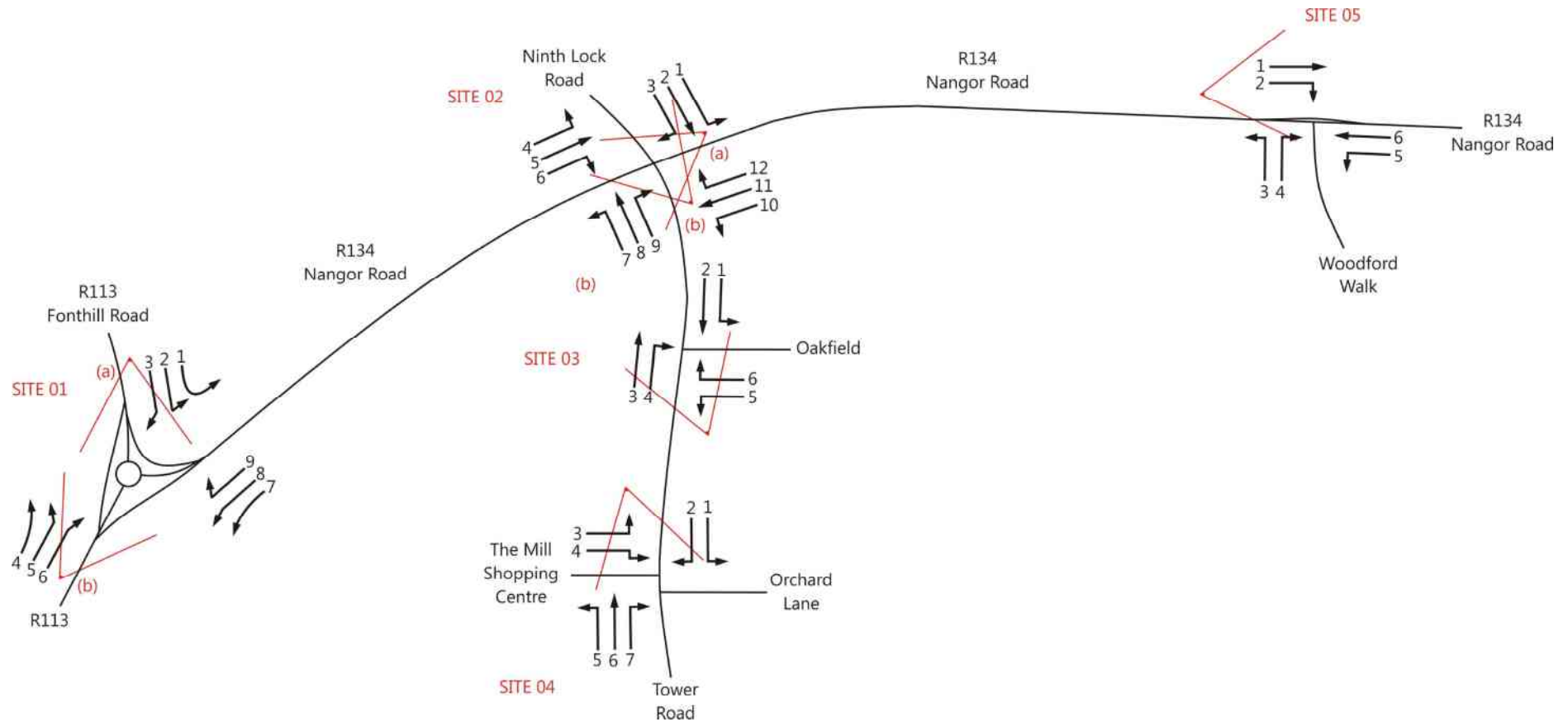
Parameter Summary:

Trip rate parameter range selected:	200 - 600 (units: DWELLS)
Survey date date range:	22/11/2016 - 17/06/2024
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Appendix B – Traffic Survey Data

Site/Movement Numbering



Job number:

TRA/25/140

Client:

PMCE

Job Date:

9th September 2025

Job Day:

Tuesday

Drawing No:

TRA/25/140-02

Author:

SPW

traffinomics



TRAFFINOMICS LIMITED

ELMFIELD, CLONDALKIN TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS

SEPTEMBER 2025
TRA/25/140

SITE: 01

DATE: 9th September 2025

LOCATION: Fonthill Road/Nangor Road Roundabout

DAY: Tuesday

TIME	MOVEMENT 1					TOT	PCU	MOVEMENT 2					TOT	PCU	MOVEMENT 3					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
07:00	3	0	0	0	1	4	5	22	7	0	0	0	29	29	77	17	1	0	1	96	98
07:15	7	1	0	0	1	9	10	19	12	0	0	0	31	31	76	14	2	0	1	93	95
07:30	1	0	0	0	1	2	3	23	4	0	0	0	27	27	99	20	4	1	3	127	133
07:45	8	0	0	0	1	9	10	23	2	0	1	0	26	27	94	18	6	2	4	124	134
H/TOT	19	1	0	0	4	24	28	87	25	0	1	0	113	114	346	69	13	3	9	440	459
08:00	5	1	0	0	1	7	8	27	3	0	0	0	30	30	122	17	1	1	3	144	149
08:15	1	0	0	0	3	4	7	21	3	0	1	0	25	26	120	9	2	0	1	132	134
08:30	6	1	0	0	0	7	7	21	3	1	0	0	25	26	98	8	2	2	4	114	122
08:45	5	0	0	0	0	5	5	35	2	0	0	0	37	37	138	6	2	0	1	147	149
H/TOT	17	2	0	0	4	23	27	104	11	1	1	0	117	119	478	40	7	3	9	537	553
09:00	4	0	0	0	1	5	6	42	7	0	0	0	49	49	141	14	4	3	1	163	170
09:15	5	2	0	0	4	11	15	38	1	4	0	0	43	45	110	9	3	0	4	126	132
09:30	1	0	0	0	2	3	5	24	3	2	1	0	30	32	92	14	4	1	2	113	118
09:45	0	0	0	0	2	2	4	22	3	1	0	0	26	27	70	10	3	2	2	87	93
H/TOT	10	2	0	0	9	21	30	126	14	7	1	0	148	153	413	47	14	6	9	489	513
10:00	0	0	0	0	1	1	2	21	5	0	2	0	28	31	71	3	4	3	1	82	89
10:15	2	0	0	0	0	2	2	10	3	2	2	0	17	21	57	5	3	1	0	66	69
10:30	2	0	0	0	1	3	4	14	1	1	1	0	17	19	81	13	2	2	1	99	104
10:45	4	0	0	0	1	5	6	12	2	0	0	0	14	14	63	12	0	3	1	79	84
H/TOT	8	0	0	0	3	11	14	57	11	3	5	0	76	84	272	33	9	9	3	326	345
11:00	0	0	0	0	1	1	2	12	3	0	2	0	17	20	66	10	2	1	0	79	81
11:15	2	0	0	0	0	2	2	14	4	0	0	0	18	18	71	15	4	0	0	90	92
11:30	1	0	0	0	1	2	3	9	2	1	0	0	12	13	98	11	3	3	0	115	120
11:45	0	0	0	0	0	0	0	11	3	0	0	0	14	14	58	11	2	0	0	71	72
H/TOT	3	0	0	0	2	5	7	46	12	1	2	0	61	64	293	47	11	4	0	355	366
12:00	1	1	0	0	1	3	4	7	0	0	1	0	8	9	69	12	1	0	0	82	83
12:15	0	0	0	0	0	0	0	11	1	0	1	0	13	14	78	9	3	0	0	90	92
12:30	3	0	0	0	1	4	5	12	2	0	1	0	15	16	100	1	7	0	1	109	114
12:45	0	0	0	0	0	0	0	11	1	1	0	0	13	14	68	12	1	1	0	82	84
H/TOT	4	1	0	0	2	7	9	41	4	1	3	0	49	53	315	34	12	1	1	363	371

TRAFFINOMICS LIMITED

ELMFIELD, CLONDALKIN TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS

SEPTEMBER 2025
TRA/25/140

SITE: 01

DATE: 9th September 2025

LOCATION: Fonthill Road/Nangor Road Roundabout

DAY: Tuesday

TIME	MOVEMENT 1					TOT	PCU	MOVEMENT 2					TOT	PCU	MOVEMENT 3					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
13:00	1	0	0	0	1	2	3	12	5	0	0	1	18	19	77	16	1	2	1	97	101
13:15	2	0	0	0	1	3	4	16	2	0	0	0	18	18	102	13	4	2	1	122	128
13:30	2	0	0	0	1	3	4	31	3	1	1	0	36	38	89	13	2	2	0	106	110
13:45	0	0	0	0	0	0	0	14	4	0	0	0	18	18	92	11	2	5	2	112	122
H/TOT	5	0	0	0	3	8	11	73	14	1	1	1	90	93	360	53	9	11	4	437	460
14:00	2	0	0	0	1	3	4	22	1	0	1	0	24	25	80	5	0	0	2	87	89
14:15	1	0	0	0	0	1	1	18	1	0	0	0	19	19	95	17	3	2	1	118	123
14:30	2	0	0	0	1	3	4	22	4	0	1	0	27	28	125	10	4	1	1	141	145
14:45	5	0	0	0	0	5	5	26	4	2	0	0	32	33	136	23	0	2	1	162	166
H/TOT	10	0	0	0	2	12	14	88	10	2	2	0	102	106	436	55	7	5	5	508	523
15:00	4	0	0	0	1	5	6	8	2	0	0	1	11	12	103	18	3	3	6	133	144
15:15	5	0	0	0	2	7	9	20	3	1	1	0	25	27	102	17	2	1	3	125	130
15:30	2	1	0	0	2	5	7	18	1	1	0	1	21	23	78	11	4	1	3	97	103
15:45	3	0	1	0	0	4	5	21	3	2	0	2	28	31	90	14	3	1	3	111	117
H/TOT	14	1	1	0	5	21	27	67	9	4	1	4	85	92	373	60	12	6	15	466	495
16:00	3	0	1	0	0	4	5	23	4	1	0	0	28	29	111	22	0	0	2	135	137
16:15	5	2	0	0	0	7	7	14	4	1	0	0	19	20	122	15	2	0	1	140	142
16:30	1	0	0	0	1	2	3	25	5	0	1	0	31	32	94	18	1	0	1	114	116
16:45	5	0	0	0	1	6	7	23	0	1	1	0	25	27	110	12	2	1	0	125	127
H/TOT	14	2	1	0	2	19	22	85	13	3	2	0	103	107	437	67	5	1	4	514	522
17:00	1	0	0	0	1	2	3	17	3	0	0	0	20	20	128	16	0	1	2	147	150
17:15	8	0	0	0	1	9	10	22	2	0	0	0	24	24	106	16	0	0	0	122	122
17:30	2	1	0	0	1	4	5	29	0	1	0	0	30	31	140	17	2	1	0	160	162
17:45	6	0	0	0	0	6	6	24	3	0	0	0	27	27	141	16	2	0	1	160	162
H/TOT	17	1	0	0	3	21	24	92	8	1	0	0	101	102	515	65	4	2	3	589	597
18:00	3	0	0	0	2	5	7	16	2	0	2	0	20	23	114	16	0	0	0	130	130
18:15	4	0	0	0	0	4	4	29	0	0	0	0	29	29	112	13	0	2	0	127	130
18:30	3	0	0	0	1	4	5	21	0	0	0	0	21	21	105	17	2	0	0	124	125
18:45	2	0	0	0	0	2	2	23	3	0	0	0	26	26	106	9	3	1	0	119	122
H/TOT	12	0	0	0	3	15	18	89	5	0	2	0	96	99	437	55	5	3	0	500	506
P/TOT	133	10	2	0	42	187	230	955	136	24	21	5	1141	1185	4675	625	108	54	62	5524	5710

TRAFFINOMICS LIMITED

ELMFIELD, CLONDALKIN TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS

SEPTEMBER 2025
TRA/25/140

SITE: 01

DATE: 9th September 2025

LOCATION: Fonthill Road/Nangor Road Roundabout

DAY: Tuesday

TIME	MOVEMENT 4					TOT	PCU	MOVEMENT 5					TOT	PCU	MOVEMENT 6					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
07:00	2	0	0	0	0	2	2	53	16	1	3	0	73	77	127	30	5	4	2	168	178
07:15	2	0	0	0	0	2	2	69	19	1	5	0	94	101	129	37	4	4	4	178	189
07:30	2	0	1	0	0	3	4	74	17	1	1	1	94	97	112	39	4	2	2	159	166
07:45	3	0	1	0	2	6	9	82	14	2	3	1	102	108	150	33	10	3	4	200	213
H/TOT	9	0	2	0	2	13	16	278	66	5	12	2	363	383	518	139	23	13	12	705	745
08:00	4	0	1	0	2	7	10	91	14	5	3	4	117	127	123	27	5	2	1	158	164
08:15	3	0	0	0	6	9	15	127	11	4	0	1	143	146	133	19	3	3	6	164	175
08:30	3	0	1	0	2	6	9	143	10	3	3	0	159	164	116	26	8	4	2	156	167
08:45	1	0	0	0	1	2	3	85	5	5	5	2	102	113	127	30	7	2	0	166	172
H/TOT	11	0	2	0	11	24	36	446	40	17	11	7	521	551	499	102	23	11	9	644	679
09:00	3	0	0	0	1	4	5	105	13	2	4	2	126	134	144	25	10	1	5	185	196
09:15	0	0	1	0	3	4	8	64	10	4	6	0	84	94	95	20	11	3	8	137	154
09:30	1	0	0	0	0	1	1	60	10	2	1	4	77	83	85	21	10	2	3	121	132
09:45	2	0	1	0	1	4	6	73	13	2	4	2	94	102	71	19	7	4	3	104	116
H/TOT	6	0	2	0	5	13	19	302	46	10	15	8	381	414	395	85	38	10	19	547	598
10:00	5	0	0	0	1	6	7	54	5	3	4	0	66	73	86	26	10	6	2	130	145
10:15	3	0	1	0	0	4	5	70	10	5	3	0	88	94	83	23	8	5	2	121	134
10:30	2	0	0	0	0	2	2	66	10	3	3	0	82	87	53	21	2	0	1	77	79
10:45	3	1	0	0	0	4	4	60	15	1	3	0	79	83	52	11	11	2	3	79	90
H/TOT	13	1	1	0	1	16	18	250	40	12	13	0	315	338	274	81	31	13	8	407	447
11:00	1	0	0	0	0	1	1	64	6	5	3	0	78	84	86	13	10	5	3	117	132
11:15	5	0	0	0	0	5	5	56	13	3	7	0	79	90	47	23	9	2	1	82	90
11:30	1	0	0	0	0	1	1	69	11	6	2	0	88	94	63	18	5	6	1	93	104
11:45	0	0	0	0	0	0	0	66	12	2	3	0	83	88	56	8	6	2	1	73	80
H/TOT	7	0	0	0	0	7	7	255	42	16	15	0	328	356	252	62	30	15	6	365	406
12:00	0	0	0	0	0	0	0	71	11	5	1	0	88	92	89	21	7	2	2	121	129
12:15	1	0	0	0	0	1	1	78	7	1	2	0	88	91	53	14	11	1	2	81	90
12:30	4	0	0	0	0	4	4	72	8	2	2	0	84	88	59	16	7	5	1	88	99
12:45	2	0	1	0	0	3	4	83	7	5	1	0	96	100	61	20	4	2	2	89	96
H/TOT	7	0	1	0	0	8	9	304	33	13	6	0	356	370	262	71	29	10	7	379	414

TRAFFINOMICS LIMITED

ELMFIELD, CLONDALKIN TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS

SEPTEMBER 2025
TRA/25/140

SITE: 01

DATE: 9th September 2025

LOCATION: Fonthill Road/Nangor Road Roundabout

DAY: Tuesday

TIME	MOVEMENT 4					TOT	PCU	MOVEMENT 5					TOT	PCU	MOVEMENT 6					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
13:00	4	0	0	0	0	4	4	74	8	2	0	0	84	85	63	19	4	5	1	92	102
13:15	5	0	0	0	0	5	5	82	11	7	3	3	106	116	77	12	9	4	3	105	118
13:30	1	0	0	0	0	1	1	67	11	1	3	0	82	86	62	10	6	1	2	81	87
13:45	1	0	0	0	1	2	3	75	6	0	2	0	83	86	55	14	8	3	3	83	94
H/TOT	11	0	0	0	1	12	13	298	36	10	8	3	355	373	257	55	27	13	9	361	400
14:00	2	0	0	0	1	3	4	86	14	4	3	0	107	113	60	13	8	6	1	88	101
14:15	1	0	0	0	0	1	1	100	22	3	4	3	132	142	77	24	6	1	1	109	114
14:30	1	0	0	0	1	2	3	75	17	2	5	1	100	109	66	17	5	4	2	94	104
14:45	3	0	0	0	1	4	5	94	7	2	1	0	104	106	101	17	5	3	6	132	144
H/TOT	7	0	0	0	3	10	13	355	60	11	13	4	443	469	304	71	24	14	10	423	463
15:00	1	0	2	0	1	4	6	98	17	6	0	3	124	130	67	17	4	1	5	94	102
15:15	0	0	0	0	1	1	2	82	13	4	4	2	105	114	76	27	8	4	4	119	132
15:30	3	0	0	0	1	4	5	81	15	4	5	2	107	118	69	16	2	1	5	93	100
15:45	3	0	1	0	2	6	9	85	19	3	3	0	110	115	89	22	2	1	4	118	124
H/TOT	7	0	3	0	5	15	22	346	64	17	12	7	446	477	301	82	16	7	18	424	459
16:00	5	0	0	0	3	8	11	98	21	1	2	1	123	127	84	23	0	3	4	114	122
16:15	2	0	0	0	0	2	2	89	20	2	1	0	112	114	114	23	3	2	4	146	154
16:30	2	0	1	0	1	4	6	87	8	2	1	2	100	104	120	17	4	0	3	144	149
16:45	2	2	0	0	0	4	4	86	12	2	1	0	101	103	114	20	3	1	2	140	145
H/TOT	11	2	1	0	4	18	23	360	61	7	5	3	436	449	432	83	10	6	13	544	570
17:00	0	1	0	0	0	1	1	90	9	2	1	0	102	104	113	23	3	2	0	141	145
17:15	7	0	0	0	0	7	7	102	11	2	1	0	116	118	149	14	4	0	1	168	171
17:30	1	0	0	0	0	1	1	70	11	2	0	0	83	84	115	13	2	1	2	133	137
17:45	2	1	0	0	0	3	3	93	11	2	0	0	106	107	103	14	1	1	1	120	123
H/TOT	10	2	0	0	0	12	12	355	42	8	2	0	407	414	480	64	10	4	4	562	576
18:00	1	0	0	0	0	1	1	70	12	1	0	1	84	86	81	8	2	1	0	92	94
18:15	5	0	0	0	0	5	5	108	11	0	0	0	119	119	94	13	6	0	2	115	120
18:30	3	0	0	0	0	3	3	82	6	3	0	0	91	93	101	12	0	0	1	114	115
18:45	1	0	0	0	0	1	1	80	7	3	0	0	90	92	99	10	2	1	1	113	116
H/TOT	10	0	0	0	0	10	10	340	36	7	0	1	384	389	375	43	10	2	4	434	446
P/TOT	109	5	12	0	32	158	196	3889	566	133	112	35	4735	4982	4349	938	271	118	119	5795	6203

TRAFFINOMICS LIMITED

ELMFIELD, CLONDALKIN TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS

SEPTEMBER 2025
TRA/25/140

SITE: 01

DATE: 9th September 2025

LOCATION: Fonthill Road/Nangor Road Roundabout

DAY: Tuesday

TIME	MOVEMENT 7					TOT	PCU	MOVEMENT 8					TOT	PCU	MOVEMENT 9					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
07:00	3	0	0	0	4	7	11	60	14	4	2	0	80	85	8	1	1	1	0	11	13
07:15	3	0	1	0	2	6	9	51	19	7	2	1	80	87	15	2	3	0	0	20	22
07:30	1	1	0	0	0	2	2	80	17	7	2	0	106	112	18	1	2	1	1	23	26
07:45	2	1	0	0	5	8	13	70	16	7	2	0	95	101	21	1	1	1	2	26	30
H/TOT	9	2	1	0	11	23	35	261	66	25	8	1	361	385	62	5	7	3	3	80	90
08:00	2	0	0	0	2	4	6	74	14	3	5	0	96	104	29	5	1	2	0	37	40
08:15	7	0	0	0	5	12	17	71	13	4	0	1	89	92	35	7	3	1	0	46	49
08:30	5	0	0	0	3	8	11	78	12	5	6	2	103	115	38	3	1	0	1	43	45
08:45	4	0	1	0	2	7	10	80	12	4	6	1	103	114	36	3	2	1	0	42	44
H/TOT	18	0	1	0	12	31	44	303	51	16	17	4	391	425	138	18	7	4	1	168	178
09:00	1	0	0	0	3	4	7	62	7	7	5	1	82	93	21	3	1	0	1	26	28
09:15	6	0	0	0	1	7	8	51	13	9	3	0	76	84	34	4	0	0	0	38	38
09:30	2	2	0	0	3	7	10	42	9	5	2	1	59	65	16	1	1	0	1	19	21
09:45	2	1	0	0	0	3	3	67	22	5	3	3	100	109	10	1	0	2	0	13	16
H/TOT	11	3	0	0	7	21	28	222	51	26	13	5	317	352	81	9	2	2	2	96	102
10:00	3	1	0	0	2	6	8	59	19	6	3	1	88	96	20	3	1	0	1	25	27
10:15	4	1	0	0	1	6	7	48	18	14	1	0	81	89	27	6	0	0	0	33	33
10:30	2	1	0	0	2	5	7	46	19	7	3	0	75	82	13	2	4	0	3	22	27
10:45	6	1	0	0	0	7	7	61	15	9	3	1	89	98	16	2	1	3	1	23	28
H/TOT	15	4	0	0	5	24	29	214	71	36	10	2	333	366	76	13	6	3	5	103	115
11:00	4	0	0	0	2	6	8	57	20	11	3	0	91	100	18	6	1	0	1	26	28
11:15	4	1	0	0	1	6	7	58	24	5	2	0	89	94	16	1	0	3	0	20	24
11:30	4	0	0	0	1	5	6	63	20	11	2	0	96	104	23	6	0	1	1	31	33
11:45	3	1	1	0	1	6	8	71	24	6	0	0	101	104	23	4	0	0	0	27	27
H/TOT	15	2	1	0	5	23	29	249	88	33	7	0	377	403	80	17	1	4	2	104	112
12:00	2	0	0	0	1	3	4	57	20	15	2	0	94	104	19	4	2	0	2	27	30
12:15	5	0	0	0	2	7	9	68	20	13	4	0	105	117	22	5	1	1	1	30	33
12:30	2	1	0	0	1	4	5	80	28	7	5	0	120	130	17	2	2	3	0	24	29
12:45	1	0	0	0	0	1	1	67	13	4	3	0	87	93	33	7	2	0	1	43	45
H/TOT	10	1	0	0	4	15	19	272	81	39	14	0	406	444	91	18	7	4	4	124	137

TRAFFINOMICS LIMITED

ELMFIELD, CLONDALKIN TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS

SEPTEMBER 2025
TRA/25/140

SITE: 01

DATE: 9th September 2025

LOCATION: Fonthill Road/Nangor Road Roundabout

DAY: Tuesday

TIME	MOVEMENT 7					TOT	PCU	MOVEMENT 8					TOT	PCU	MOVEMENT 9					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
13:00	4	0	0	0	2	6	8	75	17	8	2	0	102	109	26	1	0	1	0	28	29
13:15	4	0	0	0	1	5	6	91	21	3	1	2	118	123	28	3	1	0	1	33	35
13:30	4	1	0	0	1	6	7	90	20	7	2	0	119	125	19	5	0	2	0	26	29
13:45	4	0	0	0	1	5	6	77	16	5	3	1	102	109	32	5	1	0	1	39	41
H/TOT	16	1	0	0	5	22	27	333	74	23	8	3	441	466	105	14	2	3	2	126	133
14:00	4	1	1	0	1	7	9	72	13	10	3	1	99	109	34	5	1	0	1	41	43
14:15	3	0	0	0	3	6	9	80	19	9	2	1	111	119	28	4	0	0	3	35	38
14:30	13	0	0	0	2	15	17	98	16	11	3	0	128	137	32	6	1	0	0	39	40
14:45	3	0	1	0	3	7	11	78	15	5	2	1	101	107	35	1	1	1	2	40	44
H/TOT	23	1	2	0	9	35	45	328	63	35	10	3	439	473	129	16	3	1	6	155	164
15:00	5	0	1	0	5	11	17	96	29	7	6	1	139	151	24	2	1	0	0	27	28
15:15	3	0	0	0	0	3	3	85	30	5	3	0	123	129	39	4	2	0	1	46	48
15:30	4	0	0	0	3	7	10	96	27	4	1	0	128	131	21	7	0	0	0	28	28
15:45	4	4	0	0	4	12	16	126	32	4	2	2	166	173	33	6	0	1	2	42	45
H/TOT	16	4	1	0	12	33	46	403	118	20	12	3	556	585	117	19	3	1	3	143	149
16:00	8	2	2	0	2	14	17	134	37	7	1	0	179	184	48	5	2	0	2	57	60
16:15	2	0	0	0	0	2	2	116	22	4	4	0	146	153	34	4	2	0	1	41	43
16:30	1	1	0	0	1	3	4	138	21	3	1	0	163	166	46	7	0	0	2	55	57
16:45	4	1	0	0	1	6	7	154	25	2	2	1	184	189	62	9	0	1	1	73	75
H/TOT	15	4	2	0	4	25	30	542	105	16	8	1	672	691	190	25	4	1	6	226	235
17:00	8	0	2	0	0	10	11	124	23	1	3	0	151	155	51	6	0	0	0	57	57
17:15	4	0	0	0	1	5	6	131	23	1	1	0	156	158	61	6	0	0	0	67	67
17:30	4	0	0	0	0	4	4	159	27	1	1	0	188	190	47	13	0	0	0	60	60
17:45	0	0	0	0	1	1	2	112	18	1	0	1	132	134	49	6	0	0	0	55	55
H/TOT	16	0	2	0	2	20	23	526	91	4	5	1	627	637	208	31	0	0	0	239	239
18:00	2	1	0	0	0	3	3	123	13	2	0	0	138	139	52	4	1	0	2	59	62
18:15	4	0	0	0	0	4	4	149	20	1	1	0	171	173	41	8	0	0	1	50	51
18:30	4	0	0	0	1	5	6	94	18	0	0	1	113	114	30	2	0	0	0	32	32
18:45	0	0	0	0	2	2	4	112	11	1	0	0	124	125	37	3	0	0	1	41	42
H/TOT	10	1	0	0	3	14	17	478	62	4	1	1	546	550	160	17	1	0	4	182	187
P/TOT	174	23	10	0	79	286	370	4131	921	277	113	24	5466	5775	1437	202	43	26	38	1746	1839

TRAFFINOMICS LIMITED

ELMFIELD, CLONDALKIN TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS

SEPTEMBER 2025
TRA/25/140

SITE: 02

DATE: 9th September 2025

LOCATION: Ninth Lock Road Road/Nangor Road Roundabout

DAY: Tuesday

TIME	MOVEMENT 1					TOT	PCU	MOVEMENT 2					TOT	PCU	MOVEMENT 3					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
07:00	58	16	5	1	0	80	84	14	3	2	0	1	20	22	31	3	3	1	0	38	41
07:15	62	16	3	1	1	83	87	18	3	1	0	2	24	27	30	8	6	2	0	46	52
07:30	57	14	2	0	0	73	74	24	6	1	0	1	32	34	23	5	5	1	0	34	38
07:45	45	19	2	2	0	68	72	56	2	0	0	0	58	58	35	8	0	3	0	46	50
H/TOT	222	65	12	4	1	304	316	112	14	4	0	4	134	140	119	24	14	7	0	164	180
08:00	35	11	3	0	0	49	51	58	3	1	0	1	63	65	34	6	2	1	0	43	45
08:15	30	13	2	0	1	46	48	49	5	3	0	2	59	63	33	6	5	1	2	47	53
08:30	47	8	5	1	1	62	67	36	4	1	0	1	42	44	36	7	5	2	1	51	57
08:45	45	0	1	0	0	46	47	24	4	0	0	2	30	32	26	5	3	4	0	38	45
H/TOT	157	32	11	1	2	203	212	167	16	5	0	6	194	203	129	24	15	8	3	179	200
09:00	41	8	4	2	0	55	60	37	3	1	0	1	42	44	29	3	3	2	0	37	41
09:15	38	8	1	1	0	48	50	48	3	0	0	2	53	55	23	4	3	1	0	31	34
09:30	48	10	1	0	0	59	60	34	2	0	0	3	39	42	22	6	5	2	1	36	42
09:45	30	9	5	0	1	45	49	55	12	1	0	2	70	73	28	11	3	3	1	46	52
H/TOT	157	35	11	3	1	207	217	174	20	2	0	8	204	213	102	24	14	8	2	150	169
10:00	37	13	2	1	0	53	55	53	5	0	0	1	59	60	17	7	4	1	0	29	32
10:15	32	13	3	2	0	50	54	52	0	0	1	2	55	58	22	10	6	1	0	39	43
10:30	32	12	4	0	0	48	50	48	7	4	0	1	60	63	30	6	4	5	0	45	54
10:45	33	18	4	0	0	55	57	45	4	1	0	1	51	53	29	5	6	3	0	43	50
H/TOT	134	56	13	3	0	206	216	198	16	5	1	5	225	234	98	28	20	10	0	156	179
11:00	26	7	4	0	0	37	39	46	11	0	0	1	58	59	15	9	3	2	0	29	33
11:15	22	11	5	1	0	39	43	48	10	2	0	2	62	65	26	6	4	0	0	36	38
11:30	25	9	3	1	0	38	41	46	5	0	0	2	53	55	39	11	7	2	0	59	65
11:45	33	12	6	3	0	54	61	54	4	0	0	2	60	62	21	10	0	0	0	31	31
H/TOT	106	39	18	5	0	168	184	194	30	2	0	7	233	241	101	36	14	4	0	155	167
12:00	41	10	1	1	0	53	55	41	5	1	0	1	48	50	27	4	4	0	0	35	37
12:15	23	14	4	0	0	41	43	42	5	4	0	1	52	55	31	4	4	2	0	41	46
12:30	46	14	5	0	0	65	68	38	4	0	0	2	44	46	37	12	1	6	0	56	64
12:45	30	13	1	2	0	46	49	40	9	1	0	1	51	53	33	5	2	3	0	43	48
H/TOT	140	51	11	3	0	205	214	161	23	6	0	5	195	203	128	25	11	11	0	175	195

