AFEC International

Primary School, Kishoge, Lucan, Co. Dublin

Traffic and Transport Assessment

P·M·C·E

July 2022

AFEC International

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Executive Summary

This report assesses the traffic related impacts associated with the construction of a new 500-pupil Primary School in Kishoge, Lucan, Co. Dublin. The school will be accessed from a new access road which will intersect the southern side of Thomas Omer Way at a new priority controlled T-Junction. The proposed school consists of the following:

- A new Stop-controlled priority T-Junction on the southern side of Thomas Omer Way.
- 31No car parking spaces for staff and visitors (2No of which will be mobility impaired parking spaces).
- 46No bicycle parking spaces.
- The construction of 1No playground and 2No ballcourts.
- 2No Special Needs Units (SNUs) comprising a play area and a sensory garden.
- Set Down Parking on both sides of the new access road between Thomas Omer Way and the proposed school and within the proposed school carpark.

It is expected that the school will employ approximately 84 staff members. This figure is based off a neighbouring primary school of similar size. Upon opening (expected in 2023), the initial use of the school building will be as a 'Decant Hub' where students and staff from two nearby schools, Lucan East Educate Together National School and Gaelscoil Eiscir Riada, will be transported to/from the proposed school by approximately 10No buses during the AM and PM Peak Hours. Pupils and school staff will therefore arrive first at these schools and be picked up from these schools. The new school will then commence operations as a permanent school during the 2024 school year.

Twelve-hour classified vehicle turning counts were carried out by Traffinomics on 11th May 2022, which included four junctions: R136/Thomas Omer Way Roundabout, Thomas Omer Way/Lynch's Lane Staggered Crossroads, R113/Thomas Omer Way Crossroads, and the site access.

Traffic likely to be generated by the proposed school 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. This determined a total of 679 daily trips, 347 inbound trips and 332 outbound trips.

Link capacity analysis was carried out on the L1059 and it was determined that it will continue to operate within capacity for each of the assessment years 2023 ('Decant Period'), 2024 (Opening Year), 2029 (Opening Year+5), and 2039 (Opening Year+15).

Junction capacity analysis was undertaken at three junctions located within the surrounding road network: -

- Junction 1 – R136/Thomas Omer Way Roundabout
- Junction 2 – Thomas Omer Way/Lynch's Lane Staggered Crossroads
- Junction 3 – R113/Thomas Omer Way Crossroads.

The proposed priority-controlled T-Junction between Thomas Omer Way and the access road to the proposed school was also included in the junction capacity analysis.

The results of the Junction Capacity Analysis indicate that each junction will continue to operate within capacity for each of the assessment years 2023 ('Decant Period'), 2024 (Opening Year), 2029 (Opening Year+5), and 2039 (Opening Year+15).

Sightlines have been assessed against Section 4.4.4 of the Design Manual for Urban Roads and Streets (DMURS), which requires 65m of unobstructed visibility (where the design speed is 60kph) at a point 2.4m back from the edge of the major road. It was determined that these visibility requirements are achieved at the site access at a set-back of 2.4m from the edge of Thomas Omer Way.

The proposed school will provide 31No car parking spaces for staff and visitors, 2No of which will be mobility impaired parking spaces. The proposed school will also contain 46No bicycle parking spaces.

Both the current 'South Dublin County Council - County Development Plan 2016-2022,' and the 'Draft South Dublin County Council - County Development Plan 2022-2028' require a maximum of 1 parking space per classroom for the land use of Education - School.

The number of classrooms within the proposed school is currently unknown at this stage of the project, however, according to a report by the Irish National Teacher's Organisation in 2021, the average size of a primary school class was 24 pupils. Using this figure, it can be assumed that the proposed school will include approximately 21 classrooms (500 pupils). This equates to a requirement for 21No parking spaces for the proposed Primary School. Therefore, the proposed parking provision is sufficient to accommodate a school of this size in accordance with both the 2016-2022 and the Draft 2022-2028 South Dublin County Council - County Development Plans.

Additionally, a School Travel Plan (Report Ref. P22-066-PSW2-RP-001) has been prepared, and will be adopted, for the proposed school. The overall objective of a School Travel Plan is to make a firm commitment to reduce, where possible, the reliance on the private car, encourage more sustainable and alternative modes of transport such as walking, cycling and public transport and improve site accessibility.

The results of this Traffic and Transport Assessment confirm that the traffic generated by the proposed development will not result in capacity issues on the roads and junctions within the surrounding local road 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 is ranges from LOS A to LOS F, with A representing free flow and F representing stop/start traffic. LOS C represents stable flow conditions

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1 Introduction

1.1 General

PMCE Ltd were commissioned by AFEC International to undertake an assessment of the traffic impacts associated with the proposed Primary School, at Kishoge, Lucan, Co. Dublin.

1.2 Information Reviewed

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

- "Traffic and Transport Assessment Guidelines" (May 2014) published by Transport Infrastructure Ireland (TII).
- Unit 5.3 (Travel Demand Projections) of the "Project Appraisal Guidelines" (October 2021) published by Transport Infrastructure Ireland.
- South Dublin County Council Development Plan 2016-2022.
- Traffic Count Survey Data, collected by Traffinomics.
- Topographical Survey Data/Mapping provided by AFEC International.
- 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.
- Unit 16.1 (Expansion Factors for Short Period Traffic Counts) of the "Project Appraisal Guidelines" (October 2016) published by Transport Infrastructure Ireland.
- DN-GEO-03031 - "Rural Road Link Design," (June 2017) published by TII.
- DN-GEO-03060 – "Geometric Design of Junctions (priority junctions, direct accesses, roundabouts, grade separated and compact grade separated junctions)," (June 2017) published by TII.

1.3 Scope

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

1.4 Methodology

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

- A site visit on the 22nd June 2022, the weather was wet, and the ground surface was wet.
- Trip Generation and Trip Assignment – This is used to derive trip rates and to provide information as to which direction of travel vehicles will travel to/from the proposed development.
- Link Capacity Assessment - To obtain an AADT value for the main roads linking the development to the surrounding network.
- Existing Traffic Assessment – The traffic count data was used to develop Junctions 9 models for the assessed junctions.
- Future Year Assessments – The estimated future year volumes on the study area network, as a result of the increase in background traffic and any site related traffic, was used to assess the future operational performance of the junctions and surrounding road network for 2023 (when operating as a 'Decant Hub' for nearby existing schools), 2024 (assumed year of opening under full operation), and

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

1.5 Location plan

It is proposed to construct a new 500-pupil primary school in Kishoge, Lucan, Co. Dublin. Figure 1-1 shows the location of the proposed development and the surrounding road network. The site is to be located on the L1059 (Thomas Omer Way), connecting the development to both the R136 and R113 Regional Roads to the west and east respectively.

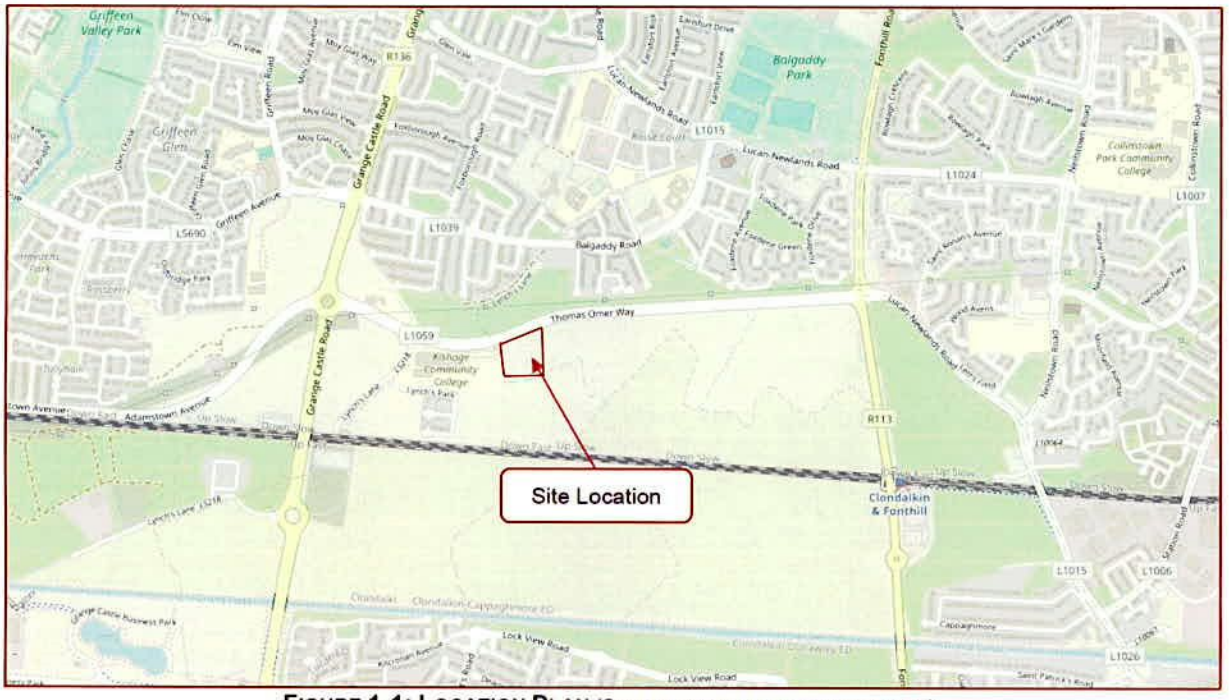


FIGURE 1-1: LOCATION PLAN (SOURCE: WWW.OPENSTREETMAP.ORG)

2 Existing Conditions

2.1 The Site

The site of the proposed development is an existing greenfield site adjacent to Thomas Omer Way, Lucan, Co. Dublin. The site is bound to the north by Thomas Omer way, to the east and south by adjacent greenfield sites, and to the west by the existing Kishoge Community College. The site is located approximately 2.4 km south of the N4 National Road and 2.3 km West of the M50 Motorway. It is expected that the proposed school will serve the surrounding areas of Lucan, Esker, Fonthill and Clondalkin.

2.1.1 Thomas Omer Way

Thomas Omer Way is a local road (L1059) which runs in an east to west direction connecting the R136 Regional Road and the R113 Regional Road. It is a dual carriageway road approximately 12m wide in the vicinity of the site. Thomas Omer Way has a posted speed limit of 60kph. There are bus lanes and cycle facilities, in the form of grade-separated cycle tracks, on both sides of the road. Footpaths and public lighting are also provided on both sides of the road. The proposed development will be accessed from a new access road which will intersect the southern side of Thomas Omer Way at a new priority controlled T-Junction.

FIGURE 2-1: THOMAS OMER WAY TRAVELLING WESTBOUND

2.1.2 R136

The R136 Regional Road is a two-way dual carriageway approximately 9.9km in length travelling in a north-to-south direction from its junction with the R835 in Lucan, to the north, to its junction with the N81 in Tallaght, to the south. The R136 has one general traffic lane and one bus lane in each direction. The width of the road varies in length, but it is approximately 10m wide in the vicinity of the development. There is a posted speed limit of 60kph to the north and 80kph to the south of its roundabout junction with Thomas Omer Way. Pedestrian footpaths, public lighting, and cycle facilities in the form of a grade-separated cycle track, are provided along the R136 in the vicinity of the development.

FIGURE 2-2: R136 TRAVELLING SOUTHBOUND

2.1.3 R113

The R113 Regional Road is a two-way single carriageway approximately 3.5km in length travelling in a north-to-south direction from its junction with the N4 (at Junction 2), to the north, to its junction with the R134, to the south. The R113 has one general traffic lane and one bus lane in each direction, with the southbound lane diverging into additional lanes for left and right-turning movements at the signalised junction with Thomas Omer Way. The road varies along its length, however, it is approximately 10m wide to the south of its junction with Thomas Omer Way and widens to approximately 12.2m wide to the north of this junction. Pedestrian facilities and public lighting are provided on both sides of the road. Varying levels of cycle facilities are also provided along the road with grade-separated cycle tracks at its junction with Thomas Omer Way. The R113 has a posted speed limit of 60kph in the vicinity of the site.

FIGURE 2-3: R113 TRAVELLING NORTHBOUND

2.2 Traffic Volumes

Traffic counts (12-Hour classified Junction Turning Counts (JTCs)) were carried out on the 11th of May 2022 at three junctions, including the R136/Thomas Omer Way Roundabout, the staggered crossroads junction at Lynch Lane & the Carline Learning Centre Access, and the R113/Thomas Omer Way signalised crossroad junction. Each of the traffic counts were carried out between 7:00am and 7:00pm, this time period encompassing the main operating hours of the proposed school. 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) and
5. Buses.

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

- **Junction 1 – R136/Thomas Omer Way Roundabout** – 07:45 to 08:45 (AM Peak) and 17:00 to 18:00 (PM Peak)
- **Junction 2 – Thomas Omer Way/Lynch's Lane Staggered Crossroads** – 07:45 to 08:45 (AM Peak) and 17:00 to 18:00 (PM Peak)

- **Junction 3 – R113/Thomas Omer Way Crossroads** – 07:45 to 08:45 (AM Peak) and 17:00 to 18:00 (PM Peak)

The traffic count data for each site has been converted to Annual Average Daily Traffic (AADT) values using the methodology described in Unit 16.1 (Expansion Factors for Short Period Traffic Counts) of the "Project Appraisal Guidelines" (October 2016) published by Transport Infrastructure Ireland. Annexes A to C of the above document were used in the expansion of traffic counts to AADTs. The AADT at each junction 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.

The proposed school will be accessed via a new priority-controlled T-Junction (henceforth referred to as Junction 4) located approximately 525m east of Junction 2. The traffic count data on Thomas Omer Way recorded at Junctions 2 and 3 were used to determine the traffic volumes on Thomas Omer Way at the location of the proposed junction. Junction 4 is proposed to be a priority controlled junction between Thomas Omer Way and a new access road that will be used to access the proposed school. All traffic entering the access road must turn left from Thomas Omer Way and, when exiting, turn left onto Thomas Omer Way due to the central median island along the dual carriageway road.

A combined factor of 0.795 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 0.92 for the Wednesday traffic count. Finally, this was converted to AADT using an index of 0.98 for the month of May. These factors were used to calculate the AADT for each of the four junctions, which are indicated in the following tables.

TABLE 2-1: AADTS AT JUNCTION 1 – (R136/THOMAS OMER WAY ROUNDABOUT)

Hour Ending	R136 (N)	Thomas Omer Way	R136 (S)	Adamstown Avenue
08:00	1,433	928	1,750	271
09:00	1,691	1251	1,854	712
10:00	1,003	739	1,172	262
11:00	762	528	855	205
12:00	730	535	842	201
13:00	829	665	983	267
14:00	1,030	738	1,117	281
15:00	1,167	901	1,276	442
16:00	1,305	794	1,465	302
17:00	1,563	959	1,845	369
18:00	1,737	1107	2,030	496
19:00	1,500	890	1,678	378
Period Total	14,750	10,035	16,867	4,186
Period Total HGVs	639	591	1,079	179
% HGVs	4.3%	5.9%	6.4%	4.3%
Total AADT	16,728	11,381	19,129	4,747

TABLE 2-2: AADTS AT JUNCTION 2 – (THOMAS OMER WAY/LYNCH'S LANE STAGGERED CROSSROADS)

Hour Ending	Thomas Omer Way (E)	Lynch's Lane	Thomas Omer Way (W)	Learning Centre
08:00	879	70	928	1
09:00	1,131	147	1,251	5
10:00	709	40	739	12
11:00	519	30	528	11
12:00	509	45	535	7
13:00	641	46	665	2
14:00	700	57	738	17
15:00	849	68	901	12
16:00	757	45	794	4
17:00	960	26	959	3
18:00	1,105	12	1,107	0
19:00	891	14	890	1
Period Total	9,650	600	10,035	75
Period Total HGVs	587	6	591	0
% HGVs	6.1%	1%	5.9%	0%
Total AADT	10,944	680	11,381	85

TABLE 2-3: AADTS AT JUNCTION 3 – (R113/THOMAS OMER WAY CROSSROADS)

Hour Ending	R113 (N)	Lucan Newlands Road	R113 (S)	Thomas Omer Way
08:00	1,297	539	715	723
09:00	1,388	675	1,060	917
10:00	1,135	549	817	543
11:00	1,024	487	691	440
12:00	1,061	472	712	439
13:00	1,179	559	867	549
14:00	1,189	633	880	598
15:00	1,297	690	1029	742
16:00	1,321	611	926	654
17:00	1,376	705	1,147	810
18:00	1,479	757	1,226	970
19:00	1,360	616	971	779
Period Total	15,106	7,293	11,041	8,164
Period Total HGVs	2,704	2,101	482	587
% HGVs	17.9%	28.8%	4.4%	7.2%
Total AADT	17,132	8,271	12,521	9,259

TABLE 2-4: AADTS AT JUNCTION 4 – (THOMAS OMER WAY AT THE SCHOOL ACCESS)

Hour Ending	Thomas Omer Way
08:00	879
09:00	1,131
10:00	709
11:00	519
12:00	509
13:00	641
14:00	700
15:00	849
16:00	757
17:00	960
18:00	1,105
19:00	891
Period Total	9,650
Period Total HGVs	587
% HGVs	6.1%
Total AADT	10,944

3 Proposed Development

3.1 General

The proposed development consists of the construction of a primary school which is expected to have a capacity of 500 pupils. The school will include the following:

- A new Stop-controlled priority T-Junction on the southern side of Thomas Omer Way.
- 31No car parking spaces for staff and visitors (2No of which will be mobility impaired parking spaces).
- 46No bicycle parking spaces.
- The construction of 1No playground and 2No ballcourts.
- 2No Special Needs Units (SNUs) comprising a play area and a sensory garden.
- Set Down Parking on both sides of the new access road between Thomas Omer Way and the proposed school and within the proposed school carpark.

It is expected that the school will employ approximately 84 staff members. This figure is based off a neighbouring primary school of similar size.

The development will be accessed via a new road on the southern side of Thomas Omer Way approximately 525m east of the existing staggered crossroads junction between Thomas Omer Way and Lynch's Lane. It is proposed to construct pedestrian footpaths and cycle tracks on both sides of the new access road between Thomas Omer Way and the access to the school carpark. Set-down parking areas will also be included along this road for the dropping-off/collection of pupils. An additional pedestrian and cycle access will be constructed on Thomas Omer Way to the west of the development.

FIGURE 3-1: SITE LAYOUT PLAN

3.1.1 Operation

It is expected that the school will open in 2023. Upon opening, the initial use of the school building will be as a 'Decant Hub' where students and staff from two nearby schools, Lucan East Educate Together National School and Gaelscoil Eiscir Riada, will be transported to/from the proposed school by approximately 10No buses during the AM and PM Peak Hours. The only vehicles that will access the new school during this period will be buses, generating 20 trips in the AM Peak, 10 inbound and 10 outbound, and 20 trips in the PM Peak, 10 inbound and 10 outbound.

The new school will then commence operations as a permanent school during the 2024 school year.

3.2 Trip Generation & Distribution

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

A summary of the sites from the TRICS database used to estimate the traffic generated by the proposed development are included in Appendix B, 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 - FORECAST ARRIVALS & DEPARTURES (0700 TO 1900)

Time Range	No. of Pupils	Arrivals		Departures		Total
		Trip Rate Factor (Per Unit)	Trips	Trip Rate Factor (Per Unit)	Trips	
07:00 - 08:00	500	0.077	39	0.041	21	60
08:00 - 09:00		0.208	104	0.15	75	179
09:00 - 10:00		0.038	19	0.033	17	36
10:00 - 11:00		0.013	7	0.019	10	17
11:00 - 12:00		0.021	11	0.017	9	20
12:00 - 13:00		0.015	8	0.019	10	18
13:00 - 14:00		0.022	11	0.017	9	20
14:00 - 15:00		0.04	20	0.037	19	39
15:00 - 16:00		0.143	72	0.165	83	155
16:00 - 17:00		0.064	32	0.099	50	82
17:00 - 18:00		0.025	13	0.046	23	36
18:00 - 19:00		0.022	11	0.011	6	17
Totals			**347**		**332**	**679**

3.3 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 local developments were identified as being potentially significant in relation to traffic flows in the vicinity of the proposed school and its access, including schemes not constructed at the time when the traffic counts were undertaken.

1. The Clonburris residential development is to be located on the R136 (Grange Castle Road), southeast of the proposed development. This development is to consist of 569 residential units, a creche, and a shared office (innovation hub). The size of the creche and the shared office is approximately 547m^2 and 626m^2 respectively (Application Ref. SDZ21A/0022).

2. The Balgaddy social housing development is to be located on the L1059 (Thomas Omer Way), northeast of the proposed development. This development is to consist of 74 residential units, and a community facility. The proposed community facility located within this development is expected to solely serve residents of the development and, as a result, the community facility will not generate any additional vehicle trips on the adjacent local road network (Application Ref. SD198/0002).

Table 3-2 to Table 3-5 show the estimated trip rates, as reported in the Traffic Impact Assessments undertaken for each application during a 12-hour assessment period for each of the above developments. It has been assumed that the development traffic generated by these developments will be distributed in a similar fashion to existing traffic at the surveyed junctions.

The trips generated by these adjacent developments have been added to the background traffic for this traffic assessment for the Opening Year, the Opening Year +5 Years and the Opening Year +15 Years. This is considered to be 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: CLONBURRIS HOUSING DEVELOPMENT RESIDENTIAL UNITS TRAFFIC - 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	569	0.074	42.1	0.198	112.7	154.8
08:00 - 09:00		0.153	87.1	0.302	171.8	258.9
09:00 - 10:00		0.159	90.5	0.188	107.0	197.5
10:00 - 11:00		0.116	66.0	0.136	77.4	143.4
11:00 - 12:00		0.123	70.0	0.138	78.5	148.5
12:00 - 13:00		0.168	95.6	0.145	82.5	178.1
13:00 - 14:00		0.134	76.2	0.143	81.4	157.6
14:00 - 15:00		0.107	60.9	0.131	74.5	135.4
15:00 - 16:00		0.184	104.7	0.171	97.3	202.0
16:00 - 17:00		0.19	108.1	0.152	86.5	194.6
17:00 - 18:00		0.246	140.0	0.145	82.5	222.5
18:00 - 19:00		0.222	126.3		0.0	126.3
Totals			**1,068 (1,067.5)**		**1,052 (1,052.1)**	**2,120 (2,119.6)**

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

Time Range	Area	Arrivals		Departures		Total
		Trip Rate Factor (Per 100m²)	Trips	Trip Rate Factor (Per 100m²)	Trips	
07:00 - 08:00	547m²	2.243	12.3	1.295	7.1	19.4
08:00 - 09:00		4.043	22.1	2.811	15.4	37.5
09:00 - 10:00		1.421	7.8	1.232	6.7	14.5
10:00 - 11:00		0.411	2.2	0.221	1.2	3.5
11:00 - 12:00		0.474	2.6	0.379	2.1	4.7
12:00 - 13:00		1.769	9.7	1.611	8.8	18.5
13:00 - 14:00		1.011	5.5	1.421	7.8	13.3
14:00 - 15:00		0.726	4.0	0.663	3.6	7.6
15:00 - 16:00		0.821	4.5	1.39	7.6	12.1
16:00 - 17:00		1.706	9.3	1.99	10.9	20.2
17:00 - 18:00		2.085	11.4	3.222	17.6	29.0
18:00 - 19:00		0.253	1.4	0.537	2.9	4.3
Totals			**93 (92.79)**		**92 (91.7)**	**185 (184.5)**

TABLE 3-4: CLONBURRIS HOUSING DEVELOPMENT SHARED OFFICE TRAFFIC - FORECAST ARRIVALS & DEPARTURES (0700 TO 1900)

Time Range	Area	Arrivals		Departures		Total
		Trip Rate Factor (Per 100m²)	Trips	Trip Rate Factor (Per 100m²)	Trips	
07:00 - 08:00	626m²	1.769	11.1	0.231	1.4	12.5
08:00 - 09:00		2.308	14.4	0.231	1.4	15.8
09:00 - 10:00		1.77	11.1	0.385	2.4	13.5
10:00 - 11:00		0.692	4.3	0.462	2.9	7.2
11:00 - 12:00		0.692	4.3	0.693	4.3	8.6
12:00 - 13:00		1.154	7.2	1.231	7.7	14.9
13:00 - 14:00		0.539	3.4	0.693	4.3	7.7
14:00 - 15:00		0.462	2.9	0.846	5.3	8.2
15:00 - 16:00		0.154	1.0	0.539	3.4	4.4
16:00 - 17:00		0.539	3.4	1.616	10.1	13.5
17:00 - 18:00		0.615	3.8	3.539	22.2	26.0
18:00 - 19:00		0.616	3.9	1.384	8.7	12.6
Totals			**71 (70.8)**		**74 (74.2)**	**145 (144.9)**

TABLE 3-5: BALGADDY HOUSING DEVELOPMENT RESIDENTIAL UNITS TRAFFIC - 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	74	0.047	3.5	0.171	12.7	16.2
08:00 - 09:00		0.101	7.5	0.225	16.7	24.2
09:00 - 10:00		0.178	13.2	0.14	10.4	23.6
10:00 - 11:00		0.109	8.1	0.132	9.8	17.9
11:00 - 12:00		0.109	8.1	0.085	6.3	14.4
12:00 - 13:00		0.093	6.9	0.047	3.5	10.4
13:00 - 14:00		0.078	5.8	0.14	10.4	16.2
14:00 - 15:00		0.07	5.2	0.07	5.2	10.4
15:00 - 16:00		0.233	17.2	0.147	10.9	28.1
16:00 - 17:00		0.163	12.1	0.116	8.6	20.7
17:00 - 18:00		0.194	14.4	0.155	11.5	25.9
18:00 - 19:00		0.147	10.9	0.062	4.6	15.5
Totals			**113 (112.6)**		**110 (110.3)**	**223 (223.5)**

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. The site will be accessed via a new priority-controlled T-Junction on the southern side of Thomas Omer Way. The distribution of the development traffic at Junctions 1 and 3 were therefore derived from the existing traffic distribution at these junctions, as recorded during the traffic surveys.

During the initial 'Decant Period,' before the school is permanently fully operational, students and staff will be transported by bus from two existing schools to the proposed school in the morning and back from the proposed school in the evening. The two schools are Gaelscoil Eiscir Riada and the Lucan East Educate Together National School located to the northwest and west of the proposed development respectively.

The routes these buses will use when travelling to/from the development was assumed by determining the shortest route between the two destinations. The assignment of the forecast development traffic during both the 'Decant Period' and the permanent operational period of the proposed school are indicated graphically in Figure 3-2 and Figure 3-3 respectively.

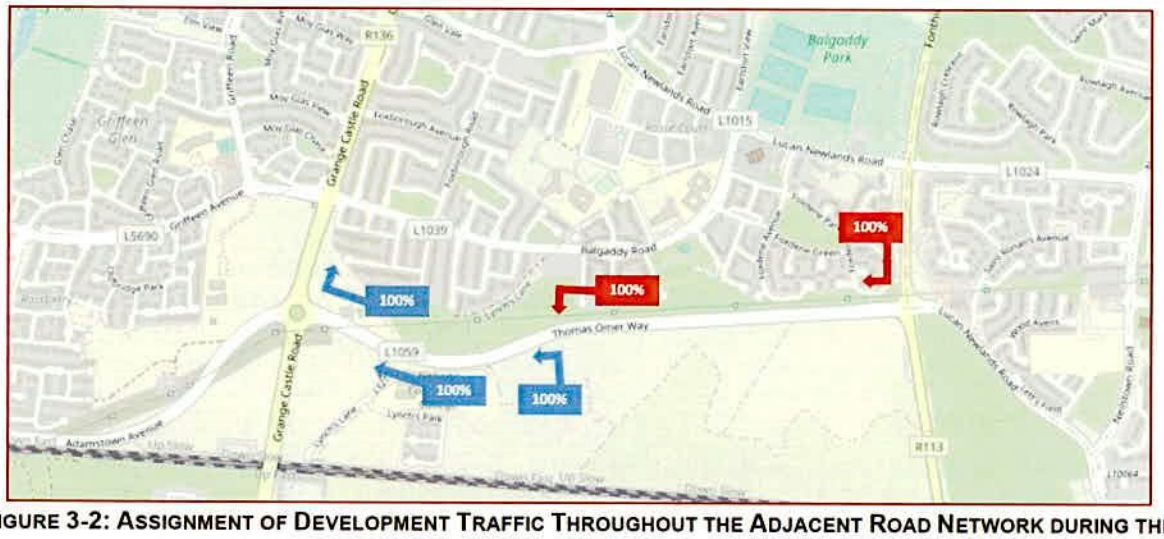


FIGURE 3-2: ASSIGNMENT OF DEVELOPMENT TRAFFIC THROUGHOUT THE ADJACENT ROAD NETWORK DURING THE INITIAL 'DECANT PERIOD'

FIGURE 3-3: ASSIGNMENT OF DEVELOPMENT TRAFFIC THROUGHOUT THE ADJACENT ROAD NETWORK WHEN OPERATIONS AS A PERMAENT SCHOOL COMMENCE

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 3-4 outlines the distributed fully operational development traffic of the school as a percentage of the background traffic on the adjacent road network.

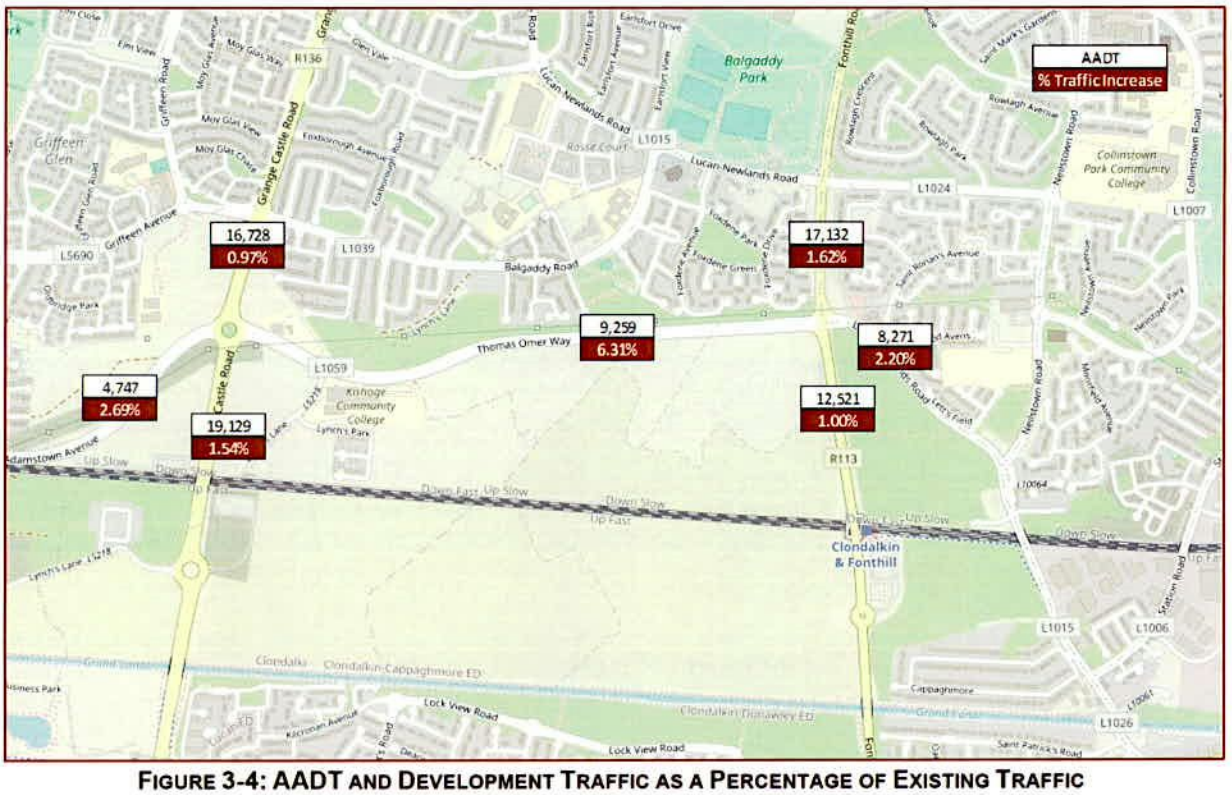


FIGURE 3-4: AADT AND DEVELOPMENT TRAFFIC AS A PERCENTAGE OF EXISTING TRAFFIC

The development traffic exceeds 5% of the existing traffic on Thomas Omer Way at the location of the proposed new access road junction only. A link capacity assessment is therefore only considered necessary on this road and not on the various adjoining arms at the other junctions. However, as Thomas Omer Way forms an arm at all of the surrounding junctions, it is considered necessary to undertake a full junction capacity assessment at all of the surveyed Junctions.

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. Before the development is fully operational, a 9-month period called the 'Decant Period' will take place in 2023, during which time staff and students will be transported to/from the development from two nearby existing schools via approx. 10No buses. The assessment years for the impact assessment are therefore 2023 for the 'Decant Period,' 2024 for the Opening Year, and 2029 & 2039 for the Future Assessment Years.

4.2 Traffic Growth

The Unit 5.3 (Travel Demand Projections) of the "Project Appraisal Guidelines" (October 2021) published by Transport Infrastructure Ireland has been used to determine future year traffic flows on the network from the 2022 traffic count data. Table 4-1 contains a summary of the traffic growth factors published in the "Project Appraisal Guidelines". For this assessment, a medium growth scenario has been adopted (a 'medium' growth scenario was assumed given the site location and scale).

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

Year	Low Growth		Medium Growth		High Growth	
	LV	HV	LV	HV	LV	HV
2016-2030	1.0146	1.0280	**1.0162**	**1.0295**	1.0191	1.0328
2030-2040	1.00334	1.0116	**1.0051**	**1.0136**	1.0087	1.0172

4.3 Link Capacity Assessment

4.3.1 L1059 Local Road (Thomas Omer Way)

The TII Publications document reference DN-GEO-03031 provides guidance on recommended rural road layouts in its Table 6/1. It advises that the capacity of a Type 2 Dual Carriageway road with a cross section of 7.0m and two lanes on each side of the central reserve is 20,000 AADT for a Level of Service D. Thomas Omer Way, adjacent to the development, has an average cross-section width of approximately 7.0m on either side of the central reserve with no gaps in the central reserve. Therefore, the L1059 is considered to be most similar to the Type 2 Dual Carriageway cross-section in this document with a capacity of 20,000 AADT for Level of Service D.