TRAFFINOMICS LIMITED

ELMFIELD, CLONDALKIN TRAFFIC COUNTS MANUAL CLASSIFIED JUNCTION TURNING COUNTS

SEPTEMBER 2025
TRA/25/140

SITE: 02

DATE: 9th September 2025

LOCATION: Ninth Lock Road Road/Nangor Road Roundabout

DAY: Tuesday

TIME	MOVEMENT 1					TOT	PCU	MOVEMENT 2					TOT	PCU	MOVEMENT 3					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
13:00	39	8	5	1	0	53	57	42	6	2	0	2	52	55	32	6	1	2	0	41	44
13:15	38	8	1	1	0	48	50	44	7	2	0	2	55	58	32	7	3	1	1	44	48
13:30	33	10	3	0	1	47	50	42	5	1	0	0	48	49	35	9	1	4	0	49	55
13:45	39	7	4	1	0	51	54	40	9	0	1	2	52	55	29	6	2	1	0	38	40
H/TOT	149	33	13	3	1	199	210	168	27	5	1	6	207	217	128	28	7	8	1	172	187
14:00	33	7	3	3	0	46	51	43	5	1	0	1	50	52	35	8	8	2	0	53	60
14:15	32	6	3	1	0	42	45	52	6	1	0	2	61	64	34	7	3	3	0	47	52
14:30	37	18	4	0	0	59	61	30	3	1	0	0	34	35	35	7	5	1	0	48	52
14:45	26	14	5	3	1	49	56	41	8	0	0	1	50	51	27	4	4	2	0	37	42
H/TOT	128	45	15	7	1	196	214	166	22	3	0	4	195	201	131	26	20	8	0	185	205
15:00	38	14	2	0	1	55	57	34	2	0	0	3	39	42	37	9	2	5	3	56	67
15:15	28	8	6	0	0	42	45	32	2	0	0	2	36	38	37	13	2	2	0	54	58
15:30	29	10	1	1	2	43	47	45	10	0	0	1	56	57	49	13	2	1	1	66	69
15:45	30	7	3	0	0	40	42	33	0	0	0	1	34	35	45	14	1	1	1	62	65
H/TOT	125	39	12	1	3	180	190	144	14	0	0	7	165	172	168	49	7	9	5	238	258
16:00	23	5	1	0	0	29	30	42	2	0	0	1	45	46	48	18	4	0	0	70	72
16:15	29	6	1	1	0	37	39	27	4	1	0	1	33	35	43	5	2	3	0	53	58
16:30	30	4	0	0	0	34	34	46	4	0	0	4	54	58	58	14	0	1	1	74	76
16:45	20	5	0	1	0	26	27	38	3	0	0	1	42	43	46	5	1	1	0	53	55
H/TOT	102	20	2	2	0	126	130	153	13	1	0	7	174	182	195	42	7	5	1	250	261
17:00	45	3	0	0	0	48	48	41	3	0	1	1	46	48	49	8	2	1	0	60	62
17:15	31	1	0	0	0	32	32	46	2	2	0	3	53	57	39	8	0	0	0	47	47
17:30	32	5	0	0	1	38	39	33	4	0	0	1	38	39	74	10	0	1	0	85	86
17:45	35	1	0	0	0	36	36	47	4	0	0	1	52	53	41	6	1	1	1	50	53
H/TOT	143	10	0	0	1	154	155	167	13	2	1	6	189	197	203	32	3	3	1	242	248
18:00	43	5	2	1	0	51	53	39	2	0	0	1	42	43	61	5	0	0	0	66	66
18:15	52	6	0	1	0	59	60	41	3	0	0	1	45	46	53	7	0	0	0	60	60
18:30	42	5	3	1	0	51	54	44	1	0	0	4	49	53	29	3	0	0	1	33	34
18:45	44	3	0	0	0	47	47	50	5	0	0	0	55	55	48	4	0	0	0	52	52

H/TOT	181	19	5	3	0	208	214	174	11	0	0	6	191	197	191	19	0	0	1	211	212
P/TOT	1744	444	123	35	10	2356	2473	1978	219	35	3	71	2306	2398	1693	357	132	81	14	2277	2462

TRAFFINOMICS LIMITED

ELMFIELD, CLONDALKIN TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS

SEPTEMBER 2025
TRA/25/140

SITE: 02

DATE: 9th September 2025

LOCATION: Ninth Lock Road Road/Nangor Road Roundabout

DAY: Tuesday

TIME	MOVEMENT 4					TOT	PCU	MOVEMENT 5					TOT	PCU	MOVEMENT 6					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
07:00	30	15	2	2	0	49	53	110	25	2	2	2	141	147	5	2	1	0	2	10	13
07:15	46	17	1	2	0	66	69	114	26	2	1	3	146	151	8	3	1	0	0	12	13
07:30	35	8	1	2	0	46	49	85	27	2	2	1	117	122	8	7	0	0	1	16	17
07:45	43	12	5	4	2	66	76	123	22	3	1	2	151	156	16	4	0	0	2	22	24
H/TOT	154	52	9	10	2	227	247	432	100	9	6	8	555	575	37	16	2	0	5	60	66
08:00	34	10	3	0	3	50	55	106	21	2	3	0	132	137	6	0	0	0	1	7	8
08:15	32	5	2	2	1	42	47	93	18	2	1	4	118	124	13	2	1	0	3	19	23
08:30	35	8	1	2	0	46	49	95	18	4	1	3	121	127	14	3	2	0	0	19	20
08:45	42	11	3	2	0	58	62	104	18	4	3	1	130	137	23	4	0	0	0	27	27
H/TOT	143	34	9	6	4	196	212	398	75	12	8	8	501	525	56	9	3	0	4	72	78
09:00	46	7	2	0	1	56	58	96	18	4	1	4	123	130	17	1	0	0	1	19	20
09:15	50	14	5	2	2	73	80	88	12	6	0	4	110	117	21	5	4	1	1	32	36
09:30	39	8	4	3	0	54	60	79	14	9	0	5	107	117	15	5	1	2	3	26	32
09:45	29	9	3	3	0	44	49	50	18	7	1	4	80	89	10	2	0	0	2	14	16
H/TOT	164	38	14	8	3	227	247	313	62	26	2	17	420	453	63	13	5	3	7	91	104
10:00	28	13	4	6	0	51	61	49	13	1	1	1	65	68	12	3	4	1	1	21	25
10:15	25	15	4	4	0	48	55	43	6	4	1	2	56	61	14	4	2	1	1	22	25
10:30	25	12	1	0	0	38	39	58	15	1	1	1	76	79	5	0	1	0	1	7	9
10:45	21	3	7	1	1	33	39	37	9	2	1	3	52	57	9	0	1	1	0	11	13
H/TOT	99	43	16	11	1	170	193	187	43	8	4	7	249	265	40	7	8	3	3	61	72
11:00	20	7	5	4	0	36	44	31	8	5	2	3	49	57	16	0	0	0	1	17	18
11:15	24	7	3	2	0	36	40	22	6	5	1	1	35	40	12	3	1	0	0	16	17
11:30	26	9	6	3	0	44	51	37	9	0	1	1	48	50	6	1	1	0	1	9	11
11:45	31	2	4	2	1	40	46	38	6	1	0	2	47	50	14	3	2	1	0	20	22
H/TOT	101	25	18	11	1	156	180	128	29	11	4	7	179	197	48	7	4	1	2	62	67
12:00	26	10	6	1	0	43	47	33	10	2	1	1	47	50	12	1	0	1	1	15	17
12:15	20	11	5	1	0	37	41	37	2	4	0	2	45	49	7	2	0	1	1	11	13
12:30	24	7	6	3	0	40	47	46	5	2	0	1	54	56	7	4	0	1	1	13	15
12:45	28	6	4	1	0	39	42	37	10	3	0	1	51	54	8	5	0	0	1	14	15
H/TOT	98	34	21	6	0	159	177	153	27	11	1	5	197	209	34	12	0	3	4	53	61

TRAFFINOMICS LIMITED

ELMFIELD, CLONDALKIN TRAFFIC COUNTS MANUAL CLASSIFIED JUNCTION TURNING COUNTS

SEPTEMBER 2025
TRA/25/140

SITE: 02

DATE: 9th September 2025

LOCATION: Ninth Lock Road Road/Nangor Road Roundabout

DAY: Tuesday

TIME	MOVEMENT 4					TOT	PCU	MOVEMENT 5					TOT	PCU	MOVEMENT 6					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
13:00	26	7	3	3	0	39	44	40	11	1	1	1	54	57	7	5	1	0	2	15	18
13:15	28	8	2	4	0	42	48	47	2	5	1	2	57	63	16	3	0	0	0	19	19
13:30	31	7	1	2	0	41	44	56	5	6	1	3	71	78	10	2	0	0	1	13	14
13:45	21	8	5	3	1	38	45	44	7	3	0	1	55	58	8	1	0	0	1	10	11
H/TOT	106	30	11	12	1	160	182	187	25	15	3	7	237	255	41	11	1	0	4	57	62
14:00	18	8	6	3	0	35	42	37	8	2	0	2	49	52	12	2	0	1	0	15	16
14:15	28	7	4	0	0	39	41	53	17	4	1	1	76	80	18	0	1	0	0	19	20
14:30	22	9	2	4	0	37	43	48	10	2	0	1	61	63	14	0	0	0	2	16	18
14:45	38	9	3	2	1	53	58	66	8	2	1	3	80	85	16	2	0	1	0	19	20
H/TOT	106	33	15	9	1	164	184	204	43	10	2	7	266	281	60	4	1	2	2	69	74
15:00	31	10	3	1	1	46	50	51	8	1	0	4	64	69	10	0	1	0	0	11	12
15:15	31	18	6	3	0	58	65	61	9	2	1	6	79	87	11	4	1	1	2	19	23
15:30	27	4	2	0	1	34	36	46	10	1	1	4	62	68	10	3	1	0	1	15	17
15:45	31	5	4	1	1	42	46	64	12	1	0	5	82	88	16	3	1	0	2	22	25
H/TOT	120	37	15	5	3	180	197	222	39	5	2	19	287	311	47	10	4	1	5	67	75
16:00	39	13	2	2	2	58	64	78	13	0	1	2	94	97	7	1	0	0	0	8	8
16:15	50	7	0	1	1	59	61	78	17	2	0	1	98	100	10	0	1	0	0	11	12
16:30	78	10	3	0	1	92	95	63	13	0	1	3	80	84	6	3	2	1	2	14	18
16:45	70	14	0	1	0	85	86	61	7	1	1	0	70	72	14	1	3	0	2	20	24
H/TOT	237	44	5	4	4	294	306	280	50	3	3	6	342	353	37	5	6	1	4	53	61
17:00	68	10	1	1	0	80	82	62	9	2	1	1	75	78	7	2	0	0	1	10	11
17:15	80	7	3	0	0	90	92	80	10	0	0	1	91	92	9	2	0	0	1	12	13
17:30	82	10	3	0	0	95	97	82	7	1	0	0	90	91	13	1	0	0	0	14	14
17:45	45	6	1	0	0	52	53	78	11	0	2	2	93	98	12	2	0	0	2	16	18
H/TOT	275	33	8	1	0	317	322	302	37	3	3	4	349	358	41	7	0	0	4	52	56
18:00	38	5	1	0	1	45	47	63	3	0	2	0	68	71	12	2	1	1	0	16	18
18:15	43	7	3	0	0	53	55	68	6	2	0	2	78	81	11	1	0	0	0	12	12
18:30	54	7	0	0	0	61	61	75	8	0	0	1	84	85	13	0	0	0	2	15	17
18:45	44	2	1	1	0	48	50	60	6	1	0	1	68	70	15	3	0	0	0	18	18

H/TOT	179	21	5	1	1	207	212	266	23	3	2	4	298	306	51	6	1	1	2	61	65
P/TOT	1782	424	146	84	21	2457	2660	3072	553	116	40	99	3880	4089	555	107	35	15	46	758	841

TRAFFINOMICS LIMITED

ELMFIELD, CLONDALKIN TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS

SEPTEMBER 2025
TRA/25/140

SITE: 02

DATE: 9th September 2025

LOCATION: Ninth Lock Road Road/Nangor Road Roundabout

DAY: Tuesday

TIME	MOVEMENT 7					TOT	PCU	MOVEMENT 8					TOT	PCU	MOVEMENT 9					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
07:00	3	1	2	0	4	10	15	25	2	1	0	1	29	31	12	3	2	1	0	18	20
07:15	10	3	1	0	0	14	15	31	8	3	0	2	44	48	12	0	4	0	0	16	18
07:30	13	2	3	1	2	21	26	21	4	1	0	0	26	27	12	6	0	0	0	18	18
07:45	18	2	1	0	1	22	24	23	8	1	0	1	33	35	12	2	0	0	0	14	14
H/TOT	44	8	7	1	7	67	79	100	22	6	0	4	132	139	48	11	6	1	0	66	70
08:00	13	0	1	2	0	16	19	31	3	1	0	2	37	40	20	3	1	0	0	24	25
08:15	22	3	1	0	0	26	27	27	6	2	0	1	36	38	24	4	5	0	0	33	36
08:30	23	4	1	0	2	30	33	32	5	3	0	1	41	44	16	1	0	0	0	17	17
08:45	23	3	1	0	0	27	28	40	6	1	0	1	48	50	30	6	0	1	0	37	38
H/TOT	81	10	4	2	2	99	106	130	20	7	0	5	162	171	90	14	6	1	0	111	115
09:00	21	2	0	0	1	24	25	30	1	2	0	1	34	36	19	0	0	0	0	19	19
09:15	31	4	1	0	0	36	37	32	2	2	0	2	38	41	38	6	6	0	0	50	53
09:30	14	2	0	0	2	18	20	31	3	1	0	1	36	38	34	7	1	0	1	43	45
09:45	17	2	1	1	0	21	23	45	8	1	0	1	55	57	44	10	1	1	1	57	60
H/TOT	83	10	2	1	3	99	104	138	14	6	0	5	163	171	135	23	8	1	2	169	176
10:00	17	6	0	1	1	25	27	48	8	1	0	2	59	62	22	3	1	0	0	26	27
10:15	13	3	2	0	0	18	19	54	10	0	0	1	65	66	10	2	3	1	0	16	19
10:30	12	2	3	0	3	20	25	40	5	1	0	1	47	49	18	1	0	0	0	19	19
10:45	16	1	2	2	1	22	27	39	2	3	0	2	46	50	17	3	1	0	0	21	22
H/TOT	58	12	7	3	5	85	97	181	25	5	0	6	217	226	67	9	5	1	0	82	86
11:00	10	2	1	1	1	15	18	57	11	2	0	2	72	75	13	1	0	0	1	15	16
11:15	15	1	2	1	1	20	23	36	6	3	0	1	46	49	14	2	0	0	0	16	16
11:30	19	3	0	1	1	24	26	44	7	0	0	1	52	53	21	1	0	0	1	23	24
11:45	15	6	0	0	0	21	21	58	4	0	0	1	63	64	21	2	3	0	0	26	28
H/TOT	59	12	3	3	3	80	88	195	28	5	0	5	233	241	69	6	3	0	2	80	84
12:00	17	6	3	1	1	28	32	43	7	0	0	2	52	54	17	3	0	0	0	20	20
12:15	23	4	2	2	2	33	39	53	5	1	0	1	60	62	16	3	0	0	0	19	19
12:30	19	4	3	2	0	28	32	49	2	0	0	1	52	53	13	2	0	0	0	15	15
12:45	22	3	1	0	1	27	29	55	6	0	0	2	63	65	27	3	0	1	0	31	32
H/TOT	81	17	9	5	4	116	131	200	20	1	0	6	227	234	73	11	0	1	0	85	86

TRAFFINOMICS LIMITED

ELMFIELD, CLONDALKIN TRAFFIC COUNTS MANUAL CLASSIFIED JUNCTION TURNING COUNTS

SEPTEMBER 2025
TRA/25/140

SITE: 02

DATE: 9th September 2025

LOCATION: Ninth Lock Road Road/Nangor Road Roundabout

DAY: Tuesday

TIME	MOVEMENT 7					TOT	PCU	MOVEMENT 8					TOT	PCU	MOVEMENT 9					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
13:00	16	0	1	0	1	18	20	49	2	0	0	2	53	55	21	5	1	0	0	27	28
13:15	34	7	1	0	2	44	47	46	6	1	0	1	54	56	17	2	0	0	0	19	19
13:30	20	1	0	0	1	22	23	41	5	1	0	1	48	50	17	1	2	0	1	21	23
13:45	24	2	1	0	1	28	30	46	2	0	0	1	49	50	18	3	1	1	0	23	25
H/TOT	94	10	3	0	5	112	119	182	15	2	0	5	204	210	73	11	4	1	1	90	94
14:00	17	6	1	0	0	24	25	43	4	0	0	2	49	51	11	1	0	0	0	12	12
14:15	19	5	2	0	2	28	31	46	6	3	0	1	56	59	15	8	0	1	0	24	25
14:30	29	5	2	1	1	38	41	41	3	0	0	0	44	44	14	1	1	0	0	16	17
14:45	30	1	1	1	2	35	39	48	3	1	1	2	55	59	19	5	0	0	0	24	24
H/TOT	95	17	6	2	5	125	136	178	16	4	1	5	204	212	59	15	1	1	0	76	78
15:00	20	3	3	0	0	26	28	47	7	4	0	3	61	66	20	4	1	1	0	26	28
15:15	24	7	2	1	1	35	38	49	3	1	0	1	54	56	19	1	0	0	0	20	20
15:30	20	7	0	0	1	28	29	53	5	1	0	1	60	62	21	3	1	0	0	25	26
15:45	25	3	0	1	1	30	32	42	6	1	0	0	49	50	9	0	0	0	0	9	9
H/TOT	89	20	5	2	3	119	127	191	21	7	0	5	224	233	69	8	2	1	0	80	82
16:00	38	6	0	0	0	44	44	49	7	0	0	1	57	58	12	1	0	0	0	13	13
16:15	23	1	0	0	3	27	30	32	1	0	0	3	36	39	18	1	0	0	0	19	19
16:30	29	6	1	0	0	36	37	31	3	1	0	1	36	38	16	2	0	0	0	18	18
16:45	23	9	0	0	3	35	38	32	4	3	0	1	40	43	13	2	0	0	0	15	15
H/TOT	113	22	1	0	6	142	149	144	15	4	0	6	169	177	59	6	0	0	0	65	65
17:00	41	4	0	0	0	45	45	26	8	0	0	0	34	34	9	2	0	0	0	11	11
17:15	30	5	0	0	0	35	35	20	3	0	0	0	23	23	14	0	1	0	0	15	16
17:30	30	7	0	0	0	37	37	28	4	2	0	0	34	35	11	0	0	0	0	11	11
17:45	35	5	0	0	2	42	44	20	5	0	0	0	25	25	7	0	0	0	0	7	7
H/TOT	136	21	0	0	2	159	161	94	20	2	0	0	116	117	41	2	1	0	0	44	45
18:00	40	6	0	0	1	47	48	51	5	0	0	0	56	56	14	5	0	0	0	19	19
18:15	17	3	1	0	1	22	24	31	7	1	0	0	39	40	15	2	1	0	0	18	19
18:30	15	2	0	0	1	18	19	36	4	0	0	0	40	40	20	1	0	0	0	21	21
18:45	13	2	0	0	1	16	17	36	3	0	0	0	39	39	14	1	0	0	0	15	15

H/TOT	85	13	1	0	4	103	108	154	19	1	0	0	174	175	63	9	1	0	0	73	74
P/TOT	1018	172	48	19	49	1306	1404	1887	235	50	1	52	2225	2303	846	125	37	8	5	1021	1055

TRAFFINOMICS LIMITED

ELMFIELD, CLONDALKIN TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS

SEPTEMBER 2025
TRA/25/140

SITE: 02

DATE: 9th September 2025

LOCATION: Ninth Lock Road Road/Nangor Road Roundabout

DAY: Tuesday

TIME	MOVEMENT 10					TOT	PCU	MOVEMENT 11					TOT	PCU	MOVEMENT 12					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
07:00	6	3	0	0	0	9	9	32	6	1	1	1	41	44	16	4	1	0	0	21	22
07:15	3	3	1	1	0	8	10	38	8	4	0	3	53	58	20	8	1	0	0	29	30
07:30	4	6	1	1	0	12	14	51	10	2	1	0	64	66	14	2	1	0	0	17	18
07:45	13	4	0	0	0	17	17	48	8	5	1	6	68	78	18	2	1	0	0	21	22
H/TOT	26	16	2	2	0	46	50	169	32	12	3	10	226	246	68	16	4	0	0	88	90
08:00	14	1	1	0	0	16	17	60	12	1	3	1	77	82	21	1	2	0	0	24	25
08:15	20	3	2	0	0	25	26	64	10	1	1	4	80	86	24	1	1	0	2	28	31
08:30	27	0	0	0	0	27	27	50	6	2	3	4	65	74	22	4	2	1	0	29	31
08:45	16	1	2	0	1	20	22	63	7	3	3	1	77	83	27	5	2	0	0	34	35
H/TOT	77	5	5	0	1	88	92	237	35	7	10	10	299	326	94	11	7	1	2	115	122
09:00	27	0	1	0	0	28	29	31	6	4	3	2	46	54	12	3	1	0	0	16	17
09:15	28	4	0	1	2	35	38	37	9	5	1	0	52	56	16	8	1	0	0	25	26
09:30	19	2	0	0	0	21	21	32	4	3	1	2	42	47	12	12	4	0	1	29	32
09:45	19	1	1	0	0	21	22	26	11	0	0	1	38	39	13	16	5	1	1	36	41
H/TOT	93	7	2	1	2	105	109	126	30	12	5	5	178	196	53	39	11	1	2	106	115
10:00	17	9	2	1	0	29	31	44	9	3	1	3	60	66	22	5	6	1	0	34	38
10:15	18	4	4	0	0	26	28	45	12	5	0	1	63	67	30	7	0	1	0	38	39
10:30	15	6	1	0	0	22	23	25	15	4	0	2	46	50	28	9	5	1	0	43	47
10:45	20	3	1	1	1	26	29	43	14	2	1	0	60	62	18	12	3	2	0	35	39
H/TOT	70	22	8	2	1	103	111	157	50	14	2	6	229	245	98	33	14	5	0	150	164
11:00	17	3	0	0	0	20	20	34	14	4	2	1	55	61	23	8	3	0	0	34	36
11:15	12	2	0	0	0	14	14	44	18	3	1	1	67	71	25	9	6	1	0	41	45
11:30	24	4	0	0	0	28	28	57	21	8	1	1	88	94	26	6	2	1	0	35	37
11:45	22	4	2	0	1	29	31	36	4	3	0	2	45	49	27	7	1	0	0	35	36
H/TOT	75	13	2	0	1	91	93	171	57	18	4	5	255	274	101	30	12	2	0	145	154
12:00	21	2	1	0	0	24	25	40	11	9	0	2	62	69	30	6	2	0	0	38	39
12:15	32	2	1	0	0	35	36	44	17	9	1	1	72	79	37	12	2	2	0	53	57
12:30	22	5	0	2	0	29	32	43	11	4	0	1	59	62	30	11	4	0	0	45	47
12:45	26	2	0	0	0	28	28	59	11	4	1	0	75	78	30	4	4	1	0	39	42
H/TOT	101	11	2	2	0	116	120	186	50	26	2	4	268	288	127	33	12	3	0	175	185

TRAFFINOMICS LIMITED

ELMFIELD, CLONDALKIN TRAFFIC COUNTS MANUAL CLASSIFIED JUNCTION TURNING COUNTS

SEPTEMBER 2025
TRA/25/140

SITE: 02

DATE: 9th September 2025

LOCATION: Ninth Lock Road Road/Nangor Road Roundabout

DAY: Tuesday

TIME	MOVEMENT 10					TOT	PCU	MOVEMENT 11					TOT	PCU	MOVEMENT 12					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
13:00	26	2	0	1	1	30	32	50	11	6	1	0	68	72	38	10	4	0	0	52	54
13:15	28	2	0	0	0	30	30	55	10	2	0	1	68	70	31	10	1	0	0	42	43
13:30	34	3	3	0	0	40	42	54	20	4	0	0	78	80	28	5	3	0	0	36	38
13:45	25	2	2	0	0	29	30	65	9	4	2	3	83	91	34	7	4	0	0	45	47
H/TOT	113	9	5	1	1	129	134	224	50	16	3	4	297	313	131	32	12	0	0	175	181
14:00	21	2	2	1	0	26	28	57	8	4	1	3	73	79	27	7	2	1	0	37	39
14:15	24	3	1	0	0	28	29	71	14	4	0	5	94	101	26	12	1	0	0	39	40
14:30	12	2	2	0	0	16	17	71	10	3	0	1	85	88	16	7	4	0	0	27	29
14:45	32	3	3	0	0	38	40	55	15	2	1	4	77	83	21	11	4	0	0	36	38
H/TOT	89	10	8	1	0	108	113	254	47	13	2	13	329	351	90	37	11	1	0	139	146
15:00	25	4	0	0	0	29	29	74	16	4	1	3	98	104	34	2	6	0	0	42	45
15:15	27	2	0	0	0	29	29	71	16	2	0	0	89	90	29	10	2	1	1	43	46
15:30	21	4	1	0	0	26	27	64	17	3	0	1	85	88	24	11	3	0	1	39	42
15:45	20	5	0	0	0	25	25	87	21	3	1	7	119	129	27	11	2	0	0	40	41
H/TOT	93	15	1	0	0	109	110	296	70	12	2	11	391	411	114	34	13	1	2	164	174
16:00	23	3	0	0	0	26	26	89	18	3	1	2	113	118	35	9	1	2	0	47	50
16:15	24	6	1	1	0	32	34	105	26	4	2	1	138	144	25	13	2	0	0	40	41
16:30	28	3	2	0	0	33	34	108	10	3	0	2	123	127	37	9	2	0	0	48	49
16:45	42	6	0	0	0	48	48	116	23	2	1	1	143	146	29	4	0	0	1	34	35
H/TOT	117	18	3	1	0	139	142	418	77	12	4	6	517	534	126	35	5	2	1	169	175
17:00	32	4	0	0	0	36	36	99	13	2	1	1	116	119	40	5	0	1	2	48	51
17:15	23	4	0	0	0	27	27	104	18	0	1	0	123	124	23	4	0	1	2	30	33
17:30	22	2	0	0	0	24	24	99	21	1	0	0	121	122	43	3	0	0	0	46	46
17:45	25	6	1	0	0	32	33	97	14	1	0	0	112	113	33	5	2	0	2	42	45
H/TOT	102	16	1	0	0	119	120	399	66	4	2	1	472	478	139	17	2	2	6	166	176
18:00	28	3	0	0	0	31	31	87	9	2	1	0	99	101	52	7	2	0	1	62	64
18:15	18	3	0	0	0	21	21	92	16	1	0	1	110	112	48	7	2	0	1	58	60
18:30	18	1	0	0	0	19	19	85	14	0	0	0	99	99	52	2	0	0	1	55	56
18:45	23	2	0	1	0	26	27	98	9	1	0	2	110	113	49	6	0	0	1	56	57

H/TOT	87	9	0	1	0	97	98	362	48	4	1	3	418	424	201	22	4	0	4	231	237
P/TOT	1043	151	39	11	6	1250	1290	2999	612	150	40	78	3879	4084	1342	339	107	18	17	1823	1917

TRAFFINOMICS LIMITED

ELMFIELD, CLONDALKIN TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS

SEPTEMBER 2025
TRA/25/140

SITE: 03

DATE: 9th September 2025

LOCATION: Ninth Lock Road/Oakfield

DAY: Tuesday

TIME	MOVEMENT 1					TOT	PCU	MOVEMENT 2					TOT	PCU	MOVEMENT 3					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
07:00	1	1	0	0	0	2	2	24	7	3	0	3	37	42	40	6	4	1	5	56	64
07:15	1	1	0	0	0	2	2	28	8	3	1	2	42	47	53	9	8	0	2	72	78
07:30	1	3	0	0	0	4	4	35	16	2	1	2	56	60	44	10	3	0	2	59	63
07:45	5	1	0	0	0	6	6	80	9	0	0	2	91	93	51	12	1	0	2	66	69
H/TOT	8	6	0	0	0	14	14	167	40	8	2	9	226	242	188	37	16	1	11	253	273
08:00	1	0	1	0	0	2	3	77	4	1	0	2	84	87	64	5	2	2	2	75	81
08:15	0	0	2	0	0	2	3	82	10	4	0	5	101	108	73	12	4	0	1	90	93
08:30	1	0	0	0	0	1	1	76	7	3	0	1	87	90	70	10	2	0	3	85	89
08:45	4	2	1	0	0	7	8	59	7	1	0	3	70	74	92	15	2	1	1	111	114
H/TOT	6	2	4	0	0	12	14	294	28	9	0	11	342	358	299	42	10	3	7	361	377
09:00	5	2	1	0	0	8	9	76	2	1	0	2	81	84	67	3	2	0	2	74	77
09:15	3	1	0	1	0	5	6	94	11	4	1	5	115	123	100	11	9	0	2	122	129
09:30	3	0	0	1	0	4	5	65	9	1	1	6	82	90	78	12	2	0	4	96	101
09:45	3	1	0	0	0	4	4	81	14	2	0	4	101	106	101	19	2	2	2	126	132
H/TOT	14	4	1	2	0	21	24	316	36	8	2	17	379	403	346	45	15	2	10	418	438
10:00	2	4	1	1	0	8	10	80	13	5	1	2	101	107	86	14	2	1	3	106	111
10:15	2	1	0	1	0	4	5	82	7	6	1	3	99	106	72	12	4	0	1	89	92
10:30	2	2	0	0	0	4	4	66	11	6	0	2	85	90	68	6	4	0	4	82	88
10:45	3	2	2	2	0	9	13	71	5	1	0	2	79	82	71	5	6	1	3	86	93
H/TOT	9	9	3	4	0	25	32	299	36	18	2	9	364	385	297	37	16	2	11	363	385
11:00	6	1	0	0	0	7	7	73	13	0	0	2	88	90	78	12	2	1	4	97	103
11:15	1	1	1	0	0	3	4	71	14	2	0	2	89	92	63	8	4	1	2	78	83
11:30	3	4	0	0	0	7	7	73	6	1	0	3	83	87	78	11	0	0	3	92	95
11:45	8	2	1	0	0	11	12	82	9	3	1	3	98	104	89	9	2	0	1	101	103
H/TOT	18	8	2	0	0	28	29	299	42	6	1	10	358	372	308	40	8	2	10	368	385
12:00	3	1	1	0	0	5	6	71	7	1	1	2	82	86	73	14	3	1	3	94	100
12:15	3	2	1	1	0	7	9	78	7	4	0	2	91	95	86	11	2	1	3	103	108
12:30	3	0	0	1	0	4	5	64	13	0	2	3	82	88	79	7	2	0	1	89	91
12:45	1	0	0	0	0	1	1	73	16	1	0	2	92	95	103	10	1	1	3	118	123
H/TOT	10	3	2	2	0	17	21	286	43	6	3	9	347	363	341	42	8	3	10	404	422

TRAFFINOMICS LIMITED

BALLINAGEELOGE TRAFFIC COUNTS

MAY 2025

MANUAL CLASSIFIED JUNCTION TURNING COUNTS

TRA/25/107

SITE: 03

DATE: 28th May 2025

LOCATION: Ninth Lock Road/Oakfield

DAY: Wednesday

TIME	MOVEMENT 1					TOT	PCU	MOVEMENT 2					TOT	PCU	MOVEMENT 3					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
13:00	7	4	0	0	0	11	11	68	9	3	1	5	86	94	83	6	1	0	3	93	97
13:15	5	2	0	0	0	7	7	83	10	2	0	2	97	100	95	10	2	0	3	110	114
13:30	1	1	1	0	0	3	4	85	9	3	0	1	98	101	74	7	2	0	3	86	90
13:45	1	0	1	0	0	2	3	72	12	1	1	3	89	94	86	6	2	1	2	97	101
H/TOT	14	7	2	0	0	23	24	308	40	9	2	11	370	388	338	29	7	1	11	386	402
14:00	0	1	0	0	0	1	1	76	8	3	2	1	90	95	69	11	1	0	2	83	86
14:15	3	2	0	0	0	5	5	91	7	3	0	2	103	107	76	18	5	1	3	103	110
14:30	2	2	2	0	0	6	7	54	3	1	0	2	60	63	79	7	3	1	1	91	95
14:45	6	4	1	1	0	12	14	83	9	2	0	1	95	97	93	6	2	2	4	107	115
H/TOT	11	9	3	1	0	24	27	304	27	9	2	6	348	361	317	42	11	4	10	384	405
15:00	3	2	0	0	0	5	5	66	4	1	0	3	74	78	84	11	5	0	3	103	109
15:15	1	4	0	0	0	5	5	69	4	1	1	4	79	85	91	9	1	0	2	103	106
15:30	4	2	0	0	0	6	6	72	15	2	0	2	91	94	92	15	2	0	2	111	114
15:45	4	0	0	0	0	4	4	65	8	1	0	3	77	81	73	8	1	1	1	84	87
H/TOT	12	8	0	0	0	20	20	272	31	5	1	12	321	337	340	43	9	1	8	401	415
16:00	6	0	0	0	0	6	6	66	6	0	0	1	73	74	91	10	0	0	1	102	103
16:15	4	0	2	1	0	7	9	57	10	1	0	1	69	71	66	3	0	0	6	75	81
16:30	3	3	2	1	0	9	11	77	7	2	0	6	92	99	73	9	1	0	1	84	86
16:45	8	2	3	0	0	13	15	86	8	0	0	3	97	100	64	13	3	0	4	84	90
H/TOT	21	5	7	2	0	35	41	286	31	3	0	11	331	344	294	35	4	0	12	345	359
17:00	6	3	0	1	0	10	11	74	6	0	0	2	82	84	70	12	0	0	0	82	82
17:15	6	2	0	0	0	8	8	72	6	2	0	4	84	89	62	4	0	0	0	66	66
17:30	5	1	0	0	0	6	6	63	6	0	0	1	70	71	62	9	1	0	0	72	73
17:45	5	3	0	0	0	8	8	79	9	1	0	3	92	96	59	9	0	0	2	70	72
H/TOT	22	9	0	1	0	32	33	288	27	3	0	10	328	340	253	34	1	0	2	290	293
18:00	10	1	0	1	0	12	13	69	6	1	0	1	77	79	101	12	0	0	1	114	115
18:15	4	2	0	0	0	6	6	66	5	0	0	1	72	73	56	10	2	0	1	69	71
18:30	4	0	0	0	0	4	4	71	2	0	0	6	79	85	69	7	0	0	1	77	78
18:45	3	1	0	1	0	5	6	85	9	0	0	0	94	94	61	6	0	0	1	68	69