The combined background and Site Traffic volumes, outlined in Table 4-2 in each of the assessment years is less than the LOS D capacity of 20,000 AADT for a Type 2 Dual Carriageway. It is considered that the L1059 will operate within capacity for each of the assessment years. Table 4-2 indicates that the traffic associated with the proposed development represents between 0.42% and 6.6% of the total traffic on the L1059 during the assessment years 2023 to 2039.

TABLE 4-2: COMBINED AADT FOR EACH ASSESSMENT YEAR (L1059)

	Assessment Year				
	2022	2023	2024	2029	2039
Background Traffic	9,259	9,434	9,614	10,564	11,308
Additional Development Traffic	-	40	679	679	679
Combined Traffic (Background + Additional Dev. Traffic)	9,259	9,474	10,293	11,243	11,987
Additional Traffic as % of Combined Traffic	-	0.42%	6.6%	6.04%	5.66%

4.4 Junction Capacity Analysis

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

Junction performance is measured as a ratio between the flow and capacity (RFC). The capacity analysis has been carried out for a 12-hour period for each of the assessment years (2023, 2024, 2029 and 2039). A 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. Urban priority-controlled junctions such as signalised junctions with an RFC below 0.90 (90%) are considered to be operating within capacity, and an RFC of 0.90 (90%) indicates a junction operating at capacity.

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

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

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

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

4.4.1 Location 1: R136/Thomas Omer Way Roundabout

A summary of the junction capacity analysis results for the roundabout junction of the R136 and Thomas Omer Way are shown in Table 4-3. The results indicate that the junction will continue to operate within capacity for each of the assessment years 2023 ('Decant Period'), 2024 (Opening Year), 2029 (Opening Year+5) and 2039 (Opening Year+15).

TABLE 4-3 SUMMARY OF TRAFFIC ANALYSIS AT JUNCTION 1

	12 Hours (07:00 – 19:00)			
	Queue (Veh)	Delay (s)	RFC	LOS
Stream	**2023 ('Decant Period') Without Development**			
R136 (N)	1.2	3.59	0.55	A
Thomas Omer Way	0.8	4.01	0.45	A
R136 (S)	1.6	4.26	0.63	A
Adamstown Avenue	0.6	3.60	0.40	A
Stream	**2023 ('Decant Period') With Development**			
R136 (N)	1.2	3.59	0.55	A
Thomas Omer Way	1.1	5.20	0.52	A
R136 (S)	1.7	4.45	0.64	A
Adamstown Avenue	0.7	3.67	0.40	A
Stream	**2024 (Opening Year) Without Development**			
R136 (N)	1.3	3.77	0.57	A
Thomas Omer Way	0.9	4.11	0.46	A
R136 (S)	1.6	4.21	0.63	A
Adamstown Avenue	0.7	3.67	0.41	A
Stream	**2024 (Opening Year) With Development**			
R136 (N)	1.3	3.77	0.57	A
Thomas Omer Way	1.1	4.64	0.53	A
R136 (S)	1.7	4.40	0.64	A
Adamstown Avenue	0.7	3.74	0.41	A
Stream	**2029 (Opening Year+5) Without Development**			
R136 (N)	1.7	4.47	0.63	A
Thomas Omer Way	1.1	4.78	0.52	A
R136 (S)	2.1	5.08	0.69	A
Adamstown Avenue	0.8	4.13	0.46	A
Stream	**2029 (Opening Year+5) With Development**			
R136 (N)	1.7	4.47	0.63	A
Thomas Omer Way	1.4	5.50	0.59	A
R136 (S)	2.2	5.35	0.70	A
Adamstown Avenue	0.8	4.21	0.46	A
Stream	**2039 (Opening Year+15) Without Development**			
R136 (N)	2.0	5.18	0.68	A
Thomas Omer Way	1.3	5.43	0.56	A
R136 (S)	2.6	5.93	0.73	A
Adamstown Avenue	0.9	4.55	0.49	A

	12 Hours (07:00 – 19:00)			
	Queue (Veh)	Delay (s)	RFC	LOS
Stream	**2039 (Opening Year+15) With Development**			
R136 (N)	2.0	5.18	0.68	A
Thomas Omer Way	1.7	6.38	0.63	A
R136 (S)	2.8	6.31	0.75	A
Adamstown Avenue	1.0	4.66	0.50	A

4.4.2 Location 2: Thomas Omer Way Staggered Crossroads

A summary of the junction capacity analysis results for the staggered junction of Thomas Omer Way and Lynch's Lane are shown in Table 4-4. The results indicate that the junction will continue to operate within capacity for each assessment years 2023 ('Decant Period'), 2024 (Opening Year), 2029 (Opening Year+5) and 2039 (Opening Year+15).

TABLE 4-4 SUMMARY OF TRAFFIC ANALYSIS AT JUNCTION 2

	12 Hours (07:00 – 19:00)			
	Queue (Veh)	Delay (s)	RFC	LOS
Stream	**2023 ('Decant Period)' Without Development**			
Lynch's Lane – Thomas Omer Way/ Learning Centre	0.3	9.49	0.25	A
Thomas Omer Way (E)/Lynch's lane – Learning Centre	0.0	7.53	0.01	A
Learning Centre – Thomas Omer Way (E)/Lynch's lane	0.0	7.00	0.03	A
Learning Centre – Thomas Omer Way (W)	0.0	9.63	0.02	A
Thomas Omer Way (W)/Learning Centre – Thomas Omer Way (E) / Lynch's lane	0.4	9.10	0.31	A
Stream	**2023 ('Decant Period') With Development**			
Lynch's Lane – Thomas Omer Way/ Learning Centre	0.3	9.49	0.25	A
Thomas Omer Way (E)/Lynch's lane – Learning Centre	0.0	7.53	0.01	A
Learning Centre – Thomas Omer Way (E)/Lynch's lane	0.0	7.00	0.03	A
Learning Centre – Thomas Omer Way (W)	0.0	9.63	0.02	A
Thomas Omer Way (W)/Learning Centre – Thomas Omer Way (E) / Lynch's lane	0.4	9.10	0.31	A
Stream	**2024 (Opening Year) Without Development**			
Lynch's Lane – Thomas Omer Way/ Learning Centre	0.3	9.51	0.25	A
Thomas Omer Way (E)/Lynch's lane – Learning Centre	0.0	7.56	0.01	A
Learning Centre – Thomas Omer Way (E)/Lynch's lane	0.0	7.05	0.03	A
Learning Centre – Thomas Omer Way (W)	0.0	9.69	0.02	A
Thomas Omer Way (W)/Learning Centre – Thomas Omer Way (E) / Lynch's lane	0.5	9.21	0.32	A
Stream	**2024 (Opening Year) With Development**			
Lynch's Lane – Thomas Omer Way/ Learning Centre	0.3	9.61	0.26	A
Thomas Omer Way (E)/Lynch's lane – Learning Centre	0.0	7.56	0.01	A
Learning Centre – Thomas Omer Way (E)/Lynch's lane	0.0	7.05	0.03	A
Learning Centre – Thomas Omer Way (W)	0.0	9.77	0.02	A
Thomas Omer Way (W)/Learning Centre – Thomas Omer Way (E) / Lynch's lane	0.5	9.81	0.33	A
Stream	**2029 (Opening Year+5) Without Development**			
Lynch's Lane – Thomas Omer Way/ Learning Centre	0.4	9.63	0.28	A
Thomas Omer Way (E)/Lynch's Lane – Learning Centre	0.0	7.69	0.01	A
Learning Centre – Thomas Omer Way (E)/Lynch's Lane	0.0	7.29	0.03	A
Learning Centre – Thomas Omer Way (W)	0.0	10.03	0.02	B

TRAFFINOMICS LIMITED

PRIMARY SCHOOL, KISHOGE TRAFFIC COUNTS **MAY 2022**
MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/22/129**

SITE: 03 DATE: 11th May 2022

LOCATION: R113/Thomas Omer Way/Ninth Lock Road DAY: Wednesday

	MOVEMENT 1							MOVEMENT 2							MOVEMENT 3						
TIME	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU
13:00	26	6	3	4	1	40	48	73	13	1	1	1	89	92	39	3	1	2	0	45	48
13:15	28	5	3	5	2	43	53	65	8	2	3	0	78	83	42	3	1	1	0	47	49
13:30	26	9	2	1	0	38	40	66	7	0	0	3	76	79	40	2	0	2	1	45	49
13:45	23	8	4	6	0	41	51	81	6	3	0	2	92	96	33	7	2	2	0	44	48
H/TOT	103	28	12	16	3	162	192	285	34	6	4	6	335	349	154	15	4	7	1	181	193
14:00	23	2	4	2	1	32	38	80	6	5	3	1	95	102	58	2	2	2	0	64	68
14:15	27	2	2	5	2	38	48	88	2	4	1	0	95	98	59	11	1	5	1	77	85
14:30	25	4	1	3	1	34	39	63	8	3	0	1	75	78	43	4	1	5	0	53	60
14:45	23	6	4	3	2	38	46	94	13	8	0	0	115	119	46	1	0	3	2	52	58
H/TOT	98	14	11	13	6	142	170	325	29	20	4	2	380	397	206	18	4	15	3	246	271
15:00	25	3	6	2	2	38	46	73	8	4	1	3	89	95	46	5	3	2	0	56	60
15:15	26	7	3	2	1	39	44	72	10	4	1	2	89	94	32	7	2	5	0	46	54
15:30	33	10	0	4	3	50	58	83	8	2	1	6	100	108	45	5	4	4	1	59	67
15:45	15	4	2	2	1	24	29	77	14	0	0	0	91	91	36	6	1	6	0	49	57
H/TOT	99	24	11	10	7	151	177	305	40	10	3	11	369	389	159	23	10	17	1	210	238
16:00	29	7	0	6	2	44	54	96	15	2	0	2	115	118	48	8	1	3	1	61	66
16:15	20	2	2	1	0	25	27	77	9	1	1	2	90	94	42	8	0	2	0	52	55
16:30	22	0	3	0	1	26	29	82	13	2	2	1	100	105	43	5	1	3	0	52	56
16:45	27	0	1	1	1	30	33	98	13	3	0	0	114	116	40	4	2	1	0	47	49
H/TOT	98	9	6	8	4	125	142	353	50	8	3	5	419	432	173	25	4	9	1	212	227
17:00	27	2	2	5	0	36	44	117	12	1	0	1	131	133	55	8	2	1	0	66	68
17:15	20	3	0	0	2	25	27	82	8	0	0	0	90	90	56	5	0	1	1	63	65
17:30	28	5	1	3	2	39	45	110	12	1	0	3	126	130	47	5	1	0	0	53	54
17:45	33	4	2	1	1	41	44	86	7	1	2	1	97	101	64	5	1	1	0	71	73
H/TOT	108	14	5	9	5	141	160	395	39	3	2	5	444	453	222	23	4	3	1	253	260
18:00	22	5	1	3	1	32	37	92	9	0	0	1	102	103	53	7	2	1	0	63	65
18:15	44	3	0	1	1	49	51	100	10	0	1	1	112	114	56	4	1	1	0	62	64
18:30	40	3	0	1	2	46	49	77	6	2	1	1	87	90	57	7	0	1	0	65	66
18:45	26	0	1	1	1	29	32	67	8	0	0	0	75	75	35	3	0	0	0	38	38
H/TOT	132	11	2	6	5	156	170	336	33	2	2	3	376	383	201	21	3	3	0	228	233
P/TOT	1385	262	115	125	68	1955	2243	3476	447	97	48	64	4132	4307	1972	252	81	111	16	2432	2633

TRAFFINOMICS LIMITED

PRIMARY SCHOOL, KISHOGE TRAFFIC COUNTS **MAY 2022**
MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/22/129**

SITE: 03 DATE: 11th May 2022

LOCATION: R113/Thomas Omer Way/Ninth Lock Road DAY: Wednesday

	MOVEMENT 4							MOVEMENT 5							MOVEMENT 6						
TIME	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU
07:00	18	1	3	6	0	28	37	31	6	0	0	0	37	37	7	2	0	0	0	9	9
07:15	24	6	2	2	1	35	40	29	6	3	0	0	38	40	19	0	0	0	0	19	19
07:30	29	6	4	2	1	42	48	53	9	0	0	0	62	62	19	4	0	0	0	23	23
07:45	57	10	2	3	0	72	77	48	6	2	0	0	56	57	28	5	1	0	1	35	37
H/TOT	128	23	11	13	2	177	201	161	27	5	0	0	193	196	73	11	1	0	1	86	88
08:00	50	5	4	4	0	63	70	51	8	1	0	1	61	63	33	4	1	0	0	38	39
08:15	65	6	0	3	0	74	78	42	7	1	0	0	50	51	38	5	1	0	0	44	45
08:30	48	4	1	4	2	59	67	68	9	1	0	1	79	81	35	5	1	0	0	41	42
08:45	40	9	3	2	0	54	58	57	11	1	1	0	70	72	23	2	0	0	0	25	25
H/TOT	203	24	8	13	2	250	273	218	35	4	1	2	260	265	129	16	3	0	0	148	150
09:00	31	6	2	3	0	42	47	49	4	0	0	1	54	55	14	1	1	0	0	16	17
09:15	27	5	3	5	1	41	50	50	5	0	0	1	56	57	15	0	1	0	0	16	17
09:30	42	6	1	2	0	51	54	38	3	1	0	1	43	45	12	3	0	0	0	15	15
09:45	31	2	5	3	0	41	47	30	5	0	0	0	35	35	15	1	0	0	0	16	16
H/TOT	131	19	11	13	1	175	198	167	17	1	0	3	188	192	56	5	2	0	0	63	64
10:00	22	5	0	2	0	29	32	21	3	2	1	0	27	29	10	1	0	0	0	11	11
10:15	29	5	3	1	0	38	41	22	1	2	0	1	26	28	9	1	2	0	1	13	15
10:30	34	3	0	0	0	37	37	20	0	4	0	0	24	26	7	0	0	0	0	7	7
10:45	25	2	2	1	0	30	32	25	5	1	0	0	31	32	14	2	0	0	1	17	18
H/TOT	110	15	5	4	0	134	142	88	9	9	1	1	108	115	40	4	2	0	2	48	51
11:00	32	3	0	1	0	36	37	19	3	0	1	0	23	24	9	1	0	0	0	10	10
11:15	29	4	1	2	0	36	39	9	2	0	0	0	11	11	6	0	0	0	0	6	6
11:30	17	5	1	1	0	24	26	17	3	0	1	1	22	24	9	0	2	0	0	11	12
11:45	27	4	0	2	0	33	36	25	4	0	0	1	30	31	9	1	0	0	1	11	12
H/TOT	105	16	2	6	0	129	138	70	12	0	2	2	86	91	33	2	2	0	1	38	40
12:00	26	2	1	2	0	31	34	23	1	1	0	0	25	26	11	0	0	0	1	12	13
12:15	24	3	0	2	0	29	32	32	2	1	0	0	35	36	13	0	0	0	0	13	13
12:30	28	1	0	5	0	34	41	23	2	3	0	0	28	30	10	1	0	0	0	11	11
12:45	21	6	0	2	0	29	32	19	1	0	0	0	20	20	14	1	1	0	0	16	17
H/TOT	99	12	1	11	0	123	138	97	6	5	0	0	108	111	48	2	1	0	1	52	54

	12 Hours (07:00 – 19:00)			
	Queue (Veh)	Delay (s)	RFC	LOS
Thomas Omer Way (W)/Learning Centre – Thomas Omer Way (E) / Lynch's lane	0.5	9.89	0.35	A
Stream	**2029 (Opening Year+5) With Development**			
Lynch's Lane – Thomas Omer Way/ Learning Centre	0.4	9.73	0.29	A
Thomas Omer Way (E)/Lynch's lane – Learning Centre	0.0	7.69	0.01	A
Learning Centre – Thomas Omer Way (E)/Lynch's lane	0.0	7.29	0.03	A
Learning Centre – Thomas Omer Way (W)	0.0	10.11	0.02	B
Thomas Omer Way (W)/Learning Centre – Thomas Omer Way (E) / Lynch's lane	0.6	10.57	0.37	B
Stream	**2039 (Opening Year+15) Without Development**			
Lynch's Lane – Thomas Omer Way/ Learning Centre	0.4	9.73	0.30	A
Thomas Omer Way (E)/Lynch's lane – Learning Centre	0.0	7.79	0.01	A
Learning Centre – Thomas Omer Way (E)/Lynch's lane	0.0	7.49	0.03	A
Learning Centre – Thomas Omer Way (W)	0.0	10.32	0.02	B
Thomas Omer Way (W)/Learning Centre – Thomas Omer Way (E) / Lynch's lane	0.5	10.44	0.38	B
Stream	**2039 (Opening Year+15) With Development**			
Lynch's Lane – Thomas Omer Way/ Learning Centre	0.4	9.83	0.31	A
Thomas Omer Way (E)/Lynch's lane – Learning Centre	0.0	7.79	0.01	A
Learning Centre – Thomas Omer Way (E)/Lynch's lane	0.0	7.49	0.03	A
Learning Centre – Thomas Omer Way (W)	0.0	10.43	0.02	B
Thomas Omer Way (W)/Learning Centre – Thomas Omer Way (E) / Lynch's lane	0.6	11.19	0.39	B

4.4.3 Location 3: R113/Thomas Omer Way Signalised Junction

A summary of the junction capacity analysis results for the junction of the R113/Thomas Omer Way Signalised Crossroad are shown in Table 4-5. The results indicate that the junction will continue to operate within capacity assessment years 2023 ('Decant Period'), 2024 (Opening Year), 2029 (Opening Year+5) and 2039 (Opening Year+15).

TABLE 4-5: SUMMARY OF TRAFFIC ANALYSIS AT JUNCTION 3

	12 Hours (07:00 – 19:00)			
	Queue (Veh)	Delay (s)	DOS	LOS
Stream	**2023 ('Decant Period') Without Development**			
R113 (N)	12.5	25.23	-	C
Lucan Newlands Road	12.8	48.50	-	D
R113 (S)	12.1	37.22	-	D
Thomas Omer Way	13.4	44.38	-	D
Stream	**2023 ('Decant Period') With Development**			
R113 (N)	14.1	26.07	-	C
Lucan Newlands Road	12.1	50.42	-	D
R113 (S)	11.8	35.69	-	D
Thomas Omer Way	13.9	44.84	-	D
Stream	**2024 (Opening Year) Without Development**			
R113 (N)	13.3	25.96	-	C
Lucan Newlands Road	12.5	49.37	-	D
R113 (S)	12.7	39.04	-	D
Thomas Omer Way	13.3	45.61	-	D
Stream	**2024 (Opening Year) With Development**			
R113 (N)	13.4	27.92	-	C
Lucan Newlands Road	13.2	56.18	-	E
R113 (S)	13.0	35.65	-	D
Thomas Omer Way	14.2	45.41	-	D
Stream	**2029 (Opening Year+5) Without Development**			
R113 (N)	14.5	31.16	-	C
Lucan Newlands Road	14.2	56.60	-	E
R113 (S)	13.7	40.42	-	D
Thomas Omer Way	15.1	47.31	-	D
Stream	**2029 (Opening Year+5) With Development**			
R113 (N)	18.2	38.21	-	D
Lucan Newlands Road	15.2	63.62	-	E
R113 (S)	13.6	40.20	-	D
Thomas Omer Way	15.6	47.42	-	D
Stream	**2039 (Opening Year+15) Without Development**			
R113 (N)	20.8	39.88	-	D
Lucan Newlands Road	16.8	64.56	-	E
R113 (S)	14.1	45.83	-	D
Thomas Omer Way	17.2	51.11	-	D
Stream	**2039 (Opening Year+15) With Development**			

	12 Hours (07:00 – 19:00)			
	Queue (Veh)	Delay (s)	DOS	LOS
R113 (N)	28.1	60.97	-	E
Lucan Newlands Road	18.3	73.99	-	E
R113 (S)	14.6	44.20	-	D
Thomas Omer Way	16.5	49.55	-	D

4.4.4 Location 4: New Priority-controlled T-Junction with School Access Road on Thomas Omer Way

A summary of the junction capacity analysis results for the Development Access Road Junction on Thomas Omer Way are shown in Table 4-6. The results indicate that the junction will continue to operate within capacity assessment years 2023 ('Decant Period'), 2024 (Opening Year), 2029 (Opening Year+5) and 2039 (Opening Year+15).

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

	12 Hours (07:00 – 19:00)			
	Queue (Veh)	Delay (s)	RFC	LOS
Stream	**2023 ('Decant Period') With Development**			
Site Access Road – Thomas Omer Way (W)	0.0	5.82	0.02	A
Site Access Road – Thomas Omer Way (E)	0.0	0.00	0.00	A
Thomas Omer Way (W) – J1 a / Site Access Road	0.0	0.00	0.00	A
Stream	**2024 (Opening Year) With Development**			
Site Access Road – Thomas Omer Way (W)	0.2	7.09	0.19	A
Site Access Road – Thomas Omer Way (E)	0.0	0.00	0.00	A
Thomas Omer Way (W) – J1 a / Site Access Road	0.0	0.00	0.00	A
Stream	**2029 (Opening Year+5) With Development**			
Site Access Road – Thomas Omer Way (W)	0.2	7.26	0.19	A
Site Access Road – Thomas Omer Way (E)	0.0	0.00	0.00	A
Thomas Omer Way (W) – J1 a / Site Access Road	0.0	0.00	0.00	A
Stream	**2039 (Opening Year+15) With Development**			
Site Access Road – Thomas Omer Way (W)	0.2	7.39	0.20	A
Site Access Road – Thomas Omer Way (E)	0.0	0.00	0.00	A
Thomas Omer Way (W) – J1 a / Site Access Road	0.0	0.00	0.00	A

5 Road Safety

5.1 Sightlines

The proposed school will be accessed via a new priority-controlled T-Junction on the southern side of Thomas Omer Way.

The visibility splays at the proposed development were assessed against the Design Manual for Urban Roads and Streets (DMURS), which requires these to be measured from a setback of 2.4m from the edge of the major road. The Design Speed in DMURS is, "*the maximum speed at which it is envisaged/intended that the majority of vehicles will travel under normal conditions*," which is considered to be the posted speed limit of 60kph at this location. According to DMURS, this requires an unobstructed visibility splay of 65m on bus routes (DMURS Table 4.2). As Thomas Omer Way is a dual carriageway, and there is a central median provided along the road preventing right-turns, junction visibility towards vehicles approaching from the east only is required. It was determined that these visibility requirements are achieved at the site access at a set-back of 2.4m from the edge of Thomas Omer Way.

FIGURE 5-1: VISIBILITY TO THE EAST FROM THE LOCATION OF THE PROPOSED SCHOOL ACCESS

A drawing indicating the visibility splay from the access junction is contained in Appendix C.

5.2 Parking

The proposed school will provide 31No car parking spaces for staff and visitors, 2No of which will be mobility impaired parking spaces. The proposed school will also contain 46No bicycle parking spaces.

Both the current 'South Dublin County Council - County Development Plan 2016-2022,' and the 'Draft South Dublin County Council - County Development Plan 2022-2028' require a maximum of 1 parking space per classroom for the land use of Education - School.

The number of classrooms within the proposed school is unknown at this stage however, according to a report by the Irish National Teacher's Organisation in 2021, the average size of a primary school class was 24 pupils. Using this figure, it can be assumed that the proposed school will include approximately 21 classrooms (500 pupils). This equates to a requirement for 21No parking spaces for the proposed Primary School.

Therefore, the proposed parking provision is sufficient to accommodate a school of this size in accordance with both South Dublin County Council - County Development Plans.

Additionally, a School Travel Plan (Report Ref. P22-066-PSW2-RP-001) has been prepared, and will be adopted, for the proposed school. The overall objective of a School Travel Plan is to make a firm commitment to reduce, where possible, the reliance on the private car, encourage more sustainable and alternative modes of transport such as walking, cycling and public transport and improve site accessibility.

The School Travel Plan is a 'Live' document, and these objectives should be achieved through the promotion and implementation of both 'soft' (promotion and operational) and 'hard' (infrastructural) measures where reasonable, and the monitoring of travel choices and other patterns over the lifetime of the proposed school. Adopting a School Travel Plan indicates the proposed school's intention to promote sustainable modes of transport amongst staff and pupils resulting in less reliance on the use of private cars and, subsequently, the need for a high allocation of parking spaces.

5.3 Public Transport

Bus stops are located on the R113 and the R136, to the northeast and the northwest of the proposed school access. Access to the bus stops is well served by footways on both sides of roads within the surrounding road network. Existing pedestrian crossings are also provided along the routes, which supports crossing movements for pedestrians wishing to access the existing bus stops.

TABLE 5-1: BUS ROUTES NEAR THE PROPOSED DEVELOPMENT

Bus Stop (Name)	Bus Stop (Number)	Proximity to the development	Bus Route	Destinations
Foxdene Gardens	7473 and 2680	1km northeast	40	Charlestown to Liffey Valley
			L54	Red Cow to River Forest
Foxborough Rise	7142	1km northwest	151	Docklands to Foxborough

5.4 Pedestrians & Cyclists

The surrounding road network in the vicinity of the proposed school is well supported by pedestrian and cycle facilities. There is a pedestrian crossing on Thomas Omer Way approximately 225m to the west of the new access road and 15m west of the proposed pedestrian/cycle access. As well as this, there are pedestrian crossing facilities at each of the assessed junctions at either end of Thomas Omer Way. Pedestrian footpaths run along both sides of all roads in the vicinity of the development, providing good access for pedestrians.

Cycle facilities are available on both sides of Thomas Omer Way in the form of grade-separated cycle tracks. Cycle facilities continue to be available to the north of the R136 Roundabout to the west of the development and over a short section on the R113 on the approach to the crossroads junction to the east of the development. It is therefore considered that there is adequate pedestrian and cyclist provision in the vicinity of the proposed development.

6 Conclusions

This Traffic and Transport Assessment has determined the following:

1) Link capacity analysis was carried out on Thomas Omer Way (L1059), and it was determined that the road will continue to operate within capacity for each of the assessment years: 2023 ('Decant Period'), 2024 (Opening Year), 2029 (Opening Year+5), and 2039 (Opening Year+15).

2) The results of the junction capacity analysis indicates that all junctions will operate within capacity for each of the assessment years: 2023 ('Decant Period'), 2024 (Opening Year), 2029 (Opening Year+5), and 2039 (Opening Year+15).

3) The visibility splay at the proposed development access road has been assessed against DMURS. It was determined that the available visibility at the access to the left (west) and right (east) exceeds the 65m required for a design speed of 60kph on bus routes.

4) The proposed parking provision is sufficient to accommodate a school of this size in accordance with both the 2016-2022 and the Draft 2022-2028 South Dublin County Council - County Development Plans.

5) A School Travel Plan has been prepared for the proposed school. The objective of this is to make a firm commitment to reduce, where possible, the reliance on the private car, encourage more sustainable and alternative modes of transport such as walking, cycling and public transport and improve site accessibility.

The results of this Traffic and Transport Assessment confirm that the traffic generated by the proposed development will not result in capacity issues on the roads, and at the junctions, within the surrounding road network.

Appendix A – Traffic Survey Data

TRAFFINOMICS LIMITED

PRIMARY SCHOOL, KISHOGE TRAFFIC COUNTS **MAY 2022**
MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/22/129**

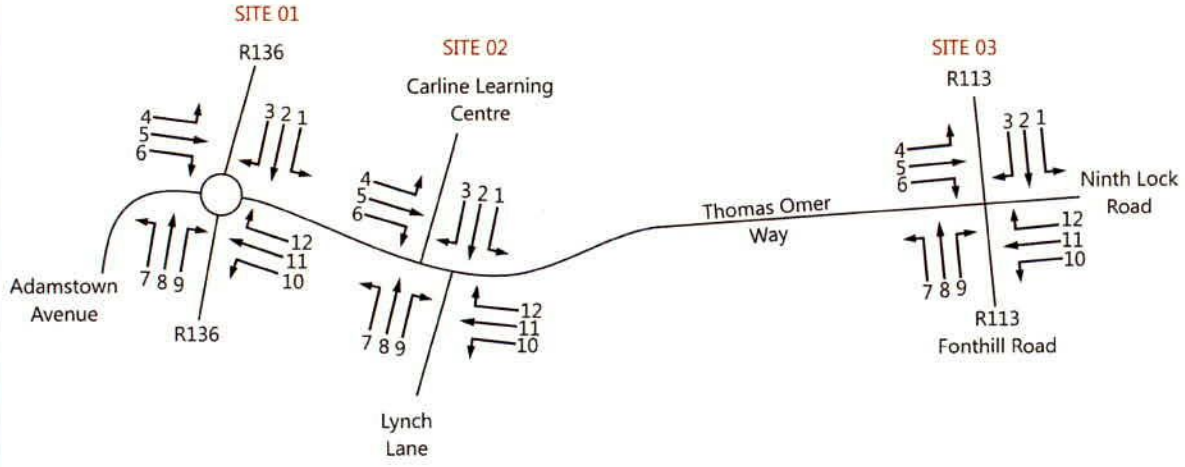
SITE: 01 DATE: 11th May 2022

LOCATION: R136/Adamstown Avenue/Thomas Omer Way DAY: Wednesday

	MOVEMENT 1							MOVEMENT 2							MOVEMENT 3						
TIME	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU
07:00	25	5	0	0	0	30	30	140	39	2	0	4	185	190	2	1	0	0	0	3	3
07:15	41	4	2	0	0	47	48	154	33	1	0	3	191	195	1	0	0	0	0	1	1
07:30	56	9	0	0	1	66	67	177	34	1	0	3	215	219	2	1	0	0	1	4	5
07:45	67	4	1	0	1	73	75	148	20	4	0	6	178	186	5	2	0	0	0	7	7
H/TOT	189	22	3	0	2	216	220	619	126	8	0	16	769	789	10	4	0	0	1	15	16
08:00	70	7	2	0	0	79	80	181	28	1	0	6	216	223	4	0	0	0	0	4	4
08:15	40	2	1	0	0	43	44	187	11	2	0	7	207	215	19	1	0	0	1	21	22
08:30	52	4	1	0	1	58	60	152	8	3	0	2	165	169	14	1	0	0	0	15	15
08:45	41	3	0	0	0	44	44	133	19	3	2	7	164	175	8	0	1	0	1	10	12
H/TOT	203	16	4	0	1	224	227	653	66	9	2	22	752	781	45	2	1	0	2	50	53
09:00	49	2	1	0	1	53	55	124	9	3	0	3	139	144	4	0	0	0	0	4	4
09:15	38	4	1	0	0	43	44	89	9	2	0	3	103	107	2	2	0	0	0	4	4
09:30	28	2	0	0	1	31	32	82	12	2	0	5	101	107	3	0	0	0	0	3	3
09:45	29	4	0	0	0	33	33	67	15	6	0	1	89	93	4	0	0	0	0	4	4
H/TOT	144	12	2	0	2	160	163	362	45	13	0	12	432	451	13	2	0	0	0	15	15
10:00	19	3	1	0	0	23	24	66	14	0	0	0	80	80	5	0	0	0	0	5	5
10:15	20	1	2	0	1	24	26	52	13	0	0	1	66	67	5	0	0	0	0	5	5
10:30	16	0	1	0	0	17	18	56	6	1	0	2	65	68	1	0	0	0	0	1	1
10:45	29	4	0	0	1	34	35	63	10	2	0	1	76	78	5	1	0	0	0	6	6
H/TOT	84	8	4	0	2	98	102	237	43	3	0	4	287	293	16	1	0	0	0	17	17
11:00	19	0	0	0	0	19	19	53	9	1	0	1	64	66	3	0	0	0	0	3	3
11:15	12	0	0	0	0	12	12	51	7	2	0	1	61	63	5	0	0	0	0	5	5
11:30	13	3	1	0	0	17	18	44	15	3	0	1	63	66	1	0	0	0	0	1	1
11:45	29	3	0	0	1	33	34	55	9	6	1	2	73	79	5	0	0	0	0	5	5
H/TOT	73	6	1	0	1	81	83	203	40	12	1	5	261	273	14	0	0	0	0	14	14
12:00	20	1	1	0	1	23	25	55	9	1	0	1	66	68	1	1	1	0	1	4	6
12:15	15	1	0	0	0	16	16	67	9	3	0	1	80	83	5	0	0	0	0	5	5
12:30	18	2	1	0	0	21	22	60	12	3	0	1	76	79	4	0	0	0	0	4	4
12:45	20	1	0	0	0	21	21	58	6	7	1	1	73	79	1	0	0	0	0	1	1
H/TOT	73	5	2	0	1	81	83	240	36	14	1	4	295	307	11	1	1	0	1	14	16

Site Locations

Movement Numbering



Job number: TRA/22/129	Job Date: 11th May 2022	Drawing No: TRA/22/129-01	traffinomics.ie
Client: PMCE	Job Day: Wednesday	Author: SPW	

TRAFFINOMICS LIMITED

PRIMARY SCHOOL, KISHOGE TRAFFIC COUNTS **MAY 2022**
MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/22/129**

SITE: 02 DATE: 11th May 2022

LOCATION: Carline Learning Centre/Thomas Omer Way/Lynch Lane DAY: Wednesday

	MOVEMENT 1							MOVEMENT 2							MOVEMENT 3						
TIME	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU
13:00	1	0	0	0	0	1	1	1	0	0	0	0	1	1	2	0	0	0	0	2	2
13:15	1	0	0	0	0	1	1	0	0	0	0	0	0	0	1	0	0	0	0	1	1
13:30	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	1	0	0	0	0	1	1	2	0	0	0	0	2	2
H/TOT	3	0	0	0	0	3	3	2	0	0	0	0	2	2	5	0	0	0	0	5	5
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	1	0	0	0	0	1	1	1	0	0	0	0	1	1	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	1	0	0	0	1	1	1	0	0	0	0	1	1
H/TOT	3	0	0	0	0	3	3	1	1	0	0	0	2	2	1	0	0	0	0	1	1
15:00	1	0	0	0	0	1	1	0	0	0	0	0	0	0	1	0	0	0	0	1	1
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	1	1	0	0	0	0	0	0	0	2	0	0	0	0	2	2
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	1	0	0	0	0	1	1	2	0	0	0	0	2	2	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	1	1	2	0	0	0	0	2	2	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	19	0	0	0	0	19	19	7	1	0	0	0	8	8	11	0	0	0	0	11	11

TRAFFINOMICS LIMITED

PRIMARY SCHOOL, KISHOGE TRAFFIC COUNTS **MAY 2022**
MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/22/129**

SITE: 02 DATE: 11th May 2022

LOCATION: Carline Learning Centre/Thomas Omer Way/Lynch Lane DAY: Wednesday

	MOVEMENT 4							MOVEMENT 5							MOVEMENT 6						
TIME	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU
07:00	0	0	0	0	0	0	0	56	9	3	6	0	74	83	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	72	12	5	2	1	92	98	3	0	0	0	0	3	3
07:30	0	0	0	0	0	0	0	101	19	4	2	1	127	133	3	3	0	0	0	6	6
07:45	1	0	0	0	0	1	1	133	21	5	3	1	163	170	28	0	0	0	0	28	28
H/TOT	1	0	0	0	0	1	1	362	61	17	13	3	456	484	34	3	0	0	0	37	37
08:00	0	0	0	0	0	0	0	133	17	6	4	1	161	170	41	3	0	0	0	44	44
08:15	0	0	0	0	0	0	0	144	18	2	3	0	167	172	9	0	0	0	0	9	9
08:30	3	0	0	0	0	3	3	150	18	3	4	3	178	188	8	0	0	1	1	10	12
08:45	1	0	0	0	0	1	1	120	22	4	3	0	149	155	6	0	0	0	0	6	6
H/TOT	4	0	0	0	0	4	4	547	75	15	14	4	655	685	64	3	0	1	1	69	71
09:00	1	0	0	0	0	1	1	93	11	3	3	1	111	117	8	0	0	0	0	8	8
09:15	3	0	0	0	0	3	3	92	10	4	5	2	113	124	2	0	0	0	0	2	2
09:30	3	0	0	0	0	3	3	90	12	2	2	1	107	112	2	0	0	0	0	2	2
09:45	0	0	0	0	0	0	0	75	8	5	3	0	91	97	3	0	0	0	0	3	3
H/TOT	7	0	0	0	0	7	7	350	41	14	13	4	422	450	15	0	0	0	0	15	15
10:00	1	0	0	0	0	1	1	51	8	2	3	0	64	69	2	0	0	0	0	2	2
10:15	2	0	0	0	0	2	2	57	7	7	1	2	74	81	2	0	0	0	0	2	2
10:30	0	0	0	0	0	0	0	61	3	4	0	0	68	70	0	0	0	0	0	0	0
10:45	3	0	0	0	0	3	3	60	9	3	1	1	74	78	3	1	0	0	0	4	4
H/TOT	6	0	0	0	0	6	6	229	27	16	5	3	280	298	7	1	0	0	0	8	8
11:00	3	0	0	0	0	3	3	56	6	0	2	0	64	67	8	0	0	0	0	8	8
11:15	0	0	0	0	0	0	0	43	6	1	2	0	52	55	0	0	0	0	0	0	0
11:30	1	0	0	0	0	1	1	43	8	3	2	1	57	62	4	0	0	0	0	4	4
11:45	0	0	0	0	0	0	0	61	9	0	2	2	74	79	6	0	0	0	0	6	6
H/TOT	4	0	0	0	0	4	4	203	29	4	8	3	247	262	18	0	0	0	0	18	18
12:00	0	0	0	0	0	0	0	60	3	2	2	1	68	73	7	0	0	0	0	7	7
12:15	0	0	0	0	0	0	0	69	5	1	2	0	77	80	1	2	0	0	0	3	3
12:30	0	0	0	0	0	0	0	59	3	3	5	0	70	78	2	1	0	0	0	3	3
12:45	0	0	0	0	0	0	0	52	8	1	2	0	63	66	3	0	0	0	0	3	3
H/TOT	0	0	0	0	0	0	0	240	19	7	11	1	278	297	13	3	0	0	0	16	16

TRAFFINOMICS LIMITED

PRIMARY SCHOOL, KISHOGE TRAFFIC COUNTS **MAY 2022**
MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/22/129**

SITE: 01 DATE: 11th May 2022

LOCATION: R136/Adamstown Avenue/Thomas Omer Way DAY: Wednesday

	MOVEMENT 4							MOVEMENT 5							MOVEMENT 6						
TIME	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU
07:00	3	1	0	0	0	4	4	3	0	3	0	0	6	8	7	2	0	0	0	9	9
07:15	3	1	1	0	0	5	6	11	0	0	0	0	11	11	17	1	1	0	0	19	20
07:30	1	1	0	0	0	2	2	17	6	1	0	0	24	25	16	3	0	0	0	19	19
07:45	9	0	0	0	0	9	9	48	6	1	0	0	55	56	19	3	0	0	0	22	22
H/TOT	16	3	1	0	0	20	21	79	12	5	0	0	96	99	59	9	1	0	0	69	70
08:00	15	0	1	0	0	16	17	29	6	0	1	1	37	39	26	1	1	1	0	29	31
08:15	54	1	0	0	0	55	55	45	6	0	0	0	51	51	25	3	0	1	0	29	30
08:30	66	0	1	0	0	67	68	63	6	0	0	0	69	69	22	1	1	1	0	25	27
08:45	45	0	0	0	0	45	45	44	10	3	2	0	59	63	19	2	2	0	0	23	24
H/TOT	180	1	2	0	0	183	184	181	28	3	3	1	216	222	92	7	4	3	0	106	112
09:00	9	0	0	0	1	10	11	12	1	0	2	0	15	18	15	1	2	0	1	19	21
09:15	6	1	0	0	0	7	7	23	3	1	0	1	28	30	7	1	0	1	0	9	10
09:30	2	1	0	0	0	3	3	22	0	1	0	0	23	24	10	1	0	1	0	12	13
09:45	5	1	0	0	1	7	8	23	2	1	0	0	26	27	11	1	1	1	0	14	16
H/TOT	22	3	0	0	2	27	29	80	6	3	2	1	92	97	43	4	3	3	1	54	60
10:00	4	2	0	0	0	6	6	13	0	0	0	0	13	13	3	1	0	1	1	6	8
10:15	4	0	0	0	0	4	4	16	0	0	0	0	16	16	10	2	0	0	0	12	12
10:30	3	2	0	0	0	5	5	25	1	1	0	0	27	28	8	3	1	1	0	13	15
10:45	4	1	0	0	0	5	5	14	2	0	0	0	16	16	3	0	0	1	0	4	5
H/TOT	15	5	0	0	0	20	20	68	3	1	0	0	72	73	24	6	1	3	1	35	40
11:00	3	0	0	0	0	3	3	19	0	0	0	0	19	19	4	0	0	0	0	4	4
11:15	3	2	0	0	0	5	5	10	0	0	0	0	10	10	5	1	0	1	0	7	8
11:30	5	1	0	1	0	7	8	15	2	1	0	1	19	21	5	2	0	1	0	8	9
11:45	0	0	0	0	0	0	0	11	1	0	0	0	12	12	4	0	0	1	0	5	6
H/TOT	11	3	0	1	0	15	16	55	3	1	0	1	60	62	18	3	0	3	0	24	28
12:00	10	0	0	0	0	10	10	21	0	0	0	0	21	21	6	1	0	0	0	7	7
12:15	5	0	0	0	1	6	7	29	2	0	0	0	31	31	10	0	1	0	0	11	12
12:30	4	0	0	0	0	4	4	10	1	0	1	0	12	13	8	0	0	2	0	10	13
12:45	1	1	0	0	0	2	2	9	2	1	1	0	13	15	6	0	1	1	0	8	10
H/TOT	20	1	0	0	1	22	23	69	5	1	2	0	77	80	30	1	2	3	0	36	41

TRAFFINOMICS LIMITED

PRIMARY SCHOOL, KISHOGE TRAFFIC COUNTS **MAY 2022**
MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/22/129**

SITE: 01 DATE: 11th May 2022

LOCATION: R136/Adamstown Avenue/Thomas Omer Way DAY: Wednesday

	MOVEMENT 1							MOVEMENT 2							MOVEMENT 3						
TIME	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU
13:00	23	1	0	0	0	24	24	63	12	6	0	2	83	88	5	0	0	0	0	5	5
13:15	21	4	1	0	0	26	27	67	9	2	0	1	79	81	6	0	0	0	0	6	6
13:30	31	0	1	0	0	32	33	84	9	2	0	3	98	102	9	0	0	0	0	9	9
13:45	23	3	0	0	0	26	26	74	10	5	0	3	92	98	10	0	0	0	1	11	12
H/TOT	98	8	2	0	0	108	109	288	40	15	0	9	352	369	30	0	0	0	1	31	32
14:00	21	4	0	1	0	26	27	76	13	1	0	4	94	99	17	0	0	0	0	17	17
14:15	26	2	2	0	0	30	31	72	4	1	0	2	79	82	18	0	0	0	0	18	18
14:30	41	1	0	0	0	42	42	84	11	4	0	2	101	105	7	0	0	0	0	7	7
14:45	34	2	0	0	0	36	36	82	8	4	0	3	97	102	11	1	1	0	0	13	14
H/TOT	122	9	2	1	0	134	136	314	36	10	0	11	371	387	53	1	1	0	0	55	56
15:00	25	4	1	0	0	30	31	73	10	7	0	7	97	108	4	0	0	0	0	4	4
15:15	21	2	1	0	2	26	29	74	15	3	1	7	100	110	4	0	0	0	0	4	4
15:30	27	2	0	0	0	29	29	81	13	3	0	3	100	105	8	0	0	0	1	9	10
15:45	30	3	0	0	0	33	33	76	25	5	0	7	113	123	3	1	0	0	0	4	4
H/TOT	103	11	2	0	2	118	121	304	63	18	1	24	410	444	19	1	0	0	1	21	22
16:00	22	1	1	0	0	24	25	69	17	5	1	3	95	102	6	1	0	0	0	7	7
16:15	17	0	1	0	0	18	19	63	12	3	0	5	83	90	4	1	0	0	0	5	5
16:30	23	2	1	0	0	26	27	74	13	2	1	5	95	102	4	1	0	0	0	5	5
16:45	26	2	0	0	0	28	28	80	22	1	0	4	107	112	3	1	0	0	0	4	4
H/TOT	88	5	3	0	0	96	98	286	64	11	2	17	380	405	17	4	0	0	0	21	21
17:00	17	3	0	0	0	20	20	85	16	1	0	2	104	107	3	0	0	0	0	3	3
17:15	25	2	0	0	0	27	27	97	13	2	0	3	115	119	8	1	0	0	0	9	9
17:30	16	1	0	0	0	17	17	99	15	0	0	3	117	120	6	2	0	0	0	8	8
17:45	29	1	1	0	0	31	32	83	6	1	0	1	91	93	15	0	0	0	0	15	15
H/TOT	87	7	1	0	0	95	96	364	50	4	0	9	427	438	32	3	0	0	0	35	35
18:00	22	0	0	0	0	22	22	87	4	0	0	3	94	97	15	1	0	0	0	16	16
18:15	29	1	0	0	0	30	30	121	13	1	0	1	136	138	8	0	0	0	0	8	8
18:30	25	4	0	0	0	29	29	121	9	2	0	1	133	135	6	2	0	0	0	8	8
18:45	23	0	0	0	0	23	23	71	7	0	0	3	81	84	11	2	0	0	0	13	13
H/TOT	99	5	0	0	0	104	104	400	33	3	0	8	444	454	40	5	0	0	0	45	45
P/TOT	1363	114	26	1	11	1515	1540	4270	642	120	7	141	5180	5390	300	24	3	0	6	333	341

TRAFFINOMICS LIMITED

PRIMARY SCHOOL, KISHOGE TRAFFIC COUNTS **MAY 2022**
MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/22/129**

SITE: 02 DATE: 11th May 2022

LOCATION: Carline Learning Centre/Thomas Omer Way/Lynch Lane DAY: Wednesday

	MOVEMENT 4							MOVEMENT 5							MOVEMENT 6						
TIME	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU
13:00	2	0	0	0	0	2	2	52	7	2	3	1	65	71	3	0	0	0	0	3	3
13:15	1	0	0	0	0	1	1	59	8	2	3	0	72	77	1	0	0	0	0	1	1
13:30	2	0	0	0	0	2	2	57	6	6	0	0	69	72	4	1	0	0	0	5	5
13:45	2	0	0	0	0	2	2	68	10	5	1	1	85	90	3	0	0	0	0	3	3
H/TOT	7	0	0	0	0	7	7	236	31	15	7	2	291	310	11	1	0	0	0	12	12
14:00	0	0	0	0	0	0	0	67	11	2	3	1	84	90	1	0	0	0	0	1	1
14:15	2	0	0	0	0	2	2	62	11	4	4	0	81	88	3	0	0	0	0	3	3
14:30	2	0	0	0	0	2	2	74	7	8	1	1	91	97	5	0	0	0	0	5	5
14:45	1	1	0	0	0	2	2	80	9	5	2	0	96	101	11	0	0	0	0	11	11
H/TOT	5	1	0	0	0	6	6	283	38	19	10	2	352	377	20	0	0	0	0	20	20
15:00	1	0	0	0	0	1	1	65	10	3	4	0	82	89	2	1	0	0	0	3	3
15:15	0	0	0	0	0	0	0	59	12	1	4	2	78	86	3	2	0	0	0	5	5
15:30	0	0	0	0	0	0	0	64	10	2	4	1	81	88	2	1	0	0	0	3	3
15:45	0	0	0	0	0	0	0	79	8	2	2	0	91	95	3	0	0	0	0	3	3
H/TOT	1	0	0	0	0	1	1	267	40	8	14	3	332	357	10	4	0	0	0	14	14
16:00	0	0	0	0	0	0	0	87	14	3	1	0	105	108	2	0	0	0	0	2	2
16:15	0	0	0	0	0	0	0	79	5	2	2	0	88	92	1	0	0	0	0	1	1
16:30	0	0	0	0	0	0	0	86	6	2	5	0	99	107	1	0	0	0	0	1	1
16:45	0	0	0	0	0	0	0	88	8	2	0	0	98	99	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	340	33	9	8	0	390	405	4	0	0	0	0	4	4
17:00	0	0	0	0	0	0	0	80	8	1	2	1	92	96	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	102	9	1	1	0	113	115	1	0	0	0	0	1	1
17:30	0	0	0	0	0	0	0	71	9	4	1	0	85	88	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	113	12	1	5	0	131	138	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	366	38	7	9	1	421	437	1	0	0	0	0	1	1
18:00	0	0	0	0	0	0	0	77	3	2	3	0	85	90	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	78	5	3	0	0	86	88	1	0	0	0	0	1	1
18:30	0	0	0	0	0	0	0	77	9	0	3	0	89	93	1	0	0	0	0	1	1
18:45	0	0	0	0	0	0	0	80	2	0	2	0	84	87	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	312	19	5	8	0	344	357	2	0	0	0	0	2	2
P/TOT	35	1	0	0	0	36	36	3735	451	136	120	26	4468	4718	199	15	0	1	1	216	218

TRAFFINOMICS LIMITED

PRIMARY SCHOOL, KISHOGE TRAFFIC COUNTS **MAY 2022**
MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/22/129**

SITE: 02 DATE: 11th May 2022

LOCATION: Carline Learning Centre/Thomas Omer Way/Lynch Lane DAY: Wednesday

	MOVEMENT 7							MOVEMENT 8							MOVEMENT 9						
TIME	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU
07:00	0	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	1	2	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	16	1	0	0	0	17	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	18	3	1	0	0	22	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	40	1	0	0	0	41	41	0	0	0	0	0	0	0	1	0	0	0	0	1	1
08:15	5	0	0	0	0	5	5	0	0	0	0	0	0	0	1	0	0	0	0	1	1
08:30	8	1	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	6	0	0	1	1	8	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	59	2	0	1	1	63	65	0	0	0	0	0	0	0	2	0	0	0	0	2	2
09:00	4	1	0	0	0	5	5	0	0	0	0	0	0	0	1	0	0	0	0	1	1
09:15	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	4	1	0	0	0	5	5	0	0	0	0	0	0	0	1	0	0	0	0	1	1
09:45	3	0	0	0	0	3	3	0	0	0	0	0	0	0	1	0	0	0	0	1	1
H/TOT	14	2	0	0	0	16	16	0	0	0	0	0	0	0	3	0	0	0	0	3	3
10:00	1	0	0	0	0	1	1	0	0	0	0	0	0	0	2	1	0	0	0	3	3
10:15	4	0	0	0	0	4	4	0	0	0	0	0	0	0	3	0	0	0	0	3	3
10:30	3	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	9	1	0	0	0	10	10	0	0	0	0	0	0	0	5	1	0	0	0	6	6
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3
11:15	7	0	0	0	0	7	7	0	0	0	0	0	0	0	1	0	0	0	0	1	1
11:30	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	16	0	0	0	0	16	16	0	0	0	0	0	0	0	3	1	0	0	0	4	4
12:00	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	7	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	4	0	0	0	0	4	4	0	0	0	0	0	0	0	1	1	0	0	0	2	2
12:45	5	1	0	0	0	6	6	0	0	0	0	0	0	0	1	0	0	0	0	1	1
H/TOT	19	1	0	0	0	20	20	0	0	0	0	0	0	0	2	1	0	0	0	3	3

TRAFFINOMICS LIMITED

PRIMARY SCHOOL, KISHOGE TRAFFIC COUNTS **MAY 2022**
MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/22/129**

SITE: 01 DATE: 11th May 2022

LOCATION: R136/Adamstown Avenue/Thomas Omer Way DAY: Wednesday

	MOVEMENT 4							MOVEMENT 5							MOVEMENT 6						
TIME	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU
13:00	11	0	1	0	0	12	13	7	0	0	0	0	7	7	3	2	0	1	0	6	7
13:15	6	0	0	0	0	6	6	12	1	0	1	0	14	15	6	0	1	0	0	7	8
13:30	11	1	0	0	0	12	12	10	1	1	0	0	12	13	9	0	0	0	0	9	9
13:45	2	1	0	0	0	3	3	17	1	1	0	0	19	20	6	0	0	1	0	7	8
H/TOT	30	2	1	0	0	33	34	46	3	2	1	0	52	54	24	2	1	2	0	29	32
14:00	8	0	0	0	0	8	8	13	3	0	0	0	16	16	8	3	0	0	0	11	11
14:15	5	0	0	0	0	5	5	13	2	0	2	0	17	20	6	1	0	0	0	7	7
14:30	46	2	0	0	1	49	50	12	3	2	0	1	18	20	18	3	0	0	0	21	21
14:45	12	0	0	0	1	13	14	22	2	1	0	0	25	26	15	1	0	2	0	18	21
H/TOT	71	2	0	0	2	75	77	60	10	3	2	1	76	81	47	8	0	2	0	57	60
15:00	13	0	0	0	2	15	17	12	1	0	0	0	13	13	7	1	0	1	0	9	10
15:15	4	0	1	0	0	5	6	13	9	0	0	0	22	22	7	3	0	0	1	11	12
15:30	7	1	0	0	0	8	8	10	2	0	0	1	13	14	14	1	0	0	0	15	15
15:45	7	6	0	0	1	14	15	14	1	0	1	0	16	17	8	1	0	1	0	10	11
H/TOT	31	7	1	0	3	42	46	49	13	0	1	1	64	66	36	6	0	2	1	45	49
16:00	8	2	0	0	1	11	12	10	4	0	0	0	14	14	6	0	0	0	0	6	6
16:15	11	0	0	0	0	11	11	12	2	0	0	0	14	14	6	1	0	0	0	7	7
16:30	6	1	0	0	0	7	7	13	1	0	1	0	15	16	18	1	0	2	0	21	24
16:45	11	0	0	0	0	11	11	14	1	0	0	0	15	15	8	3	0	0	0	11	11
H/TOT	36	3	0	0	1	40	41	49	8	0	1	0	58	59	38	5	0	2	0	45	48
17:00	15	0	0	0	0	15	15	14	1	0	1	0	16	17	3	5	0	0	0	8	8
17:15	8	1	0	0	1	10	11	27	3	1	0	0	31	32	9	1	0	0	0	10	10
17:30	9	0	0	0	2	11	13	13	5	0	0	0	18	18	10	2	0	0	0	12	12
17:45	13	0	0	0	1	14	15	22	4	0	0	0	26	26	17	1	0	0	0	18	18
H/TOT	45	1	0	0	4	50	54	76	13	1	1	0	91	93	39	9	0	0	0	48	48
18:00	14	0	0	0	0	14	14	13	1	2	1	0	17	19	13	3	1	0	0	17	18
18:15	7	0	0	0	0	7	7	11	1	0	0	0	12	12	8	0	0	0	0	8	8
18:30	4	0	0	0	0	4	4	16	4	0	0	0	20	20	8	1	0	0	0	9	9
18:45	7	0	0	0	1	8	9	6	1	0	0	0	7	7	11	0	0	0	0	11	11
H/TOT	32	0	0	0	1	33	34	46	7	2	1	0	56	58	40	4	1	0	0	45	46
P/TOT	509	31	5	1	14	560	578	858	111	22	14	5	1010	1044	490	64	13	23	3	593	632

TRAFFINOMICS LIMITED

PRIMARY SCHOOL, KISHOGE TRAFFIC COUNTS **MAY 2022**
MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/22/129**

SITE: 01 DATE: 11th May 2022

LOCATION: R136/Adamstown Avenue/Thomas Omer Way DAY: Wednesday

	MOVEMENT 7							MOVEMENT 8							MOVEMENT 9						
TIME	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU
07:00	10	5	0	0	0	15	15	72	16	3	0	2	93	97	28	4	0	6	0	38	46
07:15	4	2	1	0	0	7	8	58	18	2	1	5	84	91	23	8	3	2	1	37	42
07:30	3	1	1	1	0	6	8	61	9	3	0	4	77	83	31	7	3	2	0	43	47
07:45	6	2	0	0	1	9	10	70	16	10	1	2	99	107	47	11	3	3	0	64	69
H/TOT	23	10	2	1	1	37	40	261	59	18	2	13	353	378	129	30	9	13	1	182	204
08:00	9	0	0	3	0	12	16	50	13	3	0	3	69	74	75	7	4	3	0	89	95
08:15	21	3	0	0	0	24	24	76	9	2	2	1	90	95	68	10	1	3	0	82	86
08:30	8	0	0	0	0	8	8	89	20	2	1	4	116	122	46	8	2	5	3	64	75
08:45	7	2	0	2	0	11	14	63	14	3	0	2	82	86	42	9	1	1	0	53	55
H/TOT	45	5	0	5	0	55	62	278	56	10	3	10	357	376	231	34	8	12	3	288	311
09:00	1	1	1	1	0	4	6	54	5	2	1	9	71	82	41	8	2	1	0	52	54
09:15	2	1	0	0	0	3	3	68	13	2	1	2	86	90	36	3	2	5	1	47	56
09:30	6	0	0	2	0	8	11	61	11	5	0	4	81	88	45	10	1	2	0	58	61
09:45	5	0	0	0	0	5	5	42	17	2	1	1	63	66	26	2	4	3	0	35	41
H/TOT	14	2	1	3	0	20	24	225	46	11	3	16	301	326	148	23	9	11	1	192	212
10:00	4	0	0	1	0	5	6	55	7	6	0	3	71	77	22	5	1	3	0	31	35
10:15	5	1	1	1	0	8	10	47	11	4	1	3	66	72	25	6	5	1	1	38	43
10:30	2	0	0	0	0	2	2	53	15	4	0	2	74	78	20	2	2	0	0	24	25
10:45	3	1	0	1	0	5	6	47	8	1	0	1	57	59	23	4	3	1	0	31	34
H/TOT	14	2	1	3	0	20	24	202	41	15	1	9	268	286	90	17	11	5	1	124	137
11:00	2	1	0	1	0	4	5	59	14	4	1	1	79	83	29	6	0	2	0	37	40
11:15	6	1	0	0	0	7	7	59	7	0	0	1	67	68	21	6	1	2	0	30	33
11:30	6	1	0	1	0	8	9	53	15	3	0	1	72	75	20	3	1	2	0	26	29
11:45	7	0	0	0	0	7	7	48	6	4	0	3	61	66	27	5	0	2	1	35	39
H/TOT	21	3	0	2	0	26	29	219	42	11	1	6	279	292	97	20	2	8	1	128	140
12:00	4	0	1	2	0	7	10	63	12	1	0	2	78	81	26	2	1	2	0	31	34
12:15	2	1	0	0	0	3	3	87	3	0	0	1	91	92	26	4	1	2	0	33	36
12:30	11	3	1	1	0	16	18	54	8	0	1	2	65	68	33	1	2	4	0	40	46
12:45	4	1	1	0	0	6	7	61	11	0	1	1	74	76	26	5	0	1	0	32	33
H/TOT	21	5	3	3	0	32	37	265	34	1	2	6	308	317	111	12	4	9	0	136	150

TRAFFINOMICS LIMITED

PRIMARY SCHOOL, KISHOGE TRAFFIC COUNTS **MAY 2022**
MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/22/129**

SITE: 01 DATE: 11th May 2022

LOCATION: R136/Adamstown Avenue/Thomas Omer Way DAY: Wednesday

	MOVEMENT 7							MOVEMENT 8							MOVEMENT 9						
TIME	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU
13:00	4	1	1	0	0	6	7	78	13	0	0	1	92	93	27	6	2	3	1	39	45
13:15	7	1	0	1	0	9	10	65	13	0	0	1	79	80	28	3	1	2	0	34	37
13:30	6	1	0	0	0	7	7	78	12	8	0	3	101	108	22	6	4	0	0	32	34
13:45	4	0	1	0	0	5	6	84	10	5	1	1	101	106	33	6	4	1	1	45	49
H/TOT	21	3	2	1	0	27	29	305	48	13	1	6	373	387	110	21	11	6	2	150	165
14:00	7	2	0	0	0	9	9	70	8	2	1	3	84	89	34	4	2	2	1	43	48
14:15	13	0	0	0	0	13	13	70	13	2	0	7	92	100	28	7	2	2	0	39	43
14:30	6	1	0	0	1	8	9	83	15	0	0	9	107	116	28	3	6	1	0	38	42
14:45	7	4	0	1	0	12	13	96	4	2	0	7	109	117	36	6	4	2	0	48	53
H/TOT	33	7	0	1	1	42	44	319	40	6	1	26	392	422	126	20	14	7	1	168	185
15:00	9	0	1	1	0	11	13	103	16	4	1	5	129	137	31	6	2	4	0	43	49
15:15	7	3	2	0	0	12	13	100	22	5	0	3	130	136	28	3	0	4	0	35	40
15:30	6	0	1	0	0	7	8	135	16	0	0	6	157	163	29	7	2	4	0	42	48
15:45	6	1	2	0	1	10	12	137	20	4	1	3	165	171	38	4	2	1	0	45	47
H/TOT	28	4	6	1	1	40	45	475	74	13	2	17	581	607	126	20	6	13	0	165	185
16:00	12	3	1	1	0	17	19	192	25	3	1	4	225	232	57	9	2	1	0	69	71
16:15	13	3	0	1	0	17	18	163	40	0	0	4	207	211	51	3	1	2	0	57	60
16:30	13	2	0	0	0	15	15	199	24	3	0	3	229	234	51	3	1	4	0	59	65
16:45	17	0	1	0	0	18	19	161	27	2	0	5	195	201	48	5	2	0	0	55	56
H/TOT	55	8	2	2	0	67	71	715	116	8	1	16	856	877	207	20	6	7	0	240	252
17:00	19	5	0	0	0	24	24	230	28	2	1	2	263	267	49	4	1	1	1	56	59
17:15	25	1	0	0	0	26	26	186	26	2	1	3	218	223	51	4	0	1	0	56	57
17:30	23	1	0	0	0	24	24	201	24	1	0	0	226	227	42	3	4	1	0	50	53
17:45	19	2	0	0	0	21	21	188	21	2	1	4	216	222	62	7	0	5	0	74	81
H/TOT	86	9	0	0	0	95	95	805	99	7	3	9	923	939	204	18	5	8	1	236	250
18:00	11	0	0	0	0	11	11	166	22	0	0	1	189	190	42	2	0	2	0	46	49
18:15	21	1	0	0	0	22	22	166	27	1	0	1	195	197	39	3	3	0	0	45	47
18:30	15	1	0	0	0	16	16	136	18	0	0	1	155	156	37	1	0	3	0	41	45
18:45	17	1	0	0	0	18	18	140	16	0	0	4	160	164	51	1	0	2	0	54	57
H/TOT	64	3	0	0	0	67	67	608	83	1	0	7	699	707	169	7	3	7	0	186	197
P/TOT	425	61	17	22	3	528	568	4677	738	114	20	141	5690	5914	1748	242	88	106	11	2195	2388

TRAFFINOMICS LIMITED

PRIMARY SCHOOL, KISHOGE TRAFFIC COUNTS **MAY 2022**
MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/22/129**

SITE: 01 DATE: 11th May 2022

LOCATION: R136/Adamstown Avenue/Thomas Omer Way DAY: Wednesday

	MOVEMENT 10							MOVEMENT 11							MOVEMENT 12							PCU's Through Junction
TIME	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	
07:00	52	5	4	0	0	61	63	4	3	2	0	0	9	10	9	0	0	0	0	9	9	483
07:15	54	16	4	1	0	75	78	1	0	0	0	0	1	1	8	5	1	0	0	14	15	514
07:30	70	13	5	2	1	91	97	9	0	1	0	0	10	11	9	0	1	0	0	10	11	592
07:45	98	9	1	5	0	113	120	6	5	2	0	1	14	16	25	2	0	0	0	27	27	704
H/TOT	274	43	14	8	1	340	358	20	8	5	0	1	34	38	51	7	2	0	0	60	61	2292
08:00	74	16	4	5	0	99	108	20	1	0	1	0	22	23	42	1	1	0	1	45	47	755
08:15	56	7	1	5	1	70	78	24	4	0	0	1	29	30	26	2	0	0	0	28	28	758
08:30	49	10	3	2	0	64	68	28	1	0	0	0	29	29	29	0	1	0	0	30	31	739
08:45	54	3	3	2	1	63	68	15	2	3	1	1	22	26	14	4	3	0	1	22	25	635
H/TOT	233	36	11	14	2	296	322	87	8	3	2	2	102	108	111	7	5	0	2	125	130	2886
09:00	43	5	4	5	0	57	66	15	1	0	0	0	16	16	20	3	0	0	0	23	23	499
09:15	32	6	1	3	2	44	50	10	2	0	0	0	12	12	16	5	0	0	0	21	21	434
09:30	28	6	4	3	2	43	51	9	5	1	0	0	15	16	11	1	0	0	0	12	12	419
09:45	17	7	4	1	0	29	32	9	2	0	0	0	11	11	10	1	0	0	1	12	13	349
H/TOT	120	24	13	12	4	173	199	43	10	1	0	0	54	55	57	10	0	0	1	68	69	1700
10:00	20	6	2	0	1	29	31	7	1	0	0	0	8	8	16	0	0	0	0	16	16	310
10:15	22	4	5	2	0	33	38	10	6	1	0	0	17	18	13	2	0	0	0	15	15	326
10:30	27	5	1	2	0	35	38	6	1	0	0	0	7	7	18	4	0	0	0	22	22	305
10:45	17	3	2	2	0	24	28	9	0	0	0	0	9	9	17	1	0	0	1	19	20	301
H/TOT	86	18	10	6	1	121	135	32	8	1	0	0	41	42	64	7	0	0	1	72	73	1241
11:00	18	1	1	3	1	24	29	15	1	0	0	0	16	16	12	1	0	0	0	13	13	300
11:15	26	4	3	3	0	36	41	14	2	0	1	0	17	18	28	2	0	0	0	30	30	301
11:30	22	5	2	1	0	30	32	19	0	0	1	0	20	21	18	0	0	0	0	18	18	307
11:45	27	3	2	2	0	34	38	8	1	0	0	0	9	9	18	0	0	0	1	19	20	315
H/TOT	93	13	8	9	1	124	141	56	4	0	2	0	62	65	76	3	0	0	1	80	81	1223
12:00	31	2	2	3	0	38	43	21	1	0	0	0	22	22	22	3	1	0	0	26	27	352
12:15	27	8	3	6	0	44	53	16	3	0	0	0	19	19	20	1	0	0	0	21	21	377
12:30	40	7	3	3	0	53	58	24	4	0	0	0	28	28	30	0	0	0	0	30	30	383
12:45	31	6	3	1	0	41	44	14	3	0	0	0	17	17	27	5	0	0	0	32	32	336
H/TOT	129	23	11	13	0	176	198	75	11	0	0	0	86	86	99	9	1	0	0	109	110	1448