H/TOT	21	4	0	2	0	27	30	291	22	1	0	8	322	331	287	35	2	0	4	328	333
P/TOT	166	74	24	14	0	278	308	3410	403	85	15	123	4036	4221	3608	461	107	19	106	4301	4485

TRAFFINOMICS LIMITED

BALLINAGEELOGE TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS

MAY 2025
TRA/25/107

SITE: 03

DATE: 28th May 2025

LOCATION: Ninth Lock Road/Oakfield

DAY: Wednesday

TIME	MOVEMENT 4					TOT	PCU	MOVEMENT 5					TOT	PCU	MOVEMENT 6					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
07:00	3	0	0	0	0	3	3	1	0	0	0	0	1	1	0	0	1	0	0	1	2
07:15	0	1	0	0	0	1	1	1	1	0	0	0	2	2	0	2	0	0	0	2	2
07:30	0	0	0	0	0	0	0	2	1	0	0	0	3	3	2	2	1	1	0	6	8
07:45	2	0	0	0	0	2	2	1	1	0	0	0	2	2	2	0	1	0	0	3	4
H/TOT	5	1	0	0	0	6	6	5	3	0	0	0	8	8	4	4	3	1	0	12	15
08:00	0	2	0	0	0	2	2	3	0	0	0	0	3	3	0	1	1	0	0	2	3
08:15	0	0	0	0	0	0	0	0	2	0	0	0	2	2	0	1	4	0	0	5	7
08:30	1	0	1	0	0	2	3	2	2	0	0	0	4	4	1	0	2	0	0	3	4
08:45	0	0	0	0	0	0	0	0	1	0	0	0	1	1	1	0	0	0	0	1	1
H/TOT	1	2	1	0	0	4	5	5	5	0	0	0	10	10	2	2	7	0	0	11	15
09:00	1	1	0	0	0	2	2	1	1	0	0	0	2	2	3	0	0	0	0	3	3
09:15	2	0	0	0	0	2	2	3	1	1	0	0	5	6	1	1	0	0	0	2	2
09:30	3	0	0	0	0	3	3	0	1	0	0	0	1	1	1	0	0	0	0	1	1
09:45	1	1	0	0	0	2	2	0	0	0	0	0	0	0	5	1	1	0	0	7	8
H/TOT	7	2	0	0	0	9	9	4	3	1	0	0	8	9	10	2	1	0	0	13	14
10:00	1	2	0	0	0	3	3	0	1	0	0	0	1	1	1	3	0	0	0	4	4
10:15	5	2	1	0	0	8	9	0	1	0	0	0	1	1	5	3	1	1	0	10	12
10:30	1	1	0	0	0	2	2	1	1	0	0	0	2	2	2	2	0	0	0	4	4
10:45	2	0	0	0	0	2	2	3	2	0	0	0	5	5	1	1	0	1	0	3	4
H/TOT	9	5	1	0	0	15	16	4	5	0	0	0	9	9	9	9	1	2	0	21	24
11:00	2	1	0	0	0	3	3	3	3	0	0	0	6	6	2	2	1	0	0	5	6
11:15	3	2	0	0	0	5	5	3	0	0	0	0	3	3	2	1	1	0	0	4	5
11:30	1	1	0	0	0	2	2	1	0	1	1	0	3	5	6	0	0	1	0	7	8
11:45	1	2	1	0	0	4	5	2	3	1	0	0	6	7	5	3	1	0	0	9	10
H/TOT	7	6	1	0	0	14	15	9	6	2	1	0	18	20	15	6	3	1	0	25	28
12:00	1	2	0	0	0	3	3	0	3	1	0	0	4	5	4	2	0	0	0	6	6
12:15	3	0	0	0	0	3	3	2	3	0	0	0	5	5	6	1	1	1	0	9	11
12:30	3	0	0	0	0	3	3	2	0	0	0	0	2	2	2	1	1	2	0	6	9
12:45	1	0	0	0	0	1	1	3	1	0	0	0	4	4	1	2	0	0	0	3	3
H/TOT	8	2	0	0	0	10	10	7	7	1	0	0	15	16	13	6	2	3	0	24	29

TRAFFINOMICS LIMITED

BALLINAGEELOGE TRAFFIC COUNTS MANUAL CLASSIFIED JUNCTION TURNING COUNTS

MAY 2025
TRA/25/107

SITE: 03

DATE: 28th May 2025

LOCATION: Ninth Lock Road/Oakfield

DAY: Wednesday

TIME	MOVEMENT 4					TOT	PCU	MOVEMENT 5					TOT	PCU	MOVEMENT 6					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
13:00	2	1	0	0	0	3	3	2	3	0	0	0	5	5	3	1	1	0	0	5	6
13:15	2	0	0	0	0	2	2	4	0	0	0	0	4	4	2	5	0	0	0	7	7
13:30	1	0	1	0	0	2	3	1	0	0	0	0	1	1	4	0	1	0	0	5	6
13:45	5	2	0	0	0	7	7	4	0	0	0	0	4	4	2	1	0	0	0	3	3
H/TOT	10	3	1	0	0	14	15	11	3	0	0	0	14	14	11	7	2	0	0	20	21
14:00	1	1	0	0	0	2	2	0	1	0	0	0	1	1	2	0	0	0	0	2	2
14:15	3	0	0	0	0	3	3	2	0	0	0	0	2	2	4	1	0	0	0	5	5
14:30	3	0	0	1	0	4	5	4	0	0	0	0	4	4	5	2	0	0	0	7	7
14:45	1	0	0	0	0	1	1	1	2	0	0	0	3	3	4	3	0	0	0	7	7
H/TOT	8	1	0	1	0	10	11	7	3	0	0	0	10	10	15	6	0	0	0	21	21
15:00	3	0	1	0	0	4	5	2	0	0	0	0	2	2	3	3	3	1	0	10	13
15:15	3	0	0	0	0	3	3	5	2	0	0	0	7	7	1	2	2	1	0	6	8
15:30	2	1	0	0	0	3	3	3	0	0	0	0	3	3	2	0	0	0	0	2	2
15:45	2	0	0	0	0	2	2	2	0	0	0	0	2	2	3	1	0	0	0	4	4
H/TOT	10	1	1	0	0	12	13	12	2	0	0	0	14	14	9	6	5	2	0	22	27
16:00	1	1	0	0	0	2	2	6	0	0	0	0	6	6	8	4	0	0	0	12	12
16:15	3	1	0	0	0	4	4	3	0	0	0	0	3	3	7	0	0	0	0	7	7
16:30	2	1	0	0	0	3	3	3	0	0	0	0	3	3	3	2	1	0	0	6	7
16:45	2	0	0	0	0	2	2	6	2	0	0	0	8	8	4	2	0	0	0	6	6
H/TOT	8	3	0	0	0	11	11	18	2	0	0	0	20	20	22	8	1	0	0	31	32
17:00	0	0	0	0	0	0	0	1	0	0	0	0	1	1	6	2	0	0	0	8	8
17:15	1	0	0	0	0	1	1	4	0	0	0	0	4	4	2	4	1	0	0	7	8
17:30	0	0	0	0	0	0	0	7	0	0	0	0	7	7	7	2	1	0	0	10	11
17:45	0	0	0	0	0	0	0	4	0	0	0	0	4	4	3	1	0	0	0	4	4
H/TOT	1	0	0	0	0	1	1	16	0	0	0	0	16	16	18	9	2	0	0	29	30
18:00	2	4	1	0	0	7	8	4	2	0	0	0	6	6	4	4	0	0	0	8	8
18:15	2	0	0	0	0	2	2	2	2	1	0	0	5	6	7	2	1	0	0	10	11
18:30	3	0	0	0	0	3	3	5	0	0	0	0	5	5	2	0	0	0	0	2	2
18:45	0	0	0	0	0	0	0	2	0	0	0	0	2	2	2	0	0	0	0	2	2

H/TOT	7	4	1	0	0	12	13	13	4	1	0	0	18	19	15	6	1	0	0	22	23
P/TOT	81	30	6	1	0	118	122	111	43	5	1	0	160	164	143	71	28	9	0	251	277

TRAFFINOMICS LIMITED

ELMFIELD, CLONDALKIN TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS

SEPTEMBER 2025
TRA/25/140

SITE: 04

DATE: 9th September 2025

LOCATION: Ninth Lock Road/The Mill Shopping Centre/Tower Road/Orchard Lane

DAY: Tuesday

TIME	MOVEMENT 1					TOT	PCU	MOVEMENT 2					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
07:00	14	2	4	0	2	22	26	4	2	0	0	0	6	6
07:15	27	6	0	0	3	36	39	3	1	2	1	0	7	9
07:30	28	11	3	0	1	43	46	5	2	0	0	0	7	7
07:45	47	4	0	0	3	54	57	12	1	0	0	0	13	13
H/TOT	116	23	7	0	9	155	168	24	6	2	1	0	33	35
08:00	51	5	1	0	2	59	62	18	2	0	0	0	20	20
08:15	52	11	1	0	4	68	73	30	2	0	0	0	32	32
08:30	41	8	4	0	2	55	59	31	0	0	0	0	31	31
08:45	23	3	1	0	2	29	32	24	2	0	0	1	27	28
H/TOT	167	27	7	0	10	211	225	103	6	0	0	1	110	111
09:00	25	4	0	0	2	31	33	29	2	0	0	0	31	31
09:15	35	5	1	0	3	44	48	42	4	0	2	0	48	51
09:30	28	4	0	0	7	39	46	36	1	0	0	0	37	37
09:45	42	7	0	0	1	50	51	31	1	0	0	1	33	34
H/TOT	130	20	1	0	13	164	178	138	8	0	2	1	149	153
10:00	35	14	2	0	4	55	60	28	3	1	0	0	32	33
10:15	31	6	0	0	0	37	37	46	1	2	0	0	49	50
10:30	27	7	4	0	4	42	48	41	4	1	0	0	46	47
10:45	30	6	0	0	2	38	40	39	2	0	0	0	41	41
H/TOT	123	33	6	0	10	172	185	154	10	4	0	0	168	170
11:00	44	7	2	0	2	55	58	27	4	0	0	0	31	31
11:15	59	10	1	0	3	73	77	32	5	1	0	0	38	39
11:30	33	1	1	1	2	38	42	35	1	0	0	0	36	36
11:45	46	5	1	0	3	55	59	37	5	1	0	0	43	44
H/TOT	182	23	5	1	10	221	235	131	15	2	0	0	148	149
12:00	34	4	1	0	2	41	44	36	2	0	0	0	38	38
12:15	34	8	4	0	2	48	52	39	1	0	0	0	40	40
12:30	36	5	0	1	3	45	49	41	7	0	0	0	48	48
12:45	27	5	0	1	2	35	38	41	3	0	0	1	45	46
H/TOT	131	22	5	2	9	169	183	157	13	0	0	1	171	172

TRAFFINOMICS LIMITED

ELMFIELD, CLONDALKIN TRAFFIC COUNTS **MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

SEPTEMBER 2025
TRA/25/140

SITE: 04

DATE: 9th September 2025

LOCATION: Ninth Lock Road/The Mill Shopping Centre/Tower Road/Orchard Lane

DAY: Tuesday

TIME	MOVEMENT 1					TOT	PCU	MOVEMENT 2					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
13:00	48	7	0	1	4	60	65	30	4	3	0	1	38	41
13:15	34	5	1	0	1	41	43	52	2	2	0	0	56	57
13:30	35	3	2	0	2	42	45	33	1	1	0	0	35	36
13:45	39	6	0	0	3	48	51	30	2	0	0	0	32	32
H/TOT	156	21	3	1	10	191	204	145	9	6	0	1	161	165
14:00	44	7	1	0	1	53	55	38	1	1	0	0	40	41
14:15	40	1	1	1	1	44	47	36	2	1	0	0	39	40
14:30	40	3	0	0	3	46	49	28	1	0	0	0	29	29
14:45	35	4	2	0	2	43	46	43	3	0	0	0	46	46
H/TOT	159	15	4	1	7	186	196	145	7	2	0	0	154	155
15:00	38	4	0	0	3	45	48	35	1	0	0	0	36	36
15:15	35	5	0	0	4	44	48	33	1	0	0	0	34	34
15:30	49	11	0	0	2	62	64	33	2	0	0	0	35	35
15:45	36	1	0	0	3	40	43	23	2	1	0	0	26	27
H/TOT	158	21	0	0	12	191	203	124	6	1	0	0	131	132
16:00	57	3	0	0	1	61	62	34	4	0	0	0	38	38
16:15	37	8	1	0	1	47	49	31	3	0	0	0	34	34
16:30	57	5	1	0	4	67	72	34	3	0	0	0	37	37
16:45	76	9	0	0	4	89	93	36	3	0	0	0	39	39
H/TOT	227	25	2	0	10	264	275	135	13	0	0	0	148	148
17:00	54	3	0	0	2	59	61	30	3	0	0	0	33	33
17:15	58	2	2	0	3	65	69	38	4	0	0	0	42	42
17:30	47	3	0	0	1	51	52	27	2	0	0	0	29	29
17:45	66	6	0	0	4	76	80	32	2	1	0	0	35	36
H/TOT	225	14	2	0	10	251	262	127	11	1	0	0	139	140
18:00	52	2	1	0	1	56	58	23	2	0	0	0	25	25
18:15	39	7	1	0	2	49	52	26	2	0	0	0	28	28
18:30	48	1	0	0	6	55	61	28	1	0	0	0	29	29
18:45	61	5	0	0	0	66	66	19	1	0	0	0	20	20

H/TOT	200	15	2	0	9	226	236	96	6	0	0	0	102	102
P/TOT	1974	259	44	5	119	2401	2549	1479	110	18	3	4	1614	1631

TRAFFINOMICS LIMITED

ELMFIELD, CLONDALKIN TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS

SEPTEMBER 2025
TRA/25/140

SITE: 04

DATE: 9th September 2025

LOCATION: Ninth Lock Road/The Mill Shopping Centre/Tower Road/Orchard Lane

DAY: Tuesday

TIME	MOVEMENT 3					TOT	PCU	MOVEMENT 4					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
07:00	8	0	1	0	0	9	10	5	1	0	0	0	6	6
07:15	7	1	2	0	0	10	11	2	2	0	0	0	4	4
07:30	6	1	1	0	0	8	9	2	1	1	0	0	4	5
07:45	6	0	0	0	0	6	6	3	1	0	1	0	5	6
H/TOT	27	2	4	0	0	33	35	12	5	1	1	0	19	21
08:00	9	2	0	1	0	12	13	3	2	0	0	0	5	5
08:15	9	2	2	0	0	13	14	4	2	0	0	0	6	6
08:30	14	2	1	1	0	18	20	5	1	1	0	0	7	8
08:45	19	0	0	0	1	20	21	14	2	1	0	0	17	18
H/TOT	51	6	3	2	1	63	68	26	7	2	0	0	35	36
09:00	20	1	0	0	0	21	21	14	2	0	0	0	16	16
09:15	25	4	1	0	0	30	31	27	2	1	0	0	30	31
09:30	18	4	0	0	0	22	22	21	3	0	0	0	24	24
09:45	34	0	0	0	0	34	34	12	2	1	0	0	15	16
H/TOT	97	9	1	0	0	107	108	74	9	2	0	0	85	86
10:00	37	5	0	1	0	43	44	17	1	1	0	0	19	20
10:15	36	3	0	0	0	39	39	28	3	0	0	0	31	31
10:30	32	0	1	0	1	34	36	18	1	1	0	0	20	21
10:45	29	1	1	0	0	31	32	18	0	2	0	0	20	21
H/TOT	134	9	2	1	1	147	150	81	5	4	0	0	90	92
11:00	33	6	1	1	0	41	43	18	2	0	0	0	20	20
11:15	29	2	1	0	0	32	33	19	4	0	0	0	23	23
11:30	35	6	0	0	0	41	41	18	4	1	0	0	23	24
11:45	32	2	0	0	0	34	34	23	3	1	0	0	27	28
H/TOT	129	16	2	1	0	148	150	78	13	2	0	0	93	94
12:00	32	3	0	0	0	35	35	26	5	0	0	0	31	31
12:15	38	2	1	0	0	41	42	17	4	0	0	0	21	21
12:30	48	3	0	0	0	51	51	24	3	0	0	0	27	27
12:45	39	0	0	0	0	39	39	34	5	1	0	0	40	41
H/TOT	157	8	1	0	0	166	167	101	17	1	0	0	119	120

TRAFFINOMICS LIMITED

ELMFIELD, CLONDALKIN TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS

SEPTEMBER 2025
TRA/25/140

SITE: 04

DATE: 9th September 2025

LOCATION: Ninth Lock Road/The Mill Shopping Centre/Tower Road/Orchard Lane

DAY: Tuesday

TIME	MOVEMENT 3					TOT	PCU	MOVEMENT 4					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
13:00	37	4	0	0	1	42	43	25	4	1	0	0	30	31
13:15	32	1	1	0	1	35	37	25	0	0	0	0	25	25
13:30	38	3	0	0	0	41	41	30	3	1	0	0	34	35
13:45	34	0	2	0	0	36	37	21	1	2	0	0	24	25
H/TOT	141	8	3	0	2	154	158	101	8	4	0	0	113	115
14:00	29	3	0	0	0	32	32	27	0	0	0	0	27	27
14:15	26	3	0	0	0	29	29	27	1	0	0	0	28	28
14:30	37	3	2	0	1	43	45	19	2	2	0	0	23	24
14:45	32	2	2	0	0	36	37	26	1	1	0	0	28	29
H/TOT	124	11	4	0	1	140	143	99	4	3	0	0	106	108
15:00	33	2	0	0	0	35	35	26	2	1	0	0	29	30
15:15	35	3	0	0	0	38	38	28	1	0	0	0	29	29
15:30	30	3	0	0	0	33	33	28	3	0	0	0	31	31
15:45	27	1	0	0	0	28	28	26	8	0	0	0	34	34
H/TOT	125	9	0	0	0	134	134	108	14	1	0	0	123	124
16:00	30	1	0	0	0	31	31	26	2	1	0	0	29	30
16:15	24	0	0	0	0	24	24	14	0	0	0	0	14	14
16:30	23	2	0	0	0	25	25	23	2	0	0	0	25	25
16:45	25	2	0	0	0	27	27	17	0	0	0	0	17	17
H/TOT	102	5	0	0	0	107	107	80	4	1	0	0	85	86
17:00	25	4	0	0	0	29	29	18	1	0	0	0	19	19
17:15	29	1	0	0	0	30	30	25	2	0	0	0	27	27
17:30	24	1	0	0	0	25	25	22	2	0	0	0	24	24
17:45	13	2	1	0	0	16	17	26	2	0	0	0	28	28
H/TOT	91	8	1	0	0	100	101	91	7	0	0	0	98	98
18:00	30	3	0	0	0	33	33	19	2	0	0	0	21	21
18:15	20	2	1	0	0	23	24	30	3	0	0	0	33	33
18:30	22	3	0	0	0	25	25	16	3	1	0	0	20	21
18:45	14	1	0	0	0	15	15	23	1	0	0	0	24	24

H/TOT	86	9	1	0	0	96	97	88	9	1	0	0	98	99
P/TOT	1264	100	22	4	5	1395	1416	939	102	22	1	0	1064	1076

TRAFFINOMICS LIMITED

ELMFIELD, CLONDALKIN TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS

SEPTEMBER 2025
TRA/25/140

SITE: 04

DATE: 9th September 2025

LOCATION: Ninth Lock Road/The Mill Shopping Centre/Tower Road/Orchard Lane DAY: Tuesday

TIME	MOVEMENT 5					TOT	PCU	MOVEMENT 6					TOT	PCU	MOVEMENT 7					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
07:00	3	1	0	0	0	4	4	40	9	3	0	5	57	64	20	4	2	0	1	27	29
07:15	5	0	0	0	0	5	5	46	8	3	0	1	58	61	32	3	0	0	2	37	39
07:30	2	0	0	0	0	2	2	45	5	3	0	2	55	59	31	6	1	0	2	40	43
07:45	10	4	1	0	0	15	16	39	11	0	0	2	52	54	45	5	0	0	1	51	52
H/TOT	20	5	1	0	0	26	27	170	33	9	0	10	222	237	128	18	3	0	6	155	163
08:00	10	1	0	0	0	11	11	61	9	0	0	2	72	74	95	8	0	0	1	104	105
08:15	9	0	1	0	0	10	11	70	8	2	0	1	81	83	93	7	0	0	2	102	104
08:30	22	1	1	0	0	24	25	80	8	1	0	3	92	96	90	11	0	0	3	104	107
08:45	20	0	0	0	0	20	20	69	6	0	0	1	76	77	122	8	0	0	1	131	132
H/TOT	61	2	2	0	0	65	66	280	31	3	0	7	321	330	400	34	0	0	7	441	448
09:00	23	2	2	0	0	27	28	66	3	2	0	3	74	78	88	7	0	0	0	95	95
09:15	29	3	0	0	0	32	32	50	4	0	0	2	56	58	59	10	0	0	3	72	75
09:30	18	3	0	0	0	21	21	24	8	3	0	2	37	41	48	12	2	0	3	65	69
09:45	24	2	0	0	0	26	26	38	7	1	0	3	49	53	49	9	0	0	1	59	60
H/TOT	94	10	2	0	0	106	107	178	22	6	0	10	216	229	244	38	2	0	7	291	299
10:00	18	3	0	0	0	21	21	50	10	3	0	2	65	69	67	7	1	0	1	76	78
10:15	23	0	2	0	0	25	26	40	7	1	0	2	50	53	50	5	0	0	1	56	57
10:30	24	2	1	0	0	27	28	31	6	1	0	3	41	45	44	2	0	0	2	48	50
10:45	37	6	0	0	0	43	43	39	4	2	0	2	47	50	56	4	1	0	1	62	64
H/TOT	102	11	3	0	0	116	118	160	27	7	0	9	203	216	217	18	2	0	5	242	248
11:00	26	0	2	0	0	28	29	44	7	3	0	3	57	62	64	5	1	0	2	72	75
11:15	28	2	0	0	0	30	30	34	10	1	0	2	47	50	57	8	2	0	1	68	70
11:30	23	4	0	0	0	27	27	50	5	1	0	3	59	63	66	8	0	0	2	76	78
11:45	28	0	0	0	0	28	28	47	7	1	0	1	56	58	65	6	0	0	1	72	73
H/TOT	105	6	2	0	0	113	114	175	29	6	0	9	219	231	252	27	3	0	6	288	296
12:00	29	6	0	0	0	35	35	46	9	0	0	3	58	61	62	4	2	0	2	70	73
12:15	20	1	0	0	0	21	21	49	5	2	0	3	59	63	82	11	2	1	1	97	100
12:30	32	4	2	0	0	38	39	35	3	0	0	2	40	42	76	5	2	2	2	87	93
12:45	26	2	0	0	0	28	28	48	1	0	1	3	53	57	61	6	0	0	1	68	69
H/TOT	107	13	2	0	0	122	123	178	18	2	1	11	210	223	281	26	6	3	6	322	335

TRAFFINOMICS LIMITED

ELMFIELD, CLONDALKIN TRAFFIC COUNTS MANUAL CLASSIFIED JUNCTION TURNING COUNTS

SEPTEMBER 2025
TRA/25/140

SITE: 04

DATE: 9th September 2025

LOCATION: Ninth Lock Road/The Mill Shopping Centre/Tower Road/Orchard Lane DAY: Tuesday

TIME	MOVEMENT 5					TOT	PCU	MOVEMENT 6					TOT	PCU	MOVEMENT 7					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
13:00	22	3	0	0	0	25	25	46	6	3	0	1	56	59	65	4	0	0	2	71	73
13:15	28	1	0	0	1	30	31	34	4	0	0	2	40	42	59	0	0	0	1	60	61
13:30	22	2	1	0	0	25	26	42	3	3	0	2	50	54	69	9	0	0	2	80	82
13:45	14	3	0	0	0	17	17	55	8	1	1	2	67	71	72	5	0	0	2	79	81
H/TOT	86	9	1	0	1	97	99	177	21	7	1	7	213	225	265	18	0	0	7	290	297
14:00	16	5	0	0	0	21	21	45	7	0	0	2	54	56	64	6	0	0	2	72	74
14:15	18	4	3	0	0	25	27	38	10	1	1	3	53	58	63	9	0	0	2	74	76
14:30	12	2	1	0	0	15	16	64	2	2	1	1	70	73	83	9	0	0	0	92	92
14:45	32	4	0	0	0	36	36	59	4	4	0	3	70	75	83	6	0	0	5	94	99
H/TOT	78	15	4	0	0	97	99	206	23	7	2	9	247	262	293	30	0	0	9	332	341
15:00	27	2	0	0	0	29	29	49	3	2	0	3	57	61	72	7	0	0	2	81	83
15:15	20	2	0	0	0	22	22	49	7	0	0	3	59	62	65	11	0	0	2	78	80
15:30	29	1	0	0	0	30	30	47	7	0	0	3	57	60	89	5	1	1	0	96	98
15:45	19	1	0	0	0	20	20	59	11	1	0	2	73	76	65	5	0	0	1	71	72
H/TOT	95	6	0	0	0	101	101	204	28	3	0	11	246	259	291	28	1	1	5	326	333
16:00	25	2	0	0	0	27	27	69	11	1	0	1	82	84	68	10	2	0	3	83	87
16:15	17	4	0	0	0	21	53	53	5	1	0	4	63	68	53	6	0	0	1	60	61
16:30	23	2	0	0	0	25	25	42	8	2	0	1	53	55	89	13	1	0	4	107	112
16:45	15	0	1	0	0	16	17	38	5	2	0	3	48	52	102	6	0	0	2	110	112
H/TOT	80	8	1	0	0	89	122	202	29	6	0	9	246	258	312	35	3	0	10	360	372
17:00	30	3	0	0	0	33	33	45	5	0	0	2	52	54	96	6	0	0	2	104	106
17:15	16	2	0	0	0	18	18	47	2	0	0	2	51	53	66	6	1	0	1	74	76
17:30	10	1	1	0	0	12	13	51	11	2	0	0	64	65	91	9	1	0	1	102	104
17:45	19	3	0	0	0	22	22	39	4	0	0	5	48	53	117	5	1	0	2	125	128
H/TOT	75	9	1	0	0	85	86	182	22	2	0	9	215	225	370	26	3	0	6	405	413
18:00	19	3	0	0	0	22	22	56	12	3	0	0	71	73	91	1	0	0	3	95	98
18:15	16	1	0	0	0	17	17	55	6	1	0	2	64	67	74	3	0	0	1	78	79
18:30	16	2	0	0	0	18	18	58	1	0	0	0	59	59	73	11	1	0	1	86	88
18:45	19	0	0	0	0	19	19	51	8	0	0	2	61	63	89	6	0	0	0	95	95

H/TOT	70	6	0	0	0	76	76	220	27	4	0	4	255	261	327	21	1	0	5	354	360
P/TOT	973	100	19	0	1	1093	1136	2332	310	62	4	105	2813	2954	3380	319	24	4	79	3806	3902

TRAFFINOMICS LIMITED

ELMFIELD, CLONDALKIN TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS

SEPTEMBER 2025
TRA/25/140

SITE: 05

DATE: 9th September 2025

LOCATION: Nangor Road/Woodford Walk

DAY: Tuesday

TIME	MOVEMENT 1					TOT	PCU	MOVEMENT 2					TOT	PCU	MOVEMENT 3					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
07:00	8	0	0	0	1	9	10	127	33	5	2	1	168	174	14	7	0	1	0	22	23
07:15	14	0	0	0	2	16	18	130	36	8	2	0	176	183	22	8	4	0	0	34	36
07:30	12	0	0	0	1	13	14	122	40	3	2	0	167	171	30	8	1	0	1	40	42
07:45	7	0	0	0	2	9	11	143	39	4	2	0	188	193	25	7	1	1	0	34	36
H/TOT	41	0	0	0	6	47	53	522	148	20	8	1	699	720	91	30	6	2	1	130	137
08:00	6	0	0	0	0	6	6	133	28	4	4	0	169	176	17	11	4	0	0	32	34
08:15	5	0	0	0	2	7	9	128	25	5	0	0	158	161	11	13	1	0	3	28	32
08:30	3	0	0	0	3	6	9	115	15	7	1	0	138	143	22	9	3	0	2	36	40
08:45	4	0	0	0	1	5	6	151	22	7	3	0	183	190	19	7	2	0	0	28	29
H/TOT	18	0	0	0	6	24	30	527	90	23	8	0	648	670	69	40	10	0	5	124	134
09:00	6	0	0	0	3	9	12	125	21	7	2	1	156	163	25	8	1	0	0	34	35
09:15	5	0	0	0	4	9	13	113	19	6	1	0	139	143	26	4	3	0	0	33	35
09:30	10	0	0	0	5	15	20	93	20	10	1	2	126	134	19	6	0	0	0	25	25
09:45	3	0	0	0	1	4	5	76	28	10	2	1	117	126	15	7	3	1	2	28	33
H/TOT	24	0	0	0	13	37	50	407	88	33	6	4	538	566	85	25	7	1	2	120	127
10:00	2	0	0	0	2	4	6	61	14	10	3	1	89	99	18	7	1	0	0	26	27
10:15	1	0	0	0	1	2	3	42	12	7	2	0	63	69	25	3	1	0	1	30	32
10:30	3	0	0	0	2	5	7	55	13	4	2	0	74	79	22	8	0	0	1	31	32
10:45	3	0	0	0	1	4	5	64	16	4	2	0	86	91	25	5	1	0	0	31	32
H/TOT	9	0	0	0	6	15	21	222	55	25	9	1	312	337	90	23	3	0	2	118	122
11:00	2	0	0	0	2	4	6	51	13	7	3	1	75	83	18	7	3	0	0	28	30
11:15	1	0	0	0	1	2	3	46	13	9	2	0	70	77	12	4	3	0	0	19	21
11:30	3	0	0	0	2	5	7	56	15	4	2	0	77	82	23	6	0	0	0	29	29
11:45	3	0	0	0	1	4	5	64	15	5	2	0	86	91	19	4	4	0	0	27	29
H/TOT	9	0	0	0	6	15	21	217	56	25	9	1	308	333	72	21	10	0	0	103	108
12:00	3	0	0	0	0	3	3	52	15	3	2	1	73	78	14	2	2	1	0	19	21
12:15	2	0	0	0	1	3	4	48	13	4	0	0	65	67	21	5	3	0	0	29	31
12:30	0	0	0	0	1	1	2	70	13	2	0	0	85	86	29	9	3	0	0	41	43
12:45	2	0	0	0	1	3	4	67	17	3	2	0	89	93	21	8	3	1	0	33	36
H/TOT	7	0	0	0	3	10	13	237	58	12	4	1	312	324	85	24	11	2	0	122	130