TRAFFINOMICS LIMITED

PRIMARY SCHOOL, KISHOGE TRAFFIC COUNTS **MAY 2022**
MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/22/129**

SITE: 01 DATE: 11th May 2022

LOCATION: R136/Adamstown Avenue/Thomas Omer Way DAY: Wednesday

	MOVEMENT 10							MOVEMENT 11							MOVEMENT 12							PCU's Through Junction
TIME	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	
13:00	35	4	2	3	0	44	49	28	4	0	0	0	32	32	21	2	0	0	0	23	23	392
13:15	35	2	2	1	0	40	42	31	2	0	0	0	33	33	39	3	2	0	1	45	47	392
13:30	40	3	1	2	1	47	51	15	1	0	0	0	16	16	27	3	0	0	0	30	30	423
13:45	43	6	3	3	0	55	60	26	1	1	0	0	28	29	29	5	1	0	0	35	36	451
H/TOT	153	15	8	9	1	186	203	100	8	1	0	0	109	110	116	13	3	0	1	133	136	1659
14:00	44	1	2	2	2	51	57	39	0	0	0	0	39	39	40	3	0	0	0	43	43	462
14:15	51	9	3	5	1	69	78	35	2	1	0	0	38	39	24	3	2	0	0	29	30	464
14:30	47	5	3	5	1	61	70	22	3	0	0	0	25	25	22	1	1	0	0	24	25	532
14:45	53	7	1	4	0	65	71	35	0	0	0	0	35	35	38	3	1	0	2	44	47	547
H/TOT	195	22	9	16	4	246	275	131	5	1	0	0	137	138	124	10	4	0	2	140	144	2005
15:00	37	8	3	1	0	49	52	25	3	0	1	1	30	32	31	1	1	0	0	33	34	499
15:15	39	8	4	5	0	56	65	22	1	1	0	0	24	25	28	5	0	0	0	33	33	493
15:30	49	6	5	4	2	66	76	11	1	1	0	0	13	14	29	1	1	0	1	32	34	522
15:45	40	5	2	6	0	53	62	16	7	0	0	0	23	23	32	3	0	0	0	35	35	554
H/TOT	165	27	14	16	2	224	254	74	12	2	1	1	90	93	120	10	2	0	1	133	135	2067
16:00	49	8	3	3	1	64	70	43	1	0	0	0	44	44	29	4	1	0	0	34	35	636
16:15	55	13	1	2	0	71	74	22	5	1	0	0	28	29	39	4	0	0	0	43	43	580
16:30	50	7	2	4	0	63	69	30	10	0	0	0	40	40	37	8	0	0	0	45	45	648
16:45	49	7	2	1	0	59	61	22	3	1	0	0	26	27	42	6	0	0	0	48	48	592
H/TOT	203	35	8	10	1	257	275	117	19	2	0	0	138	139	147	22	1	0	0	170	171	2456
17:00	56	5	4	1	0	66	69	54	6	0	0	0	60	60	41	5	0	0	0	46	46	695
17:15	76	8	0	1	1	86	88	27	1	0	0	0	28	28	48	6	0	0	0	54	54	684
17:30	61	11	0	1	0	73	74	31	3	1	0	0	35	36	56	6	0	0	0	62	62	664
17:45	68	8	0	0	0	76	76	51	1	1	1	0	54	56	43	1	1	0	0	45	46	699
H/TOT	261	32	4	3	1	301	308	163	11	2	1	0	177	179	188	18	1	0	0	207	208	2742
18:00	63	6	3	1	0	73	76	37	6	0	0	0	43	43	42	1	0	0	0	43	43	597
18:15	53	4	0	1	0	58	59	23	3	0	0	0	26	26	59	5	1	0	0	65	66	618
18:30	52	6	0	1	0	59	60	50	3	0	0	0	53	53	34	4	0	0	0	38	38	573
18:45	44	3	0	0	0	47	47	10	0	0	0	0	10	10	28	1	0	0	0	29	29	472
H/TOT	212	19	3	3	0	237	242	120	12	0	0	0	132	132	163	11	1	0	0	175	176	2260
P/TOT	2124	307	113	119	18	2681	2910	1018	116	18	6	4	1162	1183	1316	127	20	0	9	1472	1491	23979

TRAFFINOMICS LIMITED

PRIMARY SCHOOL, KISHOGE TRAFFIC COUNTS **MAY 2022**
MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/22/129**

SITE: 02 DATE: 11th May 2022

LOCATION: Carline Learning Centre/Thomas Omer Way/Lynch Lane DAY: Wednesday

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

TRAFFINOMICS LIMITED

PRIMARY SCHOOL, KISHOGE TRAFFIC COUNTS **MAY 2022**
MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/22/129**

SITE: 02 DATE: 11th May 2022

LOCATION: Carline Learning Centre/Thomas Omer Way/Lynch Lane DAY: Wednesday

	MOVEMENT 7							MOVEMENT 8							MOVEMENT 9						
TIME	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU
13:00	6	0	0	0	0	6	6	0	0	0	0	0	0	0	1	0	0	0	0	1	1
13:15	12	1	0	0	0	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	8	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	3	0	0	0	0	3	3	0	0	0	0	0	0	0	2	0	0	0	0	2	2
H/TOT	29	1	0	0	0	30	30	0	0	0	0	0	0	0	3	0	0	0	0	3	3
14:00	4	0	0	0	0	4	4	0	0	0	0	0	0	0	1	0	0	0	0	1	1
14:15	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	3	1	0	0	0	4	4	0	0	0	0	0	0	0	1	0	0	0	0	1	1
14:45	26	0	0	0	0	26	26	0	0	0	0	0	0	0	1	0	0	0	0	1	1
H/TOT	36	1	0	0	0	37	37	0	0	0	0	0	0	0	3	0	0	0	0	3	3
15:00	8	0	0	0	0	8	8	0	0	0	0	0	0	0	1	0	0	0	0	1	1
15:15	4	2	0	0	0	6	6	0	0	0	0	0	0	0	1	0	0	0	0	1	1
15:30	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	8	2	0	0	0	10	10	0	0	0	0	0	0	0	1	0	0	0	0	1	1
H/TOT	22	4	0	0	0	26	26	0	0	0	0	0	0	0	3	0	0	0	0	3	3
16:00	3	0	0	0	0	3	3	0	0	0	0	0	0	0	2	0	0	0	0	2	2
16:15	2	0	0	0	0	2	2	0	0	0	0	0	0	0	1	0	0	0	0	1	1
16:30	1	2	0	0	0	3	3	0	0	0	0	0	0	0	1	0	0	0	0	1	1
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
H/TOT	6	2	0	0	0	8	8	0	0	0	0	0	0	0	5	0	0	0	0	5	5
17:00	1	0	0	0	0	1	1	0	0	0	0	0	0	0	1	0	0	0	0	1	1
17:15	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	5	1	0	0	0	6	6	0	0	0	0	0	0	0	1	0	0	0	0	1	1
18:00	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	0	1	1
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
H/TOT	5	0	0	0	0	5	5	0	0	0	0	0	0	0	2	1	0	0	0	3	3
P/TOT	238	18	1	1	1	259	262	0	0	0	0	0	0	0	32	4	0	0	0	36	36

TRAFFINOMICS LIMITED

PRIMARY SCHOOL, KISHOGE TRAFFIC COUNTS **MAY 2022**
MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/22/129**

SITE: 02 DATE: 11th May 2022

LOCATION: Carline Learning Centre/Thomas Omer Way/Lynch Lane DAY: Wednesday

	MOVEMENT 10							MOVEMENT 11							MOVEMENT 12							PCU's Through Junction
TIME	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	
07:00	0	0	0	0	0	0	0	65	8	5	0	0	78	81	0	0	0	0	0	0	0	165
07:15	1	0	0	0	0	1	1	62	21	5	1	0	89	93	0	0	0	0	0	0	0	196
07:30	1	0	0	0	0	1	1	87	11	7	2	1	108	115	0	0	0	0	0	0	0	258
07:45	9	0	0	0	0	9	9	113	15	3	5	1	137	146	0	0	0	0	0	0	0	371
H/TOT	11	0	0	0	0	11	11	327	55	20	8	2	412	434	0	0	0	0	0	0	0	990
08:00	4	0	0	0	0	4	4	96	17	5	6	1	125	136	0	0	0	0	0	0	0	397
08:15	2	0	0	0	0	2	2	101	13	1	5	2	122	131	0	0	0	0	0	0	0	320
08:30	2	0	0	0	0	2	2	98	10	4	2	0	114	119	0	0	0	0	0	0	0	334
08:45	5	0	0	0	0	5	5	77	9	9	2	2	99	108	0	0	0	0	0	0	0	285
H/TOT	13	0	0	0	0	13	13	372	49	19	15	5	460	494	0	0	0	0	0	0	0	1335
09:00	0	1	0	0	0	1	1	73	8	4	5	0	90	99	0	0	0	0	0	0	0	233
09:15	1	0	0	0	0	1	1	55	13	1	3	2	74	80	0	0	0	0	0	0	0	213
09:30	3	0	0	0	0	3	3	43	11	5	3	2	64	72	1	0	0	0	0	1	1	202
09:45	0	0	0	0	0	0	0	33	10	4	1	1	49	53	0	0	0	0	0	0	0	158
H/TOT	4	1	0	0	0	5	5	204	42	14	12	5	277	305	1	0	0	0	0	1	1	806
10:00	1	1	0	0	0	2	2	42	7	2	0	1	52	54	0	0	0	0	0	0	0	132
10:15	1	0	0	0	0	1	1	41	12	6	2	0	61	67	0	0	0	0	0	0	0	159
10:30	2	1	0	0	0	3	3	48	9	1	2	0	60	63	0	0	0	0	0	0	0	140
10:45	0	0	0	0	0	0	0	41	4	2	2	1	50	55	0	0	0	0	0	0	0	145
H/TOT	4	2	0	0	0	6	6	172	32	11	6	2	223	238	0	0	0	0	0	0	0	577
11:00	0	0	0	0	0	0	0	45	3	1	3	1	53	58	0	0	0	0	0	0	0	141
11:15	3	0	0	0	0	3	3	61	8	3	4	0	76	83	0	0	0	0	0	0	0	150
11:30	1	0	0	0	0	1	1	56	5	2	2	0	65	69	0	0	0	0	0	0	0	140
11:45	2	0	0	0	0	2	2	47	4	2	2	1	56	61	0	0	0	0	0	0	0	153
H/TOT	6	0	0	0	0	6	6	209	20	8	11	2	250	270	0	0	0	0	0	0	0	584
12:00	4	0	0	0	0	4	4	71	6	3	3	0	83	88	0	0	0	0	0	0	0	175
12:15	0	0	0	0	1	1	2	56	12	3	6	0	77	86	0	0	0	0	0	0	0	178
12:30	1	0	0	0	0	1	1	90	11	3	3	0	107	112	0	0	0	0	0	0	0	201
12:45	1	0	0	0	0	1	1	67	13	3	1	0	84	87	0	0	0	0	0	0	0	165
H/TOT	6	0	0	0	1	7	8	284	42	12	13	0	351	374	0	0	0	0	0	0	0	720

TRAFFINOMICS LIMITED

PRIMARY SCHOOL, KISHOGE TRAFFIC COUNTS **MAY 2022**
MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/22/129**

SITE: 02 DATE: 11th May 2022

LOCATION: Carline Learning Centre/Thomas Omer Way/Lynch Lane DAY: Wednesday

	MOVEMENT 10							MOVEMENT 11							MOVEMENT 12							PCU's Through Junction
TIME	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	
13:00	2	0	0	0	0	2	2	76	10	2	3	0	91	96	0	0	0	0	0	0	0	185
13:15	4	1	0	0	0	5	5	92	6	4	1	1	104	108	0	0	0	0	0	0	0	207
13:30	1	0	0	0	0	1	1	74	7	1	2	1	85	89	0	0	0	0	0	0	0	178
13:45	2	0	0	0	0	2	2	93	12	5	3	0	113	119	0	0	0	0	0	0	0	224
H/TOT	9	1	0	0	0	10	10	335	35	12	9	2	393	413	0	0	0	0	0	0	0	794
14:00	2	0	0	0	0	2	2	119	4	2	2	2	129	135	0	0	0	0	0	0	0	233
14:15	1	0	0	0	0	1	1	107	14	6	5	1	133	144	0	0	0	0	0	0	0	243
14:30	3	0	0	0	0	3	3	88	8	4	5	1	106	116	0	0	0	0	0	0	0	230
14:45	0	0	0	0	0	0	0	99	10	2	4	2	117	125	0	0	0	0	0	0	0	268
H/TOT	6	0	0	0	0	6	6	413	36	14	16	6	485	519	0	0	0	0	0	0	0	973
15:00	1	0	0	0	0	1	1	84	12	4	2	1	103	109	0	0	0	0	0	0	0	213
15:15	1	0	0	0	0	1	1	85	12	5	5	0	107	116	0	0	0	0	0	0	0	215
15:30	0	0	0	0	0	0	0	86	8	7	4	3	108	120	0	0	0	0	0	0	0	214
15:45	0	0	0	0	0	0	0	80	13	2	6	0	101	110	0	0	0	0	0	0	0	218
H/TOT	2	0	0	0	0	2	2	335	45	18	17	4	419	454	0	0	0	0	0	0	0	860
16:00	1	2	0	0	0	3	3	118	13	4	3	1	139	146	0	0	0	0	0	0	0	264
16:15	0	0	0	0	0	0	0	114	22	2	2	0	140	144	0	0	0	0	0	0	0	239
16:30	2	0	0	0	0	2	2	116	23	2	4	0	145	151	0	0	0	0	0	0	0	268
16:45	2	0	0	0	0	2	2	113	16	3	1	0	133	136	0	0	0	0	0	0	0	238
H/TOT	5	2	0	0	0	7	7	461	74	11	10	1	557	577	0	0	0	0	0	0	0	1008
17:00	0	0	0	0	0	0	0	150	16	4	1	0	171	174	0	0	0	0	0	0	0	272
17:15	2	0	0	0	0	2	2	148	15	0	1	1	165	167	0	0	0	0	0	0	0	288
17:30	1	0	0	0	0	1	1	147	20	1	1	0	169	171	0	0	0	0	0	0	0	261
17:45	1	0	0	0	0	1	1	162	9	2	1	0	174	176	0	0	0	0	0	0	0	316
H/TOT	4	0	0	0	0	4	4	607	60	7	4	1	679	689	0	0	0	0	0	0	0	1138
18:00	2	0	0	0	0	2	2	138	13	3	1	0	155	158	0	0	0	0	0	0	0	255
18:15	0	0	0	0	0	0	0	134	12	1	1	0	148	150	0	0	0	0	0	0	0	240
18:30	1	0	0	0	0	1	1	136	13	0	1	0	150	151	0	0	0	0	0	0	0	247
18:45	1	0	0	0	0	1	1	82	4	0	0	0	86	86	0	0	0	0	0	0	0	175
H/TOT	4	0	0	0	0	4	4	490	42	4	3	0	539	545	0	0	0	0	0	0	0	917
P/TOT	74	6	0	0	1	81	82	4209	532	150	124	30	5045	5311	1	0	0	0	0	1	1	10702

TRAFFINOMICS LIMITED

PRIMARY SCHOOL, KISHOGE TRAFFIC COUNTS **MAY 2022**
MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/22/129**

SITE: 03 DATE: 11th May 2022

LOCATION: R113/Thomas Omer Way/Ninth Lock Road DAY: Wednesday

	MOVEMENT 1							MOVEMENT 2							MOVEMENT 3						
TIME	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU
07:00	38	8	3	4	1	54	62	45	15	0	1	0	61	62	42	5	3	0	0	50	52
07:15	45	13	4	4	1	67	75	37	10	0	0	1	48	49	49	11	3	1	0	64	67
07:30	45	13	1	2	2	63	68	67	13	0	1	4	85	90	57	9	4	2	0	72	77
07:45	49	9	0	0	2	60	62	81	18	4	0	2	105	109	77	9	1	5	1	93	101
H/TOT	177	43	8	10	6	244	267	230	56	4	2	7	299	311	225	34	11	8	1	279	296
08:00	41	5	5	2	2	55	62	89	11	4	1	3	108	114	60	12	2	5	0	79	87
08:15	37	4	0	2	2	45	50	80	8	4	2	1	95	101	51	8	1	5	2	67	76
08:30	29	4	1	2	2	38	43	82	7	4	0	1	94	97	45	4	2	2	0	53	57
08:45	32	2	4	1	2	41	46	72	4	1	1	0	78	80	41	5	3	1	1	51	55
H/TOT	139	15	10	7	8	179	201	323	30	13	4	5	375	392	197	29	8	13	3	250	274
09:00	25	3	3	2	1	34	39	51	11	0	0	4	66	70	33	5	3	5	0	46	54
09:15	30	4	2	4	3	43	52	55	10	0	3	4	72	80	27	4	1	3	1	36	41
09:30	30	3	5	4	2	44	54	48	8	1	2	4	63	70	22	4	5	1	2	34	40
09:45	32	12	1	6	2	53	63	55	8	2	1	0	66	68	18	6	2	1	0	27	29
H/TOT	117	22	11	16	8	174	208	209	37	3	6	12	267	288	100	19	11	10	3	143	165
10:00	16	10	1	2	1	30	34	44	9	3	2	2	60	66	17	3	2	0	1	23	25
10:15	28	2	1	2	2	35	40	44	9	2	1	0	56	58	24	8	5	2	0	39	44
10:30	25	9	6	7	1	48	61	46	13	4	0	1	64	67	23	5	1	2	0	31	34
10:45	34	6	10	2	1	53	62	46	6	2	1	0	55	57	17	2	2	2	0	23	27
H/TOT	103	27	18	13	5	166	197	180	37	11	4	3	235	249	81	18	10	6	1	116	130
11:00	26	8	2	1	2	39	43	58	4	4	0	2	68	72	21	2	0	3	1	27	32
11:15	28	5	2	1	2	38	42	57	6	2	1	0	66	68	39	2	3	4	0	48	55
11:30	24	5	4	1	2	36	41	65	8	0	4	1	78	84	28	4	1	0	0	33	34
11:45	25	10	0	3	1	39	44	72	5	1	1	0	79	81	25	2	2	2	0	31	35
H/TOT	103	28	8	6	7	152	171	252	23	7	6	3	291	305	113	10	6	9	1	139	155
12:00	32	8	5	4	2	51	61	76	10	1	1	1	89	92	44	2	1	2	0	49	52
12:15	28	4	5	3	1	41	48	69	7	4	3	0	83	89	25	4	2	5	0	36	44
12:30	29	6	0	1	1	37	39	66	11	4	3	1	85	92	43	6	1	3	0	53	57
12:45	19	9	3	3	0	34	39	72	11	1	1	0	85	87	29	5	2	1	0	37	39
H/TOT	108	27	13	11	4	163	188	283	39	10	8	2	342	359	141	17	6	11	0	175	192

TRAFFINOMICS LIMITED

PRIMARY SCHOOL, KISHOGE TRAFFIC COUNTS **MAY 2022**
MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/22/129**

SITE: 03 DATE: 11th May 2022

LOCATION: R113/Thomas Omer Way/Ninth Lock Road DAY: Wednesday

	MOVEMENT 4							MOVEMENT 5							MOVEMENT 6						
TIME	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU
13:00	22	5	2	2	1	32	37	21	1	0	1	0	23	24	11	1	0	0	0	12	12
13:15	22	4	2	3	0	31	36	26	4	0	0	0	30	30	12	0	0	0	0	12	12
13:30	17	1	5	0	0	23	26	30	3	1	0	0	34	35	11	2	0	0	0	13	13
13:45	35	5	3	1	0	44	47	27	4	1	0	1	33	35	8	1	1	0	0	10	11
H/TOT	96	15	12	6	1	130	145	104	12	2	1	1	120	123	42	4	1	0	0	47	48
14:00	28	6	1	3	1	39	44	26	5	1	0	0	32	33	14	0	0	0	0	14	14
14:15	23	5	2	3	0	33	38	27	6	2	1	0	36	38	14	0	0	0	0	14	14
14:30	17	3	2	1	1	24	27	36	3	4	0	0	43	45	23	1	2	0	0	26	27
14:45	34	4	3	2	0	43	47	26	4	1	0	0	31	32	21	1	1	0	0	23	24
H/TOT	102	18	8	9	2	139	157	115	18	8	1	0	142	147	72	2	3	0	0	77	79
15:00	21	5	2	3	0	31	36	34	4	1	1	0	40	42	12	1	0	0	0	13	13
15:15	36	8	1	4	1	50	57	16	4	0	0	1	21	22	8	0	0	0	0	8	8
15:30	28	6	0	3	1	38	43	23	2	2	1	0	28	30	13	2	0	0	0	15	15
15:45	35	3	2	2	0	42	46	33	5	0	0	0	38	38	12	0	0	0	0	12	12
H/TOT	120	22	5	12	2	161	181	106	15	3	2	1	127	132	45	3	0	0	0	48	48
16:00	32	7	2	0	0	41	42	44	6	1	1	0	52	54	13	1	0	0	0	14	14
16:15	30	2	0	2	0	34	37	39	2	1	0	0	42	43	11	1	1	0	0	13	14
16:30	36	2	1	5	0	44	51	38	2	1	0	0	41	42	14	2	0	0	0	16	16
16:45	41	3	1	0	0	45	46	33	4	1	0	0	38	39	15	1	0	0	0	16	16
H/TOT	139	14	4	7	0	164	175	154	14	4	1	0	173	176	53	5	1	0	0	59	60
17:00	36	2	0	2	1	41	45	31	3	1	0	0	35	36	14	3	0	0	0	17	17
17:15	51	6	1	1	0	59	61	33	1	0	0	0	34	34	18	2	0	0	0	20	20
17:30	36	3	3	1	0	43	46	28	4	1	0	0	33	34	7	2	0	0	0	9	9
17:45	43	7	0	5	0	55	62	46	5	1	0	0	52	53	24	0	0	0	0	24	24
H/TOT	166	18	4	9	1	198	213	138	13	3	0	0	154	156	63	7	0	0	0	70	70
18:00	43	3	1	2	0	49	52	23	0	1	1	0	25	27	12	0	0	0	0	12	12
18:15	39	2	3	0	0	44	46	23	2	0	0	0	25	25	16	2	0	0	0	18	18
18:30	31	3	0	3	0	37	41	32	4	0	0	0	36	36	15	2	0	0	0	17	17
18:45	37	1	0	2	0	40	43	35	1	0	0	0	36	36	9	0	0	0	0	9	9
H/TOT	150	9	4	7	0	170	181	113	7	1	1	0	122	124	52	4	0	0	0	56	56
P/TOT	1549	205	75	110	11	1950	2142	1531	185	45	10	10	1781	1827	706	65	16	0	5	792	805

TRAFFINOMICS LIMITED

PRIMARY SCHOOL, KISHOGE TRAFFIC COUNTS **MAY 2022**
MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/22/129**

SITE: 03 DATE: 11th May 2022

LOCATION: R113/Thomas Omer Way/Ninth Lock Road DAY: Wednesday

	MOVEMENT 7							MOVEMENT 8							MOVEMENT 9						
TIME	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU
07:00	11	1	1	0	0	13	14	32	5	1	1	2	41	45	3	1	0	0	0	4	4
07:15	3	4	1	0	0	8	9	38	10	4	1	0	53	56	4	0	0	0	0	4	4
07:30	7	0	2	0	0	9	10	41	7	2	1	3	54	59	9	1	0	0	0	10	10
07:45	17	2	1	0	0	20	21	46	11	0	0	2	59	61	9	1	0	0	2	12	14
H/TOT	38	7	5	0	0	50	53	157	33	7	3	7	207	221	25	3	0	0	2	30	32
08:00	13	2	1	0	0	16	17	45	8	2	0	2	57	60	10	1	0	0	2	13	15
08:15	18	2	0	0	0	20	20	45	9	3	2	1	60	65	23	1	0	0	0	24	24
08:30	23	1	1	0	0	25	26	47	9	0	2	0	58	61	30	1	0	0	0	31	31
08:45	11	2	2	1	0	16	18	55	10	1	1	3	70	75	32	2	0	0	2	36	38
H/TOT	65	7	4	1	0	77	80	192	36	6	5	6	245	261	95	5	0	0	4	104	108
09:00	18	2	1	0	0	21	22	62	15	2	3	4	86	95	38	0	0	0	1	39	40
09:15	7	4	0	0	0	11	11	50	13	1	3	1	68	73	16	1	0	0	0	17	17
09:30	8	4	0	0	0	12	12	55	2	2	2	3	64	71	19	3	0	0	1	23	24
09:45	8	1	0	0	1	10	11	42	6	4	1	0	53	56	14	0	0	0	1	15	16
H/TOT	41	11	1	0	1	54	56	209	36	9	9	8	271	295	87	4	0	0	3	94	97
10:00	11	1	0	0	0	12	12	60	9	2	0	1	72	74	14	0	1	0	0	15	16
10:15	7	0	0	0	0	7	7	61	4	1	1	0	67	69	12	1	0	0	0	13	13
10:30	11	2	0	0	0	13	13	41	4	1	0	2	48	51	15	3	1	0	1	20	22
10:45	12	0	0	0	0	12	12	64	5	0	1	0	70	71	7	1	0	0	0	8	8
H/TOT	41	3	0	0	0	44	44	226	22	4	2	3	257	265	48	5	2	0	1	56	58
11:00	12	0	0	0	0	12	12	36	8	3	0	1	48	51	8	1	0	0	0	9	9
11:15	13	1	0	0	0	14	14	33	7	3	0	0	43	45	17	0	0	0	0	17	17
11:30	9	1	0	1	0	11	12	52	7	3	5	1	68	77	18	2	0	0	0	20	20
11:45	9	0	0	0	1	10	11	56	5	5	1	0	67	71	11	1	0	0	0	12	12
H/TOT	43	2	0	1	1	47	49	177	27	14	6	2	226	243	54	4	0	0	0	58	58
12:00	13	2	1	0	0	16	17	52	9	3	0	1	65	68	12	2	0	0	0	14	14
12:15	13	3	1	0	0	17	18	43	5	1	0	1	50	52	21	0	1	0	0	22	23
12:30	25	1	1	0	0	27	28	46	12	2	3	0	63	68	15	1	0	0	0	16	16
12:45	11	3	0	0	0	14	14	59	11	1	3	0	74	78	16	2	1	0	0	19	20
H/TOT	62	9	3	0	0	74	76	200	37	7	6	2	252	265	64	5	2	0	0	71	72

TRAFFINOMICS LIMITED

PRIMARY SCHOOL, KISHOGE TRAFFIC COUNTS **MAY 2022**
MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/22/129**

SITE: 03 DATE: 11th May 2022

LOCATION: R113/Thomas Omer Way/Ninth Lock Road DAY: Wednesday

	MOVEMENT 7							MOVEMENT 8							MOVEMENT 9						
TIME	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU
13:00	11	3	0	0	0	14	14	49	11	3	0	2	65	69	11	0	0	0	0	11	11
13:15	27	1	1	0	1	30	32	41	7	3	0	1	52	55	23	1	1	0	0	25	26
13:30	19	3	0	0	0	22	22	49	5	1	2	1	58	62	14	3	0	0	0	17	17
13:45	20	1	0	0	0	21	21	53	6	1	0	2	62	65	29	1	1	0	2	33	36
H/TOT	77	8	1	0	1	87	89	192	29	8	2	6	237	250	77	5	2	0	2	86	89
14:00	33	2	0	0	0	35	35	61	6	0	2	0	69	72	14	3	1	0	0	18	19
14:15	13	0	1	0	0	14	15	46	7	1	1	1	56	59	26	3	0	0	0	29	29
14:30	19	0	1	0	0	20	21	41	7	1	2	3	54	60	18	1	0	0	1	20	21
14:45	22	3	0	0	0	25	25	63	6	1	0	4	74	79	31	2	0	0	0	33	33
H/TOT	87	5	2	0	0	94	95	211	26	3	5	8	253	269	89	9	1	0	1	100	102
15:00	17	2	1	0	0	20	21	63	6	0	0	1	70	71	12	2	1	0	1	16	18
15:15	24	1	0	0	0	25	25	54	12	2	1	2	71	75	21	5	0	0	0	26	26
15:30	9	1	1	0	0	11	12	52	7	2	0	2	63	66	21	2	0	0	0	23	23
15:45	19	3	1	0	0	23	24	66	5	2	0	1	74	76	15	4	0	0	0	19	19
H/TOT	69	7	3	0	0	79	81	235	30	6	1	6	278	288	69	13	1	0	1	84	86
16:00	30	3	0	0	0	33	33	57	7	2	0	0	66	67	28	3	1	0	0	32	33
16:15	27	5	1	0	0	33	34	61	8	2	1	3	75	80	26	4	0	0	0	30	30
16:30	35	10	0	0	0	45	45	62	14	2	0	0	78	79	17	4	0	0	1	22	23
16:45	37	7	0	0	0	44	44	74	11	0	1	0	86	87	22	3	0	0	0	25	25
H/TOT	129	25	1	0	0	155	156	254	40	6	2	3	305	314	93	14	1	0	1	109	111
17:00	48	3	0	0	0	51	51	67	8	0	0	1	76	77	36	2	0	0	0	38	38
17:15	41	3	0	0	0	44	44	65	8	1	2	2	78	83	32	1	0	0	0	33	33
17:30	49	7	0	0	0	56	56	62	5	2	0	0	69	70	36	1	0	0	1	38	39
17:45	42	0	1	0	0	43	44	63	11	1	1	1	77	80	24	1	1	0	0	26	27
H/TOT	180	13	1	0	0	194	195	257	32	4	3	4	300	310	128	5	1	0	1	135	137
18:00	35	1	0	0	0	36	36	74	9	0	0	0	83	83	16	4	0	0	0	20	20
18:15	41	1	0	0	0	42	42	63	3	0	0	1	67	68	14	0	0	0	0	14	14
18:30	41	4	0	0	0	45	45	58	6	0	0	0	64	64	12	1	0	0	0	13	13
18:45	20	0	0	0	0	20	20	51	7	1	0	1	60	62	14	1	0	0	0	15	15
H/TOT	137	6	0	0	0	143	143	246	25	1	0	2	274	277	56	6	0	0	0	62	62
P/TOT	969	103	21	2	3	1098	1114	2556	373	75	44	57	3105	3257	885	78	10	0	16	989	1010

TRAFFINOMICS LIMITED

PRIMARY SCHOOL, KISHOGE TRAFFIC COUNTS **MAY 2022**
MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/22/129**

SITE: 03 DATE: 11th May 2022

LOCATION: R113/Thomas Omer Way/Ninth Lock Road DAY: Wednesday

	MOVEMENT 10							MOVEMENT 11							MOVEMENT 12							PCU's Through Junction
TIME	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	
07:00	4	1	0	0	0	5	5	12	2	1	0	0	15	16	16	2	3	2	2	25	31	373
07:15	6	2	0	0	0	8	8	11	6	1	0	0	18	19	12	6	4	5	1	28	38	422
07:30	12	2	0	1	0	15	16	24	2	1	0	1	28	30	8	4	3	3	1	19	25	518
07:45	11	3	1	0	0	15	16	28	4	1	0	0	33	34	12	3	1	1	2	19	23	610
H/TOT	33	8	1	1	0	43	45	75	14	4	0	1	94	97	48	15	11	11	6	91	117	1922
08:00	19	1	1	0	1	22	24	27	3	2	1	1	34	37	7	3	1	1	2	14	18	604
08:15	27	3	0	0	2	32	34	34	3	0	0	0	37	37	14	6	1	2	3	26	32	611
08:30	32	1	0	0	0	33	33	32	5	1	0	0	38	39	21	2	3	2	1	29	34	608
08:45	21	3	0	0	0	24	24	30	2	4	0	1	37	40	14	2	2	2	0	20	24	555
H/TOT	99	8	1	0	3	111	115	123	13	7	1	2	146	153	56	13	7	7	6	89	108	2378
09:00	17	2	0	0	0	19	19	22	2	0	0	0	24	24	13	3	2	1	2	21	25	506
09:15	18	2	0	0	0	20	20	22	5	0	0	1	28	29	18	5	2	1	3	29	34	482
09:30	15	0	0	0	0	15	15	17	3	0	2	0	22	25	18	7	1	2	4	32	39	463
09:45	13	0	1	0	0	14	15	7	3	2	0	0	12	13	15	4	1	2	1	23	27	397
H/TOT	63	4	1	0	0	68	69	68	13	2	2	1	86	91	64	19	6	6	10	105	126	1848
10:00	12	1	1	0	0	14	15	15	4	0	0	0	19	19	24	3	2	4	0	33	39	371
10:15	10	2	0	0	0	12	12	11	4	1	0	0	16	17	11	4	3	5	3	26	37	381
10:30	11	0	0	0	0	11	11	16	3	0	0	0	19	19	20	3	4	4	4	35	46	393
10:45	13	1	0	0	0	14	14	12	2	0	0	1	15	16	17	3	1	1	0	22	24	372
H/TOT	46	4	1	0	0	51	52	54	13	1	0	1	69	71	72	13	10	14	7	116	146	1518
11:00	4	0	0	0	0	4	4	12	1	1	0	0	14	15	19	2	3	4	1	29	37	346
11:15	16	2	0	0	0	18	18	12	5	0	0	0	17	17	18	4	2	4	2	30	38	370
11:30	13	0	1	0	0	14	15	20	0	1	1	0	22	24	23	5	4	2	2	36	43	411
11:45	12	3	0	1	0	16	17	15	2	0	0	0	17	17	20	6	0	1	2	29	32	398
H/TOT	45	5	1	1	0	52	54	59	8	2	1	0	70	72	80	17	9	11	7	124	150	1525
12:00	12	1	0	0	0	13	13	18	2	1	1	0	22	24	21	3	3	5	1	33	42	454
12:15	16	1	0	0	0	17	17	18	5	0	1	1	25	27	24	2	3	1	0	30	33	430
12:30	19	2	0	1	0	22	23	23	4	1	0	0	28	29	23	1	4	4	2	34	43	476
12:45	20	3	1	0	0	24	25	28	5	1	0	0	34	35	20	3	0	2	2	27	32	436
H/TOT	67	7	1	1	0	76	78	87	16	3	2	1	109	114	88	9	10	12	5	124	150	1796

TRAFFINOMICS LIMITED

PRIMARY SCHOOL, KISHOGE TRAFFIC COUNTS **MAY 2022**

MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/22/129**

SITE: 03 DATE: 11th May 2022

LOCATION: R113/Thomas Omer Way/Ninth Lock Road DAY: Wednesday

	MOVEMENT 10							MOVEMENT 11							MOVEMENT 12							PCU's Through Junction
TIME	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	
13:00	22	1	0	0	0	23	23	28	4	1	1	0	34	36	23	7	2	2	0	34	38	450
13:15	18	4	0	0	1	23	24	27	3	2	0	0	32	33	32	2	5	2	2	43	50	481
13:30	13	1	0	0	0	14	14	16	2	1	0	0	19	20	29	4	0	3	1	37	42	417
13:45	25	3	0	0	0	28	28	42	4	3	1	0	50	53	21	4	0	3	2	30	36	523
H/TOT	78	9	0	0	1	88	89	113	13	7	2	0	135	141	105	17	7	10	5	144	166	1872
14:00	28	0	0	0	0	28	28	30	0	0	0	2	32	34	18	2	2	3	2	27	34	520
14:15	26	1	0	0	0	27	27	36	3	4	0	0	43	45	28	3	2	1	1	35	38	534
14:30	29	2	1	0	0	32	33	29	4	2	0	1	36	38	26	4	2	5	3	40	51	499
14:45	31	3	2	0	2	38	41	31	6	2	1	0	40	42	20	5	4	5	1	35	45	589
H/TOT	114	6	3	0	2	125	129	126	13	8	1	3	151	159	92	14	10	14	7	137	167	2141
15:00	17	2	0	0	0	19	19	22	5	0	0	1	28	29	21	3	3	0	2	29	33	481
15:15	12	1	0	0	0	13	13	30	4	3	0	0	37	39	24	6	1	5	0	36	43	499
15:30	12	2	0	0	2	16	18	32	2	2	0	2	38	41	28	3	2	1	2	36	40	522
15:45	19	0	0	0	1	20	21	25	4	0	0	0	29	29	33	7	3	5	3	51	62	503
H/TOT	60	5	0	0	3	68	71	109	15	5	0	3	132	138	106	19	9	11	7	152	178	2005
16:00	14	3	2	0	0	19	20	41	4	3	0	0	48	50	38	2	1	1	1	43	46	596
16:15	23	3	0	0	0	26	26	45	9	1	0	0	55	56	32	4	2	0	0	38	39	533
16:30	24	0	0	0	0	24	24	40	8	1	1	0	50	52	27	1	0	0	0	28	28	549
16:45	28	3	0	0	0	31	31	38	5	1	0	0	44	45	30	7	1	0	4	42	47	576
H/TOT	89	9	2	0	0	100	101	164	26	6	1	0	197	201	127	14	4	1	5	151	159	2253
17:00	24	3	0	0	0	27	27	47	5	2	0	0	54	55	30	1	2	0	0	33	34	623
17:15	18	4	0	0	0	22	22	53	7	0	0	0	60	60	23	5	3	1	1	33	37	576
17:30	14	1	0	0	0	15	15	52	8	0	1	0	61	62	26	8	0	1	1	36	38	597
17:45	19	0	0	0	0	19	19	57	4	0	0	0	61	61	35	5	0	0	1	41	42	628
H/TOT	75	8	0	0	0	83	83	209	24	2	1	0	236	238	114	19	5	2	3	143	151	2425
18:00	11	3	0	0	0	14	14	52	5	1	0	0	58	59	37	4	1	0	2	44	47	555
18:15	13	0	1	0	0	14	15	37	7	0	0	0	44	44	33	6	1	3	0	43	47	548
18:30	13	4	0	0	0	17	17	39	2	0	0	0	41	41	31	0	1	0	2	34	37	516
18:45	14	1	0	0	0	15	15	28	1	0	0	0	29	29	29	3	0	0	3	35	38	411
H/TOT	51	8	1	0	0	60	61	156	15	1	0	0	172	173	130	13	3	3	7	156	168	2030
P/TOT	820	81	12	3	9	925	944	1343	183	48	11	12	1597	1647	1082	182	91	102	75	1532	1785	23713

Appendix B – TRICS Output

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE
TOTAL VEHICLES

Selected regions and areas:

04	**EAST ANGLIA**		
	NF	NORFOLK	1 days
08	**NORTH WEST**		
	GM	GREATER MANCHESTER	1 days
10	**WALES**		
	BG	BRIDGEND	1 days

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

Primary Filtering selection:

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

Parameter:	Gross floor area
Actual Range:	300 to 500 (units: sqm)
Range Selected by User:	300 to 800 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/14 to 21/10/21

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

Selected survey days:

Monday	1 days
Wednesday	1 days
Thursday	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	1

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

Selected Location Sub Categories:

Industrial Zone	1
Commercial Zone	1
Residential Zone	1

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

Secondary Filtering selection:

Use Class:

Not Known	2 days
E(c)	1 days

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

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Population within 1 mile:

15,001 to 20,000	2 days
25,001 to 50,000	1 days

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

Population within 5 miles:

75,001 to 100,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days

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

Travel Plan:

No	3 days

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

PTAL Rating:

No PTAL Present	3 days

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

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

LIST OF SITES relevant to selection parameters

1	**BG-02-A-01**	**HAULAGE COMPANY**		**BRIDGEND**
	KENT ROAD			
	BRIDGEND			
	Suburban Area (PPS6 Out of Centre)			
	Industrial Zone			
	Total Gross floor area:		300 sqm	
	Survey date: THURSDAY		*06/05/21*	*Survey Type: MANUAL*
2	**GM-02-A-10**	**ACCOUNTANTS**		**GREATER MANCHESTER**
	CHORLEY NEW ROAD			
	BOLTON			
	HEATON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:		500 sqm	
	Survey date: MONDAY		*19/04/21*	*Survey Type: MANUAL*
3	**NF-02-A-04**	**BUILDING CONSULTANT**		**NORFOLK**
	WHITING ROAD			
	NORWICH			
	Edge of Town			
	Commercial Zone			
	Total Gross floor area:		500 sqm	
	Survey date: WEDNESDAY		*13/11/19*	*Survey Type: MANUAL*

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	3	433	0.538	3	433	0.154	3	433	0.692
07:30 - 08:00	3	433	1.231	3	433	0.077	3	433	1.308
08:00 - 08:30	3	433	1.231	3	433	0.154	3	433	1.385
08:30 - 09:00	3	433	1.077	3	433	0.077	3	433	1.154
09:00 - 09:30	**3**	**433**	**1.308**	3	433	0.154	3	433	1.462
09:30 - 10:00	3	433	0.462	3	433	0.231	3	433	0.693
10:00 - 10:30	3	433	0.538	3	433	0.308	3	433	0.846
10:30 - 11:00	3	433	0.154	3	433	0.154	3	433	0.308
11:00 - 11:30	3	433	0.154	3	433	0.308	3	433	0.462
11:30 - 12:00	3	433	0.538	3	433	0.385	3	433	0.923
12:00 - 12:30	3	433	0.462	3	433	0.846	3	433	1.308
12:30 - 13:00	3	433	0.692	3	433	0.385	3	433	1.077
13:00 - 13:30	3	433	0.231	3	433	0.385	3	433	0.616
13:30 - 14:00	3	433	0.308	3	433	0.308	3	433	0.616
14:00 - 14:30	3	433	0.308	3	433	0.308	3	433	0.616
14:30 - 15:00	3	433	0.154	3	433	0.538	3	433	0.692
15:00 - 15:30	3	433	0.077	3	433	0.231	3	433	0.308
15:30 - 16:00	3	433	0.077	3	433	0.308	3	433	0.385
16:00 - 16:30	3	433	0.231	3	433	0.385	3	433	0.616
16:30 - 17:00	3	433	0.308	3	433	1.231	3	433	1.539
17:00 - 17:30	3	433	0.077	3	433	1.462	3	433	1.539
17:30 - 18:00	3	433	0.538	**3**	**433**	**2.077**	**3**	**433**	**2.615**
18:00 - 18:30	3	433	0.231	3	433	0.846	3	433	1.077
18:30 - 19:00	3	433	0.385	3	433	0.538	3	433	0.923
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			11.310			11.850			23.160

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

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

Parameter summary

Trip rate parameter range selected:	300 - 500 (units: sqm)
Survey date date range:	01/01/14 - 21/10/21
Number of weekdays (Monday-Friday):	3
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.

Calculation Reference: AUDIT-261601-220615-0655

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : L - MIXED AFFORD HOUS (FLATS AND HOUSES)
TOTAL VEHICLES

Selected regions and areas:

02	**SOUTH EAST**		
	ES	EAST SUSSEX	1 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	WY	WEST YORKSHIRE	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 51 to 78 (units:)
Range Selected by User: 50 to 100 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/14 to 03/03/20

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

Selected survey days:

Tuesday	1 days
Wednesday	1 days

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

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Residential Zone	2

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

Secondary Filtering selection:

Use Class:

C3	2 days

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

Population within 500m Range:
All Surveys Included
Population within 1 mile:

25,001 to 50,000	2 days

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

Population within 5 miles:

100,001 to 125,000	1 days
125,001 to 250,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days

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

Travel Plan:

Yes	1 days
No	1 days

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

PTAL Rating:

No PTAL Present	2 days

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

LIST OF SITES relevant to selection parameters

1	**ES-03-L-03**	**HOUSES & FLATS**		**EAST SUSSEX**
	HUGHENDEN ROAD			
	HASTINGS			
	ORE VALLEY			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:		51	
	Survey date: TUESDAY		*26/06/18*	*Survey Type: MANUAL*
2	**WY-03-L-01**	**FLATS & HOUSES**		**WEST YORKSHIRE**
	STATION ROAD			
	LEEDS			
	HORSFORTH			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		78	
	Survey date: WEDNESDAY		*21/09/16*	*Survey Type: MANUAL*

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

TRIP RATE for Land Use 03 - RESIDENTIAL/L - MIXED AFFORD HOUS (FLATS AND HOUSES)

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	65	0.047	2	65	0.171	2	65	0.218
08:00 - 09:00	2	65	0.101	**2**	**65**	**0.225**	2	65	0.326
09:00 - 10:00	2	65	0.178	2	65	0.140	2	65	0.318
10:00 - 11:00	2	65	0.109	2	65	0.132	2	65	0.241
11:00 - 12:00	2	65	0.109	2	65	0.085	2	65	0.194
12:00 - 13:00	2	65	0.093	2	65	0.047	2	65	0.140
13:00 - 14:00	2	65	0.078	2	65	0.140	2	65	0.218
14:00 - 15:00	2	65	0.070	2	65	0.070	2	65	0.140
15:00 - 16:00	**2**	**65**	**0.233**	2	65	0.147	**2**	**65**	**0.380**
16:00 - 17:00	2	65	0.163	2	65	0.116	2	65	0.279
17:00 - 18:00	2	65	0.194	2	65	0.155	2	65	0.349
18:00 - 19:00	2	65	0.147	2	65	0.062	2	65	0.209
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.522			1.490			3.012

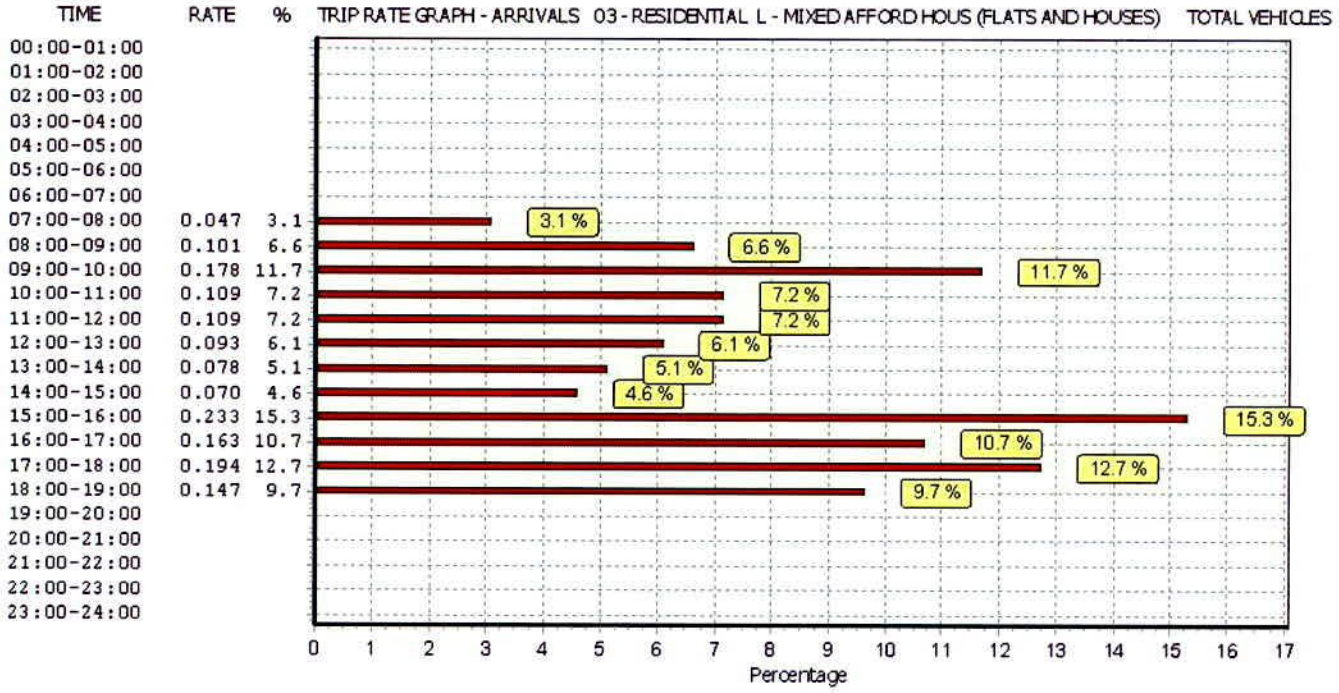
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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

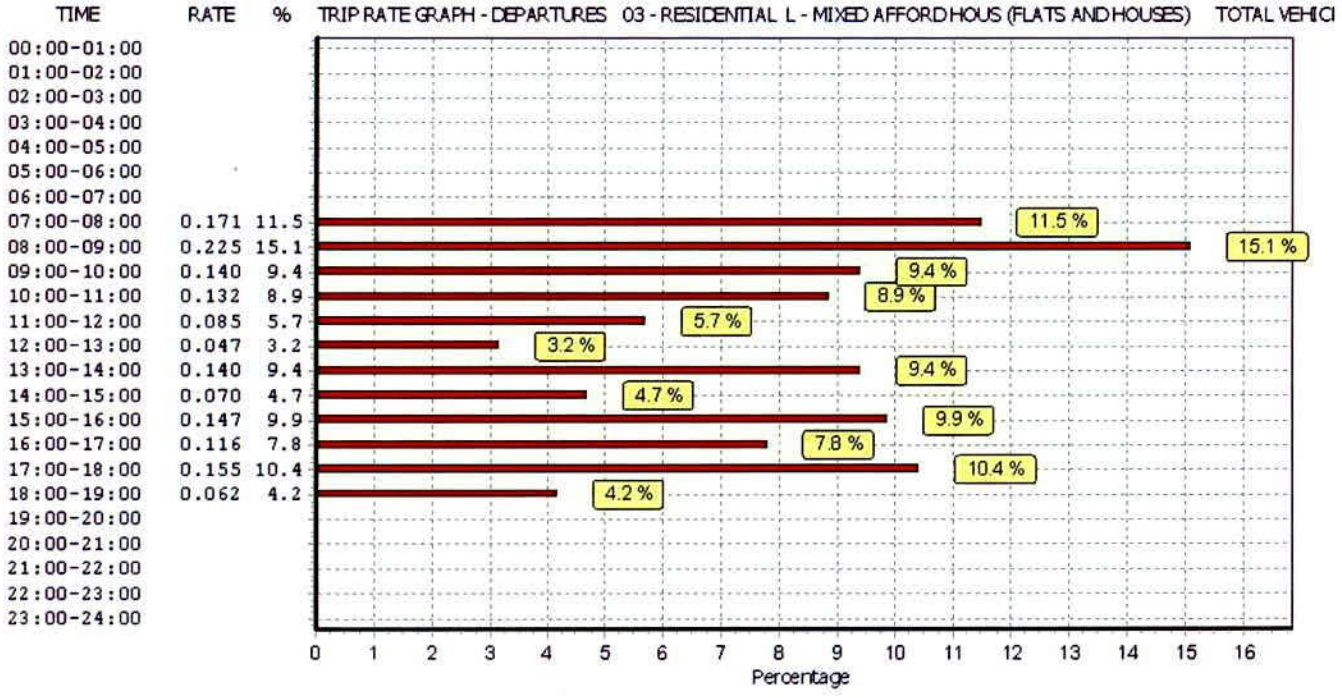
Parameter summary

Trip rate parameter range selected:	51 - 78 (units:)
Survey date date range:	01/01/14 - 03/03/20
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

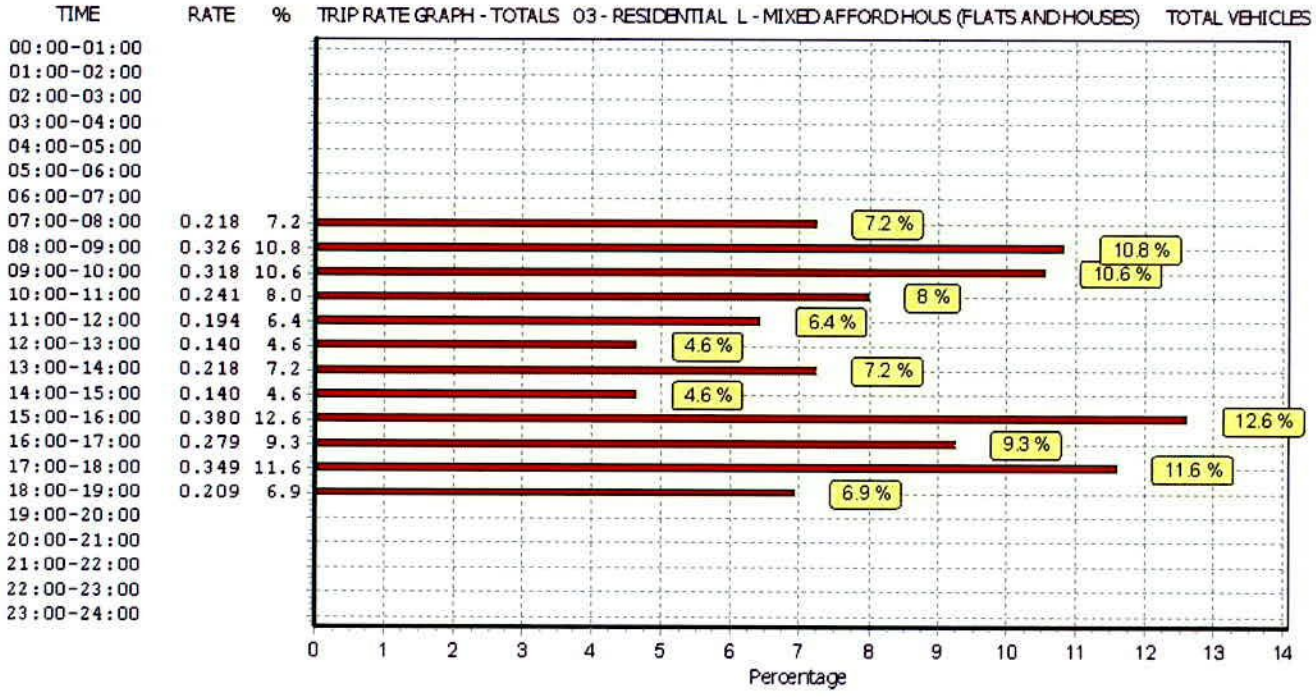
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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



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

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	**GREATER LONDON**		
	RB	REDBRIDGE	1 days
03	**SOUTH WEST**		
	WL	WILTSHIRE	1 days
04	**EAST ANGLIA**		
	CA	CAMBRIDGESHIRE	1 days
05	**EAST MIDLANDS**		
	DS	DERBYSHIRE	1 days
	LE	LEICESTERSHIRE	1 days
	LN	LINCOLNSHIRE	1 days
10	**WALES**		
	BG	BRIDGEND	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 210 to 666 (units: sqm)
Range Selected by User: 200 to 700 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/14 to 14/09/21

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

Selected survey days:

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

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

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
Edge of Town	4

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

Selected Location Sub Categories:

Industrial Zone	1
Residential Zone	6

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

Secondary Filtering selection:

Use Class:

E(f)	7 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

10,001 to 15,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	4 days

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

Population within 5 miles:

75,001 to 100,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	3 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	2 days
1.1 to 1.5	4 days

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

Travel Plan:

No	7 days

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

PTAL Rating:

No PTAL Present	6 days
1b Very poor	1 days

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

LIST OF SITES relevant to selection parameters

1	**BG-04-D-01**	**NURSERY**		**BRIDGEND**
	GEORGE STREET			
	BRIDGEND			
	BRIDGEND IND. ESTATE			
	Edge of Town			
	Industrial Zone			
	Total Gross floor area:		210 sqm	
	Survey date: MONDAY		*13/10/14*	*Survey Type: MANUAL*
2	**CA-04-D-02**	**NURSERY**		**CAMBRIDGESHIRE**
	EASTFIELD ROAD			
	PETERBOROUGH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:		400 sqm	
	Survey date: TUESDAY		*18/10/16*	*Survey Type: MANUAL*
3	**DS-04-D-02**	**NURSERY**		**DERBYSHIRE**
	MAXWELL AVENUE			
	DERBY			
	DARLEY ABBEY			
	Edge of Town			
	Residential Zone			
	Total Gross floor area:		415 sqm	
	Survey date: THURSDAY		*12/07/18*	*Survey Type: MANUAL*
4	**LE-04-D-01**	**NURSERY**		**LEICESTERSHIRE**
	WIGSTON ROAD			
	LEICESTER			
	OADBY			
	Edge of Town			
	Residential Zone			
	Total Gross floor area:		375 sqm	
	Survey date: THURSDAY		*30/10/14*	*Survey Type: MANUAL*
5	**LN-04-D-01**	**NURSERY**		**LINCOLNSHIRE**
	NEWARK ROAD			
	LINCOLN			
	SWALLOW BECK			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:		600 sqm	
	Survey date: TUESDAY		*31/10/17*	*Survey Type: MANUAL*
6	**RB-04-D-02**	**NURSERY**		**REDBRIDGE**
	RAY LODGE ROAD			
	WOODFORD GREEN			
	Edge of Town			
	Residential Zone			
	Total Gross floor area:		666 sqm	
	Survey date: WEDNESDAY		*22/11/17*	*Survey Type: MANUAL*
7	**WL-04-D-01**	**NURSERY**		**WILTSHIRE**
	SHREWSBURY ROAD			
	SWINDON			
	WALCOT			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:		500 sqm	
	Survey date: THURSDAY		*22/09/16*	*Survey Type: MANUAL*

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

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	400	0.000	1	400	0.000	1	400	0.000
07:00 - 08:00	7	452	2.243	7	452	1.295	7	452	3.538
08:00 - 09:00	**7**	**452**	**4.043**	7	452	2.811	**7**	**452**	**6.854**
09:00 - 10:00	7	452	1.421	7	452	1.232	7	452	2.653
10:00 - 11:00	7	452	0.411	7	452	0.221	7	452	0.632
11:00 - 12:00	7	452	0.474	7	452	0.379	7	452	0.853
12:00 - 13:00	7	452	1.769	7	452	1.611	7	452	3.380
13:00 - 14:00	7	452	1.011	7	452	1.421	7	452	2.432
14:00 - 15:00	7	452	0.726	7	452	0.663	7	452	1.389
15:00 - 16:00	7	452	0.821	7	452	1.390	7	452	2.211
16:00 - 17:00	7	452	1.706	7	452	1.990	7	452	3.696
17:00 - 18:00	7	452	2.085	**7**	**452**	**3.222**	7	452	5.307
18:00 - 19:00	7	452	0.253	7	452	0.537	7	452	0.790
19:00 - 20:00	1	400	0.000	1	400	0.000	1	400	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			16.963			16.772			33.735

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

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

Parameter summary

Trip rate parameter range selected:	210 - 666 (units: sqm)
Survey date date range:	01/01/14 - 14/09/21
Number of weekdays (Monday-Friday):	7
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.

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : K - MIXED PRIV HOUS (FLATS AND HOUSES)
TOTAL VEHICLES

Selected regions and areas:

01	**GREATER LONDON**		
	BN	BARNET	1 days
	HD	HILLINGDON	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 479 to 482 (units:)
Range Selected by User: 400 to 730 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/14 to 24/09/18

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	1 days

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

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	1
Edge of Town	1

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

Selected Location Sub Categories:

Residential Zone	2

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

Secondary Filtering selection:

Use Class:
C3 2 days

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

Population within 500m Range:
All Surveys Included
Population within 1 mile:
25,001 to 50,000 2 days

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

Population within 5 miles:
500,001 or More 2 days

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

Car ownership within 5 miles:
0.6 to 1.0 1 days
1.1 to 1.5 1 days

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

Travel Plan:
Yes 2 days

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

PTAL Rating:
2 Poor 1 days
3 Moderate 1 days

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

LIST OF SITES relevant to selection parameters

1 **BN-03-K-02** **HOUSES & FLATS** **BARNET**
FRITH LANE
MILL HILL
MILL HILL EAST
Edge of Town
Residential Zone
Total No of Dwellings: 479
Survey date: THURSDAY *07/07/16* *Survey Type: MANUAL*

2 **HD-03-K-02** **MIXED HOUSES & FLATS** **HILLINGDON**
HILLINGDON ROAD
UXBRIDGE

Edge of Town Centre
Residential Zone
Total No of Dwellings: 482
Survey date: MONDAY *24/09/18* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	481	0.074	2	481	0.198	2	481	0.272
08:00 - 09:00	2	481	0.153	**2**	**481**	**0.302**	**2**	**481**	**0.455**
09:00 - 10:00	2	481	0.159	2	481	0.188	2	481	0.347
10:00 - 11:00	2	481	0.116	2	481	0.136	2	481	0.252
11:00 - 12:00	2	481	0.123	2	481	0.138	2	481	0.261
12:00 - 13:00	2	481	0.168	2	481	0.145	2	481	0.313
13:00 - 14:00	2	481	0.134	2	481	0.143	2	481	0.277
14:00 - 15:00	2	481	0.107	2	481	0.131	2	481	0.238
15:00 - 16:00	2	481	0.184	2	481	0.171	2	481	0.355
16:00 - 17:00	2	481	0.190	2	481	0.152	2	481	0.342
17:00 - 18:00	**2**	**481**	**0.246**	2	481	0.145	2	481	0.391
18:00 - 19:00	2	481	0.222	2	481	0.153	2	481	0.375
19:00 - 20:00	2	481	0.194	2	481	0.156	2	481	0.350
20:00 - 21:00	2	481	0.158	2	481	0.091	2	481	0.249
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.228			2.249			4.477

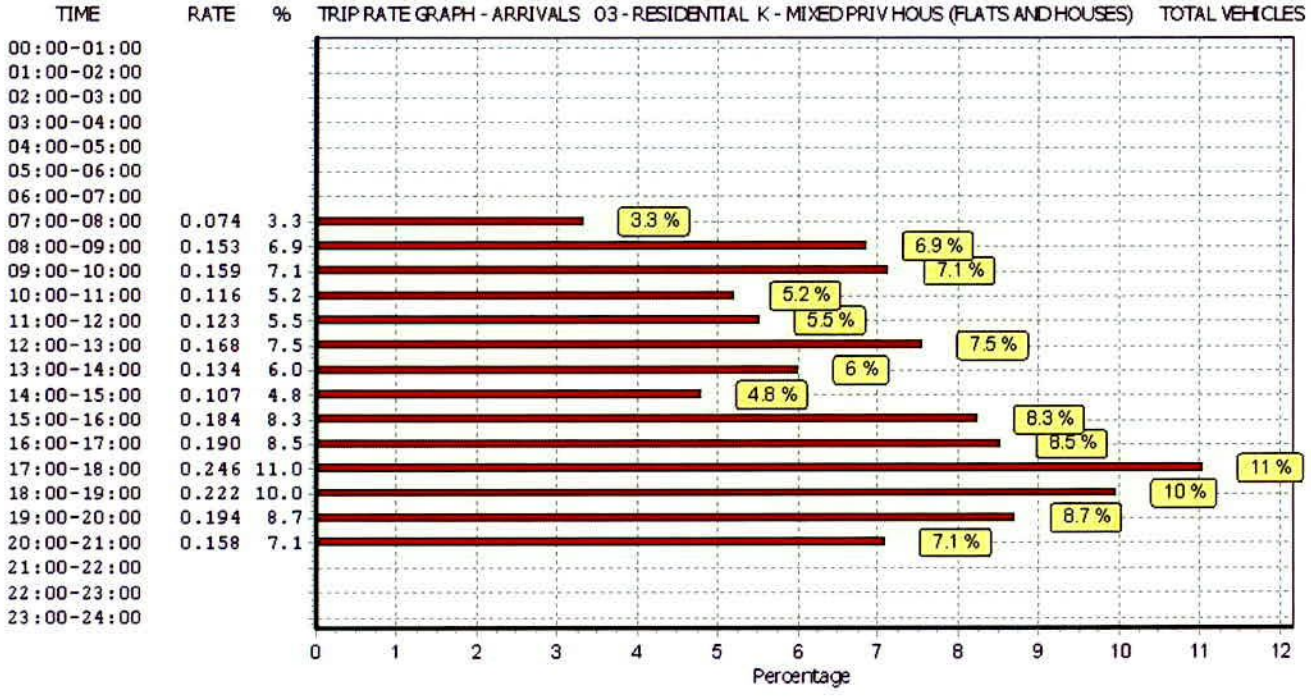
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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

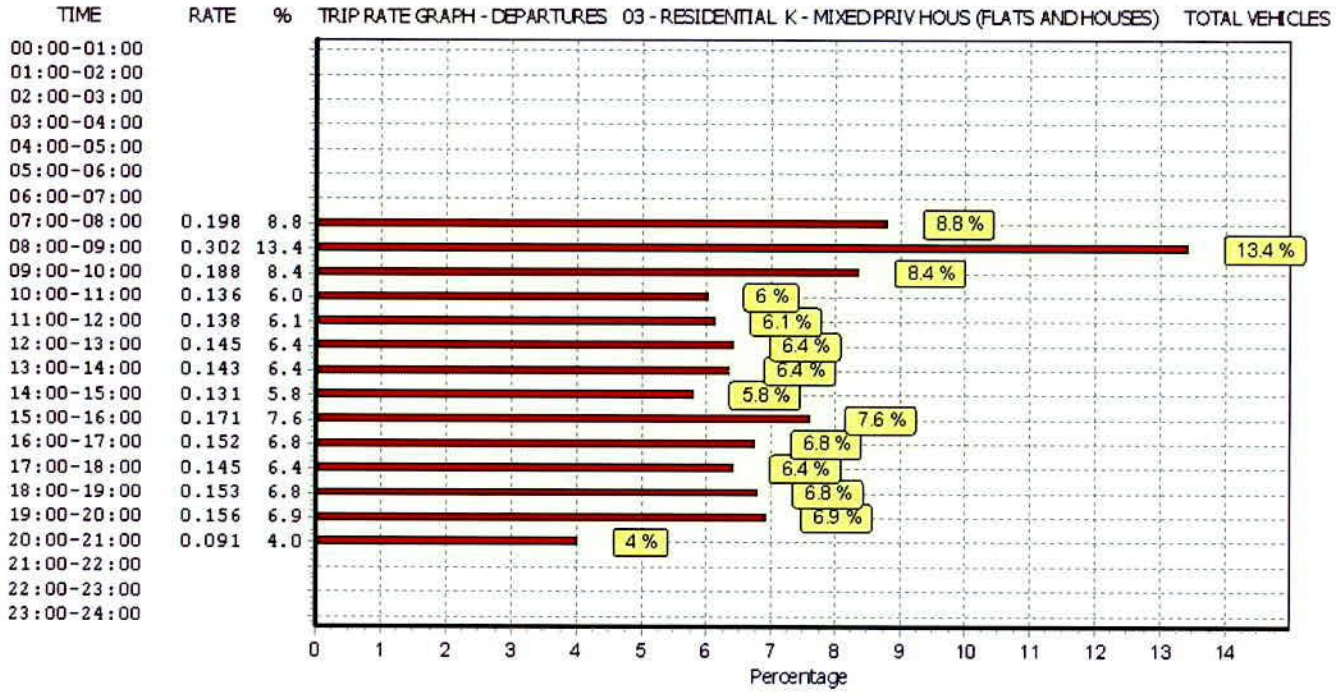
Parameter summary

Trip rate parameter range selected:	479 - 482 (units:)
Survey date date range:	01/01/14 - 24/09/18
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

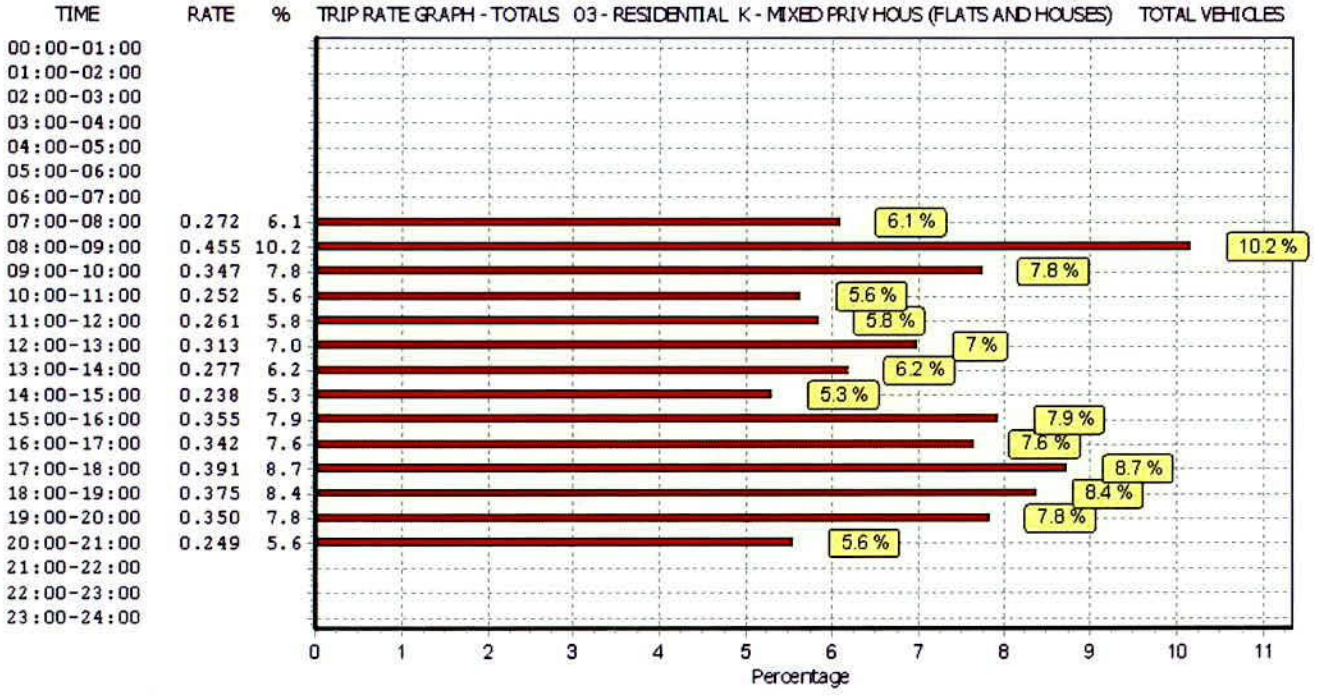
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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