TRAFFINOMICS LIMITED

ELMFIELD, CLONDALKIN TRAFFIC COUNTS MANUAL CLASSIFIED JUNCTION TURNING COUNTS

SEPTEMBER 2025
TRA/25/140

SITE: 05

DATE: 9th September 2025

LOCATION: Nangor Road/Woodford Walk

DAY: Tuesday

TIME	MOVEMENT 1					TOT	PCU	MOVEMENT 2					TOT	PCU	MOVEMENT 3					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
13:00	1	0	0	0	0	1	1	70	21	4	2	0	97	102	27	3	1	0	0	31	32
13:15	1	0	0	0	0	1	1	77	6	6	2	2	93	101	35	7	0	1	0	43	44
13:30	2	0	0	0	2	4	6	70	13	8	1	0	92	97	26	3	2	0	1	32	34
13:45	0	0	0	0	1	1	2	66	13	2	2	0	83	87	27	3	5	0	0	35	38
H/TOT	4	0	0	0	3	7	10	283	53	20	7	2	365	386	115	16	8	1	1	141	147
14:00	2	0	0	0	1	3	4	69	14	5	1	0	89	93	22	3	1	2	1	29	33
14:15	5	0	0	0	1	6	7	58	21	5	2	0	86	91	25	11	0	1	0	37	38
14:30	2	0	0	0	0	2	2	63	26	8	0	1	98	103	31	5	1	0	0	37	38
14:45	5	0	0	0	3	8	11	65	13	2	2	1	83	88	29	14	3	2	1	49	54
H/TOT	14	0	0	0	5	19	24	255	74	20	5	2	356	375	107	33	5	5	2	152	163
15:00	1	0	0	0	2	3	5	67	11	4	0	2	84	88	37	12	3	0	1	53	56
15:15	10	0	0	0	5	15	20	58	12	3	2	1	76	81	33	9	5	0	0	47	50
15:30	6	0	0	0	0	6	6	58	14	2	2	3	79	86	34	8	0	0	4	46	50
15:45	4	0	0	0	2	6	8	55	13	3	0	1	72	75	33	3	1	0	3	40	44
H/TOT	21	0	0	0	9	30	39	238	50	12	4	7	311	329	137	32	9	0	8	186	199
16:00	2	0	0	0	1	3	4	76	16	1	1	0	94	96	50	8	0	0	1	59	60
16:15	0	0	0	0	0	0	0	87	19	2	0	0	108	109	20	5	1	1	0	27	29
16:30	6	0	0	0	1	7	8	72	15	0	1	0	88	89	41	6	0	0	1	48	49
16:45	3	0	0	0	1	4	5	63	9	1	1	0	74	76	31	4	0	1	0	36	37
H/TOT	11	0	0	0	3	14	17	298	59	4	3	0	364	370	142	23	1	2	2	170	175
17:00	0	0	0	0	1	1	2	73	8	1	1	0	83	85	43	4	0	0	0	47	47
17:15	5	0	0	0	1	6	7	80	7	1	0	0	88	89	45	5	0	0	0	50	50
17:30	4	1	0	0	0	5	5	89	8	1	0	0	98	99	36	2	0	0	1	39	40
17:45	0	0	0	0	1	1	2	76	8	0	2	0	86	89	43	3	0	0	0	46	46
H/TOT	9	1	0	0	3	13	16	318	31	3	3	0	355	360	167	14	0	0	1	182	183
18:00	6	1	0	0	1	8	9	58	6	0	2	0	66	69	57	4	2	1	0	64	66
18:15	1	0	0	0	1	2	3	71	4	2	1	1	79	82	49	3	0	0	0	52	52
18:30	3	2	0	0	0	5	5	74	10	2	1	0	87	89	49	7	1	0	0	57	58
18:45	1	0	0	0	0	1	1	60	7	1	0	0	68	69	47	3	0	0	0	50	50

H/TOT	11	3	0	0	2	16	18	263	27	5	4	1	300	309	202	17	3	1	0	223	226
P/TOT	178	4	0	0	65	247	312	3787	789	202	70	20	4868	5080	1362	298	73	14	24	1771	1850

TRAFFINOMICS LIMITED

ELMFIELD, CLONDALKIN TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS

SEPTEMBER 2025
TRA/25/140

SITE: 05

DATE: 9th September 2025

LOCATION: Nangor Road/Woodford Walk

DAY: Tuesday

TIME	MOVEMENT 4					TOT	PCU	MOVEMENT 5					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
07:00	19	4	1	0	0	24	25	33	8	0	0	1	42	43
07:15	28	8	3	0	1	40	43	34	7	0	0	2	43	45
07:30	30	3	1	0	0	34	35	30	8	0	0	1	39	40
07:45	36	4	2	0	1	43	45	61	3	0	0	2	66	68
H/TOT	113	19	7	0	2	141	147	158	26	0	0	6	190	196
08:00	35	2	0	0	0	37	37	52	10	1	0	1	64	66
08:15	41	3	0	0	4	48	52	62	13	0	0	3	78	81
08:30	70	4	1	0	2	77	80	67	10	2	0	2	81	84
08:45	58	4	2	1	0	65	67	78	6	0	0	3	87	90
H/TOT	204	13	3	1	6	227	236	259	39	3	0	9	310	321
09:00	23	6	2	0	1	32	34	53	4	0	0	1	58	59
09:15	30	11	1	0	0	42	43	50	7	1	0	1	59	61
09:30	18	9	1	0	1	29	31	43	14	2	0	1	60	62
09:45	22	8	3	1	2	36	41	28	9	2	0	0	39	40
H/TOT	93	34	7	1	4	139	148	174	34	5	0	3	216	222
10:00	24	6	3	1	0	34	37	28	5	4	0	1	38	41
10:15	28	7	1	1	0	37	39	29	4	0	0	1	34	35
10:30	33	4	2	1	0	40	42	18	4	0	0	1	23	24
10:45	13	6	4	0	0	23	25	22	4	1	0	2	29	32
H/TOT	98	23	10	3	0	134	143	97	17	5	0	5	124	132
11:00	27	7	0	0	1	35	36	36	4	3	0	1	44	47
11:15	29	6	6	0	0	41	44	32	5	1	0	1	39	41
11:30	19	2	2	0	0	23	24	19	3	0	0	1	23	24
11:45	30	6	0	0	0	36	36	21	3	1	0	2	27	30
H/TOT	105	21	8	0	1	135	140	108	15	5	0	5	133	141
12:00	28	3	3	0	0	34	36	26	4	0	0	1	31	32
12:15	34	11	4	0	0	49	51	20	6	1	0	1	28	30
12:30	26	1	1	0	0	28	29	26	3	3	0	0	32	34
12:45	30	3	0	1	0	34	35	33	4	1	0	0	38	39
H/TOT	118	18	8	1	0	145	150	105	17	5	0	2	129	134

TRAFFINOMICS LIMITED

ELMFIELD, CLONDALKIN TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS

SEPTEMBER 2025
TRA/25/140

SITE: 05

DATE: 9th September 2025

LOCATION: Nangor Road/Woodford Walk

DAY: Tuesday

TIME	MOVEMENT 4					TOT	PCU	MOVEMENT 5					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
13:00	44	6	2	0	0	52	53	19	1	1	0	1	22	24
13:15	30	4	1	0	0	35	36	28	3	7	0	1	39	44
13:30	37	6	5	0	0	48	51	38	7	0	0	1	46	47
13:45	31	2	4	0	0	37	39	32	5	1	0	2	40	43
H/TOT	142	18	12	0	0	172	178	117	16	9	0	5	147	157
14:00	35	4	2	0	2	43	46	25	5	1	0	1	32	34
14:15	32	4	1	0	1	38	40	26	6	1	0	1	34	36
14:30	34	6	4	1	1	46	50	20	5	1	1	1	28	31
14:45	35	3	2	0	1	41	43	28	5	0	0	1	34	35
H/TOT	136	17	9	1	5	168	179	99	21	3	1	4	128	135
15:00	37	3	2	0	1	43	45	24	6	1	0	4	35	40
15:15	25	9	0	1	1	36	38	26	5	1	1	1	34	37
15:30	25	4	3	0	1	33	36	20	7	0	0	4	31	35
15:45	31	10	1	1	3	46	51	24	1	2	0	1	28	30
H/TOT	118	26	6	2	6	158	170	94	19	4	1	10	128	141
16:00	29	6	1	0	2	38	41	28	4	1	0	1	34	36
16:15	32	9	1	0	0	42	43	23	3	0	0	2	28	30
16:30	42	4	2	0	0	48	49	20	2	0	0	0	22	22
16:45	33	8	0	0	1	42	43	28	5	1	0	2	36	39
H/TOT	136	27	4	0	3	170	175	99	14	2	0	5	120	126
17:00	27	3	0	0	0	30	30	28	2	0	0	1	31	32
17:15	21	3	0	0	0	24	24	40	3	0	0	1	44	45
17:30	30	2	3	0	0	35	37	44	3	0	0	1	48	49
17:45	28	1	0	0	0	29	29	26	8	0	0	1	35	36
H/TOT	106	9	3	0	0	118	120	138	16	0	0	4	158	162
18:00	47	5	1	0	0	53	54	25	2	0	0	2	29	31
18:15	41	4	0	0	0	45	45	23	1	0	0	1	25	26
18:30	40	4	0	0	0	44	44	25	2	0	0	1	28	29
18:45	58	5	0	0	0	63	63	22	2	0	0	1	25	26

H/TOT	186	18	1	0	0	205	206	95	7	0	0	5	107	112
P/TOT	1555	243	78	9	27	1912	1990	1543	241	41	2	63	1890	1976

TRAFFINOMICS LIMITED

ELMFIELD, CLONDALKIN TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS

SEPTEMBER 2025
TRA/25/140

SITE: 05

DATE: 9th September 2025

LOCATION: Nangor Road/Woodford Walk

DAY: Tuesday

TIME	MOVEMENT 6					TOT	PCU	MOVEMENT 7					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
07:00	21	7	5	1	1	35	40	38	7	3	2	1	51	56
07:15	7	6	2	0	1	16	18	31	12	3	1	3	50	56
07:30	12	7	1	0	1	21	23	43	12	2	1	1	59	62
07:45	15	11	3	0	2	31	35	41	13	3	2	2	61	67
H/TOT	55	31	11	1	5	103	115	153	44	11	6	7	221	241
08:00	16	10	2	0	4	32	37	49	11	4	2	1	67	73
08:15	21	6	3	0	4	34	40	61	13	5	1	2	82	88
08:30	31	14	1	0	0	46	47	42	7	4	4	2	59	68
08:45	27	16	3	0	3	49	54	38	8	7	2	3	58	67
H/TOT	95	46	9	0	11	161	177	190	39	20	9	8	266	296
09:00	27	11	1	0	1	40	42	49	5	4	3	1	62	69
09:15	33	14	1	0	0	48	49	51	10	8	1	2	72	79
09:30	26	15	6	0	1	48	52	42	7	5	1	2	57	63
09:45	35	17	4	0	3	59	64	38	22	3	0	0	63	65
H/TOT	121	57	12	0	5	195	206	180	44	20	5	5	254	276
10:00	20	15	6	0	0	41	44	60	19	7	2	3	91	100
10:15	30	15	3	0	2	50	54	56	16	10	0	1	83	89
10:30	36	29	5	0	1	71	75	40	27	7	2	3	79	88
10:45	34	21	7	0	1	63	68	65	21	2	2	1	91	96
H/TOT	120	80	21	0	4	225	240	221	83	26	6	8	344	373
11:00	31	26	4	0	1	62	65	61	21	7	2	1	92	99
11:15	36	12	5	0	1	54	58	59	19	4	2	0	84	89
11:30	29	6	2	0	2	39	42	56	22	8	1	1	88	94
11:45	39	20	5	0	1	65	69	58	16	6	1	2	83	89
H/TOT	135	64	16	0	5	220	233	234	78	25	6	4	347	371
12:00	43	18	4	0	1	66	69	49	14	12	2	2	79	90
12:15	46	26	3	1	1	77	81	80	22	6	1	1	110	115
12:30	53	12	2	1	1	69	72	71	27	4	2	1	105	111
12:45	58	14	7	0	0	79	83	78	15	8	1	2	104	111
H/TOT	200	70	16	2	3	291	305	278	78	30	6	6	398	427

TRAFFINOMICS LIMITED

ELMFIELD, CLONDALKIN TRAFFIC COUNTS MANUAL CLASSIFIED JUNCTION TURNING COUNTS

SEPTEMBER 2025
TRA/25/140

SITE: 05

DATE: 9th September 2025

LOCATION: Nangor Road/Woodford Walk

DAY: Tuesday

TIME	MOVEMENT 6					TOT	PCU	MOVEMENT 7					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
13:00	61	25	4	0	1	91	94	80	14	5	2	0	101	106
13:15	61	14	4	0	2	81	85	84	19	2	0	1	106	108
13:30	50	11	3	0	1	65	68	89	21	6	1	1	118	123
13:45	54	7	3	0	2	66	70	74	12	6	2	3	97	106
H/TOT	226	57	14	0	6	303	316	327	66	19	5	5	422	443
14:00	47	21	3	0	1	72	75	67	13	6	2	2	90	98
14:15	38	21	3	1	1	64	68	75	25	2	1	2	105	109
14:30	42	17	4	0	2	65	69	77	17	6	0	1	101	105
14:45	48	14	2	0	2	66	69	65	19	8	1	2	95	102
H/TOT	175	73	12	1	6	267	280	284	74	22	4	7	391	414
15:00	62	14	2	0	1	79	81	114	23	7	1	1	146	152
15:15	49	17	3	0	3	72	77	84	22	4	0	1	111	114
15:30	76	20	2	0	1	99	101	77	24	6	0	0	107	110
15:45	96	21	1	0	3	121	125	87	24	1	1	3	116	121
H/TOT	283	72	8	0	8	371	383	362	93	18	2	5	480	497
16:00	112	16	3	0	0	131	133	124	33	4	4	2	167	176
16:15	92	25	2	0	2	121	124	118	24	6	1	1	150	155
16:30	130	12	1	0	0	143	144	129	25	4	0	1	159	162
16:45	123	22	0	0	2	147	149	170	22	0	2	1	195	199
H/TOT	457	75	6	0	4	542	549	541	104	14	7	5	671	692
17:00	127	17	1	0	1	146	148	149	19	2	1	1	172	175
17:15	132	19	2	0	1	154	156	117	28	0	1	0	146	147
17:30	132	11	0	0	1	144	145	114	20	0	0	0	134	134
17:45	98	14	1	0	2	115	118	99	16	2	0	0	117	118
H/TOT	489	61	4	0	5	559	566	479	83	4	2	1	569	575
18:00	103	9	0	0	0	112	112	121	21	1	1	0	144	146
18:15	61	9	1	0	2	73	76	105	22	1	0	2	130	133
18:30	59	5	2	0	1	67	69	88	14	1	0	2	105	108
18:45	35	3	0	0	2	40	42	85	6	0	1	0	92	93

H/TOT	258	26	3	0	5	292	299	399	63	3	2	4	471	479
P/TOT	2614	712	132	4	67	3529	3667	3648	849	212	60	65	4834	5083

Appendix C – AADTs for Each Junction

TABLE 6-1: AADTs AT JUNCTION 1 – (R134 ROUNDABOUT)

Hour Ending	R134	R113 South	R113 North
08:00	1,306	1,905	1,033
09:00	1,374	2,148	1,390
10:00	1,150	1,768	1,148
11:00	954	1,421	847
12:00	935	1,455	860
13:00	980	1,527	907
14:00	1,048	1,628	1,028
15:00	1,166	1,858	1,230
16:00	1,262	1,940	1,176
17:00	1,589	2,209	1,316
18:00	1,570	2,217	1,369
19:00	1,287	1,888	1,187
Period Total	14,621	21,964	13,491
<i>Period Total HGVs</i>	1,212	1,559	749
<i>% HGVs</i>	8.29%	7.10%	5.55%
Total AADT	15,840	23,794	14,615

TABLE 6-2: AADTs AT JUNCTION 2 – (R134 JUNCTION)

Hour Ending	R134 East	Ninth Lock Road South	R134 West	Ninth Lock Road North
08:00	1,285	505	1,299	1,049
09:00	1,317	726	1,346	1,049
10:00	1,185	831	1,165	1,057
11:00	1,019	773	950	1,124
12:00	918	779	887	1,090
13:00	1,046	792	968	1,136
14:00	1,127	799	1,035	1,117
15:00	1,114	777	1,138	1,083
16:00	1,211	764	1,282	1,151
17:00	1,358	742	1,598	1,182
18:00	1,304	679	1,591	1,184
19:00	1,325	699	1,298	1,222
Period Total	14,209	8,866	14,557	13,444
Period Total HGVs	939	530	1,213	1,000
% HGVs	6.61%	5.98%	8.33%	7.44%
Total AADT	15,393	9,605	15,770	14,565

TABLE 6-3: AADTs AT JUNCTION 3 – (SITE ACCESS JUNCTION)

Hour Ending	L1026 North	Oakfield	L1026 South
08:00	505	40	493
09:00	726	37	717
10:00	831	51	814
11:00	773	70	751
12:00	779	85	758
13:00	792	66	776
14:00	799	71	784
15:00	777	65	752
16:00	764	68	748
17:00	742	97	707
18:00	679	78	635
19:00	699	79	680
Period Total	8,866	807	8,615
<i>Period Total HGVs</i>	530	88	468
<i>% HGVs</i>	5.98%	10.90%	5.43%
Total AADT	9,605	875	9,333

TABLE 6-4: AADTs AT JUNCTION 4 – (SHOPPING CENTRE JUNCTION)

Hour Ending	Ninth Lock Road North	Orchard Lane	Ninth Lock Road South	The Mill Shopping Centre
08:00	443	329	403	111
09:00	705	687	827	273
10:00	636	540	613	447
11:00	690	504	561	521
12:00	736	602	620	502
13:00	716	610	654	578
14:00	719	594	600	525
15:00	727	624	676	497
16:00	702	640	673	489
17:00	765	709	695	429
18:00	705	754	705	422
19:00	679	678	685	372
Period Total	8,223	7,271	7,712	5,166
<i>Period Total HGVs</i>	395	298	298	99
<i>% HGVs</i>	4.80%	4.10%	3.86%	1.92%
Total AADT	8,909	7,877	8,355	5,597

TABLE 6-5: AADTs AT JUNCTION 5 – (L1305 JUNCTION)

Hour Ending	R134 East	L1305	R134 West
08:00	1,260	564	1,238
09:00	1,409	822	1,289
10:00	1,240	670	1,088
11:00	1,020	601	923
12:00	1,023	591	908
13:00	1,140	687	987
14:00	1,244	763	1,107
15:00	1,161	715	1,086
16:00	1,320	843	1,165
17:00	1,711	1,002	1,389
18:00	1,654	1,017	1,237
19:00	1,186	827	1,215
Period Total	15,368	9,102	13,632
<i>Period Total HGVs</i>	1,003	534	919
<i>% HGVs</i>	6.53%	5.87%	6.74%
Total AADT	16,649	9,861	14,768

Appendix D – Junctions 9 Outputs

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.5.0.6896 © Copyright TRL Limited, 2018
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk
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Filename: Site 003.j9

Path: P:\Traffic Files\P25-142\Traffic Models\Site 003

Report generation date: 14/05/2026 17:36:25

»OP YR,
 »OP + 5,
 »OP + 15,
 »OP+Dev+Adj,
 »OP+5+Dev+Adj,
 »OP+15+Dev+Adj,

Summary of junction performance

	Queue (Veh)	Delay (s)	RFC	LOS
	OP YR			
Stream B-C	0.1	9.83	0.06	A
Stream B-A	0.2	16.34	0.14	C
Stream C-AB	0.2	5.35	0.10	A
	OP + 5			
Stream B-C	0.1	10.02	0.06	B
Stream B-A	0.2	16.83	0.15	C
Stream C-AB	0.2	5.36	0.10	A
	OP + 15			
Stream B-C	0.1	10.46	0.07	B
Stream B-A	0.2	18.00	0.17	C
Stream C-AB	0.3	5.38	0.12	A
	OP+Dev+Adj			
Stream B-C	0.1	9.64	0.07	A
Stream B-A	0.2	14.39	0.16	B
Stream C-AB	0.2	5.35	0.10	A
	OP+5+Dev+Adj			
Stream B-C	0.1	9.84	0.07	A
Stream B-A	0.2	14.92	0.17	B
Stream C-AB	0.2	5.36	0.11	A
	OP+15+Dev+Adj			
Stream B-C	0.1	10.30	0.07	B
Stream B-A	0.3	16.20	0.20	C
Stream C-AB	0.3	5.38	0.12	A

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

File summary

File Description

Title	
Location	
Site number	
Date	14/05/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	Antonios Papadakis
Description	

Units

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

Analysis Options

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

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 YR	DIRECT	07:00	19:00	720	15			
D2	OP YR	DIRECT	07:00	19:00	720	15	✓		
D3	OP + 5	DIRECT	07:00	19:00	720	15	✓		
D4	OP + 15	DIRECT	07:00	19:00	720	15	✓		
D5	Dev	DIRECT	07:00	19:00	720	15			
D6	Adj	DIRECT	07:00	19:00	720	15			
D7	OP+Dev+Adj	DIRECT	07:00	19:00	720	15	✓	Simple	D2+D5+D6
D8	OP+5+Dev+Adj	DIRECT	07:00	19:00	720	15	✓	Simple	D3+D5+D6
D9	OP+15+Dev+Adj	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

OP YR,

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		0.80	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	L1026 Ninth Lock Rd (N)		Major
B	Site Access		Minor
C	L1026 Ninth Lock Rd (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - L1026 Ninth Lock Rd (S)	6.00			100.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane plus flare	8.00	5.00	4.10	4.10	4.00		1.00	100	100

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	156.964	0.114	0.289	0.182	0.413
1	B-C	159.768	0.098	0.248	-	-
1	C-B	157.969	0.245	0.245	-	-

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

Traffic Demand

Demand Set Details

ID	Scenario name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	OP YR	DIRECT	07:00	19:00	720	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - L1026 Ninth Lock Rd (N)		DIRECT	✓	100.000
B - Site Access		DIRECT	✓	100.000
C - L1026 Ninth Lock Rd (S)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:00 - 07:15

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From			
	A - L1026 Ninth Lock Rd (N)	0.00	2.13	39.80
	B - Site Access	1.12	0.00	1.07
	C - L1026 Ninth Lock Rd (S)	60.29	3.20	0.00

Demand (Veh/TS)

07:15 - 07:30

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From			
	A - L1026 Ninth Lock Rd (N)	0.00	2.13	45.13
	B - Site Access	2.13	0.00	2.13
	C - L1026 Ninth Lock Rd (S)	77.35	1.07	0.00

Demand (Veh/TS)

07:30 - 07:45

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From			
	A - L1026 Ninth Lock Rd (N)	0.00	4.27	60.00
	B - Site Access	6.51	0.00	3.20
	C - L1026 Ninth Lock Rd (S)	63.20	0.00	0.00

Demand (Veh/TS)

07:45 - 08:00

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From			
	A - L1026 Ninth Lock Rd (N)	0.00	6.40	97.16
	B - Site Access	3.26	0.00	2.13
	C - L1026 Ninth Lock Rd (S)	70.55	2.13	0.00

Demand (Veh/TS)

08:00 - 08:15

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From			
	A - L1026 Ninth Lock Rd (N)	0.00	2.19	89.75
	B - Site Access	2.19	0.00	3.20
	C - L1026 Ninth Lock Rd (S)	80.32	2.13	0.00

Demand (Veh/TS)

08:15 - 08:30

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From			
	A - L1026 Ninth Lock Rd (N)	0.00	2.25	108.22
	B - Site Access	5.56	0.00	2.13
	C - L1026 Ninth Lock Rd (S)	96.26	0.00	0.00

Demand (Veh/TS)

08:30 - 08:45

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From			
	A - L1026 Ninth Lock Rd (N)	0.00	1.07	93.00
	B - Site Access	3.31	0.00	4.27
	C - L1026 Ninth Lock Rd (S)	90.93	2.19	0.00

Demand (Veh/TS)

08:45 - 09:00

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	74.88
		B - Site Access	1.07	0.00
		C - L1026 Ninth Lock Rd (S)	118.60	0.00

Demand (Veh/TS)

09:00 - 09:15

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	86.55
		B - Site Access	3.20	0.00
		C - L1026 Ninth Lock Rd (S)	79.14	2.13

Demand (Veh/TS)

09:15 - 09:30

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	123.20
		B - Site Access	2.13	0.00
		C - L1026 Ninth Lock Rd (S)	130.73	2.13

Demand (Veh/TS)

09:30 - 09:45

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	87.90
		B - Site Access	1.07	0.00
		C - L1026 Ninth Lock Rd (S)	102.72	3.20

Demand (Veh/TS)

09:45 - 10:00

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	108.05
		B - Site Access	7.52	0.00
		C - L1026 Ninth Lock Rd (S)	134.71	2.13

Demand (Veh/TS)

10:00 - 10:15

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	108.16
		B - Site Access	4.27	0.00
		C - L1026 Ninth Lock Rd (S)	113.38	3.20

Demand (Veh/TS)

10:15 - 10:30

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
From	A - L1026 Ninth Lock Rd (N)	0.00	4.32	106.14
	B - Site Access	10.78	0.00	1.07
	C - L1026 Ninth Lock Rd (S)	95.19	8.59	0.00

Demand (Veh/TS)

10:30 - 10:45

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
From	A - L1026 Ninth Lock Rd (N)	0.00	4.27	91.10
	B - Site Access	4.27	0.00	2.13
	C - L1026 Ninth Lock Rd (S)	87.90	2.13	0.00

Demand (Veh/TS)

10:45 - 11:00

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
From	A - L1026 Ninth Lock Rd (N)	0.00	9.83	84.42
	B - Site Access	3.26	0.00	5.33
	C - L1026 Ninth Lock Rd (S)	92.28	2.13	0.00

Demand (Veh/TS)

11:00 - 11:15

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
From	A - L1026 Ninth Lock Rd (N)	0.00	7.46	93.96
	B - Site Access	5.39	0.00	6.40
	C - L1026 Ninth Lock Rd (S)	103.84	3.20	0.00

Demand (Veh/TS)

11:15 - 11:30

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
From	A - L1026 Ninth Lock Rd (N)	0.00	3.26	95.14
	B - Site Access	4.32	0.00	3.20
	C - L1026 Ninth Lock Rd (S)	83.58	5.33	0.00

Demand (Veh/TS)

11:30 - 11:45

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
From	A - L1026 Ninth Lock Rd (N)	0.00	7.46	88.74
	B - Site Access	7.52	0.00	3.31
	C - L1026 Ninth Lock Rd (S)	98.28	2.13	0.00

Demand (Veh/TS)

11:45 - 12:00		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0.00	11.79	104.90
		B - Site Access	9.65	0.00	6.46
		C - L1026 Ninth Lock Rd (S)	107.88	4.32	0.00

Demand (Veh/TS)

12:00 - 12:15		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0.00	5.39	87.67
		B - Site Access	6.40	0.00	4.32
		C - L1026 Ninth Lock Rd (S)	100.64	3.20	0.00

Demand (Veh/TS)

12:15 - 12:30		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0.00	7.58	97.38
		B - Site Access	9.71	0.00	5.33
		C - L1026 Ninth Lock Rd (S)	110.18	3.20	0.00

Demand (Veh/TS)

12:30 - 12:45		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0.00	4.32	87.73
		B - Site Access	6.57	0.00	2.13
		C - L1026 Ninth Lock Rd (S)	95.08	3.20	0.00

Demand (Veh/TS)

12:45 - 13:00		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0.00	1.07	98.28
		B - Site Access	3.20	0.00	4.27
		C - L1026 Ninth Lock Rd (S)	126.12	1.07	0.00

Demand (Veh/TS)

13:00 - 13:15		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0.00	11.73	92.22
		B - Site Access	5.39	0.00	5.33
		C - L1026 Ninth Lock Rd (S)	99.40	3.20	0.00

Demand (Veh/TS)

13:15 - 13:30

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	7.46
		B - Site Access	7.46	0.00
		C - L1026 Ninth Lock Rd (S)	117.59	2.13
				0.00

Demand (Veh/TS)

13:30 - 13:45

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	3.26
		B - Site Access	5.39	0.00
		C - L1026 Ninth Lock Rd (S)	91.99	2.19
				0.00

Demand (Veh/TS)

13:45 - 14:00

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	2.19
		B - Site Access	3.20	0.00
		C - L1026 Ninth Lock Rd (S)	103.72	7.46
				0.00

Demand (Veh/TS)

14:00 - 14:15

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	1.07
		B - Site Access	2.13	0.00
		C - L1026 Ninth Lock Rd (S)	88.68	2.13
				0.00

Demand (Veh/TS)

14:15 - 14:30

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	5.33
		B - Site Access	5.33	0.00
		C - L1026 Ninth Lock Rd (S)	110.35	3.20
				0.00

Demand (Veh/TS)

14:30 - 14:45

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	6.51
		B - Site Access	7.46	0.00
		C - L1026 Ninth Lock Rd (S)	97.33	4.32
				0.00

Demand (Veh/TS)

14:45 - 15:00

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	12.91
		B - Site Access	7.46	0.00
		C - L1026 Ninth Lock Rd (S)	114.56	1.07
				0.00

Demand (Veh/TS)

15:00 - 15:15

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	5.33
		B - Site Access	10.89	0.00
		C - L1026 Ninth Lock Rd (S)	110.29	4.32
				0.00

Demand (Veh/TS)

15:15 - 15:30

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	5.33
		B - Site Access	6.57	0.00
		C - L1026 Ninth Lock Rd (S)	110.01	3.20
				0.00

Demand (Veh/TS)

15:30 - 15:45

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	6.40
		B - Site Access	2.13	0.00
		C - L1026 Ninth Lock Rd (S)	118.60	3.20
				0.00

Demand (Veh/TS)

15:45 - 16:00

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	4.27
		B - Site Access	4.27	0.00
		C - L1026 Ninth Lock Rd (S)	89.75	2.13
				0.00

Demand (Veh/TS)

16:00 - 16:15

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	6.40
		B - Site Access	12.80	0.00
		C - L1026 Ninth Lock Rd (S)	108.83	2.13
				0.00

Demand (Veh/TS)

16:15 - 16:30

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From			
	A - L1026 Ninth Lock Rd (N)	0.00	7.64	73.69
	B - Site Access	7.46	0.00	3.20
	C - L1026 Ninth Lock Rd (S)	80.32	4.27	0.00

Demand (Veh/TS)

16:30 - 16:45

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From			
	A - L1026 Ninth Lock Rd (N)	0.00	9.77	98.56
	B - Site Access	6.46	0.00	3.20
	C - L1026 Ninth Lock Rd (S)	89.69	3.20	0.00

Demand (Veh/TS)

16:45 - 17:00

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From			
	A - L1026 Ninth Lock Rd (N)	0.00	14.03	103.61
	B - Site Access	6.40	0.00	8.53
	C - L1026 Ninth Lock Rd (S)	89.98	2.13	0.00

Demand (Veh/TS)

17:00 - 17:15

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From			
	A - L1026 Ninth Lock Rd (N)	0.00	10.72	87.56
	B - Site Access	8.53	0.00	1.07
	C - L1026 Ninth Lock Rd (S)	87.44	0.00	0.00

Demand (Veh/TS)

17:15 - 17:30

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From			
	A - L1026 Ninth Lock Rd (N)	0.00	8.53	89.92
	B - Site Access	7.52	0.00	4.27
	C - L1026 Ninth Lock Rd (S)	70.38	1.07	0.00

Demand (Veh/TS)

17:30 - 17:45

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From			
	A - L1026 Ninth Lock Rd (N)	0.00	6.40	74.70
	B - Site Access	10.72	0.00	7.46
	C - L1026 Ninth Lock Rd (S)	76.84	0.00	0.00

Demand (Veh/TS)

17:45 - 18:00

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From			
	A - L1026 Ninth Lock Rd (N)	0.00	8.53	98.34
	B - Site Access	4.27	0.00	4.27
	C - L1026 Ninth Lock Rd (S)	74.76	0.00	0.00

Demand (Veh/TS)

18:00 - 18:15

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From			
	A - L1026 Ninth Lock Rd (N)	0.00	12.85	82.23
	B - Site Access	8.53	0.00	6.40
	C - L1026 Ninth Lock Rd (S)	121.63	7.52	0.00

Demand (Veh/TS)

18:15 - 18:30

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From			
	A - L1026 Ninth Lock Rd (N)	0.00	6.40	76.84
	B - Site Access	10.72	0.00	5.39
	C - L1026 Ninth Lock Rd (S)	73.75	2.13	0.00

Demand (Veh/TS)