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

Appendix C – Visibility Splays

Notes:

P·M·C·E CONSULTANTS
Independent Specialists Engineering Solutions

Client:

Rev	Date	Drawn	Check	App.	Comments

Project: Primary School
Kishoge, Lucan, Co. Dublin

Drawing Title: Visibility Splay

Scale	Date	Drawn	Check	Approved
1:200 @ A1 1:1000 @ A3	19/07/2022	AP	AOR	AOR

Drawing No: P22-066-DG-VE-001 | Suitability: S0 | Revision: 0.1 | Status: Draft

Appendix D – Junctions 9 Outputs

Junctions 9

ARCADY 9 - Roundabout Module

Filename: J1.1 R136 Roundabout.j9
Path: W:\UDC-Traffic Files\P22-066\Modelling\Decant Year\Without Decant
Report generation date: 23/06/2022 10:36:41

Summary of junction performance

	12hrs			
	Queue (Veh)	Delay (s)	RFC	LOS
	Dec Year + Adj			
1 - R136 (N)	1.2	3.59	0.55	A
2 - Thomas Omer Way	0.8	4.01	0.45	A
3 - R136 (S)	1.6	4.26	0.63	A
4 - Adamstown Avenue	0.6	3.60	0.40	A

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

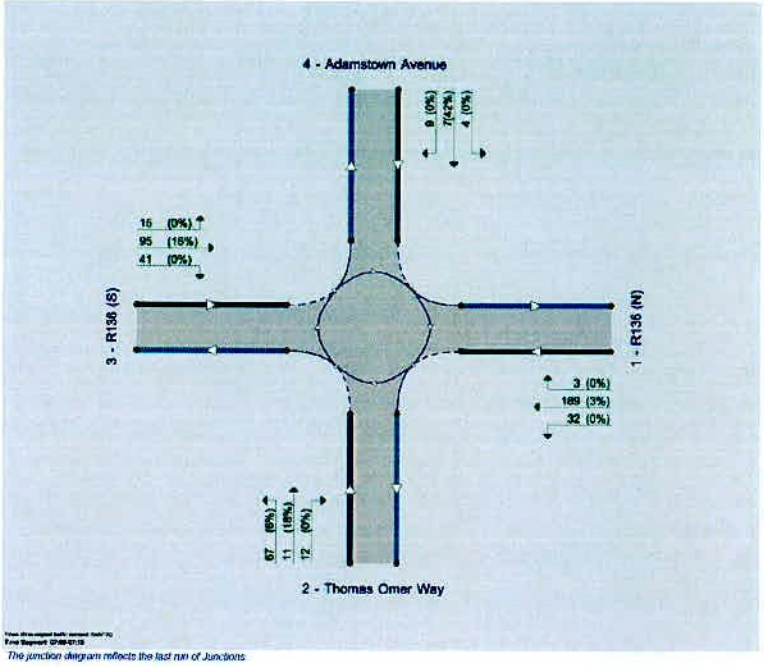
File summary

File Description

Title	
Location	
Site number	
Date	03/02/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	PMCE\lamarr
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Analysis Set Details

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

Junctions 9

ARCADY 9 - Roundabout Module

Filename: J1.1 R136 Roundabout.j9
Path: W:\UDC-Traffic Files\P22-066\Modelling\Decant Year
Report generation date: 17/06/2022 13:26:39

»Dec Year, 12hrs
»Dec Year + Dev + Adj, 12hrs

Summary of junction performance

	12hrs			
	Queue (Veh)	Delay (s)	RFC	LOS
	Dec Year			
1 - R136 (N)	1.1	3.46	0.54	A
2 - Thomas Omer Way	0.7	3.80	0.42	A
3 - R136 (S)	1.5	4.08	0.61	A
4 - Adamstown Avenue	0.6	3.50	0.39	A
	Dec Year + Dev + Adj			
1 - R136 (N)	1.2	3.59	0.55	A
2 - Thomas Omer Way	1.1	5.20	0.52	A
3 - R136 (S)	1.7	4.45	0.64	A
4 - Adamstown Avenue	0.7	3.67	0.40	A

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

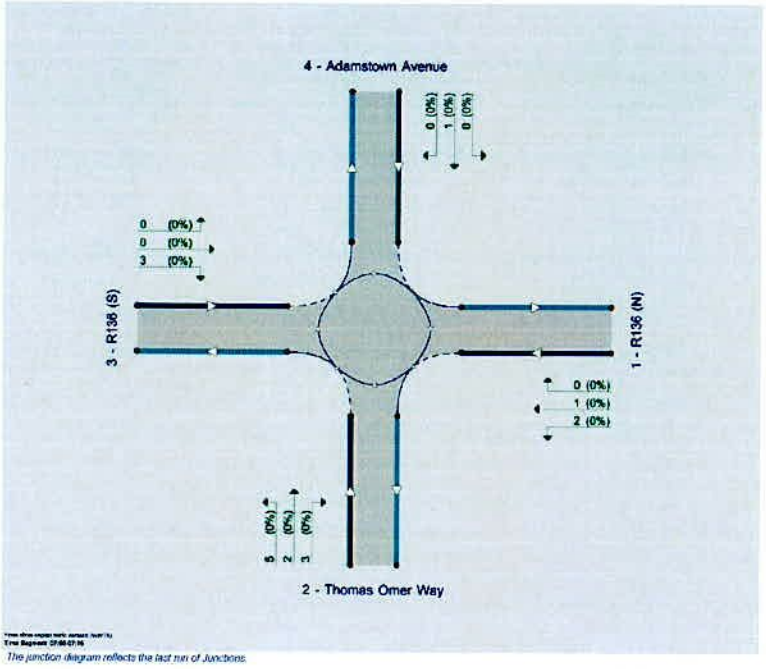
File summary

File Description

Title	
Location	
Site number	
Date	03/02/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	PMCE\tamarz
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	Dec Year	12hrs	DIRECT	07:00	19:00	720	15	✓		
D2	Development Traffic	12hrs	DIRECT	07:00	19:00	720	15			
D3	Adjacent Traffic	12hrs	DIRECT	07:00	19:00	720	15			
D4	Dec Year + Dev + Adj	12hrs	DIRECT	07:00	19:00	720	15	✓	Simple	D1 + D2 + D3

Analysis Set Details

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

Junctions 9

ARCADY 9 - Roundabout Module

Filename: J1.1 R136 Roundabout.j9
Path: W:\UDC-Traffic Files\P22-066\Modelling\Operation Years\Without the development
Report generation date: 23/06/2022 09:33:26

«Op Year +15 + Adj, 12hrs
- »Junction Network
- »Arms
- »Traffic Demand
- »Origin-Destination Data
- »Vehicle Mix
- »Results

Summary of junction performance

	12hrs			
	Queue (Veh)	Delay (s)	RFC	LOS
	Op Year + Adj			
1 - R136 (N)	1.3	3.77	0.57	A
2 - Thomas Orner Way	0.9	4.11	0.48	A
3 - R136 (S)	1.6	4.21	0.63	A
4 - Adamstown Avenue	0.7	3.67	0.41	A
	Op Year +5 + Adj			
1 - R136 (N)	1.7	4.47	0.63	A
2 - Thomas Orner Way	1.1	4.76	0.52	A
3 - R136 (S)	2.1	5.08	0.69	A
4 - Adamstown Avenue	0.8	4.13	0.46	A
	Op Year +15 + Adj			
1 - R136 (N)	2.0	5.18	0.68	A
2 - Thomas Orner Way	1.3	5.43	0.56	A
3 - R136 (S)	2.6	5.93	0.73	A
4 - Adamstown Avenue	0.9	4.55	0.49	A

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

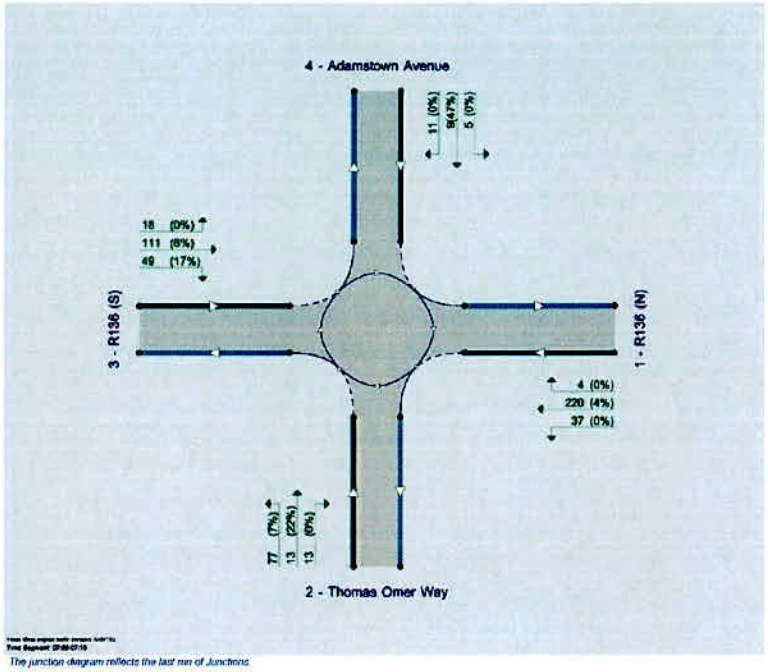
File summary

File Description

Title	
Location	
Site number	
Date	03/02/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	PMCE\farnan/
Description	

Units

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



The junction diagram reflects the last run of Junctions

Analysis Options

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

Analysis Set Details

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

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D10	Op Year +15 + Adj	12hrs	DIRECT	07:00	19:00	720	15	✓	Simple	D5 + D7

Op Year +15 + Adj, 12hrs

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	R136	Standard Roundabout		1, 2, 3, 4	5.46	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	R136 (N)	
2	Thomas Omer Way	
3	R136 (S)	
4	Adamstown Avenue	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - R136 (N)	7.00	16.00	9.0	50.0	70.0	40.0	
2 - Thomas Omer Way	6.00	14.00	8.0	50.0	70.0	40.0	
3 - R136 (S)	7.00	15.00	8.0	15.0	70.0	30.0	
4 - Adamstown Avenue	6.00	14.00	8.0	300.0	70.0	60.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
1 - R136 (N)	0.670	686.859
2 - Thomas Omer Way	0.612	585.578
3 - R136 (S)	0.652	663.541
4 - Adamstown Avenue	0.579	563.781

The slope and intercept shown above include any corrections and adjustments

Traffic Demand

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - R136 (N)		DIRECT	✓	100.000
2 - Thomas Omer Way		DIRECT	✓	100.000
3 - R136 (S)		DIRECT	✓	100.000
4 - Adamstown Avenue		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:00 - 07:15

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0.00	37.16	219.97	3.53
	2 - Thomas Omer Way	13.14	0.00	77.27	13.05
	3 - R136 (S)	110.85	48.73	0.00	17.06
	4 - Adamstown Avenue	4.71	9.00	10.60	0.00

Demand (Veh/TS)

07:15 - 07:30

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0.00	57.62	226.59	1.18
	2 - Thomas Omer Way	19.26	0.00	93.98	3.18
	3 - R136 (S)	100.93	47.55	0.00	8.47
	4 - Adamstown Avenue	6.11	14.21	22.60	0.00

Demand (Veh/TS)

07:30 - 07:45

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0.00	79.77	254.85	4.94
	2 - Thomas Omer Way	14.55	0.00	113.50	14.00
	3 - R136 (S)	92.46	54.39	0.00	7.52
	4 - Adamstown Avenue	2.35	29.74	22.37	0.00

Demand (Veh/TS)

07:45 - 08:00

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0.00	88.24	212.63	8.24
	2 - Thomas Omer Way	34.34	0.00	138.95	19.16
	3 - R136 (S)	119.72	79.35	0.00	10.82
	4 - Adamstown Avenue	10.60	66.25	25.90	0.00

Demand (Veh/TS)

08:00 - 08:15

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0.00	98.93	258.95	4.71
	2 - Thomas Omer Way	57.40	0.00	125.67	29.24
	3 - R136 (S)	83.07	111.35	0.00	14.81
	4 - Adamstown Avenue	19.05	46.40	34.60	0.00

Demand (Veh/TS)

08:15 - 08:30

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0.00	54.32	246.80	24.95
	2 - Thomas Omer Way	36.93	0.00	91.06	37.48
	3 - R136 (S)	107.57	102.43	0.00	28.26
	4 - Adamstown Avenue	64.76	62.43	34.37	0.00

08:30 - 08:45

Demand (Veh/TS)

From \ To	1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
1 - R136 (N)	0.00	72.21	196.45	17.66
2 - Thomas Omer Way	39.51	0.00	83.56	37.26
3 - R136 (S)	138.63	82.59	0.00	9.42
4 - Adamstown Avenue	79.12	83.62	29.89	0.00

08:45 - 09:00

Demand (Veh/TS)

From \ To	1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
1 - R136 (N)	0.00	55.27	196.85	12.23
2 - Thomas Omer Way	30.77	0.00	82.61	30.14
3 - R136 (S)	98.15	67.83	0.00	13.40
4 - Adamstown Avenue	52.99	72.96	27.53	0.00

09:00 - 09:15

Demand (Veh/TS)

From \ To	1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
1 - R136 (N)	0.00	65.92	165.67	4.71
2 - Thomas Omer Way	29.52	0.00	73.50	20.76
3 - R136 (S)	87.13	66.30	0.00	5.18
4 - Adamstown Avenue	12.00	20.22	23.05	0.00

09:15 - 09:30

Demand (Veh/TS)

From \ To	1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
1 - R136 (N)	0.00	53.92	123.05	4.71
2 - Thomas Omer Way	27.17	0.00	57.52	16.05
3 - R136 (S)	103.21	81.55	0.00	3.53
4 - Adamstown Avenue	8.24	35.52	10.82	0.00

09:30 - 09:45

Demand (Veh/TS)

From \ To	1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
1 - R136 (N)	0.00	39.79	121.15	3.53
2 - Thomas Omer Way	16.57	0.00	57.02	19.80
3 - R136 (S)	98.23	73.37	0.00	9.87
4 - Adamstown Avenue	3.53	29.41	14.36	0.00

09:45 - 10:00

Demand (Veh/TS)

From \ To	1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
1 - R136 (N)	0.00	41.92	107.02	4.71
2 - Thomas Omer Way	16.79	0.00	39.63	14.87
3 - R136 (S)	75.91	47.19	0.00	5.89
4 - Adamstown Avenue	8.47	32.94	16.94	0.00

10:00 - 10:15

Demand (Veh/TS)

From \ To	1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
1 - R136 (N)	0.00	29.34	94.81	5.89
2 - Thomas Omer Way	20.55	0.00	37.88	10.76
3 - R136 (S)	86.13	40.32	0.00	6.11
4 - Adamstown Avenue	7.06	16.70	7.52	0.00

10:15 - 10:30

Demand (Veh/TS)

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0.00	30.97	78.55	5.89
	2 - Thomas Omer Way	19.37	0.00	43.49	21.59
	3 - R136 (S)	80.02	49.24	0.00	9.87
	4 - Adamstown Avenue	4.71	20.24	14.13	0.00

Demand (Veh/TS)

10:30 - 10:45

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0.00	22.27	77.82	1.18
	2 - Thomas Omer Way	27.62	0.00	44.94	9.59
	3 - R136 (S)	68.99	31.63	0.00	2.35
	4 - Adamstown Avenue	5.89	33.41	15.76	0.00

Demand (Veh/TS)

10:45 - 11:00

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0.00	42.29	90.77	7.06
	2 - Thomas Omer Way	24.31	0.00	32.22	11.94
	3 - R136 (S)	68.07	40.32	0.00	8.11
	4 - Adamstown Avenue	5.89	20.24	4.94	0.00

Demand (Veh/TS)

11:00 - 11:15

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0.00	24.53	78.20	3.53
	2 - Thomas Omer Way	17.09	0.00	32.57	20.24
	3 - R136 (S)	94.86	47.11	0.00	4.94
	4 - Adamstown Avenue	3.53	23.65	4.71	0.00

Demand (Veh/TS)

11:15 - 11:30

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0.00	16.26	72.89	5.89
	2 - Thomas Omer Way	37.11	0.00	46.93	21.64
	3 - R136 (S)	79.62	39.10	0.00	8.24
	4 - Adamstown Avenue	5.89	13.26	8.47	0.00

Demand (Veh/TS)

11:30 - 11:45

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0.00	22.40	75.48	1.18
	2 - Thomas Omer Way	22.96	0.00	39.19	25.18
	3 - R136 (S)	86.16	34.39	0.00	9.65
	4 - Adamstown Avenue	8.47	24.30	9.65	0.00

Demand (Veh/TS)

11:45 - 12:00

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0.00	41.24	86.36	5.89
	2 - Thomas Omer Way	24.36	0.00	44.12	12.00
	3 - R136 (S)	73.91	44.96	0.00	8.24
	4 - Adamstown Avenue	0.00	15.61	6.11	0.00

12:00 - 12:15 **Demand (Veh/TS)**

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0.00	30.68	78.36	5.18
	2 - Thomas Omer Way	32.92	0.00	49.58	27.54
	3 - R136 (S)	92.95	41.71	0.00	8.92
	4 - Adamstown Avenue	11.77	26.89	8.24	0.00

Demand (Veh/TS)

12:15 - 12:30

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0.00	21.99	95.32	5.89
	2 - Thomas Omer Way	26.81	0.00	57.55	24.01
	3 - R136 (S)	107.80	44.06	0.00	3.53
	4 - Adamstown Avenue	7.29	38.67	13.18	0.00

Demand (Veh/TS)

12:30 - 12:45

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0.00	28.10	90.61	4.71
	2 - Thomas Omer Way	37.40	0.00	67.47	34.60
	3 - R136 (S)	77.64	52.98	0.00	19.29
	4 - Adamstown Avenue	4.71	16.52	12.23	0.00

Demand (Veh/TS)

12:45 - 13:00

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0.00	27.88	88.20	1.18
	2 - Thomas Omer Way	39.76	0.00	52.89	21.65
	3 - R136 (S)	88.01	42.43	0.00	7.29
	4 - Adamstown Avenue	2.35	17.92	9.87	0.00

Demand (Veh/TS)

13:00 - 13:15

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0.00	30.64	100.18	5.89
	2 - Thomas Omer Way	29.04	0.00	56.44	39.22
	3 - R136 (S)	106.91	50.70	0.00	7.29
	4 - Adamstown Avenue	14.36	9.88	7.29	0.00

Demand (Veh/TS)

13:15 - 13:30

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0.00	33.22	94.34	7.06
	2 - Thomas Omer Way	55.83	0.00	51.28	40.40
	3 - R136 (S)	93.61	44.14	0.00	10.82
	4 - Adamstown Avenue	7.06	18.35	8.47	0.00

Demand (Veh/TS)

13:30 - 13:45

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0.00	40.29	117.17	10.60
	2 - Thomas Omer Way	37.29	0.00	59.75	20.38
	3 - R136 (S)	121.77	42.01	0.00	8.24
	4 - Adamstown Avenue	14.13	15.99	10.60	0.00

13:45 - 14:00 **Demand (Veh/TS)**

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0.00	33.00	110.78	13.18
	2 - Thomas Omer Way	43.40	0.00	69.62	34.74
	3 - R136 (S)	120.86	57.77	0.00	6.11
	4 - Adamstown Avenue	3.53	24.24	8.47	0.00

Demand (Veh/TS)

14:00 - 14:15

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0.00	32.74	112.13	20.02
	2 - Thomas Omer Way	52.38	0.00	64.53	47.30
	3 - R136 (S)	100.58	54.49	0.00	10.80
	4 - Adamstown Avenue	9.42	20.14	12.95	0.00

Demand (Veh/TS)

14:15 - 14:30

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0.00	37.67	94.02	21.19
	2 - Thomas Omer Way	36.35	0.00	86.40	46.35
	3 - R136 (S)	110.68	49.55	0.00	15.31
	4 - Adamstown Avenue	5.89	21.77	8.24	0.00

Demand (Veh/TS)

14:30 - 14:45

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0.00	51.35	120.60	8.24
	2 - Thomas Omer Way	30.24	0.00	76.98	30.81
	3 - R136 (S)	128.34	49.05	0.00	9.65
	4 - Adamstown Avenue	57.92	23.17	24.73	0.00

Demand (Veh/TS)

14:45 - 15:00

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0.00	44.29	116.12	15.53
	2 - Thomas Omer Way	54.24	0.00	80.79	42.59
	3 - R136 (S)	130.70	60.60	0.00	14.36
	4 - Adamstown Avenue	15.53	30.97	21.65	0.00

Demand (Veh/TS)

15:00 - 15:15

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0.00	38.63	118.05	4.71
	2 - Thomas Omer Way	41.36	0.00	62.66	37.56
	3 - R136 (S)	155.23	56.42	0.00	13.40
	4 - Adamstown Avenue	16.11	17.43	10.82	0.00

Demand (Veh/TS)

15:15 - 15:30

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0.00	34.37	120.91	4.71
	2 - Thomas Omer Way	41.13	0.00	72.03	30.27
	3 - R136 (S)	155.95	46.55	0.00	14.56
	4 - Adamstown Avenue	6.11	28.02	13.16	0.00

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

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0.00	37.23	119.78	10.82
	2 - Thomas Omer Way	40.40	0.00	84.25	17.32
	3 - R136 (S)	187.29	55.24	0.00	8.47
	4 - Adamstown Avenue	9.42	17.65	17.66	0.00

15:45 - 16:00

Demand (Veh/TS)

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0.00	41.94	136.44	4.71
	2 - Thomas Omer Way	43.48	0.00	68.27	26.87
	3 - R136 (S)	197.16	58.10	0.00	12.45
	4 - Adamstown Avenue	16.71	21.19	12.00	0.00

16:00 - 16:15

Demand (Veh/TS)

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0.00	31.87	114.43	8.24
	2 - Thomas Omer Way	42.52	0.00	80.97	53.58
	3 - R136 (S)	267.49	86.78	0.00	20.47
	4 - Adamstown Avenue	13.18	18.81	7.06	0.00

16:15 - 16:30

Demand (Veh/TS)

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0.00	24.80	100.07	5.89
	2 - Thomas Omer Way	52.89	0.00	66.31	34.97
	3 - R136 (S)	245.39	72.65	0.00	20.24
	4 - Adamstown Avenue	12.95	18.81	8.24	0.00

16:30 - 16:45

Demand (Veh/TS)

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0.00	34.22	114.20	5.89
	2 - Thomas Omer Way	55.24	0.00	79.56	48.87
	3 - R136 (S)	271.75	75.48	0.00	17.66
	4 - Adamstown Avenue	8.24	20.21	25.18	0.00

16:45 - 17:00

Demand (Veh/TS)

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0.00	36.35	127.65	4.71
	2 - Thomas Omer Way	58.78	0.00	74.18	32.61
	3 - R136 (S)	231.94	70.07	0.00	21.42
	4 - Adamstown Avenue	12.95	19.99	12.95	0.00

17:00 - 17:15

Demand (Veh/TS)

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0.00	27.90	123.85	3.53
	2 - Thomas Omer Way	56.73	0.00	83.43	72.67
	3 - R136 (S)	311.70	72.86	0.00	28.26
	4 - Adamstown Avenue	17.66	22.05	9.42	0.00

17:15 - 17:30

Demand (Veh/TS)

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0.00	36.14	137.25	10.60
	2 - Thomas Omer Way	66.15	0.00	106.30	34.99
	3 - R136 (S)	258.94	72.41	0.00	30.61
	4 - Adamstown Avenue	12.00	39.72	11.77	0.00

Demand (Veh/TS)

17:30 - 17:45

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0.00	24.36	139.16	9.42
	2 - Thomas Omer Way	75.57	0.00	90.77	43.45
	3 - R136 (S)	267.23	66.25	0.00	28.26
	4 - Adamstown Avenue	13.40	24.18	14.13	0.00

Demand (Veh/TS)

17:45 - 18:00

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0.00	41.07	108.32	17.66
	2 - Thomas Omer Way	55.78	0.00	94.07	66.05
	3 - R136 (S)	256.81	94.51	0.00	24.73
	4 - Adamstown Avenue	16.71	33.60	21.19	0.00

Demand (Veh/TS)

18:00 - 18:15

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0.00	29.59	111.64	18.84
	2 - Thomas Omer Way	50.87	0.00	87.29	50.82
	3 - R136 (S)	223.45	59.91	0.00	12.95
	4 - Adamstown Avenue	16.48	23.23	20.24	0.00

Demand (Veh/TS)

18:15 - 18:30

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0.00	39.01	160.87	9.42
	2 - Thomas Omer Way	77.00	0.00	68.95	30.81
	3 - R136 (S)	230.74	58.96	0.00	25.90
	4 - Adamstown Avenue	8.24	16.66	9.42	0.00

Demand (Veh/TS)

18:30 - 18:45

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0.00	37.83	157.57	9.42
	2 - Thomas Omer Way	44.99	0.00	70.13	62.60
	3 - R136 (S)	183.41	54.25	0.00	18.84
	4 - Adamstown Avenue	4.71	26.08	10.60	0.00

Demand (Veh/TS)

18:45 - 19:00

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0.00	30.77	96.34	15.31
	2 - Thomas Omer Way	34.39	0.00	55.78	11.97
	3 - R136 (S)	189.98	69.33	0.00	21.19
	4 - Adamstown Avenue	9.65	10.77	12.95	0.00

Vehicle Mix

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

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0	0	4	0
	2 - Thomas Omer Way	0	0	7	22
	3 - R136 (S)	6	17	0	0
	4 - Adamstown Avenue	0	47	0	0

Heavy Vehicle Percentages

07:15 - 07:30

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0	5	2	0
	2 - Thomas Omer Way	7	0	7	0
	3 - R136 (S)	11	18	0	17
	4 - Adamstown Avenue	23	0	6	0

Heavy Vehicle Percentages

07:30 - 07:45

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0	2	2	28
	2 - Thomas Omer Way	10	0	10	10
	3 - R136 (S)	11	13	0	37
	4 - Adamstown Avenue	0	5	0	0

Heavy Vehicle Percentages

07:45 - 08:00

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0	3	7	0
	2 - Thomas Omer Way	0	0	6	22
	3 - R136 (S)	15	11	0	13
	4 - Adamstown Avenue	0	2	0	0

Heavy Vehicle Percentages

08:00 - 08:15

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0	3	4	0
	2 - Thomas Omer Way	5	0	10	5
	3 - R136 (S)	10	9	0	26
	4 - Adamstown Avenue	7	6	6	0

Heavy Vehicle Percentages

08:15 - 08:30

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0	3	5	0
	2 - Thomas Omer Way	0	0	11	4
	3 - R136 (S)	7	5	0	0
	4 - Adamstown Avenue	0	0	4	0

Heavy Vehicle Percentages

08:30 - 08:45

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0	4	4	0
	2 - Thomas Omer Way	4	0	8	0
	3 - R136 (S)	7	17	0	0
	4 - Adamstown Avenue	2	0	9	0

08:45 - 09:00

Heavy Vehicle Percentages

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0	0	9	23
	2 - Thomas Omer Way	16	0	10	23
	3 - R136 (S)	7	4	0	21
	4 - Adamstown Avenue	0	10	10	0

Heavy Vehicle Percentages

09:00 - 09:15

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0	4	5	0
	2 - Thomas Omer Way	0	0	17	0
	3 - R136 (S)	19	6	0	54
	4 - Adamstown Avenue	12	14	18	0

Heavy Vehicle Percentages

09:15 - 09:30

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0	3	6	0
	2 - Thomas Omer Way	0	0	15	0
	3 - R136 (S)	7	18	0	0
	4 - Adamstown Avenue	0	8	13	0

Heavy Vehicle Percentages

09:30 - 09:45

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0	4	8	0
	2 - Thomas Omer Way	0	0	22	7
	3 - R136 (S)	13	8	0	26
	4 - Adamstown Avenue	0	5	10	0

Heavy Vehicle Percentages

09:45 - 10:00

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0	0	9	0
	2 - Thomas Omer Way	8	0	18	0
	3 - R136 (S)	7	21	0	0
	4 - Adamstown Avenue	17	4	17	0

Heavy Vehicle Percentages

10:00 - 10:15

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0	5	0	0
	2 - Thomas Omer Way	0	0	11	0
	3 - R136 (S)	15	14	0	23
	4 - Adamstown Avenue	0	0	37	0

Heavy Vehicle Percentages

10:15 - 10:30

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0	14	2	0
	2 - Thomas Omer Way	0	0	23	6
	3 - R136 (S)	14	20	0	26
	4 - Adamstown Avenue	0	0	0	0

10:30 - 10:45 **Heavy Vehicle Percentages**

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0	6	5	0
	2 - Thomas Omer Way	0	0	9	0
	3 - R136 (S)	9	9	0	0
	4 - Adamstown Avenue	0	4	16	0

Heavy Vehicle Percentages

10:45 - 11:00

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0	3	5	0
	2 - Thomas Omer Way	6	0	17	0
	3 - R136 (S)	4	14	0	23
	4 - Adamstown Avenue	0	0	28	0

Heavy Vehicle Percentages

11:00 - 11:15

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0	0	4	0
	2 - Thomas Omer Way	0	0	22	0
	3 - R136 (S)	9	6	0	28
	4 - Adamstown Avenue	0	0	0	0

Heavy Vehicle Percentages

11:15 - 11:30

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0	0	6	0
	2 - Thomas Omer Way	0	0	18	6
	3 - R136 (S)	2	11	0	0
	4 - Adamstown Avenue	0	0	17	0

Heavy Vehicle Percentages

11:30 - 11:45

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0	6	7	0
	2 - Thomas Omer Way	0	0	11	6
	3 - R136 (S)	7	12	0	15
	4 - Adamstown Avenue	17	12	15	0

Heavy Vehicle Percentages

11:45 - 12:00

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0	3	14	0
	2 - Thomas Omer Way	6	0	13	0
	3 - R136 (S)	13	9	0	0
	4 - Adamstown Avenue	0	0	23	0

Heavy Vehicle Percentages

12:00 - 12:15

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0	9	4	54
	2 - Thomas Omer Way	4	0	14	0
	3 - R136 (S)	5	10	0	47
	4 - Adamstown Avenue	0	0	0	0

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

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0	0	8	0
	2 - Thomas Omer Way	0	0	22	0
	3 - R136 (S)	1	10	0	0
	4 - Adamstown Avenue	19	0	11	0

Heavy Vehicle Percentages

12:30 - 12:45

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0	5	6	0
	2 - Thomas Omer Way	0	0	12	0
	3 - R136 (S)	5	16	0	15
	4 - Adamstown Avenue	0	8	23	0

Heavy Vehicle Percentages

12:45 - 13:00

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0	0	14	0
	2 - Thomas Omer Way	0	0	11	0
	3 - R136 (S)	3	3	0	19
	4 - Adamstown Avenue	0	16	28	0

Heavy Vehicle Percentages

13:00 - 13:15

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0	0	11	0
	2 - Thomas Omer Way	0	0	12	0
	3 - R136 (S)	1	17	0	19
	4 - Adamstown Avenue	10	0	19	0

Heavy Vehicle Percentages

13:15 - 13:30

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0	4	4	0
	2 - Thomas Omer Way	8	0	8	0
	3 - R136 (S)	1	10	0	13
	4 - Adamstown Avenue	0	8	17	0

Heavy Vehicle Percentages

13:30 - 13:45

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0	3	6	0
	2 - Thomas Omer Way	0	0	9	0
	3 - R136 (S)	13	13	0	0
	4 - Adamstown Avenue	0	9	0	0

Heavy Vehicle Percentages

13:45 - 14:00

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0	0	10	11
	2 - Thomas Omer Way	3	0	12	4
	3 - R136 (S)	8	15	0	23
	4 - Adamstown Avenue	0	8	17	0

14:00 - 14:15

Heavy Vehicle Percentages

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0	4	6	0
	2 - Thomas Omer Way	0	0	13	0
	3 - R136 (S)	8	13	0	0
	4 - Adamstown Avenue	0	0	0	0

Heavy Vehicle Percentages

14:15 - 14:30

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0	7	4	0
	2 - Thomas Omer Way	8	0	15	3
	3 - R136 (S)	11	11	0	0
	4 - Adamstown Avenue	0	13	0	0

Heavy Vehicle Percentages

14:30 - 14:45

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0	0	7	0
	2 - Thomas Omer Way	5	0	16	0
	3 - R136 (S)	10	20	0	15
	4 - Adamstown Avenue	2	18	0	0

Heavy Vehicle Percentages

14:45 - 15:00

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0	0	8	9
	2 - Thomas Omer Way	8	0	9	0
	3 - R136 (S)	10	14	0	10
	4 - Adamstown Avenue	9	5	13	0

Heavy Vehicle Percentages

15:00 - 15:15

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0	4	17	0
	2 - Thomas Omer Way	3	0	9	7
	3 - R136 (S)	9	15	0	21
	4 - Adamstown Avenue	15	0	13	0

Heavy Vehicle Percentages

15:15 - 15:30

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0	12	13	0
	2 - Thomas Omer Way	0	0	18	5
	3 - R136 (S)	7	12	0	19
	4 - Adamstown Avenue	23	0	11	0

Heavy Vehicle Percentages

15:30 - 15:45

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0	0	7	13
	2 - Thomas Omer Way	7	0	18	8
	3 - R136 (S)	4	15	0	17
	4 - Adamstown Avenue	0	8	0	0

15:45 - 16:00

Heavy Vehicle Percentages

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0	0	12	0
	2 - Thomas Omer Way	0	0	16	0
	3 - R136 (S)	6	7	0	34
	4 - Adamstown Avenue	8	7	12	0

Heavy Vehicle Percentages

16:00 - 16:15

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0	4	11	0
	2 - Thomas Omer Way	3	0	12	0
	3 - R136 (S)	4	5	0	14
	4 - Adamstown Avenue	11	0	0	0

Heavy Vehicle Percentages

16:15 - 16:30

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0	6	11	0
	2 - Thomas Omer Way	0	0	5	4
	3 - R136 (S)	2	6	0	7
	4 - Adamstown Avenue	0	0	0	0

Heavy Vehicle Percentages

16:30 - 16:45

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0	4	10	0
	2 - Thomas Omer Way	0	0	11	0
	3 - R136 (S)	3	9	0	0
	4 - Adamstown Avenue	0	7	11	0

Heavy Vehicle Percentages

16:45 - 17:00

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0	0	5	0
	2 - Thomas Omer Way	0	0	8	4
	3 - R136 (S)	4	4	0	7
	4 - Adamstown Avenue	0	0	0	0

Heavy Vehicle Percentages

17:00 - 17:15

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0	0	3	0
	2 - Thomas Omer Way	0	0	8	0
	3 - R136 (S)	2	6	0	0
	4 - Adamstown Avenue	0	6	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0	0	5	0
	2 - Thomas Omer Way	0	0	3	0
	3 - R136 (S)	3	2	0	0
	4 - Adamstown Avenue	12	4	0	0

17:30 - 17:45 **Heavy Vehicle Percentages**

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0	0	3	0
	2 - Thomas Omer Way	0	0	2	3
	3 - R136 (S)	1	11	0	0
	4 - Adamstown Avenue	21	0	0	0

17:45 - 18:00

Heavy Vehicle Percentages

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0	3	3	0
	2 - Thomas Omer Way	3	0	0	4
	3 - R136 (S)	4	7	0	0
	4 - Adamstown Avenue	8	0	0	0

18:00 - 18:15

Heavy Vehicle Percentages

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0	0	4	0
	2 - Thomas Omer Way	0	0	6	0
	3 - R136 (S)	1	5	0	0
	4 - Adamstown Avenue	0	18	7	0

18:15 - 18:30

Heavy Vehicle Percentages

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0	0	2	0
	2 - Thomas Omer Way	2	0	2	0
	3 - R136 (S)	1	7	0	0
	4 - Adamstown Avenue	0	0	0	0

18:30 - 18:45

Heavy Vehicle Percentages

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0	0	3	0
	2 - Thomas Omer Way	0	0	2	0
	3 - R136 (S)	1	8	0	0
	4 - Adamstown Avenue	0	0	0	0

18:45 - 19:00

Heavy Vehicle Percentages

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0	0	4	0
	2 - Thomas Omer Way	0	0	0	0
	3 - R136 (S)	3	4	0	0
	4 - Adamstown Avenue	15	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1 - R136 (N)	0.68	5.18	2.0	A	177.33	8511.69
2 - Thomas Omer Way	0.56	5.43	1.3	A	139.43	6692.81
3 - R136 (S)	0.73	5.93	2.6	A	213.54	10249.96
4 - Adamstown Avenue	0.49	4.55	0.9	A	55.50	2664.17

Main Results for each time segment

07:00 - 07:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - R136 (N)	260.66	260.66	68.16	614.86	0.424	259.93	128.38	0.0	0.7	2.530	A
2 - Thomas Omer Way	103.46	103.46	233.45	413.99	0.250	103.13	94.64	0.0	0.3	2.893	A
3 - R136 (S)	177.24	177.24	29.63	560.95	0.300	176.82	306.95	0.0	0.4	2.171	A
4 - Adamstown Avenue	24.31	24.31	172.29	387.95	0.063	24.24	34.15	0.0	0.1	2.474	A

07:15 - 07:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - R136 (N)	285.39	285.39	84.32	607.83	0.470	285.25	126.29	0.7	0.9	2.788	A
2 - Thomas Omer Way	116.41	116.41	250.26	408.70	0.285	116.36	119.31	0.3	0.4	3.078	A
3 - R136 (S)	156.95	156.95	23.63	570.76	0.275	156.99	342.99	0.4	0.4	2.176	A
4 - Adamstown Avenue	42.92	42.92	167.74	426.54	0.101	42.88	12.89	0.1	0.1	2.345	A

07:30 - 07:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - R136 (N)	339.55	339.55	106.46	597.05	0.569	339.13	109.40	0.9	1.3	3.483	A
2 - Thomas Omer Way	142.04	142.04	281.86	381.28	0.373	141.85	163.72	0.4	0.6	3.755	A
3 - R136 (S)	154.37	154.37	33.43	566.88	0.272	154.37	390.28	0.4	0.4	2.183	A
4 - Adamstown Avenue	54.47	54.47	161.41	448.23	0.122	54.45	26.39	0.1	0.1	2.285	A

07:45 - 08:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - R136 (N)	309.12	309.12	171.22	538.25	0.574	309.07	164.39	1.3	1.3	3.927	A
2 - Thomas Omer Way	192.45	192.45	246.79	409.18	0.470	192.15	233.51	0.8	0.9	4.142	A
3 - R136 (S)	209.89	209.89	61.59	547.47	0.383	209.64	377.36	0.4	0.6	2.663	A
4 - Adamstown Avenue	102.75	102.75	233.07	407.86	0.252	102.55	38.16	0.1	0.3	2.946	A

08:00 - 08:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - R136 (N)	358.59	358.59	192.25	530.93	0.675	357.88	159.42	1.3	2.0	5.178	A
2 - Thomas Omer Way	212.31	212.31	295.69	377.13	0.563	211.92	254.46	0.9	1.3	5.434	A
3 - R136 (S)	209.22	209.22	91.08	543.13	0.385	209.22	416.52	0.6	0.6	2.694	A
4 - Adamstown Avenue	100.06	100.06	251.64	379.39	0.264	100.04	48.66	0.3	0.4	3.221	A

08:15 - 08:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - R136 (N)	326.07	326.07	199.16	525.82	0.620	326.47	209.15	2.0	1.7	4.525	A
2 - Thomas Omer Way	165.49	165.49	308.24	373.50	0.443	165.96	219.40	1.3	0.8	4.346	A
3 - R136 (S)	238.25	238.25	99.43	566.77	0.420	238.15	372.77	0.6	0.7	2.739	A
4 - Adamstown Avenue	161.56	161.56	247.04	409.81	0.394	161.27	90.54	0.4	0.6	3.618	A

08:30 - 08:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - R136 (N)	286.32	286.32	195.96	528.11	0.542	286.78	257.03	1.7	1.2	3.738	A
2 - Thomas Omer Way	160.33	160.33	244.47	418.06	0.383	160.51	238.27	0.8	0.6	3.498	A
3 - R136 (S)	230.64	230.64	94.55	544.74	0.423	230.62	310.43	0.7	0.7	2.864	A
4 - Adamstown Avenue	192.63	192.63	260.69	389.76	0.494	192.30	64.49	0.6	1.0	4.550	A

08:45 - 09:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - R136 (N)	264.35	264.35	188.61	528.22	0.501	264.53	182.30	1.2	1.0	3.414	A
2 - Thomas Omer Way	143.52	143.52	236.75	381.30	0.377	143.53	196.40	0.6	0.6	3.784	A
3 - R136 (S)	179.38	179.38	73.20	565.91	0.317	179.65	307.08	0.7	0.5	2.333	A
4 - Adamstown Avenue	153.50	153.50	197.03	414.36	0.371	153.88	55.81	1.0	0.6	3.459	A

09:00 - 09:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - R136 (N)	236.30	236.30	109.84	580.12	0.407	236.62	128.86	1.0	0.7	2.624	A
2 - Thomas Omer Way	123.78	123.78	193.78	425.80	0.291	123.97	152.68	0.6	0.4	2.985	A
3 - R136 (S)	158.59	158.59	55.12	545.63	0.291	158.64	262.64	0.5	0.4	2.325	A
4 - Adamstown Avenue	55.27	55.27	163.01	387.03	0.143	55.69	30.75	0.6	0.2	2.719	A

09:15 - 09:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - R136 (N)	181.68	181.68	107.91	579.34	0.314	181.91	138.62	0.7	0.5	2.265	A
2 - Thomas Omer Way	100.73	100.73	138.80	466.51	0.216	100.86	151.02	0.4	0.3	2.463	A
3 - R136 (S)	168.29	168.29	47.97	570.39	0.295	168.28	191.69	0.4	0.4	2.237	A
4 - Adamstown Avenue	54.59	54.59	191.93	410.36	0.133	54.60	24.32	0.2	0.2	2.531	A

09:30 - 09:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - R136 (N)	164.47	164.47	117.11	566.99	0.290	164.52	118.37	0.5	0.4	2.237	A
2 - Thomas Omer Way	93.39	93.39	139.04	437.97	0.213	93.39	142.59	0.3	0.3	2.611	A
3 - R136 (S)	181.47	181.47	39.92	574.44	0.316	181.42	192.51	0.4	0.5	2.289	A
4 - Adamstown Avenue	47.30	47.30	188.16	420.14	0.113	47.33	33.18	0.2	0.1	2.413	A

09:45 - 10:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - R136 (N)	153.65	153.65	97.13	577.45	0.266	153.69	101.24	0.4	0.4	2.123	A
2 - Thomas Omer Way	71.29	71.29	128.70	455.33	0.157	71.38	122.12	0.3	0.2	2.344	A
3 - R136 (S)	128.98	128.98	36.39	570.64	0.226	129.15	163.69	0.5	0.3	2.039	A
4 - Adamstown Avenue	58.35	58.35	140.05	431.49	0.135	58.32	25.49	0.1	0.2	2.411	A

10:00 - 10:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - R136 (N)	130.03	130.03	64.63	632.95	0.205	130.14	113.72	0.4	0.3	1.792	A
2 - Thomas Omer Way	69.19	69.19	108.30	497.28	0.139	69.22	86.47	0.2	0.2	2.102	A
3 - R136 (S)	132.57	132.57	37.21	566.83	0.238	132.55	140.30	0.3	0.3	2.121	A
4 - Adamstown Avenue	31.28	31.28	146.99	429.54	0.073	31.36	22.78	0.2	0.1	2.262	A

10:15 - 10:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - R136 (N)	115.40	115.40	83.56	597.28	0.193	115.42	104.11	0.3	0.2	1.866	A
2 - Thomas Omer Way	84.45	84.45	96.57	471.79	0.179	84.39	100.41	0.2	0.2	2.323	A
3 - R136 (S)	139.14	139.14	46.82	539.64	0.258	139.10	138.15	0.3	0.3	2.246	A
4 - Adamstown Avenue	39.08	39.08	148.61	465.43	0.084	39.06	37.30	0.1	0.1	2.110	A

10:30 - 10:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - R136 (N)	101.27	101.27	80.81	596.93	0.170	101.31	122.48	0.2	0.2	1.815	A
2 - Thomas Omer Way	82.15	82.15	94.77	507.23	0.162	82.17	87.36	0.2	0.2	2.116	A
3 - R136 (S)	122.98	122.98	36.41	565.01	0.210	123.06	138.52	0.3	0.3	1.949	A
4 - Adamstown Avenue	55.06	55.06	148.28	437.98	0.126	55.01	13.19	0.1	0.1	2.349	A

10:45 - 11:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - R136 (N)	140.13	140.13	65.55	615.56	0.228	140.04	96.32	0.2	0.3	1.892	A
2 - Thomas Omer Way	68.47	68.47	102.76	480.16	0.143	68.49	102.83	0.2	0.2	2.187	A
3 - R136 (S)	114.51	114.51	43.30	584.31	0.196	114.54	127.95	0.3	0.2	1.917	A
4 - Adamstown Avenue	31.06	31.06	132.74	460.35	0.067	31.13	25.09	0.1	0.1	2.098	A

11:00 - 11:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - R136 (N)	104.26	104.26	75.65	619.57	0.168	104.35	115.46	0.3	0.2	1.746	A
2 - Thomas Omer Way	69.90	69.90	84.49	492.74	0.142	69.91	95.50	0.2	0.2	2.129	A
3 - R136 (S)	146.93	146.93	40.87	586.50	0.251	146.84	113.53	0.2	0.3	2.047	A
4 - Adamstown Avenue	32.09	32.09	159.01	465.18	0.069	32.09	28.70	0.1	0.1	2.077	A

11:15 - 11:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - R136 (N)	95.07	95.07	60.86	617.02	0.154	95.09	122.60	0.2	0.2	1.726	A
2 - Thomas Omer Way	105.68	105.68	87.25	492.97	0.214	105.57	68.70	0.2	0.3	2.323	A
3 - R136 (S)	126.96	126.96	64.57	594.20	0.214	127.02	128.25	0.3	0.3	1.927	A
4 - Adamstown Avenue	27.61	27.61	155.84	447.64	0.062	27.62	35.75	0.1	0.1	2.144	A

11:30 - 11:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - R136 (N)	99.05	99.05	68.30	595.31	0.166	99.03	117.64	0.2	0.2	1.812	A
2 - Thomas Omer Way	87.34	87.34	86.29	505.96	0.173	87.40	81.05	0.3	0.2	2.150	A
3 - R136 (S)	130.22	130.22	49.38	580.46	0.224	130.20	124.32	0.3	0.3	1.998	A
4 - Adamstown Avenue	42.42	42.42	143.58	419.53	0.101	42.37	36.00	0.1	0.1	2.386	A

11:45 - 12:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - R136 (N)	135.50	135.50	66.72	580.31	0.234	135.39	98.33	0.2	0.3	2.023	A
2 - Thomas Omer Way	80.50	80.50	100.33	483.55	0.166	80.51	101.78	0.2	0.2	2.232	A
3 - R136 (S)	127.13	127.13	42.28	571.97	0.222	127.13	138.56	0.3	0.3	2.024	A
4 - Adamstown Avenue	21.72	21.72	143.26	443.17	0.049	21.79	26.15	0.1	0.1	2.137	A

12:00 - 12:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - R136 (N)	114.22	114.22	78.81	590.95	0.193	114.29	137.54	0.3	0.2	1.887	A
2 - Thomas Omer Way	110.04	110.04	91.81	497.88	0.221	109.98	99.28	0.2	0.3	2.320	A
3 - R136 (S)	143.57	143.57	65.56	568.08	0.253	143.52	136.22	0.3	0.3	2.119	A
4 - Adamstown Avenue	46.91	46.91	167.50	461.09	0.102	46.85	41.58	0.1	0.1	2.172	A

12:15 - 12:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - R136 (N)	123.19	123.19	95.85	593.78	0.207	123.17	141.90	0.2	0.3	1.911	A
2 - Thomas Omer Way	108.36	108.36	114.33	467.01	0.232	108.35	104.70	0.3	0.3	2.508	A
3 - R136 (S)	155.40	155.40	56.71	604.89	0.257	155.40	165.96	0.3	0.3	2.002	A
4 - Adamstown Avenue	59.13	59.13	178.86	436.41	0.136	59.09	33.45	0.1	0.2	2.385	A

12:30 - 12:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - R136 (N)	123.42	123.42	81.75	591.98	0.208	123.42	119.78	0.3	0.3	1.920	A
2 - Thomas Omer Way	139.48	139.48	107.56	494.73	0.282	139.39	97.61	0.3	0.4	2.532	A
3 - R136 (S)	149.91	149.91	76.66	556.40	0.269	149.89	170.29	0.3	0.4	2.213	A
4 - Adamstown Avenue	33.46	33.46	168.01	408.02	0.082	33.52	58.54	0.2	0.1	2.403	A

12:45 - 13:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - R136 (N)	117.26	117.26	70.27	575.18	0.204	117.26	130.13	0.3	0.3	1.966	A
2 - Thomas Omer Way	114.30	114.30	99.26	500.83	0.228	114.39	88.26	0.4	0.3	2.329	A
3 - R136 (S)	137.74	137.74	62.64	598.24	0.230	137.80	151.02	0.4	0.3	1.956	A
4 - Adamstown Avenue	30.15	30.15	170.24	390.21	0.077	30.16	30.20	0.1	0.1	2.501	A

13:00 - 13:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - R136 (N)	136.71	136.71	67.88	568.45	0.232	136.67	152.24	0.3	0.3	1.992	A
2 - Thomas Omer Way	124.71	124.71	113.33	490.93	0.254	124.67	91.22	0.3	0.3	2.457	A
3 - R136 (S)	166.90	166.90	74.12	576.50	0.290	166.80	163.88	0.3	0.4	2.196	A
4 - Adamstown Avenue	31.53	31.53	188.58	412.23	0.076	31.53	52.34	0.1	0.1	2.365	A

13:15 - 13:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - R136 (N)	134.63	134.63	70.95	611.08	0.220	134.65	156.28	0.3	0.3	1.891	A
2 - Thomas Omer Way	147.30	147.30	109.89	496.57	0.297	147.23	95.70	0.3	0.4	2.576	A
3 - R136 (S)	148.57	148.57	103.00	566.88	0.262	148.61	154.12	0.4	0.4	2.151	A
4 - Adamstown Avenue	33.88	33.88	193.35	412.07	0.082	33.88	58.27	0.1	0.1	2.379	A

13:30 - 13:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - R136 (N)	168.05	168.05	68.59	607.75	0.277	167.95	173.13	0.3	0.4	2.046	A
2 - Thomas Omer Way	117.42	117.42	138.28	483.60	0.243	117.52	96.27	0.4	0.3	2.458	A
3 - R136 (S)	172.02	172.02	68.37	551.58	0.312	171.92	187.42	0.4	0.5	2.370	A
4 - Adamstown Avenue	40.72	40.72	201.02	420.69	0.097	40.70	39.28	0.1	0.1	2.368	A

13:45 - 14:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - R136 (N)	156.95	156.95	90.40	574.58	0.273	156.96	167.77	0.4	0.4	2.154	A
2 - Thomas Omer Way	147.76	147.76	132.42	470.32	0.314	147.62	114.94	0.3	0.5	2.787	A
3 - R136 (S)	184.74	184.74	91.22	543.54	0.340	184.68	188.82	0.5	0.5	2.507	A
4 - Adamstown Avenue	36.24	36.24	221.93	393.49	0.092	36.24	53.97	0.1	0.1	2.520	A

14:00 - 14:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - R136 (N)	164.89	164.89	87.60	595.01	0.277	164.88	182.40	0.4	0.4	2.092	A
2 - Thomas Omer Way	164.22	164.22	145.08	478.00	0.344	164.15	107.40	0.5	0.5	2.867	A
3 - R136 (S)	185.67	185.67	119.61	535.65	0.309	185.73	189.62	0.5	0.4	2.432	A
4 - Adamstown Avenue	42.52	42.52	207.50	434.62	0.098	42.51	77.84	0.1	0.1	2.294	A

14:15 - 14:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - R136 (N)	152.89	152.89	79.56	602.24	0.254	152.93	152.94	0.4	0.3	2.004	A
2 - Thomas Omer Way	169.10	169.10	123.52	470.65	0.359	169.06	108.99	0.5	0.6	2.983	A
3 - R136 (S)	175.54	175.54	103.93	537.26	0.327	175.50	188.65	0.4	0.5	2.487	A
4 - Adamstown Avenue	35.90	35.90	196.60	406.15	0.088	35.91	82.83	0.1	0.1	2.430	A

14:30 - 14:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - R136 (N)	180.19	180.19	96.87	587.11	0.307	180.09	216.30	0.3	0.4	2.211	A
2 - Thomas Omer Way	138.04	138.04	153.45	450.78	0.306	138.15	123.51	0.6	0.4	2.881	A
3 - R136 (S)	187.04	187.04	69.40	547.59	0.342	187.00	222.21	0.5	0.5	2.495	A
4 - Adamstown Avenue	105.82	105.82	207.60	408.13	0.259	105.57	48.80	0.1	0.3	2.971	A

14:45 - 15:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - R136 (N)	175.93	175.93	113.14	568.33	0.310	175.93	200.46	0.4	0.4	2.293	A
2 - Thomas Omer Way	177.62	177.62	153.29	463.91	0.383	177.45	135.78	0.4	0.6	3.140	A
3 - R136 (S)	205.65	205.65	112.20	529.00	0.389	205.53	218.54	0.5	0.6	2.782	A
4 - Adamstown Avenue	68.14	68.14	245.34	376.13	0.181	68.26	72.39	0.3	0.2	2.926	A

15:00 - 15:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - R136 (N)	161.39	161.39	84.76	553.41	0.292	161.43	214.67	0.4	0.4	2.295	A
2 - Thomas Omer Way	141.57	141.57	133.64	468.50	0.302	141.76	112.55	0.6	0.4	2.755	A
3 - R136 (S)	225.05	225.05	83.75	545.05	0.413	224.98	191.65	0.8	0.7	2.811	A
4 - Adamstown Avenue	46.36	46.36	252.99	389.96	0.125	46.44	55.74	0.2	0.1	2.782	A

15:15 - 15:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - R136 (N)	159.99	159.99	87.76	556.94	0.287	160.00	203.26	0.4	0.4	2.268	A
2 - Thomas Omer Way	143.43	143.43	138.79	455.85	0.315	143.41	108.97	0.4	0.5	2.880	A
3 - R136 (S)	217.08	217.08	76.13	562.11	0.386	217.15	206.07	0.7	0.6	2.611	A
4 - Adamstown Avenue	47.32	47.32	243.69	389.76	0.121	47.32	49.58	0.1	0.1	2.627	A

15:30 - 15:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - R136 (N)	167.83	167.83	90.53	587.15	0.286	167.84	236.97	0.4	0.4	2.146	A
2 - Thomas Omer Way	141.98	141.98	148.25	438.30	0.324	141.95	110.11	0.5	0.5	3.036	A
3 - R136 (S)	251.00	251.00	68.56	573.51	0.438	250.86	221.64	0.6	0.8	2.787	A
4 - Adamstown Avenue	44.73	44.73	282.77	376.80	0.119	44.73	36.65	0.1	0.1	2.711	A

15:45 - 16:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - R136 (N)	183.09	183.09	91.26	570.57	0.321	183.02	257.26	0.4	0.5	2.322	A
2 - Thomas Omer Way	140.62	140.62	153.11	454.42	0.309	140.65	121.17	0.5	0.5	2.870	A
3 - R136 (S)	267.71	267.71	77.04	571.40	0.469	267.61	218.72	0.8	0.9	2.982	A
4 - Adamstown Avenue	49.90	49.90	298.65	352.26	0.142	49.88	45.99	0.1	0.2	2.975	A

16:00 - 16:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - R136 (N)	154.53	154.53	112.42	559.86	0.276	154.62	322.46	0.5	0.4	2.222	A
2 - Thomas Omer Way	177.07	177.07	129.81	478.13	0.370	176.93	137.24	0.5	0.6	2.986	A
3 - R136 (S)	374.74	374.74	104.25	567.06	0.661	373.70	202.49	0.9	1.9	4.630	A
4 - Adamstown Avenue	39.05	39.05	395.81	313.58	0.125	39.07	82.13	0.2	0.1	3.280	A

16:15 - 16:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - R136 (N)	130.76	130.76	99.86	564.59	0.232	130.84	311.57	0.4	0.3	2.076	A
2 - Thomas Omer Way	176.16	176.16	114.26	502.74	0.350	176.20	116.44	0.6	0.5	2.758	A
3 - R136 (S)	338.29	338.29	93.79	582.13	0.581	338.81	196.66	1.9	1.4	3.705	A
4 - Adamstown Avenue	40.00	40.00	371.41	343.00	0.117	40.01	61.19	0.1	0.1	2.969	A

16:30 - 16:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - R136 (N)	154.31	154.31	120.69	555.03	0.278	154.23	334.91	0.3	0.4	2.245	A
2 - Thomas Omer Way	183.68	183.68	145.14	476.42	0.386	183.59	129.78	0.5	0.6	3.073	A
3 - R136 (S)	364.87	364.87	109.92	567.90	0.643	364.50	218.82	1.4	1.8	4.416	A
4 - Adamstown Avenue	53.63	53.63	402.05	298.73	0.180	53.55	72.36	0.1	0.2	3.671	A

16:45 - 17:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - R136 (N)	168.71	168.71	103.18	593.08	0.284	168.70	304.05	0.4	0.4	2.120	A
2 - Thomas Omer Way	165.57	165.57	145.36	485.88	0.341	165.67	126.51	0.6	0.5	2.811	A
3 - R136 (S)	323.43	323.43	96.17	575.01	0.562	323.91	214.87	1.8	1.3	3.590	A
4 - Adamstown Avenue	45.89	45.89	361.27	347.19	0.132	45.96	58.81	0.2	0.2	2.987	A

17:00 - 17:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - R136 (N)	155.28	155.28	104.12	599.06	0.259	155.32	384.93	0.4	0.4	2.026	A
2 - Thomas Omer Way	212.82	212.82	136.83	493.05	0.432	212.58	122.61	0.5	0.8	3.205	A
3 - R136 (S)	412.82	412.82	132.76	561.71	0.735	411.41	216.66	1.3	2.7	5.933	A
4 - Adamstown Avenue	49.13	49.13	439.96	294.21	0.167	49.09	104.20	0.2	0.2	3.671	A

17:15 - 17:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - R136 (N)	183.99	183.99	123.95	581.71	0.316	183.88	337.88	0.4	0.5	2.262	A
2 - Thomas Omer Way	207.44	207.44	159.53	487.09	0.426	207.44	148.30	0.8	0.7	3.217	A
3 - R136 (S)	361.96	361.96	111.81	575.06	0.629	362.95	255.16	2.7	1.7	4.262	A
4 - Adamstown Avenue	63.49	63.49	398.41	313.56	0.202	63.43	76.35	0.2	0.3	3.508	A

17:30 - 17:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - R136 (N)	172.94	172.94	104.64	599.42	0.289	172.99	356.10	0.5	0.4	2.112	A
2 - Thomas Omer Way	209.79	209.79	162.72	486.97	0.431	209.78	114.91	0.7	0.8	3.246	A
3 - R136 (S)	361.74	361.74	128.39	565.77	0.639	361.70	244.12	1.7	1.8	4.408	A
4 - Adamstown Avenue	51.72	51.72	408.96	305.59	0.169	51.77	81.12	0.3	0.2	3.545	A

17:45 - 18:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - R136 (N)	167.05	167.05	149.00	569.94	0.293	167.05	329.15	0.4	0.4	2.233	A
2 - Thomas Omer Way	215.90	215.90	147.18	494.22	0.437	215.88	168.87	0.8	0.8	3.232	A
3 - R136 (S)	376.04	376.04	139.46	545.53	0.689	375.61	223.60	1.8	2.2	5.282	A
4 - Adamstown Avenue	71.51	71.51	406.74	311.63	0.229	71.42	106.33	0.2	0.3	3.747	A

18:00 - 18:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - R136 (N)	160.07	160.07	103.78	597.94	0.268	160.12	291.52	0.4	0.4	2.055	A
2 - Thomas Omer Way	188.99	188.99	150.75	485.56	0.389	189.12	113.14	0.8	0.6	3.036	A
3 - R136 (S)	296.31	296.31	120.83	576.59	0.514	297.42	219.25	2.2	1.1	3.238	A
4 - Adamstown Avenue	59.95	59.95	335.27	335.84	0.179	60.03	82.78	0.3	0.2	3.265	A

18:15 - 18:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - R136 (N)	209.30	209.30	85.10	620.65	0.337	209.16	315.85	0.4	0.5	2.187	A
2 - Thomas Omer Way	176.76	176.76	179.64	476.41	0.371	176.82	114.61	0.6	0.6	3.003	A
3 - R136 (S)	315.60	315.60	117.23	573.49	0.550	315.45	239.22	1.1	1.2	3.486	A
4 - Adamstown Avenue	34.32	34.32	366.52	346.47	0.099	34.43	66.17	0.2	0.1	2.886	A

18:30 - 18:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - R136 (N)	204.82	204.82	90.96	612.49	0.334	204.82	233.54	0.5	0.5	2.209	A
2 - Thomas Omer Way	177.72	177.72	177.59	480.59	0.370	177.72	118.20	0.6	0.6	2.970	A
3 - R136 (S)	256.50	256.50	117.01	574.71	0.446	256.90	238.29	1.2	0.8	2.834	A
4 - Adamstown Avenue	41.39	41.39	263.12	396.61	0.104	41.38	90.79	0.1	0.1	2.533	A

18:45 - 19:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (unit delay) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - R136 (R)	142.41	142.41	93.05	606.69	0.235	142.61	234.08	0.5	0.3	1.939	A
2 - Thomas Gear Way	182.13	182.13	126.76	516.67	0.198	182.47	110.90	0.6	0.2	2.174	A
3 - R136 (S)	280.50	280.50	81.80	805.05	0.464	280.45	165.33	0.8	0.9	2.772	A
4 - Admiralsvan Avenue	33.37	33.37	269.72	373.28	0.089	33.39	48.83	0.1	0.1	2.647	A

Junctions 9

ARCADY 9 - Roundabout Module

Filename: J1.1 R136 Roundabout.j9
Path: W:\JDC-Traffic Files\P22-066\Modelling\Operation Years
Report generation date: 17/06/2022 13:05:53

Summary of junction performance

	12hrs			
	Queue (Veh)	Delay (s)	RFC	LOS
	Base Year			
1 - R136 (N)	1.1	3.43	0.53	A
2 - Thomas Omer Way	0.7	3.71	0.41	A
3 - R136 (S)	1.4	3.79	0.59	A
4 - Adamstown Avenue	0.6	3.42	0.38	A
	Op Year			
1 - R136 (N)	1.2	3.63	0.56	A
2 - Thomas Omer Way	0.7	3.89	0.43	A
3 - R136 (S)	1.5	4.03	0.61	A
4 - Adamstown Avenue	0.6	3.56	0.40	A
	Op Year +5			
1 - R136 (N)	1.6	4.28	0.62	A
2 - Thomas Omer Way	0.9	4.46	0.48	A
3 - R136 (S)	2.0	4.82	0.68	A
4 - Adamstown Avenue	0.8	3.99	0.44	A
	Op Year +15			
1 - R136 (N)	1.9	4.93	0.66	A
2 - Thomas Omer Way	1.1	5.05	0.53	A
3 - R136 (S)	2.4	5.58	0.72	A
4 - Adamstown Avenue	0.9	4.38	0.48	A
	Op Year + Dev + Adj			
1 - R136 (N)	1.3	3.77	0.57	A
2 - Thomas Omer Way	1.1	4.64	0.53	A
3 - R136 (S)	1.7	4.40	0.64	A
4 - Adamstown Avenue	0.7	3.74	0.41	A
	Op Year +5 + Dev + Adj			
1 - R136 (N)	1.7	4.47	0.63	A
2 - Thomas Omer Way	1.4	5.50	0.59	A
3 - R136 (S)	2.2	5.95	0.70	A
4 - Adamstown Avenue	0.8	4.21	0.46	A
	Op Year +15 + Dev + Adj			
1 - R136 (N)	2.0	5.18	0.68	A
2 - Thomas Omer Way	1.7	6.38	0.63	A
3 - R136 (S)	2.8	6.31	0.75	A
4 - Adamstown Avenue	1.0	4.66	0.50	A

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

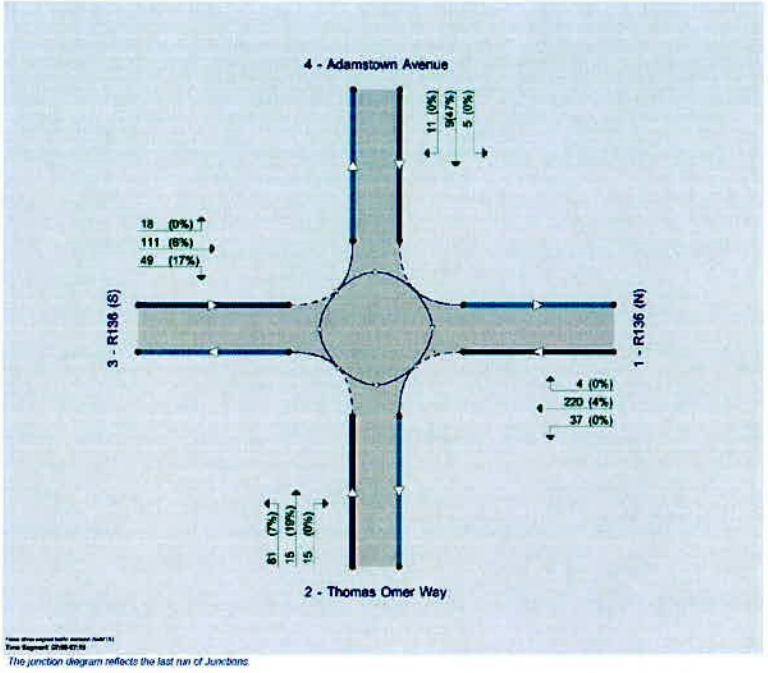
File summary

File Description

Title	
Location	
Site number	
Date	03/02/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	PMCE\farnanr
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Analysis Set Details

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

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D10	Op Year +15 + Dev + Adj	12hrs	DIRECT	07:00	19:00	720	15	✓	Simple	D5 + D8 + D7

Op Year +15 + Dev + Adj, 12hrs

Data Errors and Warnings
No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	R136	Standard Roundabout		1, 2, 3, 4	5.84	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	R136 (N)	
2	Thomas Omer Way	
3	R136 (S)	
4	Adamstown Avenue	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - R136 (N)	7.00	16.00	9.0	50.0	70.0	40.0	
2 - Thomas Omer Way	6.00	14.00	8.0	50.0	70.0	40.0	
3 - R136 (S)	7.00	15.00	8.0	15.0	70.0	30.0	
4 - Adamstown Avenue	6.00	14.00	8.0	300.0	70.0	60.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
1 - R136 (N)	0.670	688.859
2 - Thomas Omer Way	0.612	585.576
3 - R136 (S)	0.652	663.541
4 - Adamstown Avenue	0.579	563.781

The slope and intercept shown above include any corrections and adjustments

Traffic Demand

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - R136 (N)		DIRECT	✓	100.000
2 - Thomas Omer Way		DIRECT	✓	100.000
3 - R136 (S)		DIRECT	✓	100.000
4 - Adamstown Avenue		DIRECT	✓	100.000

Origin-Destination Data

07:00 - 07:15

Demand (Veh/TS)

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0.00	37.16	219.97	3.53
	2 - Thomas Omer Way	15.31	0.00	81.22	14.76
	3 - R136 (S)	110.85	48.73	0.00	17.66
	4 - Adamstown Avenue	4.71	9.00	10.60	0.00

07:15 - 07:30

Demand (Veh/TS)