18:30 - 18:45

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From			
	A - L1026 Ninth Lock Rd (N)	0.00	4.27	84.59
	B - Site Access	2.13	0.00	5.33
	C - L1026 Ninth Lock Rd (S)	82.17	3.20	0.00

Demand (Veh/TS)

18:45 - 19:00

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From			
	A - L1026 Ninth Lock Rd (N)	0.00	5.39	100.24
	B - Site Access	2.13	0.00	2.13
	C - L1026 Ninth Lock Rd (S)	72.57	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

07:00 - 07:15		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0	0	17
		B - Site Access	100	0	0
		C - L1026 Ninth Lock Rd (S)	19	0	0

Heavy Vehicle Percentages

07:15 - 07:30		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0	0	15
		B - Site Access	0	0	0
		C - L1026 Ninth Lock Rd (S)	15	0	0

Heavy Vehicle Percentages

07:30 - 07:45		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0	0	9
		B - Site Access	34	0	0
		C - L1026 Ninth Lock Rd (S)	9	0	0

Heavy Vehicle Percentages

07:45 - 08:00		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0	0	2
		B - Site Access	34	0	0
		C - L1026 Ninth Lock Rd (S)	5	0	0

Heavy Vehicle Percentages

08:00 - 08:15		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0	51	4
		B - Site Access	51	0	0
		C - L1026 Ninth Lock Rd (S)	8	0	0

Heavy Vehicle Percentages

08:15 - 08:30		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0	100	9
		B - Site Access	81	0	0
		C - L1026 Ninth Lock Rd (S)	6	0	0

Heavy Vehicle Percentages

08:30 - 08:45

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	0	5
	B - Site Access	68	0	0
	C - L1026 Ninth Lock Rd (S)	6	51	0

Heavy Vehicle Percentages

08:45 - 09:00

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	15	6
	B - Site Access	0	0	0
	C - L1026 Ninth Lock Rd (S)	4	0	0

Heavy Vehicle Percentages

09:00 - 09:15

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	13	4
	B - Site Access	0	0	0
	C - L1026 Ninth Lock Rd (S)	6	0	0

Heavy Vehicle Percentages

09:15 - 09:30

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	21	9
	B - Site Access	0	0	21
	C - L1026 Ninth Lock Rd (S)	9	0	0

Heavy Vehicle Percentages

09:30 - 09:45

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	26	10
	B - Site Access	0	0	0
	C - L1026 Ninth Lock Rd (S)	7	0	0

Heavy Vehicle Percentages

09:45 - 10:00

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	0	6
	B - Site Access	15	0	0
	C - L1026 Ninth Lock Rd (S)	5	0	0

Heavy Vehicle Percentages

10:00 - 10:15

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	26	8
	B - Site Access	0	0	0
	C - L1026 Ninth Lock Rd (S)	6	0	0

Heavy Vehicle Percentages

10:15 - 10:30

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	26	11
	B - Site Access	21	0	0
	C - L1026 Ninth Lock Rd (S)	6	13	0

Heavy Vehicle Percentages

10:30 - 10:45

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	0	10
	B - Site Access	0	0	0
	C - L1026 Ninth Lock Rd (S)	10	0	0

Heavy Vehicle Percentages

10:45 - 11:00

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	46	4
	B - Site Access	34	0	0
	C - L1026 Ninth Lock Rd (S)	12	0	0

Heavy Vehicle Percentages

11:00 - 11:15

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	0	2
	B - Site Access	21	0	0
	C - L1026 Ninth Lock Rd (S)	8	0	0

Heavy Vehicle Percentages

11:15 - 11:30

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	34	5
	B - Site Access	26	0	0
	C - L1026 Ninth Lock Rd (S)	9	0	0

Heavy Vehicle Percentages

11:30 - 11:45		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0	0	5
		B - Site Access	15	0	68
		C - L1026 Ninth Lock Rd (S)	3	0	0

Heavy Vehicle Percentages

11:45 - 12:00		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0	10	7
		B - Site Access	12	0	17
		C - L1026 Ninth Lock Rd (S)	3	26	0

Heavy Vehicle Percentages

12:00 - 12:15		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0	21	5
		B - Site Access	0	0	26
		C - L1026 Ninth Lock Rd (S)	8	0	0

Heavy Vehicle Percentages

12:15 - 12:30		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0	30	7
		B - Site Access	23	0	0
		C - L1026 Ninth Lock Rd (S)	6	0	0

Heavy Vehicle Percentages

12:30 - 12:45		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0	26	6
		B - Site Access	51	0	0
		C - L1026 Ninth Lock Rd (S)	4	0	0

Heavy Vehicle Percentages

12:45 - 13:00		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0	0	3
		B - Site Access	0	0	0
		C - L1026 Ninth Lock Rd (S)	4	0	0

Heavy Vehicle Percentages

13:00 - 13:15

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	0	11
	B - Site Access	21	0	0
	C - L1026 Ninth Lock Rd (S)	5	0	0

Heavy Vehicle Percentages

13:15 - 13:30

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	0	4
	B - Site Access	0	0	0
	C - L1026 Ninth Lock Rd (S)	5	0	0

Heavy Vehicle Percentages

13:30 - 13:45

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	34	4
	B - Site Access	21	0	0
	C - L1026 Ninth Lock Rd (S)	6	51	0

Heavy Vehicle Percentages

13:45 - 14:00

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	51	6
	B - Site Access	0	0	0
	C - L1026 Ninth Lock Rd (S)	5	0	0

Heavy Vehicle Percentages

14:00 - 14:15

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	0	7
	B - Site Access	0	0	0
	C - L1026 Ninth Lock Rd (S)	4	0	0

Heavy Vehicle Percentages

14:15 - 14:30

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	0	5
	B - Site Access	0	0	0
	C - L1026 Ninth Lock Rd (S)	9	0	0

Heavy Vehicle Percentages

14:30 - 14:45

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	34	5
	B - Site Access	0	0	0
	C - L1026 Ninth Lock Rd (S)	6	26	0

Heavy Vehicle Percentages

14:45 - 15:00

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	17	3
	B - Site Access	0	0	0
	C - L1026 Ninth Lock Rd (S)	8	0	0

Heavy Vehicle Percentages

15:00 - 15:15

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	0	6
	B - Site Access	41	0	0
	C - L1026 Ninth Lock Rd (S)	8	26	0

Heavy Vehicle Percentages

15:15 - 15:30

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	0	8
	B - Site Access	51	0	0
	C - L1026 Ninth Lock Rd (S)	3	0	0

Heavy Vehicle Percentages

15:30 - 15:45

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	0	5
	B - Site Access	0	0	0
	C - L1026 Ninth Lock Rd (S)	4	0	0

Heavy Vehicle Percentages

15:45 - 16:00

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	0	5
	B - Site Access	0	0	0
	C - L1026 Ninth Lock Rd (S)	4	0	0

Heavy Vehicle Percentages

16:00 - 16:15

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0	0
		B - Site Access	0	0
		C - L1026 Ninth Lock Rd (S)	1	0

Heavy Vehicle Percentages

16:15 - 16:30

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0	44
		B - Site Access	0	0
		C - L1026 Ninth Lock Rd (S)	8	0

Heavy Vehicle Percentages

16:30 - 16:45

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0	34
		B - Site Access	17	0
		C - L1026 Ninth Lock Rd (S)	3	0

Heavy Vehicle Percentages

16:45 - 17:00

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0	24
		B - Site Access	0	0
		C - L1026 Ninth Lock Rd (S)	9	0

Heavy Vehicle Percentages

17:00 - 17:15

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0	10
		B - Site Access	0	0
		C - L1026 Ninth Lock Rd (S)	0	0

Heavy Vehicle Percentages

17:15 - 17:30

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0	0
		B - Site Access	15	0
		C - L1026 Ninth Lock Rd (S)	0	0

Heavy Vehicle Percentages

17:30 - 17:45

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	0	2
	B - Site Access	10	0	0
	C - L1026 Ninth Lock Rd (S)	1	0	0

Heavy Vehicle Percentages

17:45 - 18:00

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	0	5
	B - Site Access	0	0	0
	C - L1026 Ninth Lock Rd (S)	3	0	0

Heavy Vehicle Percentages

18:00 - 18:15

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	9	3
	B - Site Access	0	0	0
	C - L1026 Ninth Lock Rd (S)	1	15	0

Heavy Vehicle Percentages

18:15 - 18:30

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	0	1
	B - Site Access	10	0	21
	C - L1026 Ninth Lock Rd (S)	5	0	0

Heavy Vehicle Percentages

18:30 - 18:45

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	0	8
	B - Site Access	0	0	0
	C - L1026 Ninth Lock Rd (S)	1	0	0

Heavy Vehicle Percentages

18:45 - 19:00

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	21	0
	B - Site Access	0	0	0
	C - L1026 Ninth Lock Rd (S)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-C	0.06	9.83	0.1	A	3.56	170.96
B-A	0.14	16.34	0.2	C	5.62	269.77
C-AB	0.10	5.35	0.2	A	5.40	259.42
C-A					93.05	4466.56
A-B					6.22	298.62
A-C					89.93	4316.66

Main Results for each time segment

07:00 - 07:15

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

07:15 - 07:30

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

07:30 - 07:45

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

07:45 - 08:00

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

08:00 - 08:15

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

08:15 - 08:30

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

08:30 - 08:45

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

08:45 - 09:00

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

09:00 - 09:15

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

09:15 - 09:30

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

09:30 - 09:45

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

09:45 - 10:00

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

10:00 - 10:15

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

10:15 - 10:30

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

10:30 - 10:45

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

10:45 - 11:00

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

11:00 - 11:15

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

11:15 - 11:30

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

11:30 - 11:45

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

11:45 - 12:00

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

12:00 - 12:15

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

12:15 - 12:30

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

12:30 - 12:45

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

12:45 - 13:00

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

13:00 - 13:15

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

13:15 - 13:30

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

13:30 - 13:45

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

13:45 - 14:00

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

14:00 - 14:15

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

14:15 - 14:30

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

14:30 - 14:45

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

14:45 - 15:00

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

15:00 - 15:15

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

15:15 - 15:30

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

15:30 - 15:45

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

15:45 - 16:00

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

16:00 - 16:15

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

16:15 - 16:30

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

16:30 - 16:45

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

16:45 - 17:00

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

17:00 - 17:15

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

17:15 - 17:30

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

17:30 - 17:45

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

17:45 - 18:00

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

18:00 - 18:15

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

18:15 - 18:30

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

18:30 - 18:45

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

18:45 - 19:00

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

OP + 5,

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		0.82	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
D3	OP + 5	DIRECT	07:00	19:00	720	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - L1026 Ninth Lock Rd (N)		DIRECT	✓	100.000
B - Site Access		DIRECT	✓	100.000
C - L1026 Ninth Lock Rd (S)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:00 - 07:15

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	2.19
		B - Site Access	1.20	0.00
		C - L1026 Ninth Lock Rd (S)	62.34	3.28
				0.00

Demand (Veh/TS)

07:15 - 07:30

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	2.19
		B - Site Access	2.19	0.00
		C - L1026 Ninth Lock Rd (S)	79.84	1.09
				0.00

Demand (Veh/TS)

07:30 - 07:45

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	4.38
		B - Site Access	6.78	0.00
		C - L1026 Ninth Lock Rd (S)	65.08	0.00
				0.00

Demand (Veh/TS)

07:45 - 08:00

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	6.56
		B - Site Access	3.39	0.00
		C - L1026 Ninth Lock Rd (S)	72.52	2.19
				0.00

Demand (Veh/TS)

08:00 - 08:15

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	2.30
		B - Site Access	2.30	0.00
		C - L1026 Ninth Lock Rd (S)	82.69	2.19
				0.00

Demand (Veh/TS)

08:15 - 08:30

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	2.40
		B - Site Access	5.90	0.00
		C - L1026 Ninth Lock Rd (S)	98.99	0.00
				0.00

Demand (Veh/TS)

08:30 - 08:45

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	1.09
		B - Site Access	3.50	0.00
		C - L1026 Ninth Lock Rd (S)	93.52	2.30
				0.00

Demand (Veh/TS)

08:45 - 09:00

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	7.77
		B - Site Access	1.09	0.00
		C - L1026 Ninth Lock Rd (S)	121.85	0.00
				0.00

Demand (Veh/TS)

09:00 - 09:15

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	8.86
		B - Site Access	3.28	0.00
		C - L1026 Ninth Lock Rd (S)	81.38	2.19
				0.00

Demand (Veh/TS)

09:15 - 09:30

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	5.58
		B - Site Access	2.19	0.00
		C - L1026 Ninth Lock Rd (S)	134.64	2.19
				0.00

Demand (Veh/TS)

09:30 - 09:45

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	4.48
		B - Site Access	1.09	0.00
		C - L1026 Ninth Lock Rd (S)	105.66	3.28
				0.00

Demand (Veh/TS)

09:45 - 10:00

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	4.38
		B - Site Access	7.77	0.00
		C - L1026 Ninth Lock Rd (S)	138.47	2.19
				0.00

Demand (Veh/TS)

10:00 - 10:15

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	8.97
		B - Site Access	4.38	0.00
		C - L1026 Ninth Lock Rd (S)	116.60	3.28
				0.00

Demand (Veh/TS)

10:15 - 10:30

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	4.48
		B - Site Access	11.15	0.00
		C - L1026 Ninth Lock Rd (S)	97.89	8.86
				0.00

Demand (Veh/TS)

10:30 - 10:45

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	4.38
		B - Site Access	4.38	0.00
		C - L1026 Ninth Lock Rd (S)	90.56	2.19
				0.00

Demand (Veh/TS)

10:45 - 11:00

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	10.28
		B - Site Access	3.39	0.00
		C - L1026 Ninth Lock Rd (S)	95.15	2.19
				0.00

Demand (Veh/TS)

11:00 - 11:15

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	7.66
		B - Site Access	5.58	0.00
		C - L1026 Ninth Lock Rd (S)	106.86	3.28
				0.00

Demand (Veh/TS)

11:15 - 11:30

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	3.39
		B - Site Access	4.48	0.00
		C - L1026 Ninth Lock Rd (S)	86.08	5.47
				0.00

Demand (Veh/TS)

11:30 - 11:45		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0.00	7.66	91.22
		B - Site Access	7.77	0.00	3.50
		C - L1026 Ninth Lock Rd (S)	100.96	2.19	0.00

Demand (Veh/TS)

11:45 - 12:00		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0.00	12.14	107.95
		B - Site Access	9.95	0.00	6.67
		C - L1026 Ninth Lock Rd (S)	110.80	4.48	0.00

Demand (Veh/TS)

12:00 - 12:15		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0.00	5.58	90.13
		B - Site Access	6.56	0.00	4.48
		C - L1026 Ninth Lock Rd (S)	103.58	3.28	0.00

Demand (Veh/TS)

12:15 - 12:30		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0.00	7.87	100.19
		B - Site Access	10.06	0.00	5.47
		C - L1026 Ninth Lock Rd (S)	113.32	3.28	0.00

Demand (Veh/TS)

12:30 - 12:45		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0.00	4.48	90.24
		B - Site Access	6.89	0.00	2.19
		C - L1026 Ninth Lock Rd (S)	97.68	3.28	0.00

Demand (Veh/TS)

12:45 - 13:00		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0.00	1.09	100.96
		B - Site Access	3.28	0.00	4.38
		C - L1026 Ninth Lock Rd (S)	129.62	1.09	0.00

Demand (Veh/TS)

13:00 - 13:15

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	12.03
		B - Site Access	5.58	0.00
		C - L1026 Ninth Lock Rd (S)	102.16	3.28
				0.00

Demand (Veh/TS)

13:15 - 13:30

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	7.66
		B - Site Access	7.66	0.00
		C - L1026 Ninth Lock Rd (S)	120.86	2.19
				0.00

Demand (Veh/TS)

13:30 - 13:45

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	3.39
		B - Site Access	5.58	0.00
		C - L1026 Ninth Lock Rd (S)	94.61	2.30
				0.00

Demand (Veh/TS)

13:45 - 14:00

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	2.30
		B - Site Access	3.28	0.00
		C - L1026 Ninth Lock Rd (S)	106.64	7.66
				0.00

Demand (Veh/TS)

14:00 - 14:15

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	1.09
		B - Site Access	2.19	0.00
		C - L1026 Ninth Lock Rd (S)	91.11	2.19
				0.00

Demand (Veh/TS)

14:15 - 14:30

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	5.47
		B - Site Access	5.47	0.00
		C - L1026 Ninth Lock Rd (S)	113.64	3.28
				0.00

Demand (Veh/TS)

14:30 - 14:45

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From			
	A - L1026 Ninth Lock Rd (N)	0.00	6.78	65.96
	B - Site Access	7.66	0.00	4.38
	C - L1026 Ninth Lock Rd (S)	100.08	4.48	0.00

Demand (Veh/TS)

14:45 - 15:00

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From			
	A - L1026 Ninth Lock Rd (N)	0.00	13.34	104.24
	B - Site Access	7.66	0.00	3.28
	C - L1026 Ninth Lock Rd (S)	117.91	1.09	0.00

Demand (Veh/TS)

15:00 - 15:15

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From			
	A - L1026 Ninth Lock Rd (N)	0.00	5.47	81.38
	B - Site Access	11.37	0.00	2.19
	C - L1026 Ninth Lock Rd (S)	113.53	4.48	0.00

Demand (Veh/TS)

15:15 - 15:30

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From			
	A - L1026 Ninth Lock Rd (N)	0.00	5.47	87.06
	B - Site Access	6.89	0.00	7.66
	C - L1026 Ninth Lock Rd (S)	112.99	3.28	0.00

Demand (Veh/TS)

15:30 - 15:45

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From			
	A - L1026 Ninth Lock Rd (N)	0.00	6.56	99.97
	B - Site Access	2.19	0.00	3.28
	C - L1026 Ninth Lock Rd (S)	121.85	3.28	0.00

Demand (Veh/TS)

15:45 - 16:00

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From			
	A - L1026 Ninth Lock Rd (N)	0.00	4.38	84.66
	B - Site Access	4.38	0.00	2.19
	C - L1026 Ninth Lock Rd (S)	92.21	2.19	0.00

Demand (Veh/TS)

16:00 - 16:15

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	6.56
		B - Site Access	13.13	0.00
		C - L1026 Ninth Lock Rd (S)	111.68	2.19
				0.00

Demand (Veh/TS)

16:15 - 16:30

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	7.98
		B - Site Access	7.66	0.00
		C - L1026 Ninth Lock Rd (S)	82.69	4.38
				0.00

Demand (Veh/TS)

16:30 - 16:45

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	10.17
		B - Site Access	6.67	0.00
		C - L1026 Ninth Lock Rd (S)	92.10	3.28
				0.00

Demand (Veh/TS)

16:45 - 17:00

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	14.54
		B - Site Access	6.56	0.00
		C - L1026 Ninth Lock Rd (S)	92.64	2.19
				0.00

Demand (Veh/TS)

17:00 - 17:15

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	11.05
		B - Site Access	8.75	0.00
		C - L1026 Ninth Lock Rd (S)	89.70	0.00
				0.00

Demand (Veh/TS)

17:15 - 17:30

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	8.75
		B - Site Access	7.77	0.00
		C - L1026 Ninth Lock Rd (S)	72.19	1.09
				0.00

Demand (Veh/TS)

17:30 - 17:45

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	6.56
		B - Site Access	11.05	0.00
		C - L1026 Ninth Lock Rd (S)	78.87	0.00

Demand (Veh/TS)

17:45 - 18:00

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	8.75
		B - Site Access	4.38	0.00
		C - L1026 Ninth Lock Rd (S)	76.79	0.00

Demand (Veh/TS)

18:00 - 18:15

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	13.23
		B - Site Access	8.75	0.00
		C - L1026 Ninth Lock Rd (S)	124.81	7.77

Demand (Veh/TS)

18:15 - 18:30

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	6.56
		B - Site Access	11.05	0.00
		C - L1026 Ninth Lock Rd (S)	75.80	2.19

Demand (Veh/TS)

18:30 - 18:45

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	4.38
		B - Site Access	2.19	0.00
		C - L1026 Ninth Lock Rd (S)	84.34	3.28

Demand (Veh/TS)

18:45 - 19:00

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	5.58
		B - Site Access	2.19	0.00
		C - L1026 Ninth Lock Rd (S)	74.49	0.00

Vehicle Mix

Heavy Vehicle Percentages

07:00 - 07:15	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From			
	A - L1026 Ninth Lock Rd (N)	0	0	18
	B - Site Access	100	0	0
	C - L1026 Ninth Lock Rd (S)	19	0	0

Heavy Vehicle Percentages

07:15 - 07:30	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From			
	A - L1026 Ninth Lock Rd (N)	0	0	15
	B - Site Access	0	0	0
	C - L1026 Ninth Lock Rd (S)	15	0	0

Heavy Vehicle Percentages

07:30 - 07:45	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From			
	A - L1026 Ninth Lock Rd (N)	0	0	10
	B - Site Access	35	0	0
	C - L1026 Ninth Lock Rd (S)	9	0	0

Heavy Vehicle Percentages

07:45 - 08:00	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From			
	A - L1026 Ninth Lock Rd (N)	0	0	2
	B - Site Access	35	0	0
	C - L1026 Ninth Lock Rd (S)	5	0	0

Heavy Vehicle Percentages

08:00 - 08:15	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From			
	A - L1026 Ninth Lock Rd (N)	0	52	4
	B - Site Access	52	0	0
	C - L1026 Ninth Lock Rd (S)	9	0	0

Heavy Vehicle Percentages

08:15 - 08:30

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0	100
		B - Site Access	81	0
		C - L1026 Ninth Lock Rd (S)	6	0

Heavy Vehicle Percentages

08:30 - 08:45

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0	5
		B - Site Access	69	0
		C - L1026 Ninth Lock Rd (S)	6	0

Heavy Vehicle Percentages

08:45 - 09:00

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0	6
		B - Site Access	0	0
		C - L1026 Ninth Lock Rd (S)	4	0

Heavy Vehicle Percentages

09:00 - 09:15

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0	4
		B - Site Access	0	0
		C - L1026 Ninth Lock Rd (S)	6	0

Heavy Vehicle Percentages

09:15 - 09:30

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0	9
		B - Site Access	0	22
		C - L1026 Ninth Lock Rd (S)	10	0

Heavy Vehicle Percentages

09:30 - 09:45

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0	11
		B - Site Access	0	0
		C - L1026 Ninth Lock Rd (S)	7	0

Heavy Vehicle Percentages

09:45 - 10:00

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0	0
		B - Site Access	15	0
		C - L1026 Ninth Lock Rd (S)	5	0

Heavy Vehicle Percentages

10:00 - 10:15

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0	27
		B - Site Access	0	0
		C - L1026 Ninth Lock Rd (S)	6	0

Heavy Vehicle Percentages

10:15 - 10:30

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0	27
		B - Site Access	22	0
		C - L1026 Ninth Lock Rd (S)	6	14

Heavy Vehicle Percentages

10:30 - 10:45

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0	0
		B - Site Access	0	10
		C - L1026 Ninth Lock Rd (S)	11	0

Heavy Vehicle Percentages

10:45 - 11:00

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0	47
		B - Site Access	35	0
		C - L1026 Ninth Lock Rd (S)	13	0

Heavy Vehicle Percentages

11:00 - 11:15

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0	0
		B - Site Access	22	0
		C - L1026 Ninth Lock Rd (S)	8	0

Heavy Vehicle Percentages

11:15 - 11:30		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0	35	5
		B - Site Access	27	0	0
		C - L1026 Ninth Lock Rd (S)	10	0	0

Heavy Vehicle Percentages

11:30 - 11:45		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0	0	5
		B - Site Access	15	0	69
		C - L1026 Ninth Lock Rd (S)	4	0	0

Heavy Vehicle Percentages

11:45 - 12:00		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0	10	8
		B - Site Access	12	0	18
		C - L1026 Ninth Lock Rd (S)	3	27	0

Heavy Vehicle Percentages

12:00 - 12:15		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0	22	5
		B - Site Access	0	0	27
		C - L1026 Ninth Lock Rd (S)	8	0	0

Heavy Vehicle Percentages

12:15 - 12:30		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0	31	7
		B - Site Access	24	0	0
		C - L1026 Ninth Lock Rd (S)	6	0	0

Heavy Vehicle Percentages

12:30 - 12:45		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0	27	7
		B - Site Access	52	0	0
		C - L1026 Ninth Lock Rd (S)	4	0	0

Heavy Vehicle Percentages

12:45 - 13:00		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0	0	4
		B - Site Access	0	0	0
		C - L1026 Ninth Lock Rd (S)	5	0	0

Heavy Vehicle Percentages

13:00 - 13:15		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0	0	11
		B - Site Access	22	0	0
		C - L1026 Ninth Lock Rd (S)	5	0	0

Heavy Vehicle Percentages

13:15 - 13:30		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0	0	5
		B - Site Access	0	0	0
		C - L1026 Ninth Lock Rd (S)	5	0	0

Heavy Vehicle Percentages

13:30 - 13:45		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0	35	4
		B - Site Access	22	0	0
		C - L1026 Ninth Lock Rd (S)	6	52	0

Heavy Vehicle Percentages

13:45 - 14:00		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0	52	6
		B - Site Access	0	0	0
		C - L1026 Ninth Lock Rd (S)	6	0	0

Heavy Vehicle Percentages

14:00 - 14:15		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0	0	7
		B - Site Access	0	0	0
		C - L1026 Ninth Lock Rd (S)	4	0	0

Heavy Vehicle Percentages

14:15 - 14:30

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	0	5
	B - Site Access	0	0	0
	C - L1026 Ninth Lock Rd (S)	10	0	0

Heavy Vehicle Percentages

14:30 - 14:45

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	35	5
	B - Site Access	0	0	0
	C - L1026 Ninth Lock Rd (S)	6	27	0

Heavy Vehicle Percentages

14:45 - 15:00

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	18	3
	B - Site Access	0	0	0
	C - L1026 Ninth Lock Rd (S)	8	0	0

Heavy Vehicle Percentages

15:00 - 15:15

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	0	6
	B - Site Access	42	0	0
	C - L1026 Ninth Lock Rd (S)	8	27	0

Heavy Vehicle Percentages

15:15 - 15:30

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	0	8
	B - Site Access	52	0	0
	C - L1026 Ninth Lock Rd (S)	3	0	0

Heavy Vehicle Percentages

15:30 - 15:45

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	0	5
	B - Site Access	0	0	0
	C - L1026 Ninth Lock Rd (S)	4	0	0

Heavy Vehicle Percentages

15:45 - 16:00		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0	0	6
		B - Site Access	0	0	0
		C - L1026 Ninth Lock Rd (S)	4	0	0

Heavy Vehicle Percentages

16:00 - 16:15		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0	0	2
		B - Site Access	0	0	0
		C - L1026 Ninth Lock Rd (S)	1	0	0

Heavy Vehicle Percentages

16:15 - 16:30		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0	45	3
		B - Site Access	0	0	0
		C - L1026 Ninth Lock Rd (S)	9	0	0

Heavy Vehicle Percentages

16:30 - 16:45		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0	35	9
		B - Site Access	18	0	0
		C - L1026 Ninth Lock Rd (S)	3	0	0

Heavy Vehicle Percentages

16:45 - 17:00		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0	25	3
		B - Site Access	0	0	0
		C - L1026 Ninth Lock Rd (S)	9	0	0

Heavy Vehicle Percentages

17:00 - 17:15		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0	11	3
		B - Site Access	0	0	0
		C - L1026 Ninth Lock Rd (S)	0	0	0

Heavy Vehicle Percentages

17:15 - 17:30

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	0	8
	B - Site Access	15	0	0
	C - L1026 Ninth Lock Rd (S)	0	0	0

Heavy Vehicle Percentages

17:30 - 17:45

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	0	2
	B - Site Access	11	0	0
	C - L1026 Ninth Lock Rd (S)	2	0	0

Heavy Vehicle Percentages

17:45 - 18:00

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	0	5
	B - Site Access	0	0	0
	C - L1026 Ninth Lock Rd (S)	3	0	0

Heavy Vehicle Percentages

18:00 - 18:15

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	9	3
	B - Site Access	0	0	0
	C - L1026 Ninth Lock Rd (S)	1	15	0

Heavy Vehicle Percentages

18:15 - 18:30

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	0	2
	B - Site Access	11	0	22
	C - L1026 Ninth Lock Rd (S)	5	0	0

Heavy Vehicle Percentages

18:30 - 18:45

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	0	8
	B - Site Access	0	0	0
	C - L1026 Ninth Lock Rd (S)	1	0	0

Heavy Vehicle Percentages

18:45 - 19:00

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From			
	A - L1026 Ninth Lock Rd (N)	0	22	0
	B - Site Access	0	0	0
	C - L1026 Ninth Lock Rd (S)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-C	0.06	10.02	0.1	B	3.66	175.67
B-A	0.15	16.83	0.2	C	5.80	278.55
C-AB	0.10	5.36	0.2	A	5.69	273.31
C-A					95.55	4586.26
A-B					6.42	308.20
A-C					92.48	4438.89

Main Results for each time segment

07:00 - 07:15

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

07:15 - 07:30

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

07:30 - 07:45

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

07:45 - 08:00

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

08:00 - 08:15

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

08:15 - 08:30

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

08:30 - 08:45

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

08:45 - 09:00

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

09:00 - 09:15

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

09:15 - 09:30

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

09:30 - 09:45

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

09:45 - 10:00

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

10:00 - 10:15

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

10:15 - 10:30

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

10:30 - 10:45

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

10:45 - 11:00

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

11:00 - 11:15

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

11:15 - 11:30

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

11:30 - 11:45

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

11:45 - 12:00

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

12:00 - 12:15

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

12:15 - 12:30

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

12:30 - 12:45

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

12:45 - 13:00

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

13:00 - 13:15

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

13:15 - 13:30

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

13:30 - 13:45

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

13:45 - 14:00

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

14:00 - 14:15

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

14:15 - 14:30

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

14:30 - 14:45

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

14:45 - 15:00

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

15:00 - 15:15

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

15:15 - 15:30

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

15:30 - 15:45

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

15:45 - 16:00

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

16:00 - 16:15

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

16:15 - 16:30

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

16:30 - 16:45

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

16:45 - 17:00

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

17:00 - 17:15

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

17:15 - 17:30

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

17:30 - 17:45

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

17:45 - 18:00

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

18:00 - 18:15

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

18:15 - 18:30

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

18:30 - 18:45

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

18:45 - 19:00

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

OP + 15,

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		0.88	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
D4	OP + 15	DIRECT	07:00	19:00	720	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - L1026 Ninth Lock Rd (N)		DIRECT	✓	100.000
B - Site Access		DIRECT	✓	100.000
C - L1026 Ninth Lock Rd (S)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:00 - 07:15

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From			
	A - L1026 Ninth Lock Rd (N)	0.00	2.29	43.92
	B - Site Access	1.39	0.00	1.15
	C - L1026 Ninth Lock Rd (S)	66.69	3.44	0.00

Demand (Veh/TS)

07:15 - 07:30

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From			
	A - L1026 Ninth Lock Rd (N)	0.00	2.29	49.65
	B - Site Access	2.29	0.00	2.29
	C - L1026 Ninth Lock Rd (S)	85.04	1.15	0.00

Demand (Veh/TS)

07:30 - 07:45

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From			
	A - L1026 Ninth Lock Rd (N)	0.00	4.59	65.46
	B - Site Access	7.37	0.00	3.44
	C - L1026 Ninth Lock Rd (S)	68.90	0.00	0.00

Demand (Veh/TS)

07:45 - 08:00

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From			
	A - L1026 Ninth Lock Rd (N)	0.00	6.88	104.86
	B - Site Access	3.69	0.00	2.29
	C - L1026 Ninth Lock Rd (S)	76.44	2.29	0.00

Demand (Veh/TS)

08:00 - 08:15

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From			
	A - L1026 Ninth Lock Rd (N)	0.00	2.54	97.08
	B - Site Access	2.54	0.00	3.44
	C - L1026 Ninth Lock Rd (S)	87.50	2.29	0.00

Demand (Veh/TS)

08:15 - 08:30

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From			
	A - L1026 Ninth Lock Rd (N)	0.00	2.79	118.06
	B - Site Access	6.72	0.00	2.29
	C - L1026 Ninth Lock Rd (S)	104.46	0.00	0.00

Demand (Veh/TS)

08:30 - 08:45

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	1.15
		B - Site Access	3.93	0.00
		C - L1026 Ninth Lock Rd (S)	98.72	2.54
				0.00

Demand (Veh/TS)

08:45 - 09:00

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	8.28
		B - Site Access	1.15	0.00
		C - L1026 Ninth Lock Rd (S)	128.30	0.00
				0.00

Demand (Veh/TS)

09:00 - 09:15

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	9.42
		B - Site Access	3.44	0.00
		C - L1026 Ninth Lock Rd (S)	85.86	2.29
				0.00

Demand (Veh/TS)

09:15 - 09:30

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	5.98
		B - Site Access	2.29	0.00
		C - L1026 Ninth Lock Rd (S)	142.64	2.29
				0.00

Demand (Veh/TS)

09:30 - 09:45

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	4.83
		B - Site Access	1.15	0.00
		C - L1026 Ninth Lock Rd (S)	111.59	3.44
				0.00

Demand (Veh/TS)

09:45 - 10:00

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	4.59
		B - Site Access	8.28	0.00
		C - L1026 Ninth Lock Rd (S)	145.99	2.29
				0.00

Demand (Veh/TS)

10:00 - 10:15

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	9.67
		B - Site Access	4.59	0.00
		C - L1026 Ninth Lock Rd (S)	123.05	3.44
				0.00

Demand (Veh/TS)

10:15 - 10:30

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	4.83
		B - Site Access	11.96	0.00
		C - L1026 Ninth Lock Rd (S)	103.31	9.42
				0.00

Demand (Veh/TS)

10:30 - 10:45

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	4.59
		B - Site Access	4.59	0.00
		C - L1026 Ninth Lock Rd (S)	96.02	2.29
				0.00

Demand (Veh/TS)

10:45 - 11:00

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	11.31
		B - Site Access	3.69	0.00
		C - L1026 Ninth Lock Rd (S)	101.10	2.29
				0.00

Demand (Veh/TS)

11:00 - 11:15

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	8.03
		B - Site Access	5.98	0.00
		C - L1026 Ninth Lock Rd (S)	112.98	3.44
				0.00

Demand (Veh/TS)

11:15 - 11:30

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	3.69
		B - Site Access	4.83	0.00
		C - L1026 Ninth Lock Rd (S)	91.19	5.73
				0.00

Demand (Veh/TS)

11:30 - 11:45		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0.00	8.03	96.18
		B - Site Access	8.28	0.00	3.93
		C - L1026 Ninth Lock Rd (S)	106.26	2.29	0.00

Demand (Veh/TS)

11:45 - 12:00		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0.00	12.86	114.13
		B - Site Access	10.57	0.00	7.13
		C - L1026 Ninth Lock Rd (S)	116.58	4.83	0.00

Demand (Veh/TS)

12:00 - 12:15		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0.00	5.98	95.04
		B - Site Access	6.88	0.00	4.83
		C - L1026 Ninth Lock Rd (S)	109.54	3.44	0.00

Demand (Veh/TS)

12:15 - 12:30		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0.00	8.52	105.85
		B - Site Access	10.82	0.00	5.73
		C - L1026 Ninth Lock Rd (S)	119.61	3.44	0.00

Demand (Veh/TS)

12:30 - 12:45		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0.00	4.83	95.28
		B - Site Access	7.62	0.00	2.29
		C - L1026 Ninth Lock Rd (S)	102.82	3.44	0.00

Demand (Veh/TS)

12:45 - 13:00		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0.00	1.15	106.26
		B - Site Access	3.44	0.00	4.59
		C - L1026 Ninth Lock Rd (S)	136.57	1.15	0.00

Demand (Veh/TS)

13:00 - 13:15

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0.00	12.62	100.86
	B - Site Access	5.98	0.00	5.73
	C - L1026 Ninth Lock Rd (S)	107.65	3.44	0.00

Demand (Veh/TS)

13:15 - 13:30

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0.00	8.03	112.24
	B - Site Access	8.03	0.00	4.59
	C - L1026 Ninth Lock Rd (S)	127.40	2.29	0.00

Demand (Veh/TS)

13:30 - 13:45

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0.00	3.69	113.39
	B - Site Access	5.98	0.00	1.15
	C - L1026 Ninth Lock Rd (S)	99.87	2.54	0.00

Demand (Veh/TS)

13:45 - 14:00

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0.00	2.54	103.31
	B - Site Access	3.44	0.00	4.59
	C - L1026 Ninth Lock Rd (S)	112.49	8.03	0.00

Demand (Veh/TS)

14:00 - 14:15

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0.00	1.15	104.70
	B - Site Access	2.29	0.00	1.15
	C - L1026 Ninth Lock Rd (S)	95.94	2.29	0.00

Demand (Veh/TS)

14:15 - 14:30

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0.00	5.73	119.37
	B - Site Access	5.73	0.00	2.29
	C - L1026 Ninth Lock Rd (S)	120.35	3.44	0.00

Demand (Veh/TS)

14:30 - 14:45

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	7.37
		B - Site Access	8.03	0.00
		C - L1026 Ninth Lock Rd (S)	105.60	4.83
				0.00

Demand (Veh/TS)

14:45 - 15:00

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	14.26
		B - Site Access	8.03	0.00
		C - L1026 Ninth Lock Rd (S)	124.69	1.15
				0.00

Demand (Veh/TS)

15:00 - 15:15

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	5.73
		B - Site Access	12.46	0.00
		C - L1026 Ninth Lock Rd (S)	120.11	4.83
				0.00

Demand (Veh/TS)

15:15 - 15:30

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	5.73
		B - Site Access	7.62	0.00
		C - L1026 Ninth Lock Rd (S)	118.87	3.44
				0.00

Demand (Veh/TS)

15:30 - 15:45

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	6.88
		B - Site Access	2.29	0.00
		C - L1026 Ninth Lock Rd (S)	128.30	3.44
				0.00

Demand (Veh/TS)

15:45 - 16:00

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	4.59
		B - Site Access	4.59	0.00
		C - L1026 Ninth Lock Rd (S)	97.08	2.29
				0.00

Demand (Veh/TS)

16:00 - 16:15

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	6.88
		B - Site Access	13.76	0.00
		C - L1026 Ninth Lock Rd (S)	117.23	2.29
				0.00

Demand (Veh/TS)

16:15 - 16:30

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	8.77
		B - Site Access	8.03	0.00
		C - L1026 Ninth Lock Rd (S)	87.50	4.59
				0.00

Demand (Veh/TS)

16:30 - 16:45

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	11.06
		B - Site Access	7.13	0.00
		C - L1026 Ninth Lock Rd (S)	96.84	3.44
				0.00

Demand (Veh/TS)

16:45 - 17:00

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	15.65
		B - Site Access	6.88	0.00
		C - L1026 Ninth Lock Rd (S)	98.07	2.29
				0.00

Demand (Veh/TS)

17:00 - 17:15

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	11.72
		B - Site Access	9.18	0.00
		C - L1026 Ninth Lock Rd (S)	94.05	0.00
				0.00

Demand (Veh/TS)

17:15 - 17:30

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	9.18
		B - Site Access	8.28	0.00
		C - L1026 Ninth Lock Rd (S)	75.70	1.15
				0.00

Demand (Veh/TS)

17:30 - 17:45

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	6.88
		B - Site Access	11.72	0.00
		C - L1026 Ninth Lock Rd (S)	82.83	0.00

Demand (Veh/TS)

17:45 - 18:00

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	9.18
		B - Site Access	4.59	0.00
		C - L1026 Ninth Lock Rd (S)	80.78	0.00

Demand (Veh/TS)

18:00 - 18:15

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	14.01
		B - Site Access	9.18	0.00
		C - L1026 Ninth Lock Rd (S)	131.00	8.28

Demand (Veh/TS)

18:15 - 18:30

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	6.88
		B - Site Access	11.72	0.00
		C - L1026 Ninth Lock Rd (S)	79.88	2.29

Demand (Veh/TS)

18:30 - 18:45

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	4.59
		B - Site Access	2.29	0.00
		C - L1026 Ninth Lock Rd (S)	88.56	3.44

Demand (Veh/TS)

18:45 - 19:00

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	5.98
		B - Site Access	2.29	0.00
		C - L1026 Ninth Lock Rd (S)	78.24	0.00

Vehicle Mix

Heavy Vehicle Percentages

07:00 - 07:15	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0	19
		B - Site Access	100	0
		C - L1026 Ninth Lock Rd (S)	21	0

Heavy Vehicle Percentages

07:15 - 07:30	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0	17
		B - Site Access	0	0
		C - L1026 Ninth Lock Rd (S)	16	0

Heavy Vehicle Percentages

07:30 - 07:45	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0	11
		B - Site Access	38	0
		C - L1026 Ninth Lock Rd (S)	10	0

Heavy Vehicle Percentages

07:45 - 08:00	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0	3
		B - Site Access	38	0
		C - L1026 Ninth Lock Rd (S)	5	0

Heavy Vehicle Percentages

08:00 - 08:15	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0	4
		B - Site Access	55	0
		C - L1026 Ninth Lock Rd (S)	10	0

Heavy Vehicle Percentages

08:15 - 08:30

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0	100
		B - Site Access	83	0
		C - L1026 Ninth Lock Rd (S)	7	0

Heavy Vehicle Percentages

08:30 - 08:45

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0	6
		B - Site Access	71	0
		C - L1026 Ninth Lock Rd (S)	7	0

Heavy Vehicle Percentages

08:45 - 09:00

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0	7
		B - Site Access	0	0
		C - L1026 Ninth Lock Rd (S)	4	0

Heavy Vehicle Percentages

09:00 - 09:15

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0	4
		B - Site Access	0	0
		C - L1026 Ninth Lock Rd (S)	6	0

Heavy Vehicle Percentages

09:15 - 09:30

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0	10
		B - Site Access	0	23
		C - L1026 Ninth Lock Rd (S)	11	0

Heavy Vehicle Percentages

09:30 - 09:45

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0	12
		B - Site Access	0	0
		C - L1026 Ninth Lock Rd (S)	7	0

Heavy Vehicle Percentages

09:45 - 10:00

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0	7
		B - Site Access	17	0
		C - L1026 Ninth Lock Rd (S)	6	0

Heavy Vehicle Percentages

10:00 - 10:15

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0	9
		B - Site Access	0	0
		C - L1026 Ninth Lock Rd (S)	7	0

Heavy Vehicle Percentages

10:15 - 10:30

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0	12
		B - Site Access	23	0
		C - L1026 Ninth Lock Rd (S)	7	0

Heavy Vehicle Percentages

10:30 - 10:45

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0	11
		B - Site Access	0	0
		C - L1026 Ninth Lock Rd (S)	12	0

Heavy Vehicle Percentages

10:45 - 11:00

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0	5
		B - Site Access	38	0
		C - L1026 Ninth Lock Rd (S)	14	0

Heavy Vehicle Percentages

11:00 - 11:15

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0	3
		B - Site Access	23	0
		C - L1026 Ninth Lock Rd (S)	9	0

Heavy Vehicle Percentages

11:15 - 11:30		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0	38	5
		B - Site Access	29	0	0
		C - L1026 Ninth Lock Rd (S)	11	0	0

Heavy Vehicle Percentages

11:30 - 11:45		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0	0	6
		B - Site Access	17	0	71
		C - L1026 Ninth Lock Rd (S)	4	0	0

Heavy Vehicle Percentages

11:45 - 12:00		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0	11	9
		B - Site Access	13	0	20
		C - L1026 Ninth Lock Rd (S)	4	29	0

Heavy Vehicle Percentages

12:00 - 12:15		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0	23	6
		B - Site Access	0	0	29
		C - L1026 Ninth Lock Rd (S)	9	0	0

Heavy Vehicle Percentages

12:15 - 12:30		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0	33	8
		B - Site Access	26	0	0
		C - L1026 Ninth Lock Rd (S)	7	0	0

Heavy Vehicle Percentages

12:30 - 12:45		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0	29	7
		B - Site Access	55	0	0
		C - L1026 Ninth Lock Rd (S)	4	0	0

Heavy Vehicle Percentages

12:45 - 13:00

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	0	4
	B - Site Access	0	0	0
	C - L1026 Ninth Lock Rd (S)	5	0	0

Heavy Vehicle Percentages

13:00 - 13:15

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	0	12
	B - Site Access	23	0	0
	C - L1026 Ninth Lock Rd (S)	5	0	0

Heavy Vehicle Percentages

13:15 - 13:30

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	0	5
	B - Site Access	0	0	0
	C - L1026 Ninth Lock Rd (S)	5	0	0

Heavy Vehicle Percentages

13:30 - 13:45

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	38	5
	B - Site Access	23	0	0
	C - L1026 Ninth Lock Rd (S)	7	55	0

Heavy Vehicle Percentages

13:45 - 14:00

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	55	7
	B - Site Access	0	0	0
	C - L1026 Ninth Lock Rd (S)	6	0	0

Heavy Vehicle Percentages

14:00 - 14:15

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	0	8
	B - Site Access	0	0	0
	C - L1026 Ninth Lock Rd (S)	4	0	0

Heavy Vehicle Percentages

14:15 - 14:30

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	0	6
	B - Site Access	0	0	0
	C - L1026 Ninth Lock Rd (S)	10	0	0

Heavy Vehicle Percentages

14:30 - 14:45

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	38	6
	B - Site Access	0	0	0
	C - L1026 Ninth Lock Rd (S)	7	29	0

Heavy Vehicle Percentages

14:45 - 15:00

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	20	4
	B - Site Access	0	0	0
	C - L1026 Ninth Lock Rd (S)	9	0	0

Heavy Vehicle Percentages

15:00 - 15:15

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	0	6
	B - Site Access	45	0	0
	C - L1026 Ninth Lock Rd (S)	9	29	0

Heavy Vehicle Percentages

15:15 - 15:30

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	0	9
	B - Site Access	55	0	0
	C - L1026 Ninth Lock Rd (S)	4	0	0

Heavy Vehicle Percentages

15:30 - 15:45

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	0	5
	B - Site Access	0	0	0
	C - L1026 Ninth Lock Rd (S)	4	0	0

Heavy Vehicle Percentages

15:45 - 16:00

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0	0
		B - Site Access	0	0
		C - L1026 Ninth Lock Rd (S)	4	0

Heavy Vehicle Percentages

16:00 - 16:15

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0	2
		B - Site Access	0	0
		C - L1026 Ninth Lock Rd (S)	1	0

Heavy Vehicle Percentages

16:15 - 16:30

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0	48
		B - Site Access	0	0
		C - L1026 Ninth Lock Rd (S)	10	0

Heavy Vehicle Percentages

16:30 - 16:45

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0	38
		B - Site Access	20	0
		C - L1026 Ninth Lock Rd (S)	3	0

Heavy Vehicle Percentages

16:45 - 17:00

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0	27
		B - Site Access	0	0
		C - L1026 Ninth Lock Rd (S)	10	0

Heavy Vehicle Percentages

17:00 - 17:15

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0	12
		B - Site Access	0	0
		C - L1026 Ninth Lock Rd (S)	0	0

Heavy Vehicle Percentages

17:15 - 17:30

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	0	9
	B - Site Access	17	0	0
	C - L1026 Ninth Lock Rd (S)	0	0	0

Heavy Vehicle Percentages

17:30 - 17:45

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	0	2
	B - Site Access	12	0	0
	C - L1026 Ninth Lock Rd (S)	2	0	0

Heavy Vehicle Percentages

17:45 - 18:00

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	0	5
	B - Site Access	0	0	0
	C - L1026 Ninth Lock Rd (S)	3	0	0

Heavy Vehicle Percentages

18:00 - 18:15

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	10	3
	B - Site Access	0	0	0
	C - L1026 Ninth Lock Rd (S)	1	17	0

Heavy Vehicle Percentages

18:15 - 18:30

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	0	2
	B - Site Access	12	0	23
	C - L1026 Ninth Lock Rd (S)	5	0	0

Heavy Vehicle Percentages

18:30 - 18:45

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	0	9
	B - Site Access	0	0	0
	C - L1026 Ninth Lock Rd (S)	2	0	0

Heavy Vehicle Percentages

18:45 - 19:00

From	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	23	0
	B - Site Access	0	0	0
	C - L1026 Ninth Lock Rd (S)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-C	0.07	10.46	0.1	B	3.85	184.99
B-A	0.17	18.00	0.2	C	6.19	297.00
C-AB	0.12	5.38	0.3	A	6.32	303.37
C-A					100.50	4823.88
A-B					6.84	328.22
A-C					97.58	4684.01

Main Results for each time segment

07:00 - 07:15

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

07:15 - 07:30

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

07:30 - 07:45

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

07:45 - 08:00

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

08:00 - 08:15

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

08:15 - 08:30

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

08:30 - 08:45

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

08:45 - 09:00

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

09:00 - 09:15

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

09:15 - 09:30

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

09:30 - 09:45

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

09:45 - 10:00

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

10:00 - 10:15

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

10:15 - 10:30

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

10:30 - 10:45

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

10:45 - 11:00

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

11:00 - 11:15

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

11:15 - 11:30

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

11:30 - 11:45

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

11:45 - 12:00

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

12:00 - 12:15

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

12:15 - 12:30

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

12:30 - 12:45

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

12:45 - 13:00

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

13:00 - 13:15

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

13:15 - 13:30

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

13:30 - 13:45

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

13:45 - 14:00

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

14:00 - 14:15

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

14:15 - 14:30

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

14:30 - 14:45

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

14:45 - 15:00

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

15:00 - 15:15

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

15:15 - 15:30

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

15:30 - 15:45

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

15:45 - 16:00

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

16:00 - 16:15

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

16:15 - 16:30

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

16:30 - 16:45

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

16:45 - 17:00

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

17:00 - 17:15

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

17:15 - 17:30

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

17:30 - 17:45

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

17:45 - 18:00

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

18:00 - 18:15

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

18:15 - 18:30

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

18:30 - 18:45

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

18:45 - 19:00

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

OP+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	Site Access	T-Junction	Two-way		0.89	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D7	OP+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 - L1026 Ninth Lock Rd (N)		DIRECT	✓	100.000
B - Site Access		DIRECT	✓	100.000
C - L1026 Ninth Lock Rd (S)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:00 - 07:15

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From			
	A - L1026 Ninth Lock Rd (N)	0.00	3.66	44.58
	B - Site Access	3.46	0.00	2.57
	C - L1026 Ninth Lock Rd (S)	61.33	3.75	0.00

Demand (Veh/TS)

07:15 - 07:30

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From			
	A - L1026 Ninth Lock Rd (N)	0.00	3.66	49.91
	B - Site Access	4.47	0.00	3.64
	C - L1026 Ninth Lock Rd (S)	78.40	1.62	0.00

Demand (Veh/TS)

07:30 - 07:45

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From			
	A - L1026 Ninth Lock Rd (N)	0.00	5.79	64.79
	B - Site Access	8.85	0.00	4.71
	C - L1026 Ninth Lock Rd (S)	64.25	0.55	0.00

Demand (Veh/TS)

07:45 - 08:00

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From			
	A - L1026 Ninth Lock Rd (N)	0.00	7.93	101.94
	B - Site Access	5.60	0.00	3.64
	C - L1026 Ninth Lock Rd (S)	71.60	2.68	0.00

Demand (Veh/TS)

08:00 - 08:15

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From			
	A - L1026 Ninth Lock Rd (N)	0.00	4.35	104.21
	B - Site Access	5.66	0.00	5.74
	C - L1026 Ninth Lock Rd (S)	88.48	3.10	0.00

Demand (Veh/TS)

08:15 - 08:30

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From			
	A - L1026 Ninth Lock Rd (N)	0.00	4.40	122.68
	B - Site Access	9.03	0.00	4.67
	C - L1026 Ninth Lock Rd (S)	104.42	0.97	0.00

Demand (Veh/TS)

08:30 - 08:45

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	3.22
		B - Site Access	6.78	0.00
		C - L1026 Ninth Lock Rd (S)	99.09	3.16
				0.00

Demand (Veh/TS)

08:45 - 09:00

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	9.68
		B - Site Access	4.53	0.00
		C - L1026 Ninth Lock Rd (S)	126.76	0.97
				0.00

Demand (Veh/TS)

09:00 - 09:15

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	10.23
		B - Site Access	4.53	0.00
		C - L1026 Ninth Lock Rd (S)	81.49	2.80
				0.00

Demand (Veh/TS)

09:15 - 09:30

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	7.03
		B - Site Access	3.47	0.00
		C - L1026 Ninth Lock Rd (S)	133.08	2.80
				0.00

Demand (Veh/TS)

09:30 - 09:45

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	5.96
		B - Site Access	2.40	0.00
		C - L1026 Ninth Lock Rd (S)	105.06	3.87
				0.00

Demand (Veh/TS)

09:45 - 10:00

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	5.91
		B - Site Access	8.86	0.00
		C - L1026 Ninth Lock Rd (S)	137.06	2.80
				0.00

Demand (Veh/TS)

10:00 - 10:15

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	9.77
		B - Site Access	5.30	0.00
		C - L1026 Ninth Lock Rd (S)	115.02	3.64
				0.00

Demand (Veh/TS)

10:15 - 10:30

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	5.45
		B - Site Access	11.81	0.00
		C - L1026 Ninth Lock Rd (S)	96.83	9.03
				0.00

Demand (Veh/TS)

10:30 - 10:45

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	5.39
		B - Site Access	5.30	0.00
		C - L1026 Ninth Lock Rd (S)	89.54	2.57
				0.00

Demand (Veh/TS)

10:45 - 11:00

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	10.95
		B - Site Access	4.29	0.00
		C - L1026 Ninth Lock Rd (S)	93.92	2.57
				0.00

Demand (Veh/TS)

11:00 - 11:15

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	8.78
		B - Site Access	6.74	0.00
		C - L1026 Ninth Lock Rd (S)	105.73	3.72
				0.00

Demand (Veh/TS)

11:15 - 11:30

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	4.57
		B - Site Access	5.67	0.00
		C - L1026 Ninth Lock Rd (S)	85.47	5.86
				0.00

Demand (Veh/TS)

11:30 - 11:45		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0.00	8.78	90.85
		B - Site Access	8.87	0.00	4.14
		C - L1026 Ninth Lock Rd (S)	100.18	2.66	0.00

Demand (Veh/TS)

11:45 - 12:00		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0.00	13.10	107.02
		B - Site Access	11.01	0.00	7.28
		C - L1026 Ninth Lock Rd (S)	109.77	4.85	0.00

Demand (Veh/TS)

12:00 - 12:15		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0.00	6.86	89.97
		B - Site Access	7.85	0.00	5.21
		C - L1026 Ninth Lock Rd (S)	103.17	3.80	0.00

Demand (Veh/TS)

12:15 - 12:30		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0.00	9.05	99.68
		B - Site Access	11.16	0.00	6.22
		C - L1026 Ninth Lock Rd (S)	112.71	3.80	0.00

Demand (Veh/TS)

12:30 - 12:45		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0.00	5.79	90.03
		B - Site Access	8.02	0.00	3.02
		C - L1026 Ninth Lock Rd (S)	97.61	3.80	0.00

Demand (Veh/TS)

12:45 - 13:00		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0.00	2.53	100.58
		B - Site Access	4.65	0.00	5.15
		C - L1026 Ninth Lock Rd (S)	128.65	1.67	0.00

Demand (Veh/TS)

13:00 - 13:15

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0.00	13.32	94.39
	B - Site Access	6.96	0.00	6.30
	C - L1026 Ninth Lock Rd (S)	101.91	3.85	0.00

Demand (Veh/TS)

13:15 - 13:30

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0.00	9.06	105.83
	B - Site Access	9.04	0.00	5.23
	C - L1026 Ninth Lock Rd (S)	120.10	2.79	0.00

Demand (Veh/TS)

13:30 - 13:45

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0.00	4.85	106.90
	B - Site Access	6.96	0.00	2.03
	C - L1026 Ninth Lock Rd (S)	94.50	2.84	0.00

Demand (Veh/TS)

13:45 - 14:00

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0.00	3.78	97.36
	B - Site Access	4.77	0.00	5.23
	C - L1026 Ninth Lock Rd (S)	106.23	8.12	0.00

Demand (Veh/TS)

14:00 - 14:15

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0.00	2.86	98.77
	B - Site Access	3.52	0.00	1.90
	C - L1026 Ninth Lock Rd (S)	90.90	2.85	0.00

Demand (Veh/TS)

14:15 - 14:30

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0.00	7.12	112.57
	B - Site Access	6.72	0.00	2.97
	C - L1026 Ninth Lock Rd (S)	112.57	3.91	0.00

Demand (Veh/TS)

14:30 - 14:45

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	8.30
		B - Site Access	8.85	0.00
		C - L1026 Ninth Lock Rd (S)	99.54	5.04
				0.00

Demand (Veh/TS)

14:45 - 15:00

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	14.70
		B - Site Access	8.85	0.00
		C - L1026 Ninth Lock Rd (S)	116.78	1.78
				0.00

Demand (Veh/TS)

15:00 - 15:15

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	7.36
		B - Site Access	12.57	0.00
		C - L1026 Ninth Lock Rd (S)	120.57	5.33
				0.00

Demand (Veh/TS)

15:15 - 15:30

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	7.36
		B - Site Access	8.25	0.00
		C - L1026 Ninth Lock Rd (S)	120.28	4.21
				0.00

Demand (Veh/TS)

15:30 - 15:45

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	8.43
		B - Site Access	3.81	0.00
		C - L1026 Ninth Lock Rd (S)	128.87	4.21
				0.00

Demand (Veh/TS)

15:45 - 16:00

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	6.29
		B - Site Access	5.94	0.00
		C - L1026 Ninth Lock Rd (S)	100.02	3.14
				0.00

Demand (Veh/TS)

16:00 - 16:15

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	8.95
		B - Site Access	14.45	0.00
		C - L1026 Ninth Lock Rd (S)	114.72	3.24
				0.00

Demand (Veh/TS)

16:15 - 16:30

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	10.19
		B - Site Access	9.12	0.00
		C - L1026 Ninth Lock Rd (S)	86.21	5.37
				0.00

Demand (Veh/TS)

16:30 - 16:45

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	12.32
		B - Site Access	8.11	0.00
		C - L1026 Ninth Lock Rd (S)	95.58	4.31
				0.00

Demand (Veh/TS)

16:45 - 17:00

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	16.59
		B - Site Access	8.05	0.00
		C - L1026 Ninth Lock Rd (S)	95.86	3.24
				0.00

Demand (Veh/TS)

17:00 - 17:15

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	14.06
		B - Site Access	10.75	0.00
		C - L1026 Ninth Lock Rd (S)	92.03	1.38
				0.00

Demand (Veh/TS)

17:15 - 17:30

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	11.87
		B - Site Access	9.74	0.00
		C - L1026 Ninth Lock Rd (S)	74.97	2.44
				0.00

Demand (Veh/TS)

17:30 - 17:45

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0.00	9.74	76.61
	B - Site Access	12.94	0.00	8.73
	C - L1026 Ninth Lock Rd (S)	81.42	1.38	0.00

Demand (Veh/TS)

17:45 - 18:00

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0.00	11.87	100.25
	B - Site Access	6.49	0.00	5.53
	C - L1026 Ninth Lock Rd (S)	79.35	1.38	0.00

Demand (Veh/TS)

18:00 - 18:15

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0.00	15.47	83.95
	B - Site Access	10.18	0.00	7.32
	C - L1026 Ninth Lock Rd (S)	125.37	8.59	0.00

Demand (Veh/TS)

18:15 - 18:30

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0.00	9.01	78.56
	B - Site Access	12.37	0.00	6.31
	C - L1026 Ninth Lock Rd (S)	77.50	3.20	0.00

Demand (Veh/TS)

18:30 - 18:45

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0.00	6.88	86.31
	B - Site Access	3.78	0.00	6.25
	C - L1026 Ninth Lock Rd (S)	85.92	4.27	0.00

Demand (Veh/TS)

18:45 - 19:00

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0.00	8.00	101.97
	B - Site Access	3.78	0.00	3.05
	C - L1026 Ninth Lock Rd (S)	76.32	1.07	0.00

Vehicle Mix

Heavy Vehicle Percentages

07:00 - 07:15	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From			
	A - L1026 Ninth Lock Rd (N)	0	0	15
	B - Site Access	32	0	0
	C - L1026 Ninth Lock Rd (S)	18	0	0

Heavy Vehicle Percentages

07:15 - 07:30	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From			
	A - L1026 Ninth Lock Rd (N)	0	0	14
	B - Site Access	0	0	0
	C - L1026 Ninth Lock Rd (S)	14	0	0

Heavy Vehicle Percentages

07:30 - 07:45	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From			
	A - L1026 Ninth Lock Rd (N)	0	0	9
	B - Site Access	25	0	0
	C - L1026 Ninth Lock Rd (S)	9	0	0

Heavy Vehicle Percentages

07:45 - 08:00	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From			
	A - L1026 Ninth Lock Rd (N)	0	0	2
	B - Site Access	20	0	0
	C - L1026 Ninth Lock Rd (S)	5	0	0

Heavy Vehicle Percentages

08:00 - 08:15	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From			
	A - L1026 Ninth Lock Rd (N)	0	26	3
	B - Site Access	20	0	0
	C - L1026 Ninth Lock Rd (S)	8	0	0

Heavy Vehicle Percentages

08:15 - 08:30		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0	51	8
		B - Site Access	50	0	0
		C - L1026 Ninth Lock Rd (S)	5	0	0

Heavy Vehicle Percentages

08:30 - 08:45		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0	0	4
		B - Site Access	33	0	0
		C - L1026 Ninth Lock Rd (S)	6	36	0

Heavy Vehicle Percentages

08:45 - 09:00		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0	12	5
		B - Site Access	0	0	0
		C - L1026 Ninth Lock Rd (S)	4	0	0

Heavy Vehicle Percentages

09:00 - 09:15		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0	11	4
		B - Site Access	0	0	0
		C - L1026 Ninth Lock Rd (S)	6	0	0

Heavy Vehicle Percentages

09:15 - 09:30		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0	16	9
		B - Site Access	0	0	18
		C - L1026 Ninth Lock Rd (S)	9	0	0

Heavy Vehicle Percentages

09:30 - 09:45		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0	19	10
		B - Site Access	0	0	0
		C - L1026 Ninth Lock Rd (S)	6	0	0

Heavy Vehicle Percentages

09:45 - 10:00

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0	0
		B - Site Access	13	0
		C - L1026 Ninth Lock Rd (S)	5	0

Heavy Vehicle Percentages

10:00 - 10:15

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0	23
		B - Site Access	0	0
		C - L1026 Ninth Lock Rd (S)	6	0

Heavy Vehicle Percentages

10:15 - 10:30

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0	21
		B - Site Access	19	0
		C - L1026 Ninth Lock Rd (S)	6	12

Heavy Vehicle Percentages

10:30 - 10:45

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0	0
		B - Site Access	0	10
		C - L1026 Ninth Lock Rd (S)	10	0

Heavy Vehicle Percentages

10:45 - 11:00

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0	41
		B - Site Access	26	0
		C - L1026 Ninth Lock Rd (S)	12	0

Heavy Vehicle Percentages

11:00 - 11:15

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0	0
		B - Site Access	17	0
		C - L1026 Ninth Lock Rd (S)	7	0

Heavy Vehicle Percentages

11:15 - 11:30		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0	25	5
		B - Site Access	20	0	0
		C - L1026 Ninth Lock Rd (S)	9	0	0

Heavy Vehicle Percentages

11:30 - 11:45		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0	0	5
		B - Site Access	13	0	54
		C - L1026 Ninth Lock Rd (S)	3	0	0

Heavy Vehicle Percentages

11:45 - 12:00		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0	9	7
		B - Site Access	10	0	15
		C - L1026 Ninth Lock Rd (S)	3	23	0

Heavy Vehicle Percentages

12:00 - 12:15		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0	16	5
		B - Site Access	0	0	22
		C - L1026 Ninth Lock Rd (S)	8	0	0

Heavy Vehicle Percentages

12:15 - 12:30		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0	25	7
		B - Site Access	20	0	0
		C - L1026 Ninth Lock Rd (S)	6	0	0

Heavy Vehicle Percentages

12:30 - 12:45		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0	19	6
		B - Site Access	42	0	0
		C - L1026 Ninth Lock Rd (S)	3	0	0

Heavy Vehicle Percentages

12:45 - 13:00

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	0	3
	B - Site Access	0	0	0
	C - L1026 Ninth Lock Rd (S)	4	0	0

Heavy Vehicle Percentages

13:00 - 13:15

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	0	11
	B - Site Access	16	0	0
	C - L1026 Ninth Lock Rd (S)	4	0	0

Heavy Vehicle Percentages

13:15 - 13:30

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	0	4
	B - Site Access	0	0	0
	C - L1026 Ninth Lock Rd (S)	5	0	0

Heavy Vehicle Percentages

13:30 - 13:45

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	23	4
	B - Site Access	16	0	0
	C - L1026 Ninth Lock Rd (S)	6	40	0

Heavy Vehicle Percentages

13:45 - 14:00

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	30	6
	B - Site Access	0	0	0
	C - L1026 Ninth Lock Rd (S)	5	0	0

Heavy Vehicle Percentages

14:00 - 14:15

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	0	7
	B - Site Access	0	0	0
	C - L1026 Ninth Lock Rd (S)	4	0	0

Heavy Vehicle Percentages

14:15 - 14:30		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0	0	5
		B - Site Access	0	0	0
		C - L1026 Ninth Lock Rd (S)	9	0	0

Heavy Vehicle Percentages

14:30 - 14:45		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0	27	5
		B - Site Access	0	0	0
		C - L1026 Ninth Lock Rd (S)	6	22	0

Heavy Vehicle Percentages

14:45 - 15:00		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0	15	3
		B - Site Access	0	0	0
		C - L1026 Ninth Lock Rd (S)	8	0	0

Heavy Vehicle Percentages

15:00 - 15:15		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0	0	5
		B - Site Access	36	0	0
		C - L1026 Ninth Lock Rd (S)	7	21	0

Heavy Vehicle Percentages

15:15 - 15:30		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0	0	7
		B - Site Access	41	0	0
		C - L1026 Ninth Lock Rd (S)	3	0	0

Heavy Vehicle Percentages

15:30 - 15:45		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0	0	4
		B - Site Access	0	0	0
		C - L1026 Ninth Lock Rd (S)	3	0	0

Heavy Vehicle Percentages

15:45 - 16:00

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	0	5
	B - Site Access	0	0	0
	C - L1026 Ninth Lock Rd (S)	3	0	0

Heavy Vehicle Percentages

16:00 - 16:15

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	0	1
	B - Site Access	0	0	0
	C - L1026 Ninth Lock Rd (S)	1	0	0

Heavy Vehicle Percentages

16:15 - 16:30

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	33	3
	B - Site Access	0	0	0
	C - L1026 Ninth Lock Rd (S)	8	0	0

Heavy Vehicle Percentages

16:30 - 16:45

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	27	9
	B - Site Access	14	0	0
	C - L1026 Ninth Lock Rd (S)	2	0	0

Heavy Vehicle Percentages

16:45 - 17:00

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	20	3
	B - Site Access	0	0	0
	C - L1026 Ninth Lock Rd (S)	8	0	0

Heavy Vehicle Percentages

17:00 - 17:15

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	8	3
	B - Site Access	0	0	0
	C - L1026 Ninth Lock Rd (S)	0	0	0

Heavy Vehicle Percentages

17:15 - 17:30

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	0	7
	B - Site Access	12	0	0
	C - L1026 Ninth Lock Rd (S)	0	0	0

Heavy Vehicle Percentages

17:30 - 17:45

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	0	1
	B - Site Access	9	0	0
	C - L1026 Ninth Lock Rd (S)	1	0	0

Heavy Vehicle Percentages

17:45 - 18:00

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	0	4
	B - Site Access	0	0	0
	C - L1026 Ninth Lock Rd (S)	3	0	0

Heavy Vehicle Percentages

18:00 - 18:15

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	7	3
	B - Site Access	0	0	0
	C - L1026 Ninth Lock Rd (S)	1	13	0

Heavy Vehicle Percentages

18:15 - 18:30

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	0	1
	B - Site Access	9	0	18
	C - L1026 Ninth Lock Rd (S)	4	0	0

Heavy Vehicle Percentages

18:30 - 18:45

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	0	8
	B - Site Access	0	0	0
	C - L1026 Ninth Lock Rd (S)	1	0	0

Heavy Vehicle Percentages

18:45 - 19:00

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From			
	A - L1026 Ninth Lock Rd (N)	0	14	0
	B - Site Access	0	0	0
	C - L1026 Ninth Lock Rd (S)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-C	0.07	9.64	0.1	A	4.67	224.31
B-A	0.16	14.39	0.2	B	7.38	354.32
C-AB	0.10	5.35	0.2	A	7.19	344.89
C-A					95.98	4607.17
A-B					8.15	391.21
A-C					93.78	4501.47

Main Results for each time segment

07:00 - 07:15

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

07:15 - 07:30

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

07:30 - 07:45

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

07:45 - 08:00

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

08:00 - 08:15

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

08:15 - 08:30

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

08:30 - 08:45

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

08:45 - 09:00

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

09:00 - 09:15

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

09:15 - 09:30

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

09:30 - 09:45

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

09:45 - 10:00

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

10:00 - 10:15

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

10:15 - 10:30

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

10:30 - 10:45

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

10:45 - 11:00

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

11:00 - 11:15

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

11:15 - 11:30

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

11:30 - 11:45

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

11:45 - 12:00

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

12:00 - 12:15

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

12:15 - 12:30

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

12:30 - 12:45

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

12:45 - 13:00

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

13:00 - 13:15

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

13:15 - 13:30

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

13:30 - 13:45

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

13:45 - 14:00

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

14:00 - 14:15

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

14:15 - 14:30

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

14:30 - 14:45

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

14:45 - 15:00

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

15:00 - 15:15

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

15:15 - 15:30

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

15:30 - 15:45

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

15:45 - 16:00

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

16:00 - 16:15

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

16:15 - 16:30

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

16:30 - 16:45

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

16:45 - 17:00

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

17:00 - 17:15

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

17:15 - 17:30

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

17:30 - 17:45

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

17:45 - 18:00

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

18:00 - 18:15

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

18:15 - 18:30

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

18:30 - 18:45

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

18:45 - 19:00

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

OP+5+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	Site Access	T-Junction	Two-way		0.92	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	OP+5+Dev+Adj	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 - L1026 Ninth Lock Rd (N)		DIRECT	✓	100.000
B - Site Access		DIRECT	✓	100.000
C - L1026 Ninth Lock Rd (S)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:00 - 07:15

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	3.71
		B - Site Access	3.54	0.00
		C - L1026 Ninth Lock Rd (S)	63.38	3.83
				0.00

Demand (Veh/TS)

07:15 - 07:30

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	3.71
		B - Site Access	4.53	0.00
		C - L1026 Ninth Lock Rd (S)	80.88	1.65
				0.00

Demand (Veh/TS)

07:30 - 07:45

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	5.90
		B - Site Access	9.12	0.00
		C - L1026 Ninth Lock Rd (S)	66.12	0.55
				0.00

Demand (Veh/TS)

07:45 - 08:00

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	8.09
		B - Site Access	5.73	0.00
		C - L1026 Ninth Lock Rd (S)	73.57	2.74
				0.00

Demand (Veh/TS)

08:00 - 08:15

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	4.45
		B - Site Access	5.76	0.00
		C - L1026 Ninth Lock Rd (S)	90.85	3.16
				0.00

Demand (Veh/TS)

08:15 - 08:30

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	4.56
		B - Site Access	9.37	0.00
		C - L1026 Ninth Lock Rd (S)	107.15	0.97
				0.00

Demand (Veh/TS)

08:30 - 08:45

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	3.25
		B - Site Access	6.96	0.00
		C - L1026 Ninth Lock Rd (S)	101.68	3.26
				0.00

Demand (Veh/TS)

08:45 - 09:00

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	9.92
		B - Site Access	4.56	0.00
		C - L1026 Ninth Lock Rd (S)	130.01	0.97
				0.00

Demand (Veh/TS)

09:00 - 09:15

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	10.50
		B - Site Access	4.62	0.00
		C - L1026 Ninth Lock Rd (S)	83.73	2.86
				0.00

Demand (Veh/TS)

09:15 - 09:30

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	7.22
		B - Site Access	3.52	0.00
		C - L1026 Ninth Lock Rd (S)	136.99	2.86
				0.00

Demand (Veh/TS)

09:30 - 09:45

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	6.12
		B - Site Access	2.43	0.00
		C - L1026 Ninth Lock Rd (S)	108.01	3.95
				0.00

Demand (Veh/TS)

09:45 - 10:00

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	6.02
		B - Site Access	9.10	0.00
		C - L1026 Ninth Lock Rd (S)	140.82	2.86
				0.00

Demand (Veh/TS)

10:00 - 10:15

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	10.09
		B - Site Access	5.41	0.00
		C - L1026 Ninth Lock Rd (S)	118.23	3.72
				0.00

Demand (Veh/TS)

10:15 - 10:30

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	5.61
		B - Site Access	12.19	0.00
		C - L1026 Ninth Lock Rd (S)	99.53	9.30
				0.00

Demand (Veh/TS)

10:30 - 10:45

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	5.50
		B - Site Access	5.41	0.00
		C - L1026 Ninth Lock Rd (S)	92.20	2.63
				0.00

Demand (Veh/TS)

10:45 - 11:00

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	11.40
		B - Site Access	4.42	0.00
		C - L1026 Ninth Lock Rd (S)	96.79	2.63
				0.00

Demand (Veh/TS)

11:00 - 11:15

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	8.97
		B - Site Access	6.93	0.00
		C - L1026 Ninth Lock Rd (S)	108.76	3.81
				0.00

Demand (Veh/TS)

11:15 - 11:30

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	4.70
		B - Site Access	5.84	0.00
		C - L1026 Ninth Lock Rd (S)	87.97	5.99
				0.00

Demand (Veh/TS)

11:30 - 11:45		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0.00	8.97	93.34
		B - Site Access	9.12	0.00	4.33
		C - L1026 Ninth Lock Rd (S)	102.86	2.71	0.00

Demand (Veh/TS)

11:45 - 12:00		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0.00	13.45	110.07
		B - Site Access	11.30	0.00	7.50
		C - L1026 Ninth Lock Rd (S)	112.70	5.01	0.00

Demand (Veh/TS)

12:00 - 12:15		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0.00	7.05	92.43
		B - Site Access	8.01	0.00	5.37
		C - L1026 Ninth Lock Rd (S)	106.11	3.88	0.00

Demand (Veh/TS)

12:15 - 12:30		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0.00	9.34	102.49
		B - Site Access	11.51	0.00	6.36
		C - L1026 Ninth Lock Rd (S)	115.84	3.88	0.00

Demand (Veh/TS)

12:30 - 12:45		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0.00	5.95	92.54
		B - Site Access	8.34	0.00	3.08
		C - L1026 Ninth Lock Rd (S)	100.20	3.88	0.00

Demand (Veh/TS)

12:45 - 13:00		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0.00	2.56	103.26
		B - Site Access	4.73	0.00	5.26
		C - L1026 Ninth Lock Rd (S)	132.14	1.69	0.00

Demand (Veh/TS)

13:00 - 13:15

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0.00	13.63	97.21
	B - Site Access	7.15	0.00	6.43
	C - L1026 Ninth Lock Rd (S)	104.67	3.94	0.00

Demand (Veh/TS)

13:15 - 13:30

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0.00	9.25	108.70
	B - Site Access	9.23	0.00	5.34
	C - L1026 Ninth Lock Rd (S)	123.37	2.84	0.00

Demand (Veh/TS)

13:30 - 13:45

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0.00	4.98	109.80
	B - Site Access	7.15	0.00	2.06
	C - L1026 Ninth Lock Rd (S)	97.12	2.95	0.00

Demand (Veh/TS)

13:45 - 14:00

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0.00	3.89	100.06
	B - Site Access	4.86	0.00	5.34
	C - L1026 Ninth Lock Rd (S)	109.15	8.31	0.00

Demand (Veh/TS)

14:00 - 14:15

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0.00	2.88	101.54
	B - Site Access	3.58	0.00	1.93
	C - L1026 Ninth Lock Rd (S)	93.33	2.90	0.00

Demand (Veh/TS)

14:15 - 14:30

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0.00	7.26	115.66
	B - Site Access	6.86	0.00	3.02
	C - L1026 Ninth Lock Rd (S)	115.86	4.00	0.00

Demand (Veh/TS)

14:30 - 14:45

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	8.57
		B - Site Access	9.05	0.00
		C - L1026 Ninth Lock Rd (S)	102.30	5.20
				0.00

Demand (Veh/TS)

14:45 - 15:00

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	15.13
		B - Site Access	9.05	0.00
		C - L1026 Ninth Lock Rd (S)	120.12	1.81
				0.00

Demand (Veh/TS)

15:00 - 15:15

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	7.50
		B - Site Access	13.05	0.00
		C - L1026 Ninth Lock Rd (S)	123.80	5.49
				0.00

Demand (Veh/TS)

15:15 - 15:30

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	7.50
		B - Site Access	8.56	0.00
		C - L1026 Ninth Lock Rd (S)	123.26	4.29
				0.00

Demand (Veh/TS)

15:30 - 15:45

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	8.59
		B - Site Access	3.86	0.00
		C - L1026 Ninth Lock Rd (S)	132.12	4.29
				0.00

Demand (Veh/TS)

15:45 - 16:00

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	6.40
		B - Site Access	6.05	0.00
		C - L1026 Ninth Lock Rd (S)	102.48	3.20
				0.00

Demand (Veh/TS)

16:00 - 16:15

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	9.12
		B - Site Access	14.78	0.00
		C - L1026 Ninth Lock Rd (S)	117.57	3.30
				0.00

Demand (Veh/TS)

16:15 - 16:30

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	10.53
		B - Site Access	9.31	0.00
		C - L1026 Ninth Lock Rd (S)	88.57	5.48
				0.00

Demand (Veh/TS)

16:30 - 16:45

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	12.72
		B - Site Access	8.32	0.00
		C - L1026 Ninth Lock Rd (S)	97.99	4.39
				0.00

Demand (Veh/TS)

16:45 - 17:00

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	17.10
		B - Site Access	8.22	0.00
		C - L1026 Ninth Lock Rd (S)	98.53	3.30
				0.00

Demand (Veh/TS)

17:00 - 17:15

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	14.39
		B - Site Access	10.97	0.00
		C - L1026 Ninth Lock Rd (S)	94.28	1.38
				0.00

Demand (Veh/TS)

17:15 - 17:30

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	12.09
		B - Site Access	9.99	0.00
		C - L1026 Ninth Lock Rd (S)	76.78	2.47
				0.00

Demand (Veh/TS)

17:30 - 17:45

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	9.91
		B - Site Access	13.27	0.00
		C - L1026 Ninth Lock Rd (S)	83.45	1.38
				0.00

Demand (Veh/TS)

17:45 - 18:00

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	12.09
		B - Site Access	6.60	0.00
		C - L1026 Ninth Lock Rd (S)	81.37	1.38
				0.00

Demand (Veh/TS)

18:00 - 18:15

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	15.85
		B - Site Access	10.40	0.00
		C - L1026 Ninth Lock Rd (S)	128.55	8.83
				0.00

Demand (Veh/TS)

18:15 - 18:30

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	9.18
		B - Site Access	12.69	0.00
		C - L1026 Ninth Lock Rd (S)	79.55	3.25
				0.00

Demand (Veh/TS)

18:30 - 18:45

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	6.99
		B - Site Access	3.84	0.00
		C - L1026 Ninth Lock Rd (S)	88.08	4.35
				0.00

Demand (Veh/TS)

18:45 - 19:00

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	8.19
		B - Site Access	3.84	0.00
		C - L1026 Ninth Lock Rd (S)	78.24	1.07
				0.00

Vehicle Mix

Heavy Vehicle Percentages

07:00 - 07:15	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From			
	A - L1026 Ninth Lock Rd (N)	0	0	16
	B - Site Access	34	0	0
	C - L1026 Ninth Lock Rd (S)	19	0	0

Heavy Vehicle Percentages

07:15 - 07:30	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From			
	A - L1026 Ninth Lock Rd (N)	0	0	14
	B - Site Access	0	0	0
	C - L1026 Ninth Lock Rd (S)	15	0	0

Heavy Vehicle Percentages

07:30 - 07:45	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From			
	A - L1026 Ninth Lock Rd (N)	0	0	9
	B - Site Access	26	0	0
	C - L1026 Ninth Lock Rd (S)	9	0	0

Heavy Vehicle Percentages

07:45 - 08:00	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From			
	A - L1026 Ninth Lock Rd (N)	0	0	2
	B - Site Access	21	0	0
	C - L1026 Ninth Lock Rd (S)	5	0	0

Heavy Vehicle Percentages

08:00 - 08:15	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From			
	A - L1026 Ninth Lock Rd (N)	0	27	3
	B - Site Access	21	0	0
	C - L1026 Ninth Lock Rd (S)	8	0	0

Heavy Vehicle Percentages

08:15 - 08:30

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	53	9
	B - Site Access	51	0	0
	C - L1026 Ninth Lock Rd (S)	6	0	0

Heavy Vehicle Percentages

08:30 - 08:45

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	0	4
	B - Site Access	35	0	0
	C - L1026 Ninth Lock Rd (S)	6	37	0

Heavy Vehicle Percentages

08:45 - 09:00

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	12	5
	B - Site Access	0	0	0
	C - L1026 Ninth Lock Rd (S)	4	0	0

Heavy Vehicle Percentages

09:00 - 09:15

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	11	4
	B - Site Access	0	0	0
	C - L1026 Ninth Lock Rd (S)	6	0	0

Heavy Vehicle Percentages

09:15 - 09:30

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	17	9
	B - Site Access	0	0	19
	C - L1026 Ninth Lock Rd (S)	10	0	0

Heavy Vehicle Percentages

09:30 - 09:45

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	20	10
	B - Site Access	0	0	0
	C - L1026 Ninth Lock Rd (S)	7	0	0

Heavy Vehicle Percentages

09:45 - 10:00

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	0	6
	B - Site Access	13	0	0
	C - L1026 Ninth Lock Rd (S)	5	0	0

Heavy Vehicle Percentages

10:00 - 10:15

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	24	8
	B - Site Access	0	0	0
	C - L1026 Ninth Lock Rd (S)	6	0	0

Heavy Vehicle Percentages

10:15 - 10:30

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	21	11
	B - Site Access	20	0	0
	C - L1026 Ninth Lock Rd (S)	6	13	0

Heavy Vehicle Percentages

10:30 - 10:45

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	0	10
	B - Site Access	0	0	0
	C - L1026 Ninth Lock Rd (S)	10	0	0

Heavy Vehicle Percentages

10:45 - 11:00

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	42	4
	B - Site Access	27	0	0
	C - L1026 Ninth Lock Rd (S)	12	0	0

Heavy Vehicle Percentages

11:00 - 11:15

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	0	2
	B - Site Access	17	0	0
	C - L1026 Ninth Lock Rd (S)	8	0	0

Heavy Vehicle Percentages

11:15 - 11:30		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0	26	5
		B - Site Access	21	0	0
		C - L1026 Ninth Lock Rd (S)	10	0	0

Heavy Vehicle Percentages

11:30 - 11:45		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0	0	5
		B - Site Access	13	0	56
		C - L1026 Ninth Lock Rd (S)	4	0	0

Heavy Vehicle Percentages

11:45 - 12:00		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0	9	8
		B - Site Access	11	0	16
		C - L1026 Ninth Lock Rd (S)	3	24	0

Heavy Vehicle Percentages

12:00 - 12:15		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0	17	5
		B - Site Access	0	0	22
		C - L1026 Ninth Lock Rd (S)	8	0	0

Heavy Vehicle Percentages

12:15 - 12:30		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0	26	7
		B - Site Access	21	0	0
		C - L1026 Ninth Lock Rd (S)	6	0	0

Heavy Vehicle Percentages

12:30 - 12:45		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0	20	6
		B - Site Access	43	0	0
		C - L1026 Ninth Lock Rd (S)	4	0	0

Heavy Vehicle Percentages

12:45 - 13:00

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	0	3
	B - Site Access	0	0	0
	C - L1026 Ninth Lock Rd (S)	5	0	0

Heavy Vehicle Percentages

13:00 - 13:15

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	0	11
	B - Site Access	17	0	0
	C - L1026 Ninth Lock Rd (S)	5	0	0

Heavy Vehicle Percentages

13:15 - 13:30

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	0	4
	B - Site Access	0	0	0
	C - L1026 Ninth Lock Rd (S)	5	0	0

Heavy Vehicle Percentages

13:30 - 13:45

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	24	4
	B - Site Access	17	0	0
	C - L1026 Ninth Lock Rd (S)	6	41	0

Heavy Vehicle Percentages

13:45 - 14:00

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	31	6
	B - Site Access	0	0	0
	C - L1026 Ninth Lock Rd (S)	6	0	0

Heavy Vehicle Percentages

14:00 - 14:15

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	0	7
	B - Site Access	0	0	0
	C - L1026 Ninth Lock Rd (S)	4	0	0

Heavy Vehicle Percentages

14:15 - 14:30

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0	0
		B - Site Access	0	0
		C - L1026 Ninth Lock Rd (S)	9	0

Heavy Vehicle Percentages

14:30 - 14:45

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0	28
		B - Site Access	0	0
		C - L1026 Ninth Lock Rd (S)	6	23

Heavy Vehicle Percentages

14:45 - 15:00

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0	16
		B - Site Access	0	0
		C - L1026 Ninth Lock Rd (S)	8	0

Heavy Vehicle Percentages

15:00 - 15:15

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0	0
		B - Site Access	37	0
		C - L1026 Ninth Lock Rd (S)	8	22

Heavy Vehicle Percentages

15:15 - 15:30

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0	0
		B - Site Access	42	0
		C - L1026 Ninth Lock Rd (S)	3	0

Heavy Vehicle Percentages

15:30 - 15:45

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0	0
		B - Site Access	0	0
		C - L1026 Ninth Lock Rd (S)	4	0

Heavy Vehicle Percentages

15:45 - 16:00		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0	0	5
		B - Site Access	0	0	0
		C - L1026 Ninth Lock Rd (S)	4	0	0

Heavy Vehicle Percentages

16:00 - 16:15		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0	0	1
		B - Site Access	0	0	0
		C - L1026 Ninth Lock Rd (S)	1	0	0

Heavy Vehicle Percentages

16:15 - 16:30		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0	34	3
		B - Site Access	0	0	0
		C - L1026 Ninth Lock Rd (S)	8	0	0

Heavy Vehicle Percentages

16:30 - 16:45		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0	28	9
		B - Site Access	14	0	0
		C - L1026 Ninth Lock Rd (S)	2	0	0

Heavy Vehicle Percentages

16:45 - 17:00		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0	21	3
		B - Site Access	0	0	0
		C - L1026 Ninth Lock Rd (S)	9	0	0

Heavy Vehicle Percentages

17:00 - 17:15		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0	8	3
		B - Site Access	0	0	0
		C - L1026 Ninth Lock Rd (S)	0	0	0

Heavy Vehicle Percentages

17:15 - 17:30		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0	0	8
		B - Site Access	12	0	0
		C - L1026 Ninth Lock Rd (S)	0	0	0

Heavy Vehicle Percentages

17:30 - 17:45		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0	0	2
		B - Site Access	9	0	0
		C - L1026 Ninth Lock Rd (S)	1	0	0

Heavy Vehicle Percentages

17:45 - 18:00		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0	0	5
		B - Site Access	0	0	0
		C - L1026 Ninth Lock Rd (S)	3	0	0

Heavy Vehicle Percentages

18:00 - 18:15		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0	8	3
		B - Site Access	0	0	0
		C - L1026 Ninth Lock Rd (S)	1	14	0

Heavy Vehicle Percentages

18:15 - 18:30		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0	0	1
		B - Site Access	9	0	18
		C - L1026 Ninth Lock Rd (S)	5	0	0

Heavy Vehicle Percentages

18:30 - 18:45		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0	0	8
		B - Site Access	0	0	0
		C - L1026 Ninth Lock Rd (S)	1	0	0

Heavy Vehicle Percentages

18:45 - 19:00

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From			
	A - L1026 Ninth Lock Rd (N)	0	15	0
	B - Site Access	0	0	0
	C - L1026 Ninth Lock Rd (S)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-C	0.07	9.84	0.1	A	4.77	229.01
B-A	0.17	14.92	0.2	B	7.56	363.10
C-AB	0.11	5.36	0.2	A	7.52	360.94
C-A					98.43	4724.70
A-B					8.35	400.79
A-C					96.33	4623.75

Main Results for each time segment

07:00 - 07:15

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

07:15 - 07:30

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

07:30 - 07:45

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

07:45 - 08:00

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

08:00 - 08:15

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

08:15 - 08:30

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

08:30 - 08:45

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

08:45 - 09:00

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

09:00 - 09:15

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

09:15 - 09:30

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

09:30 - 09:45

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

09:45 - 10:00

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

10:00 - 10:15

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

10:15 - 10:30

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

10:30 - 10:45

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

10:45 - 11:00

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

11:00 - 11:15

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

11:15 - 11:30

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

11:30 - 11:45

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

11:45 - 12:00

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

12:00 - 12:15

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

12:15 - 12:30

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

12:30 - 12:45

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

12:45 - 13:00

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

13:00 - 13:15

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

13:15 - 13:30

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

13:30 - 13:45

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

13:45 - 14:00

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

14:00 - 14:15

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

14:15 - 14:30

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

14:30 - 14:45

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

14:45 - 15:00

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

15:00 - 15:15

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

15:15 - 15:30

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

15:30 - 15:45

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

15:45 - 16:00

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

16:00 - 16:15

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

16:15 - 16:30

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

16:30 - 16:45

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

16:45 - 17:00

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

17:00 - 17:15

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

17:15 - 17:30

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

17:30 - 17:45

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

17:45 - 18:00

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

18:00 - 18:15

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

18:15 - 18:30

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

18:30 - 18:45

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

18:45 - 19:00

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

OP+15+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	Site Access	T-Junction	Two-way		0.98	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	OP+15+Dev+Adj	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 - L1026 Ninth Lock Rd (N)		DIRECT	✓	100.000
B - Site Access		DIRECT	✓	100.000
C - L1026 Ninth Lock Rd (S)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:00 - 07:15

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	3.82
		B - Site Access	3.73	0.00
		C - L1026 Ninth Lock Rd (S)	67.74	3.99
				0.00

Demand (Veh/TS)

07:15 - 07:30

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	3.82
		B - Site Access	4.63	0.00
		C - L1026 Ninth Lock Rd (S)	86.09	1.70
				0.00

Demand (Veh/TS)

07:30 - 07:45

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	6.11
		B - Site Access	9.71	0.00
		C - L1026 Ninth Lock Rd (S)	69.95	0.55
				0.00

Demand (Veh/TS)

07:45 - 08:00

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	8.41
		B - Site Access	6.03	0.00
		C - L1026 Ninth Lock Rd (S)	77.48	2.85
				0.00

Demand (Veh/TS)

08:00 - 08:15

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	4.70
		B - Site Access	6.01	0.00
		C - L1026 Ninth Lock Rd (S)	95.66	3.26
				0.00

Demand (Veh/TS)

08:15 - 08:30

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	4.94
		B - Site Access	10.19	0.00
		C - L1026 Ninth Lock Rd (S)	112.62	0.97
				0.00

Demand (Veh/TS)

08:30 - 08:45

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	3.30
		B - Site Access	7.40	0.00
		C - L1026 Ninth Lock Rd (S)	106.88	3.51
				0.00

Demand (Veh/TS)

08:45 - 09:00

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	10.43
		B - Site Access	4.61	0.00
		C - L1026 Ninth Lock Rd (S)	136.46	0.97
				0.00

Demand (Veh/TS)

09:00 - 09:15

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	11.06
		B - Site Access	4.77	0.00
		C - L1026 Ninth Lock Rd (S)	88.21	2.96
				0.00

Demand (Veh/TS)

09:15 - 09:30

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	7.62
		B - Site Access	3.63	0.00
		C - L1026 Ninth Lock Rd (S)	144.99	2.96
				0.00

Demand (Veh/TS)

09:30 - 09:45

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	6.47
		B - Site Access	2.48	0.00
		C - L1026 Ninth Lock Rd (S)	113.93	4.11
				0.00

Demand (Veh/TS)

09:45 - 10:00

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	6.23
		B - Site Access	9.61	0.00
		C - L1026 Ninth Lock Rd (S)	148.34	2.96
				0.00

Demand (Veh/TS)

10:00 - 10:15

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	10.79
		B - Site Access	5.62	0.00
		C - L1026 Ninth Lock Rd (S)	124.69	3.88
				0.00

Demand (Veh/TS)

10:15 - 10:30

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	5.96
		B - Site Access	13.00	0.00
		C - L1026 Ninth Lock Rd (S)	104.95	9.86
				0.00

Demand (Veh/TS)

10:30 - 10:45

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	5.71
		B - Site Access	5.62	0.00
		C - L1026 Ninth Lock Rd (S)	97.66	2.74
				0.00

Demand (Veh/TS)

10:45 - 11:00

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	12.43
		B - Site Access	4.72	0.00
		C - L1026 Ninth Lock Rd (S)	102.74	2.74
				0.00

Demand (Veh/TS)

11:00 - 11:15

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	9.34
		B - Site Access	7.33	0.00
		C - L1026 Ninth Lock Rd (S)	114.88	3.97
				0.00

Demand (Veh/TS)

11:15 - 11:30

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	5.00
		B - Site Access	6.19	0.00
		C - L1026 Ninth Lock Rd (S)	93.08	6.26
				0.00

Demand (Veh/TS)

11:30 - 11:45		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0.00	9.34	98.30
		B - Site Access	9.63	0.00	4.76
		C - L1026 Ninth Lock Rd (S)	108.15	2.82	0.00

Demand (Veh/TS)

11:45 - 12:00		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0.00	14.18	116.24
		B - Site Access	11.92	0.00	7.96
		C - L1026 Ninth Lock Rd (S)	118.48	5.36	0.00

Demand (Veh/TS)

12:00 - 12:15		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0.00	7.45	97.33
		B - Site Access	8.33	0.00	5.72
		C - L1026 Ninth Lock Rd (S)	112.07	4.04	0.00

Demand (Veh/TS)

12:15 - 12:30		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0.00	9.99	108.15
		B - Site Access	12.27	0.00	6.62
		C - L1026 Ninth Lock Rd (S)	122.14	4.04	0.00

Demand (Veh/TS)

12:30 - 12:45		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0.00	6.30	97.58
		B - Site Access	9.07	0.00	3.18
		C - L1026 Ninth Lock Rd (S)	105.34	4.04	0.00

Demand (Veh/TS)

12:45 - 13:00		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0.00	2.62	108.56
		B - Site Access	4.89	0.00	5.48
		C - L1026 Ninth Lock Rd (S)	139.10	1.75	0.00

Demand (Veh/TS)

13:00 - 13:15

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	14.21
		B - Site Access	7.56	0.00
		C - L1026 Ninth Lock Rd (S)	110.16	4.09
				0.00

Demand (Veh/TS)

13:15 - 13:30

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	9.62
		B - Site Access	9.60	0.00
		C - L1026 Ninth Lock Rd (S)	129.91	2.95
				0.00

Demand (Veh/TS)

13:30 - 13:45

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	5.28
		B - Site Access	7.56	0.00
		C - L1026 Ninth Lock Rd (S)	102.38	3.19
				0.00

Demand (Veh/TS)

13:45 - 14:00

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	4.13
		B - Site Access	5.01	0.00
		C - L1026 Ninth Lock Rd (S)	115.00	8.68
				0.00

Demand (Veh/TS)

14:00 - 14:15

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	2.94
		B - Site Access	3.68	0.00
		C - L1026 Ninth Lock Rd (S)	98.15	3.01
				0.00

Demand (Veh/TS)

14:15 - 14:30

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	7.53
		B - Site Access	7.12	0.00
		C - L1026 Ninth Lock Rd (S)	122.57	4.16
				0.00

Demand (Veh/TS)

14:30 - 14:45

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	9.16
		B - Site Access	9.42	0.00
		C - L1026 Ninth Lock Rd (S)	107.82	5.55
				0.00

Demand (Veh/TS)

14:45 - 15:00

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	16.05
		B - Site Access	9.42	0.00
		C - L1026 Ninth Lock Rd (S)	126.91	1.86
				0.00

Demand (Veh/TS)

15:00 - 15:15

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	7.76
		B - Site Access	14.13	0.00
		C - L1026 Ninth Lock Rd (S)	130.38	5.84
				0.00

Demand (Veh/TS)

15:15 - 15:30

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	7.76
		B - Site Access	9.30	0.00
		C - L1026 Ninth Lock Rd (S)	129.15	4.45
				0.00

Demand (Veh/TS)

15:30 - 15:45

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	8.91
		B - Site Access	3.97	0.00
		C - L1026 Ninth Lock Rd (S)	138.57	4.45
				0.00

Demand (Veh/TS)

15:45 - 16:00

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	6.62
		B - Site Access	6.26	0.00
		C - L1026 Ninth Lock Rd (S)	107.35	3.30
				0.00

Demand (Veh/TS)

16:00 - 16:15

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	9.43
		B - Site Access	15.42	0.00
		C - L1026 Ninth Lock Rd (S)	123.12	3.40
				0.00

Demand (Veh/TS)

16:15 - 16:30

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	11.32
		B - Site Access	9.68	0.00
		C - L1026 Ninth Lock Rd (S)	93.39	5.70
				0.00

Demand (Veh/TS)

16:30 - 16:45

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	13.61
		B - Site Access	8.78	0.00
		C - L1026 Ninth Lock Rd (S)	102.72	4.55
				0.00

Demand (Veh/TS)

16:45 - 17:00

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	18.20
		B - Site Access	8.53	0.00
		C - L1026 Ninth Lock Rd (S)	103.96	3.40
				0.00

Demand (Veh/TS)

17:00 - 17:15

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	15.06
		B - Site Access	11.40	0.00
		C - L1026 Ninth Lock Rd (S)	98.63	1.38
				0.00

Demand (Veh/TS)

17:15 - 17:30

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	12.52
		B - Site Access	10.50	0.00
		C - L1026 Ninth Lock Rd (S)	80.28	2.52
				0.00

Demand (Veh/TS)

17:30 - 17:45

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	10.22
		B - Site Access	13.94	0.00
		C - L1026 Ninth Lock Rd (S)	87.41	1.38
				0.00

Demand (Veh/TS)

17:45 - 18:00

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	12.52
		B - Site Access	6.81	0.00
		C - L1026 Ninth Lock Rd (S)	85.36	1.38
				0.00

Demand (Veh/TS)

18:00 - 18:15

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	16.62
		B - Site Access	10.82	0.00
		C - L1026 Ninth Lock Rd (S)	134.74	9.34
				0.00

Demand (Veh/TS)

18:15 - 18:30

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	9.49
		B - Site Access	13.36	0.00
		C - L1026 Ninth Lock Rd (S)	83.62	3.36
				0.00

Demand (Veh/TS)

18:30 - 18:45

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	7.20
		B - Site Access	3.94	0.00
		C - L1026 Ninth Lock Rd (S)	92.31	4.51
				0.00

Demand (Veh/TS)

18:45 - 19:00

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From	A - L1026 Ninth Lock Rd (N)	0.00	8.59
		B - Site Access	3.94	0.00
		C - L1026 Ninth Lock Rd (S)	81.99	1.07
				0.00

Vehicle Mix

Heavy Vehicle Percentages

07:00 - 07:15	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From			
	A - L1026 Ninth Lock Rd (N)	0	0	17
	B - Site Access	37	0	0
	C - L1026 Ninth Lock Rd (S)	21	0	0

Heavy Vehicle Percentages

07:15 - 07:30	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From			
	A - L1026 Ninth Lock Rd (N)	0	0	15
	B - Site Access	0	0	0
	C - L1026 Ninth Lock Rd (S)	16	0	0

Heavy Vehicle Percentages

07:30 - 07:45	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From			
	A - L1026 Ninth Lock Rd (N)	0	0	10
	B - Site Access	29	0	0
	C - L1026 Ninth Lock Rd (S)	10	0	0

Heavy Vehicle Percentages

07:45 - 08:00	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From			
	A - L1026 Ninth Lock Rd (N)	0	0	3
	B - Site Access	23	0	0
	C - L1026 Ninth Lock Rd (S)	5	0	0

Heavy Vehicle Percentages

08:00 - 08:15	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From			
	A - L1026 Ninth Lock Rd (N)	0	30	4
	B - Site Access	23	0	0
	C - L1026 Ninth Lock Rd (S)	9	0	0

Heavy Vehicle Percentages

08:15 - 08:30

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	56	9
	B - Site Access	55	0	0
	C - L1026 Ninth Lock Rd (S)	6	0	0

Heavy Vehicle Percentages

08:30 - 08:45

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	0	5
	B - Site Access	38	0	0
	C - L1026 Ninth Lock Rd (S)	7	40	0

Heavy Vehicle Percentages

08:45 - 09:00

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	13	6
	B - Site Access	0	0	0
	C - L1026 Ninth Lock Rd (S)	4	0	0

Heavy Vehicle Percentages

09:00 - 09:15

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	13	4
	B - Site Access	0	0	0
	C - L1026 Ninth Lock Rd (S)	6	0	0

Heavy Vehicle Percentages

09:15 - 09:30

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	18	10
	B - Site Access	0	0	20
	C - L1026 Ninth Lock Rd (S)	11	0	0

Heavy Vehicle Percentages

09:30 - 09:45

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	22	11
	B - Site Access	0	0	0
	C - L1026 Ninth Lock Rd (S)	7	0	0

Heavy Vehicle Percentages

09:45 - 10:00

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	0	7
	B - Site Access	15	0	0
	C - L1026 Ninth Lock Rd (S)	6	0	0

Heavy Vehicle Percentages

10:00 - 10:15

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	26	9
	B - Site Access	0	0	0
	C - L1026 Ninth Lock Rd (S)	7	0	0

Heavy Vehicle Percentages

10:15 - 10:30

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	23	12
	B - Site Access	21	0	0
	C - L1026 Ninth Lock Rd (S)	7	14	0

Heavy Vehicle Percentages

10:30 - 10:45

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	0	11
	B - Site Access	0	0	0
	C - L1026 Ninth Lock Rd (S)	11	0	0

Heavy Vehicle Percentages

10:45 - 11:00

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	45	4
	B - Site Access	30	0	0
	C - L1026 Ninth Lock Rd (S)	14	0	0

Heavy Vehicle Percentages

11:00 - 11:15

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	0	3
	B - Site Access	19	0	0
	C - L1026 Ninth Lock Rd (S)	8	0	0

Heavy Vehicle Percentages

11:15 - 11:30		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0	28	5
		B - Site Access	23	0	0
		C - L1026 Ninth Lock Rd (S)	10	0	0

Heavy Vehicle Percentages

11:30 - 11:45		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0	0	6
		B - Site Access	14	0	59
		C - L1026 Ninth Lock Rd (S)	4	0	0

Heavy Vehicle Percentages

11:45 - 12:00		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0	10	8
		B - Site Access	12	0	18
		C - L1026 Ninth Lock Rd (S)	4	26	0

Heavy Vehicle Percentages

12:00 - 12:15		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0	19	6
		B - Site Access	0	0	24
		C - L1026 Ninth Lock Rd (S)	9	0	0

Heavy Vehicle Percentages

12:15 - 12:30		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0	28	8
		B - Site Access	23	0	0
		C - L1026 Ninth Lock Rd (S)	7	0	0

Heavy Vehicle Percentages

12:30 - 12:45		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0	22	7
		B - Site Access	46	0	0
		C - L1026 Ninth Lock Rd (S)	4	0	0

Heavy Vehicle Percentages

12:45 - 13:00		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0	0	4
		B - Site Access	0	0	0
		C - L1026 Ninth Lock Rd (S)	5	0	0

Heavy Vehicle Percentages

13:00 - 13:15		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0	0	12
		B - Site Access	18	0	0
		C - L1026 Ninth Lock Rd (S)	5	0	0

Heavy Vehicle Percentages

13:15 - 13:30		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0	0	5
		B - Site Access	0	0	0
		C - L1026 Ninth Lock Rd (S)	5	0	0

Heavy Vehicle Percentages

13:30 - 13:45		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0	26	5
		B - Site Access	18	0	0
		C - L1026 Ninth Lock Rd (S)	7	44	0

Heavy Vehicle Percentages

13:45 - 14:00		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0	34	7
		B - Site Access	0	0	0
		C - L1026 Ninth Lock Rd (S)	6	0	0

Heavy Vehicle Percentages

14:00 - 14:15		To			
	From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
		A - L1026 Ninth Lock Rd (N)	0	0	8
		B - Site Access	0	0	0
		C - L1026 Ninth Lock Rd (S)	4	0	0

Heavy Vehicle Percentages

14:15 - 14:30

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	0	6
	B - Site Access	0	0	0
	C - L1026 Ninth Lock Rd (S)	10	0	0

Heavy Vehicle Percentages

14:30 - 14:45

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	30	6
	B - Site Access	0	0	0
	C - L1026 Ninth Lock Rd (S)	6	25	0

Heavy Vehicle Percentages

14:45 - 15:00

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	17	4
	B - Site Access	0	0	0
	C - L1026 Ninth Lock Rd (S)	9	0	0

Heavy Vehicle Percentages

15:00 - 15:15

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	0	6
	B - Site Access	39	0	0
	C - L1026 Ninth Lock Rd (S)	9	24	0

Heavy Vehicle Percentages

15:15 - 15:30

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	0	8
	B - Site Access	45	0	0
	C - L1026 Ninth Lock Rd (S)	3	0	0

Heavy Vehicle Percentages

15:30 - 15:45

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	0	5
	B - Site Access	0	0	0
	C - L1026 Ninth Lock Rd (S)	4	0	0

Heavy Vehicle Percentages

15:45 - 16:00

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	0	6
	B - Site Access	0	0	0
	C - L1026 Ninth Lock Rd (S)	4	0	0

Heavy Vehicle Percentages

16:00 - 16:15

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	0	2
	B - Site Access	0	0	0
	C - L1026 Ninth Lock Rd (S)	1	0	0

Heavy Vehicle Percentages

16:15 - 16:30

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	37	3
	B - Site Access	0	0	0
	C - L1026 Ninth Lock Rd (S)	9	0	0

Heavy Vehicle Percentages

16:30 - 16:45

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	31	10
	B - Site Access	16	0	0
	C - L1026 Ninth Lock Rd (S)	3	0	0

Heavy Vehicle Percentages

16:45 - 17:00

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	23	4
	B - Site Access	0	0	0
	C - L1026 Ninth Lock Rd (S)	9	0	0

Heavy Vehicle Percentages

17:00 - 17:15

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	9	3
	B - Site Access	0	0	0
	C - L1026 Ninth Lock Rd (S)	0	0	0

Heavy Vehicle Percentages

17:15 - 17:30

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	0	8
	B - Site Access	13	0	0
	C - L1026 Ninth Lock Rd (S)	0	0	0

Heavy Vehicle Percentages

17:30 - 17:45

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	0	2
	B - Site Access	10	0	0
	C - L1026 Ninth Lock Rd (S)	2	0	0

Heavy Vehicle Percentages

17:45 - 18:00

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	0	5
	B - Site Access	0	0	0
	C - L1026 Ninth Lock Rd (S)	3	0	0

Heavy Vehicle Percentages

18:00 - 18:15

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	8	3
	B - Site Access	0	0	0
	C - L1026 Ninth Lock Rd (S)	1	15	0

Heavy Vehicle Percentages

18:15 - 18:30

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	0	2
	B - Site Access	10	0	20
	C - L1026 Ninth Lock Rd (S)	5	0	0

Heavy Vehicle Percentages

18:30 - 18:45

	To			
From		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	A - L1026 Ninth Lock Rd (N)	0	0	9
	B - Site Access	0	0	0
	C - L1026 Ninth Lock Rd (S)	2	0	0

Heavy Vehicle Percentages

18:45 - 19:00

	To			
		A - L1026 Ninth Lock Rd (N)	B - Site Access	C - L1026 Ninth Lock Rd (S)
	From			
	A - L1026 Ninth Lock Rd (N)	0	16	0
	B - Site Access	0	0	0
	C - L1026 Ninth Lock Rd (S)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-C	0.07	10.30	0.1	B	4.97	238.34
B-A	0.20	16.20	0.3	C	7.95	381.55
C-AB	0.12	5.38	0.3	A	8.24	395.58
C-A					103.29	4957.71
A-B					8.77	420.81
A-C					101.43	4868.85

Main Results for each time segment

07:00 - 07:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2.65	2.65	144.49	0.018	2.64	0.0	0.0	6.344	A
B-A	3.73	3.73	89.57	0.042	3.69	0.0	0.0	10.474	B
C-AB	6.30	6.30	184.84	0.034	6.26	0.0	0.0	5.038	A
C-A	65.43	65.43			65.43				
A-B	3.82	3.82			3.82				
A-C	48.70	48.70			48.70				

07:15 - 07:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3.80	3.80	151.72	0.025	3.79	0.0	0.0	6.083	A
B-A	4.63	4.63	112.54	0.041	4.63	0.0	0.0	9.763	A
C-AB	3.05	3.05	196.14	0.016	3.08	0.0	0.0	4.672	A
C-A	84.74	84.74			84.74				
A-B	3.82	3.82			3.82				
A-C	54.43	54.43			54.43				

07:30 - 07:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4.95	4.95	134.88	0.037	4.94	0.0	0.0	6.925	A
B-A	9.71	9.71	93.92	0.104	9.66	0.0	0.1	9.836	A
C-AB	0.90	0.90	183.82	0.005	0.91	0.0	0.0	5.040	A
C-A	69.60	69.60			69.60				
A-B	6.11	6.11			6.11				
A-C	70.24	70.24			70.24				

07:45 - 08:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3.80	3.80	129.27	0.029	3.81	0.0	0.0	7.172	A
B-A	6.03	6.03	86.93	0.069	6.05	0.1	0.1	11.456	B
C-AB	4.95	4.95	182.57	0.027	4.92	0.0	0.0	5.078	A
C-A	75.38	75.38			75.38				
A-B	8.41	8.41			8.41				
A-C	109.65	109.65			109.65				

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5.98	5.98	136.05	0.044	5.97	0.0	0.0	6.918	A
B-A	6.01	6.01	78.84	0.076	6.00	0.1	0.1	12.351	B
C-AB	6.45	6.45	194.19	0.033	6.44	0.0	0.0	4.752	A
C-A	92.47	92.47			92.47				
A-B	4.70	4.70			4.70				
A-C	111.55	111.55			111.55				

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4.84	4.84	114.65	0.042	4.84	0.0	0.0	8.197	A
B-A	10.19	10.19	60.69	0.168	10.09	0.1	0.2	16.199	C
C-AB	2.23	2.23	201.06	0.011	2.26	0.0	0.0	4.555	A
C-A	111.36	111.36			111.36				
A-B	4.94	4.94			4.94				
A-C	132.52	132.52			132.52				

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7.13	7.13	130.44	0.055	7.12	0.0	0.1	7.297	A
B-A	7.40	7.40	69.47	0.106	7.45	0.2	0.1	15.649	C
C-AB	9.01	9.01	175.14	0.051	8.95	0.0	0.1	5.264	A
C-A	101.38	101.38			101.38				
A-B	3.30	3.30			3.30				
A-C	115.23	115.23			115.23				

08:45 - 09:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3.69	3.69	139.58	0.026	3.72	0.1	0.0	6.624	A
B-A	4.61	4.61	94.19	0.048	4.68	0.1	0.1	12.412	B
C-AB	2.51	2.51	224.46	0.011	2.57	0.1	0.0	4.567	A
C-A	134.91	134.91			134.91				
A-B	10.43	10.43			10.43				
A-C	95.74	95.74			95.74				

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-C	3.13	3.13	135.79	0.023	3.13	0.0	0.0	6.786	A
B-A	4.77	4.77	105.64	0.045	4.79	0.1	0.0	8.927	A
C-AB	5.50	5.50	191.34	0.029	5.48	0.0	0.0	4.836	A
C-A	85.67	85.67			85.67				
A-B	11.06	11.06			11.06				
A-C	96.48	96.48			96.48				

09:15 - 09:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6.82	6.82	120.11	0.057	6.78	0.0	0.1	7.496	A
B-A	3.63	3.63	67.76	0.054	3.62	0.0	0.1	14.030	B
C-AB	8.62	8.62	221.45	0.039	8.60	0.0	0.1	4.164	A
C-A	139.33	139.33			139.33				
A-B	7.62	7.62			7.62				
A-C	137.20	137.20			137.20				

09:30 - 09:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	1.98	1.98	138.54	0.014	2.02	0.1	0.0	7.615	A
B-A	2.48	2.48	94.93	0.026	2.51	0.1	0.0	9.742	A
C-AB	9.11	9.11	207.93	0.044	9.10	0.1	0.1	4.590	A
C-A	108.93	108.93			108.93				
A-B	6.47	6.47			6.47				
A-C	98.86	98.86			98.86				

09:45 - 10:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.83	0.83	114.96	0.007	0.84	0.0	0.0	7.888	A
B-A	9.61	9.61	79.28	0.121	9.50	0.0	0.1	12.506	B
C-AB	8.41	8.41	229.79	0.037	8.42	0.1	0.1	4.075	A
C-A	142.90	142.90			142.90				
A-B	6.23	6.23			6.23				
A-C	120.16	120.16			120.16				

10:00 - 10:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	1.77	1.77	121.19	0.015	1.76	0.0	0.0	7.535	A
B-A	5.62	5.62	93.26	0.060	5.68	0.1	0.1	11.253	B
C-AB	9.51	9.51	211.07	0.045	9.50	0.1	0.1	4.458	A
C-A	119.06	119.06			119.06				
A-B	10.79	10.79			10.79				
A-C	119.64	119.64			119.64				

10:15 - 10:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	1.77	1.77	113.40	0.016	1.77	0.0	0.0	8.061	A
B-A	13.00	13.00	77.65	0.168	12.88	0.1	0.2	13.011	B
C-AB	22.58	22.58	186.58	0.121	22.38	0.1	0.3	5.384	A
C-A	92.23	92.23			92.23				
A-B	5.96	5.96			5.96				
A-C	117.84	117.84			117.84				

10:30 - 10:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2.91	2.91	129.89	0.022	2.91	0.0	0.0	7.086	A
B-A	5.62	5.62	101.83	0.055	5.74	0.2	0.1	10.799	B
C-AB	5.60	5.60	195.00	0.029	5.84	0.3	0.0	4.907	A
C-A	94.79	94.79			94.79				
A-B	5.71	5.71			5.71				
A-C	101.29	101.29			101.29				

10:45 - 11:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6.36	6.36	145.80	0.044	6.33	0.0	0.0	6.453	A
B-A	4.72	4.72	73.67	0.064	4.73	0.1	0.1	11.383	B
C-AB	5.68	5.68	198.82	0.029	5.68	0.0	0.0	4.635	A
C-A	99.79	99.79			99.79				
A-B	12.43	12.43			12.43				
A-C	93.17	93.17			93.17				

11:00 - 11:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7.71	7.71	139.62	0.055	7.70	0.0	0.1	6.821	A
B-A	7.33	7.33	79.06	0.093	7.29	0.1	0.1	13.000	B
C-AB	8.85	8.85	208.59	0.042	8.82	0.0	0.1	4.546	A
C-A	109.99	109.99			109.99				
A-B	9.34	9.34			9.34				
A-C	103.54	103.54			103.54				

11:15 - 11:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4.27	4.27	130.50	0.033	4.29	0.1	0.0	7.134	A
B-A	6.19	6.19	83.32	0.074	6.21	0.1	0.1	11.486	B
C-AB	12.13	12.13	192.83	0.063	12.09	0.1	0.1	4.971	A
C-A	87.22	87.22			87.22				
A-B	5.00	5.00			5.00				
A-C	105.18	105.18			105.18				

11:30 - 11:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4.76	4.76	84.63	0.056	4.75	0.0	0.0	9.229	A
B-A	9.63	9.63	88.26	0.109	9.58	0.1	0.1	11.777	B
C-AB	6.00	6.00	205.79	0.029	6.06	0.1	0.0	4.599	A
C-A	104.98	104.98			104.98				
A-B	9.34	9.34			9.34				
A-C	98.30	98.30			98.30				

11:45 - 12:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7.96	7.96	107.48	0.074	7.92	0.0	0.1	10.299	B
B-A	11.92	11.92	80.91	0.147	11.87	0.1	0.2	13.192	B
C-AB	14.30	14.30	189.75	0.075	14.21	0.0	0.1	4.983	A
C-A	109.53	109.53			109.53				
A-B	14.18	14.18			14.18				
A-C	116.24	116.24			116.24				

12:00 - 12:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5.72	5.72	112.53	0.051	5.76	0.1	0.1	8.155	A
B-A	8.33	8.33	95.89	0.087	8.40	0.2	0.1	11.049	B
C-AB	8.87	8.87	207.10	0.043	8.93	0.1	0.1	4.742	A
C-A	107.24	107.24			107.24				
A-B	7.45	7.45			7.45				
A-C	97.33	97.33			97.33				

12:15 - 12:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6.62	6.62	123.31	0.054	6.61	0.1	0.1	8.619	A
B-A	12.27	12.27	78.91	0.156	12.20	0.1	0.2	12.325	B
C-AB	9.59	9.59	211.82	0.045	9.58	0.1	0.1	4.467	A
C-A	116.60	116.60			116.60				
A-B	9.99	9.99			9.99				
A-C	108.15	108.15			108.15				

12:30 - 12:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3.18	3.18	124.31	0.026	3.22	0.1	0.0	7.436	A
B-A	9.07	9.07	73.62	0.124	9.11	0.2	0.1	12.556	B
C-AB	8.38	8.38	204.06	0.041	8.39	0.1	0.1	4.649	A
C-A	101.00	101.00			101.00				
A-B	6.30	6.30			6.30				
A-C	97.58	97.58			97.58				

12:45 - 13:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5.48	5.48	144.67	0.038	5.46	0.0	0.0	6.465	A
B-A	4.89	4.89	86.43	0.056	4.94	0.1	0.1	14.442	B
C-AB	4.57	4.57	226.73	0.020	4.60	0.1	0.0	4.027	A
C-A	136.28	136.28			136.28				
A-B	2.62	2.62			2.62				
A-C	108.56	108.56			108.56				

13:00 - 13:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6.70	6.70	133.02	0.050	6.69	0.0	0.1	7.123	A
B-A	7.56	7.56	80.32	0.094	7.54	0.1	0.1	11.554	B
C-AB	8.92	8.92	203.91	0.044	8.88	0.0	0.1	4.620	A
C-A	105.34	105.34			105.34				
A-B	14.21	14.21			14.21				
A-C	103.02	103.02			103.02				

13:15 - 13:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5.55	5.55	127.15	0.044	5.56	0.1	0.0	7.404	A
B-A	9.60	9.60	93.94	0.102	9.58	0.1	0.1	11.614	B
C-AB	7.35	7.35	217.76	0.034	7.37	0.1	0.0	4.267	A
C-A	125.50	125.50			125.50				
A-B	9.62	9.62			9.62				
A-C	114.41	114.41			114.41				

13:30 - 13:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2.11	2.11	121.78	0.017	2.14	0.0	0.0	7.523	A
B-A	7.56	7.56	86.57	0.087	7.59	0.1	0.1	10.349	B
C-AB	8.11	8.11	169.36	0.048	8.09	0.0	0.1	5.171	A
C-A	97.46	97.46			97.46				
A-B	5.28	5.28			5.28				
A-C	115.55	115.55			115.55				

13:45 - 14:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5.55	5.55	144.54	0.038	5.53	0.0	0.0	6.474	A
B-A	5.01	5.01	88.26	0.057	5.03	0.1	0.1	12.054	B
C-AB	19.34	19.34	208.99	0.092	19.20	0.1	0.2	5.009	A
C-A	104.34	104.34			104.34				
A-B	4.13	4.13			4.13				
A-C	105.48	105.48			105.48				

14:00 - 14:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	1.98	1.98	130.67	0.015	2.01	0.0	0.0	6.995	A
B-A	3.68	3.68	102.67	0.036	3.71	0.1	0.0	9.098	A
C-AB	6.06	6.06	197.74	0.031	6.22	0.2	0.0	4.746	A
C-A	95.10	95.10			95.10				
A-B	2.94	2.94			2.94				
A-C	107.15	107.15			107.15				

14:15 - 14:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3.13	3.13	124.09	0.025	3.12	0.0	0.0	7.439	A
B-A	7.12	7.12	92.92	0.077	7.08	0.0	0.1	10.478	B
C-AB	10.03	10.03	209.78	0.048	10.00	0.0	0.1	4.441	A
C-A	116.70	116.70			116.70				
A-B	7.53	7.53			7.53				
A-C	121.82	121.82			121.82				

14:30 - 14:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5.42	5.42	138.17	0.039	5.41	0.0	0.0	6.779	A
B-A	9.42	9.42	108.75	0.087	9.40	0.1	0.1	9.057	A
C-AB	12.95	12.95	189.16	0.068	12.91	0.1	0.1	4.932	A
C-A	100.42	100.42			100.42				
A-B	9.16	9.16			9.16				
A-C	72.01	72.01			72.01				

14:45 - 15:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4.28	4.28	125.47	0.034	4.28	0.0	0.0	7.428	A
B-A	9.42	9.42	95.47	0.099	9.40	0.1	0.1	10.455	B
C-AB	4.68	4.68	212.95	0.022	4.76	0.1	0.0	4.598	A
C-A	124.09	124.09			124.09				
A-B	16.05	16.05			16.05				
A-C	112.15	112.15			112.15				

15:00 - 15:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3.44	3.44	121.20	0.028	3.45	0.0	0.0	7.645	A
B-A	14.13	14.13	71.73	0.197	14.03	0.1	0.2	13.480	B
C-AB	16.28	16.28	203.51	0.080	16.17	0.0	0.1	4.716	A
C-A	119.94	119.94			119.94				
A-B	7.76	7.76			7.76				
A-C	92.60	92.60			92.60				

15:15 - 15:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	9.18	9.18	131.50	0.070	9.13	0.0	0.1	7.353	A
B-A	9.30	9.30	66.46	0.140	9.35	0.2	0.2	15.368	C
C-AB	10.83	10.83	220.21	0.049	10.89	0.1	0.1	4.618	A
C-A	122.77	122.77			122.77				
A-B	7.76	7.76			7.76				
A-C	98.83	98.83			98.83				

15:30 - 15:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4.59	4.59	143.47	0.032	4.63	0.1	0.0	6.485	A
B-A	3.97	3.97	83.03	0.047	4.07	0.2	0.1	14.970	B
C-AB	11.65	11.65	224.90	0.052	11.65	0.1	0.1	4.210	A
C-A	131.37	131.37			131.37				
A-B	8.91	8.91			8.91				
A-C	112.10	112.10			112.10				

15:45 - 16:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3.44	3.44	133.05	0.026	3.45	0.0	0.0	6.943	A
B-A	6.26	6.26	104.40	0.060	6.27	0.1	0.1	9.172	A
C-AB	6.92	6.92	206.25	0.034	6.95	0.1	0.0	4.529	A
C-A	103.74	103.74			103.74				
A-B	6.62	6.62			6.62				
A-C	96.05	96.05			96.05				

16:00 - 16:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7.86	7.86	132.18	0.059	7.83	0.0	0.1	7.235	A
B-A	15.42	15.42	105.90	0.146	15.31	0.1	0.2	9.925	A
C-AB	7.75	7.75	220.08	0.035	7.75	0.0	0.0	4.268	A
C-A	118.77	118.77			118.77				
A-B	9.43	9.43			9.43				
A-C	86.85	86.85			86.85				

16:15 - 16:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4.42	4.42	133.65	0.033	4.45	0.1	0.0	6.969	A
B-A	9.68	9.68	109.88	0.088	9.75	0.2	0.1	8.994	A
C-AB	10.87	10.87	196.57	0.055	10.84	0.0	0.1	4.772	A
C-A	88.21	88.21			88.21				
A-B	11.32	11.32			11.32				
A-C	82.51	82.51			82.51				

16:30 - 16:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4.42	4.42	123.85	0.036	4.42	0.0	0.0	7.534	A
B-A	8.78	8.78	85.68	0.103	8.77	0.1	0.1	10.791	B
C-AB	9.53	9.53	197.51	0.048	9.54	0.1	0.1	4.864	A
C-A	97.75	97.75			97.75				
A-B	13.61	13.61			13.61				
A-C	110.37	110.37			110.37				

16:45 - 17:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	10.16	10.16	141.06	0.072	10.12	0.0	0.1	6.871	A
B-A	8.53	8.53	87.08	0.098	8.52	0.1	0.1	12.460	B
C-AB	7.28	7.28	196.18	0.037	7.31	0.1	0.1	4.671	A
C-A	100.08	100.08			100.08				
A-B	18.20	18.20			18.20				
A-C	114.87	114.87			114.87				

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2.41	2.41	124.86	0.019	2.47	0.1	0.0	7.355	A
B-A	11.40	11.40	108.52	0.105	11.40	0.1	0.1	9.266	A
C-AB	2.74	2.74	199.70	0.014	2.78	0.1	0.0	4.736	A
C-A	97.27	97.27			97.27				
A-B	15.06	15.06			15.06				
A-C	96.45	96.45			96.45				

17:15 - 17:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5.85	5.85	128.20	0.046	5.82	0.0	0.0	7.352	A
B-A	10.50	10.50	95.88	0.110	10.50	0.1	0.1	9.838	A
C-AB	4.45	4.45	185.82	0.024	4.44	0.0	0.0	4.961	A
C-A	78.36	78.36			78.36				
A-B	12.52	12.52			12.52				
A-C	99.73	99.73			99.73				

17:30 - 17:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	9.29	9.29	135.04	0.069	9.27	0.0	0.1	7.153	A
B-A	13.94	13.94	102.98	0.135	13.90	0.1	0.2	10.246	B
C-AB	2.50	2.50	195.74	0.013	2.52	0.0	0.0	4.636	A
C-A	86.29	86.29			86.29				
A-B	10.22	10.22			10.22				
A-C	82.44	82.44			82.44				

17:45 - 18:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5.85	5.85	137.34	0.043	5.88	0.1	0.0	6.849	A
B-A	6.81	6.81	99.31	0.068	6.89	0.2	0.1	10.427	B
C-AB	2.54	2.54	187.49	0.014	2.53	0.0	0.0	4.847	A
C-A	84.21	84.21			84.21				
A-B	12.52	12.52			12.52				
A-C	108.41	108.41			108.41				

18:00 - 18:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7.80	7.80	136.70	0.057	7.79	0.0	0.1	6.981	A
B-A	10.82	10.82	95.03	0.114	10.78	0.1	0.1	10.676	B
C-AB	25.22	25.22	214.09	0.118	24.97	0.0	0.3	4.737	A
C-A	118.86	118.86			118.86				
A-B	16.62	16.62			16.62				
A-C	90.53	90.53			90.53				

18:15 - 18:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6.90	6.90	111.67	0.062	6.90	0.1	0.1	7.792	A
B-A	13.36	13.36	102.04	0.131	13.35	0.1	0.1	9.666	A
C-AB	6.05	6.05	191.68	0.031	6.27	0.3	0.0	5.010	A
C-A	80.94	80.94			80.94				
A-B	9.49	9.49			9.49				
A-C	84.55	84.55			84.55				

18:30 - 18:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6.66	6.66	156.64	0.042	6.67	0.1	0.0	6.635	A
B-A	3.94	3.94	90.65	0.043	4.03	0.1	0.0	11.238	B
C-AB	8.54	8.54	196.18	0.044	8.52	0.0	0.1	4.826	A
C-A	88.28	88.28			88.28				
A-B	7.20	7.20			7.20				
A-C	93.81	93.81			93.81				

18:45 - 19:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3.22	3.22	139.07	0.023	3.24	0.0	0.0	6.628	A
B-A	3.94	3.94	102.52	0.038	3.95	0.0	0.0	9.132	A
C-AB	1.93	1.93	186.84	0.010	1.98	0.1	0.0	4.867	A
C-A	81.12	81.12			81.12				
A-B	8.59	8.59			8.59				
A-C	109.54	109.54			109.54				