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0.00	57.62	226.59	1.18
	2 - Thomas Omer Way	21.43	0.00	97.93	4.89
	3 - R136 (S)	100.93	47.55	0.00	8.47
	4 - Adamstown Avenue	6.11	14.21	22.60	0.00

07:30 - 07:45

Demand (Veh/TS)

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0.00	79.77	254.85	4.94
	2 - Thomas Omer Way	16.72	0.00	117.45	15.71
	3 - R136 (S)	92.46	54.39	0.00	7.52
	4 - Adamstown Avenue	2.35	29.74	22.37	0.00

07:45 - 08:00

Demand (Veh/TS)

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0.00	88.24	212.63	8.24
	2 - Thomas Omer Way	36.51	0.00	142.90	20.87
	3 - R136 (S)	119.72	79.35	0.00	10.82
	4 - Adamstown Avenue	10.60	66.25	25.90	0.00

08:00 - 08:15

Demand (Veh/TS)

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0.00	96.93	256.95	4.71
	2 - Thomas Omer Way	65.34	0.00	140.13	35.51
	3 - R136 (S)	83.07	111.35	0.00	14.81
	4 - Adamstown Avenue	19.08	46.40	34.80	0.00

08:15 - 08:30

Demand (Veh/TS)

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0.00	54.32	246.80	24.95
	2 - Thomas Omer Way	44.87	0.00	105.54	43.75
	3 - R136 (S)	107.57	102.43	0.00	28.26
	4 - Adamstown Avenue	64.76	62.43	34.37	0.00

08:30 - 08:45

Demand (Veh/TS)

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0.00	72.21	196.45	17.66
	2 - Thomas Omer Way	47.45	0.00	98.02	43.53
	3 - R136 (S)	138.63	82.59	0.00	9.42
	4 - Adamstown Avenue	79.12	83.62	29.89	0.00

08:45 - 09:00

Demand (Veh/TS)

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0.00	55.27	198.85	12.23
	2 - Thomas Omer Way	38.71	0.00	97.07	36.41
	3 - R136 (S)	98.15	67.83	0.00	13.40
	4 - Adamstown Avenue	52.90	72.98	27.53	0.00

09:00 - 09:15

Demand (Veh/TS)

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0.00	65.92	165.67	4.71
	2 - Thomas Omer Way	31.27	0.00	76.68	22.13
	3 - R136 (S)	87.13	66.30	0.00	5.16
	4 - Adamstown Avenue	12.00	20.22	23.05	0.00

09:15 - 09:30

Demand (Veh/TS)

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0.00	53.92	123.05	4.71
	2 - Thomas Omer Way	28.91	0.00	60.70	17.42
	3 - R136 (S)	103.21	61.55	0.00	3.53
	4 - Adamstown Avenue	8.24	35.52	10.82	0.00

09:30 - 09:45

Demand (Veh/TS)

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0.00	39.79	121.15	3.53
	2 - Thomas Omer Way	18.31	0.00	60.20	21.18
	3 - R136 (S)	98.23	73.37	0.00	9.67
	4 - Adamstown Avenue	3.53	29.41	14.36	0.00

09:45 - 10:00

Demand (Veh/TS)

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0.00	41.92	107.02	4.71
	2 - Thomas Omer Way	18.54	0.00	42.81	16.25
	3 - R136 (S)	75.91	47.19	0.00	5.89
	4 - Adamstown Avenue	8.47	32.94	16.94	0.00

10:00 - 10:15

Demand (Veh/TS)

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0.00	29.34	94.61	5.89
	2 - Thomas Omer Way	21.56	0.00	39.71	11.56
	3 - R136 (S)	86.13	40.32	0.00	6.11
	4 - Adamstown Avenue	7.06	16.70	7.52	0.00

10:15 - 10:30

Demand (Veh/TS)

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adametown Avenue
From	1 - R136 (N)	0.00	30.97	78.55	5.89
	2 - Thomas Omer Way	20.38	0.00	45.32	22.38
	3 - R136 (S)	80.02	49.24	0.00	9.87
	4 - Adametown Avenue	4.71	20.24	14.13	0.00

10:30 - 10:45

Demand (Veh/TS)

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adametown Avenue
From	1 - R136 (N)	0.00	22.27	77.82	1.18
	2 - Thomas Omer Way	28.62	0.00	46.78	10.38
	3 - R136 (S)	88.99	31.63	0.00	2.35
	4 - Adametown Avenue	5.89	33.41	15.76	0.00

10:45 - 11:00

Demand (Veh/TS)

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adametown Avenue
From	1 - R136 (N)	0.00	42.29	90.77	7.06
	2 - Thomas Omer Way	25.31	0.00	34.05	12.74
	3 - R136 (S)	68.07	40.32	0.00	6.11
	4 - Adametown Avenue	5.89	20.24	4.94	0.00

11:00 - 11:15

Demand (Veh/TS)

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adametown Avenue
From	1 - R136 (N)	0.00	24.53	76.20	3.53
	2 - Thomas Omer Way	17.99	0.00	34.21	20.95
	3 - R136 (S)	94.88	47.11	0.00	4.94
	4 - Adametown Avenue	3.53	23.85	4.71	0.00

11:15 - 11:30

Demand (Veh/TS)

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adametown Avenue
From	1 - R136 (N)	0.00	16.28	72.89	5.89
	2 - Thomas Omer Way	38.01	0.00	48.57	22.35
	3 - R136 (S)	79.62	39.10	0.00	8.24
	4 - Adametown Avenue	5.89	13.26	8.47	0.00

11:30 - 11:45

Demand (Veh/TS)

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adametown Avenue
From	1 - R136 (N)	0.00	22.40	75.48	1.18
	2 - Thomas Omer Way	23.88	0.00	40.82	25.89
	3 - R136 (S)	86.18	34.39	0.00	9.65
	4 - Adametown Avenue	8.47	24.30	9.65	0.00

11:45 - 12:00

Demand (Veh/TS)

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adametown Avenue
From	1 - R136 (N)	0.00	41.24	88.38	5.89
	2 - Thomas Omer Way	25.28	0.00	45.76	12.71
	3 - R136 (S)	73.91	44.98	0.00	8.24
	4 - Adametown Avenue	0.00	15.61	6.11	0.00

12:00 - 12:15

Demand (Veh/TS)

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0.00	30.68	78.38	5.16
	2 - Thomas Omer Way	33.92	0.00	51.42	28.33
	3 - R136 (S)	92.95	41.71	0.00	8.92
	4 - Adamstown Avenue	11.77	26.89	8.24	0.00

12:15 - 12:30

Demand (Veh/TS)

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0.00	21.99	95.32	5.89
	2 - Thomas Omer Way	27.81	0.00	59.36	24.80
	3 - R136 (S)	107.80	44.06	0.00	3.53
	4 - Adamstown Avenue	7.29	38.67	13.18	0.00

12:30 - 12:45

Demand (Veh/TS)

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0.00	28.10	90.61	4.71
	2 - Thomas Omer Way	38.41	0.00	69.30	35.40
	3 - R136 (S)	77.64	52.98	0.00	19.29
	4 - Adamstown Avenue	4.71	16.52	12.23	0.00

12:45 - 13:00

Demand (Veh/TS)

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0.00	27.88	88.20	1.18
	2 - Thomas Omer Way	40.76	0.00	54.72	22.44
	3 - R136 (S)	86.01	42.43	0.00	7.29
	4 - Adamstown Avenue	2.35	17.92	9.87	0.00

13:00 - 13:15

Demand (Veh/TS)

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0.00	30.64	100.18	5.89
	2 - Thomas Omer Way	29.94	0.00	58.08	39.93
	3 - R136 (S)	108.91	50.70	0.00	7.29
	4 - Adamstown Avenue	14.36	9.88	7.29	0.00

13:15 - 13:30

Demand (Veh/TS)

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0.00	33.22	94.34	7.06
	2 - Thomas Omer Way	56.53	0.00	52.92	41.11
	3 - R136 (S)	93.61	44.14	0.00	10.82
	4 - Adamstown Avenue	7.06	18.35	8.47	0.00

13:30 - 13:45

Demand (Veh/TS)

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0.00	40.29	117.17	10.60
	2 - Thomas Omer Way	38.19	0.00	61.39	21.09
	3 - R136 (S)	121.77	42.01	0.00	8.24
	4 - Adamstown Avenue	14.13	15.99	10.60	0.00

13:45 - 14:00

Demand (Veh/TS)

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0.00	33.00	110.78	13.18
	2 - Thomas Omer Way	44.30	0.00	71.26	35.45
	3 - R136 (S)	120.86	57.77	0.00	6.11
	4 - Adamstown Avenue	3.53	24.24	8.47	0.00

Demand (Veh/TS)

14:00 - 14:15

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0.00	32.74	112.13	20.02
	2 - Thomas Omer Way	54.34	0.00	68.10	48.84
	3 - R136 (S)	100.58	54.49	0.00	10.60
	4 - Adamstown Avenue	9.42	20.14	12.95	0.00

Demand (Veh/TS)

14:15 - 14:30

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0.00	37.67	94.02	21.19
	2 - Thomas Omer Way	38.31	0.00	89.97	47.89
	3 - R136 (S)	110.68	49.55	0.00	15.31
	4 - Adamstown Avenue	5.89	21.77	8.24	0.00

Demand (Veh/TS)

14:30 - 14:45

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0.00	51.35	120.80	8.24
	2 - Thomas Omer Way	32.20	0.00	80.55	32.36
	3 - R136 (S)	126.34	49.05	0.00	9.65
	4 - Adamstown Avenue	57.92	23.17	24.73	0.00

Demand (Veh/TS)

14:45 - 15:00

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0.00	44.29	116.12	15.53
	2 - Thomas Omer Way	56.20	0.00	84.36	44.13
	3 - R136 (S)	130.70	60.60	0.00	14.36
	4 - Adamstown Avenue	15.53	30.97	21.65	0.00

Demand (Veh/TS)

15:00 - 15:15

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0.00	38.63	118.05	4.71
	2 - Thomas Omer Way	50.09	0.00	78.57	44.46
	3 - R136 (S)	155.23	56.42	0.00	13.40
	4 - Adamstown Avenue	18.11	17.43	10.62	0.00

Demand (Veh/TS)

15:15 - 15:30

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0.00	34.37	120.91	4.71
	2 - Thomas Omer Way	49.86	0.00	87.94	37.17
	3 - R136 (S)	155.95	48.55	0.00	14.58
	4 - Adamstown Avenue	6.11	26.02	13.18	0.00

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

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0.00	37.23	119.78	10.82
	2 - Thomas Omer Way	49.14	0.00	100.16	24.21
	3 - R136 (S)	187.29	55.24	0.00	8.47
	4 - Adamstown Avenue	9.42	17.65	17.66	0.00

Demand (Veh/TS)

15:45 - 16:00

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0.00	41.94	136.44	4.71
	2 - Thomas Omer Way	52.22	0.00	84.18	35.76
	3 - R136 (S)	197.16	58.10	0.00	12.45
	4 - Adamstown Avenue	16.71	21.19	12.00	0.00

Demand (Veh/TS)

16:00 - 16:15

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0.00	31.87	114.43	8.24
	2 - Thomas Omer Way	47.76	0.00	90.51	57.72
	3 - R136 (S)	267.49	86.78	0.00	20.47
	4 - Adamstown Avenue	13.18	18.81	7.06	0.00

Demand (Veh/TS)

16:15 - 16:30

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0.00	24.80	100.07	5.89
	2 - Thomas Omer Way	56.13	0.00	97.85	39.10
	3 - R136 (S)	245.39	72.65	0.00	20.24
	4 - Adamstown Avenue	12.95	18.81	8.24	0.00

Demand (Veh/TS)

16:30 - 16:45

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0.00	34.22	114.20	5.89
	2 - Thomas Omer Way	60.48	0.00	89.11	53.01
	3 - R136 (S)	271.75	75.46	0.00	17.66
	4 - Adamstown Avenue	8.24	20.21	25.18	0.00

Demand (Veh/TS)

16:45 - 17:00

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0.00	36.35	127.65	4.71
	2 - Thomas Omer Way	64.02	0.00	83.72	38.75
	3 - R136 (S)	231.94	70.07	0.00	21.42
	4 - Adamstown Avenue	12.95	19.99	12.95	0.00

Demand (Veh/TS)

17:00 - 17:15

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0.00	27.90	123.85	3.53
	2 - Thomas Omer Way	64.98	0.00	98.45	79.18
	3 - R136 (S)	311.70	72.86	0.00	28.26
	4 - Adamstown Avenue	17.66	22.05	9.42	0.00

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

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0.00	36.14	137.25	10.60
	2 - Thomas Omer Way	74.40	0.00	121.33	41.50
	3 - R136 (S)	258.94	72.41	0.00	30.61
	4 - Adamstown Avenue	12.00	39.72	11.77	0.00

Demand (Veh/TS)

17:30 - 17:45

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0.00	24.36	139.16	9.42
	2 - Thomas Omer Way	83.82	0.00	105.79	49.97
	3 - R136 (S)	267.23	66.25	0.00	28.26
	4 - Adamstown Avenue	13.40	24.18	14.13	0.00

Demand (Veh/TS)

17:45 - 18:00

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0.00	41.07	108.32	17.66
	2 - Thomas Omer Way	64.03	0.00	109.10	72.57
	3 - R136 (S)	256.81	94.51	0.00	24.73
	4 - Adamstown Avenue	16.71	33.60	21.19	0.00

Demand (Veh/TS)

18:00 - 18:15

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0.00	29.59	111.84	18.84
	2 - Thomas Omer Way	51.46	0.00	86.35	51.28
	3 - R136 (S)	223.45	59.91	0.00	12.95
	4 - Adamstown Avenue	16.48	23.23	20.24	0.00

Demand (Veh/TS)

18:15 - 18:30

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0.00	39.01	160.87	9.42
	2 - Thomas Omer Way	77.59	0.00	70.01	31.27
	3 - R136 (S)	230.74	58.96	0.00	25.90
	4 - Adamstown Avenue	8.24	18.66	9.42	0.00

Demand (Veh/TS)

18:30 - 18:45

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0.00	37.83	157.57	9.42
	2 - Thomas Omer Way	45.57	0.00	71.19	63.06
	3 - R136 (S)	183.41	54.25	0.00	18.84
	4 - Adamstown Avenue	4.71	26.08	10.60	0.00

Demand (Veh/TS)

18:45 - 19:00

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0.00	30.77	96.34	15.31
	2 - Thomas Omer Way	34.97	0.00	56.84	12.43
	3 - R136 (S)	189.98	69.33	0.00	21.19
	4 - Adamstown Avenue	9.65	10.77	12.95	0.00

Vehicle Mix

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

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0	0	4	0
	2 - Thomas Omer Way	0	0	7	19
	3 - R136 (S)	6	17	0	0
	4 - Adamstown Avenue	0	47	0	0

Heavy Vehicle Percentages

07:15 - 07:30

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0	5	2	0
	2 - Thomas Omer Way	7	0	7	0
	3 - R136 (S)	11	18	0	17
	4 - Adamstown Avenue	23	0	6	0

Heavy Vehicle Percentages

07:30 - 07:45

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0	2	2	28
	2 - Thomas Omer Way	8	0	10	9
	3 - R136 (S)	11	13	0	37
	4 - Adamstown Avenue	0	5	0	0

Heavy Vehicle Percentages

07:45 - 08:00

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0	3	7	0
	2 - Thomas Omer Way	0	0	6	20
	3 - R136 (S)	15	11	0	13
	4 - Adamstown Avenue	0	2	0	0

Heavy Vehicle Percentages

08:00 - 08:15

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0	3	4	0
	2 - Thomas Omer Way	4	0	9	4
	3 - R136 (S)	10	9	0	26
	4 - Adamstown Avenue	7	6	8	0

Heavy Vehicle Percentages

08:15 - 08:30

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0	3	5	6
	2 - Thomas Omer Way	0	0	9	3
	3 - R136 (S)	7	5	0	0
	4 - Adamstown Avenue	0	0	4	0

Heavy Vehicle Percentages

08:30 - 08:45

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0	4	4	0
	2 - Thomas Omer Way	3	0	7	0
	3 - R136 (S)	7	17	0	0
	4 - Adamstown Avenue	2	0	9	0

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

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0	0	9	23
	2 - Thomas Omer Way	14	0	9	19
	3 - R136 (S)	7	4	0	21
	4 - Adamstown Avenue	0	10	10	0

Heavy Vehicle Percentages

09:00 - 09:15

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0	4	5	0
	2 - Thomas Omer Way	0	0	16	0
	3 - R136 (S)	19	6	0	54
	4 - Adamstown Avenue	12	14	18	0

Heavy Vehicle Percentages

09:15 - 09:30

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0	3	6	0
	2 - Thomas Omer Way	0	0	14	0
	3 - R136 (S)	7	18	0	0
	4 - Adamstown Avenue	0	8	13	0

Heavy Vehicle Percentages

09:30 - 09:45

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0	4	8	0
	2 - Thomas Omer Way	0	0	21	7
	3 - R136 (S)	13	6	0	28
	4 - Adamstown Avenue	0	5	10	0

Heavy Vehicle Percentages

09:45 - 10:00

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0	0	9	0
	2 - Thomas Omer Way	8	0	15	0
	3 - R136 (S)	7	21	0	0
	4 - Adamstown Avenue	17	4	17	0

Heavy Vehicle Percentages

10:00 - 10:15

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0	5	0	0
	2 - Thomas Omer Way	0	0	11	0
	3 - R136 (S)	15	14	0	23
	4 - Adamstown Avenue	0	0	37	0

Heavy Vehicle Percentages

10:15 - 10:30

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0	14	2	0
	2 - Thomas Omer Way	0	0	22	6
	3 - R136 (S)	14	20	0	26
	4 - Adamstown Avenue	0	0	0	0

10:30 - 10:45

Heavy Vehicle Percentages

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0	6	5	0
	2 - Thomas Omer Way	0	0	9	0
	3 - R136 (S)	9	9	0	0
	4 - Adamstown Avenue	0	4	18	0

Heavy Vehicle Percentages

10:45 - 11:00

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0	3	5	0
	2 - Thomas Omer Way	6	0	16	0
	3 - R136 (S)	4	14	0	23
	4 - Adamstown Avenue	0	0	26	0

Heavy Vehicle Percentages

11:00 - 11:15

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0	0	4	0
	2 - Thomas Omer Way	0	0	21	0
	3 - R136 (S)	9	6	0	28
	4 - Adamstown Avenue	0	0	0	0

Heavy Vehicle Percentages

11:15 - 11:30

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0	0	6	0
	2 - Thomas Omer Way	0	0	17	6
	3 - R136 (S)	2	11	0	0
	4 - Adamstown Avenue	0	0	17	0

Heavy Vehicle Percentages

11:30 - 11:45

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0	8	7	0
	2 - Thomas Omer Way	0	0	10	5
	3 - R136 (S)	7	12	0	15
	4 - Adamstown Avenue	17	12	15	0

Heavy Vehicle Percentages

11:45 - 12:00

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0	3	14	0
	2 - Thomas Omer Way	6	0	12	0
	3 - R136 (S)	13	9	0	0
	4 - Adamstown Avenue	0	0	23	0

Heavy Vehicle Percentages

12:00 - 12:15

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0	9	4	54
	2 - Thomas Omer Way	4	0	14	0
	3 - R136 (S)	5	10	0	47
	4 - Adamstown Avenue	0	0	0	0

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

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0	0	6	0
	2 - Thomas Omer Way	0	0	21	0
	3 - R136 (S)	1	10	0	0
	4 - Adamstown Avenue	19	0	11	0

Heavy Vehicle Percentages

12:30 - 12:45

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0	5	6	0
	2 - Thomas Omer Way	0	0	12	0
	3 - R136 (S)	5	16	0	15
	4 - Adamstown Avenue	0	8	23	0

Heavy Vehicle Percentages

12:45 - 13:00

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0	0	14	0
	2 - Thomas Omer Way	0	0	10	0
	3 - R136 (S)	3	3	0	19
	4 - Adamstown Avenue	0	15	28	0

Heavy Vehicle Percentages

13:00 - 13:15

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0	0	11	0
	2 - Thomas Omer Way	0	0	12	0
	3 - R136 (S)	1	17	0	19
	4 - Adamstown Avenue	10	0	19	0

Heavy Vehicle Percentages

13:15 - 13:30

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0	4	4	0
	2 - Thomas Omer Way	7	0	8	0
	3 - R136 (S)	1	10	0	13
	4 - Adamstown Avenue	0	8	17	0

Heavy Vehicle Percentages

13:30 - 13:45

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0	3	6	0
	2 - Thomas Omer Way	0	0	9	0
	3 - R136 (S)	13	13	0	0
	4 - Adamstown Avenue	0	9	0	0

Heavy Vehicle Percentages

13:45 - 14:00

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0	0	10	11
	2 - Thomas Omer Way	3	0	12	4
	3 - R136 (S)	8	15	0	23
	4 - Adamstown Avenue	0	6	17	0

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

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0	4	6	0
	2 - Thomas Omer Way	0	0	12	0
	3 - R136 (S)	8	13	0	0
	4 - Adamstown Avenue	0	0	0	0

Heavy Vehicle Percentages

14:15 - 14:30

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0	7	4	0
	2 - Thomas Omer Way	7	0	14	3
	3 - R136 (S)	11	11	0	0
	4 - Adamstown Avenue	0	13	0	0

Heavy Vehicle Percentages

14:30 - 14:45

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0	0	7	0
	2 - Thomas Omer Way	4	0	16	0
	3 - R136 (S)	10	20	0	15
	4 - Adamstown Avenue	2	18	0	0

Heavy Vehicle Percentages

14:45 - 15:00

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0	0	8	9
	2 - Thomas Omer Way	7	0	8	0
	3 - R136 (S)	10	14	0	10
	4 - Adamstown Avenue	9	5	13	0

Heavy Vehicle Percentages

15:00 - 15:15

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0	4	17	0
	2 - Thomas Omer Way	3	0	7	6
	3 - R136 (S)	9	15	0	21
	4 - Adamstown Avenue	15	0	13	0

Heavy Vehicle Percentages

15:15 - 15:30

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0	12	13	0
	2 - Thomas Omer Way	0	0	14	4
	3 - R136 (S)	7	12	0	19
	4 - Adamstown Avenue	23	0	11	0

Heavy Vehicle Percentages

15:30 - 15:45

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0	0	7	13
	2 - Thomas Omer Way	6	0	15	6
	3 - R136 (S)	4	15	0	17
	4 - Adamstown Avenue	0	8	0	0

15:45 - 16:00

Heavy Vehicle Percentages

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0	0	12	0
	2 - Thomas Omer Way	0	0	13	0
	3 - R136 (S)	6	7	0	34
	4 - Adamstown Avenue	8	7	12	0

Heavy Vehicle Percentages

16:00 - 16:15

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0	4	11	0
	2 - Thomas Omer Way	3	0	11	0
	3 - R136 (S)	4	5	0	14
	4 - Adamstown Avenue	11	0	0	0

Heavy Vehicle Percentages

16:15 - 16:30

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0	6	11	0
	2 - Thomas Omer Way	0	0	4	4
	3 - R136 (S)	2	6	0	7
	4 - Adamstown Avenue	0	0	0	0

Heavy Vehicle Percentages

16:30 - 16:45

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0	4	10	0
	2 - Thomas Omer Way	0	0	9	0
	3 - R136 (S)	3	9	0	0
	4 - Adamstown Avenue	0	7	11	0

Heavy Vehicle Percentages

16:45 - 17:00

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0	0	5	0
	2 - Thomas Omer Way	0	0	5	4
	3 - R136 (S)	4	4	0	7
	4 - Adamstown Avenue	0	0	0	0

Heavy Vehicle Percentages

17:00 - 17:15

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0	0	3	0
	2 - Thomas Omer Way	0	0	7	0
	3 - R136 (S)	2	6	0	0
	4 - Adamstown Avenue	0	6	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0	0	5	0
	2 - Thomas Omer Way	0	0	2	0
	3 - R136 (S)	3	2	0	0
	4 - Adamstown Avenue	12	4	0	0

17:30 - 17:45 **Heavy Vehicle Percentages**

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0	0	3	0
	2 - Thomas Omer Way	0	0	1	3
	3 - R136 (S)	1	11	0	0
	4 - Adamstown Avenue	21	0	0	0

Heavy Vehicle Percentages

17:45 - 18:00

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0	3	3	0
	2 - Thomas Omer Way	2	0	0	4
	3 - R136 (S)	4	7	0	0
	4 - Adamstown Avenue	8	0	0	0

Heavy Vehicle Percentages

18:00 - 18:15

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0	0	4	0
	2 - Thomas Omer Way	0	0	6	0
	3 - R136 (S)	1	5	0	0
	4 - Adamstown Avenue	0	18	7	0

Heavy Vehicle Percentages

18:15 - 18:30

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0	0	2	0
	2 - Thomas Omer Way	2	0	2	0
	3 - R136 (S)	1	7	0	0
	4 - Adamstown Avenue	0	0	0	0

Heavy Vehicle Percentages

18:30 - 18:45

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0	0	3	0
	2 - Thomas Omer Way	0	0	2	0
	3 - R136 (S)	1	8	0	0
	4 - Adamstown Avenue	0	0	0	0

Heavy Vehicle Percentages

18:45 - 19:00

		To			
		1 - R136 (N)	2 - Thomas Omer Way	3 - R136 (S)	4 - Adamstown Avenue
From	1 - R136 (N)	0	0	4	0
	2 - Thomas Omer Way	0	0	0	0
	3 - R136 (S)	3	4	0	0
	4 - Adamstown Avenue	15	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1 - R136 (N)	0.66	5.18	2.0	A	177.33	8511.99
2 - Thomas Omer Way	0.63	6.38	1.7	A	151.00	7276.84
3 - R136 (S)	0.75	6.31	2.8	A	213.54	10249.95
4 - Adamstown Avenue	0.50	4.66	1.0	A	55.50	2664.17

Main Results for each time segment

07:00 - 07:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - R136 (N)	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - Thomas Omer Way	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
3 - R136 (S)	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
4 - Adamstown Avenue	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

07:15 - 07:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - R136 (N)	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - Thomas Omer Way	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
3 - R136 (S)	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
4 - Adamstown Avenue	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

07:30 - 07:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - R136 (N)	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - Thomas Omer Way	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
3 - R136 (S)	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
4 - Adamstown Avenue	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

07:45 - 08:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - R136 (N)	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - Thomas Omer Way	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
3 - R136 (S)	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
4 - Adamstown Avenue	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

08:00 - 08:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - R136 (N)	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - Thomas Omer Way	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
3 - R136 (S)	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
4 - Adamstown Avenue	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

08:15 - 08:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - R136 (N)	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - Thomas Omer Way	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
3 - R136 (S)	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
4 - Adamstown Avenue	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

08:30 - 08:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - R136 (N)	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - Thomas Omer Way	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
3 - R136 (S)	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
4 - Adamstown Avenue	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

08:45 - 09:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - R136 (N)	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - Thomas Omer Way	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
3 - R136 (S)	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
4 - Adamstown Avenue	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

09:00 - 09:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - R136 (N)	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - Thomas Omer Way	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
3 - R136 (S)	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
4 - Adamstown Avenue	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

09:15 - 09:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - R136 (N)	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - Thomas Omer Way	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
3 - R136 (S)	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
4 - Adamstown Avenue	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

09:30 - 09:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - R136 (N)	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - Thomas Omer Way	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
3 - R136 (S)	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
4 - Adamstown Avenue	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

09:45 - 10:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - R136 (N)	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - Thomas Omer Way	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
3 - R136 (S)	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
4 - Adamstown Avenue	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

10:00 - 10:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - R136 (N)	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - Thomas Omer Way	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
3 - R136 (S)	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
4 - Adamstown Avenue	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

10:15 - 10:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - R136 (N)	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - Thomas Omer Way	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
3 - R136 (S)	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
4 - Adamstown Avenue	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

10:30 - 10:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - R136 (N)	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - Thomas Omer Way	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
3 - R136 (S)	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
4 - Adamstown Avenue	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

10:45 - 11:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - R136 (N)	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - Thomas Omer Way	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
3 - R136 (S)	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
4 - Adamstown Avenue	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

11:00 - 11:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - R136 (N)	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - Thomas Omer Way	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
3 - R136 (S)	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
4 - Adamstown Avenue	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

11:15 - 11:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - R136 (N)	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - Thomas Omer Way	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
3 - R136 (S)	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
4 - Adamstown Avenue	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

11:30 - 11:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - R136 (N)	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - Thomas Omer Way	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
3 - R136 (S)	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
4 - Adamstown Avenue	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

11:45 - 12:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - R136 (N)	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - Thomas Omer Way	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
3 - R136 (S)	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
4 - Adamstown Avenue	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

12:00 - 12:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - R136 (N)	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - Thomas Omer Way	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
3 - R136 (S)	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
4 - Adamstown Avenue	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

12:15 - 12:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - R136 (N)	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - Thomas Omer Way	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
3 - R136 (S)	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
4 - Adamstown Avenue	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

12:30 - 12:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - R136 (N)	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - Thomas Omer Way	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
3 - R136 (S)	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
4 - Adamstown Avenue	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

12:45 - 13:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - R136 (N)	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - Thomas Omer Way	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
3 - R136 (S)	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
4 - Adamstown Avenue	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

13:00 - 13:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - R136 (N)	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - Thomas Omer Way	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
3 - R136 (S)	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
4 - Adamstown Avenue	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

13:15 - 13:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - R136 (N)	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - Thomas Omer Way	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
3 - R136 (S)	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
4 - Adamstown Avenue	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

13:30 - 13:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - R136 (N)	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - Thomas Omer Way	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
3 - R136 (S)	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
4 - Adamstown Avenue	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

13:45 - 14:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - R136 (N)	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - Thomas Omer Way	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
3 - R136 (S)	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
4 - Adamstown Avenue	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

14:00 - 14:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - R136 (N)	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - Thomas Omer Way	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
3 - R136 (S)	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
4 - Adamstown Avenue	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

14:15 - 14:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - R136 (N)	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - Thomas Omer Way	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
3 - R136 (S)	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
4 - Adamstown Avenue	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

14:30 - 14:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - R136 (N)	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - Thomas Omer Way	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
3 - R136 (S)	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
4 - Adamstown Avenue	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

14:45 - 15:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - R136 (N)	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - Thomas Omer Way	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
3 - R136 (S)	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
4 - Adamstown Avenue	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

15:00 - 15:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - R136 (N)	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - Thomas Omer Way	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
3 - R136 (S)	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
4 - Adamstown Avenue	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

15:15 - 15:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - R136 (N)	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - Thomas Omer Way	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
3 - R136 (S)	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
4 - Adamstown Avenue	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

15:30 - 15:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - R136 (N)	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - Thomas Omer Way	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
3 - R136 (S)	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
4 - Adamstown Avenue	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

15:45 - 16:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - R136 (N)	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - Thomas Omer Way	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
3 - R136 (S)	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
4 - Adamstown Avenue	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

16:00 - 16:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - R136 (N)	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - Thomas Omer Way	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
3 - R136 (S)	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
4 - Adamstown Avenue	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

16:15 - 16:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - R136 (N)	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - Thomas Omer Way	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
3 - R136 (S)	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
4 - Adamstown Avenue	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

16:30 - 16:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - R136 (N)	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - Thomas Omer Way	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
3 - R136 (S)	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
4 - Adamstown Avenue	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

16:45 - 17:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - R136 (N)	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - Thomas Omer Way	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
3 - R136 (S)	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
4 - Adamstown Avenue	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

17:00 - 17:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - R136 (N)	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - Thomas Omer Way	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
3 - R136 (S)	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
4 - Adamstown Avenue	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

17:15 - 17:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - R136 (N)	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - Thomas Omer Way	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
3 - R136 (S)	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
4 - Adamstown Avenue	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

17:30 - 17:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - R136 (N)	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - Thomas Omer Way	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
3 - R136 (S)	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
4 - Adamstown Avenue	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

17:45 - 18:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - R136 (N)	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - Thomas Omer Way	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
3 - R136 (S)	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
4 - Adamstown Avenue	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

18:00 - 18:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - R136 (N)	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - Thomas Omer Way	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
3 - R136 (S)	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
4 - Adamstown Avenue	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

18:15 - 18:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - R136 (N)	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - Thomas Omer Way	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
3 - R136 (S)	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
4 - Adamstown Avenue	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

18:30 - 18:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - R136 (N)	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - Thomas Omer Way	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
3 - R136 (S)	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
4 - Adamstown Avenue	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

18:45 - 19:00

Arm	Total Demand (Veh/Tti)	Junction Arrivals (Veh)	Circulating flow (Veh/Tti)	Capacity (Veh/Tti)	RFC	Throughput (Veh/Tti)	Throughput (exit side) (Veh/Tti)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - R136 (N)	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - Thomas Omer Way	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
3 - R136 (S)	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
4 - Adamstown Avenue	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

Junctions 9

PICADY 9 - Priority Intersection Module

Filename: J2 Staggered junction.j9
Path: W:\UDC-Traffic Files\P22-066\Modelling\Decant Year\Without Decant
Report generation date: 23/06/2022 10:43:13

Summary of junction performance

	12hrs			
	Queue (Veh)	Delay (s)	RFC	LOS
	Decant Year+Adj			
Stream B-ACD	0.3	9.49	0.25	A
Stream AB-D	0.0	7.53	0.01	A
Stream D-AB	0.0	7.00	0.03	A
Stream D-C	0.0	9.63	0.02	A
Stream CD-AB	0.4	9.10	0.31	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	20/05/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	PMCE\tomerr
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

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.0.6898
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+44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk

Filename: J2 Staggered junction (Opening Year).j9
Path: W:\UDC-Traffic Files\P22-066\Modelling\Operation Years\Without the development
Report generation date: 23/06/2022 10:46:08

Summary of junction performance

	12hrs			
	Queue (Veh)	Delay (s)	RFC	LOS
	Opening Year+Adj			
Stream B-ACD	0.3	9.51	0.25	A
Stream AB-D	0.0	7.56	0.01	A
Stream D-AB	0.0	7.05	0.03	A
Stream D-C	0.0	9.89	0.02	A
Stream CD-AB	0.5	9.21	0.32	A

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

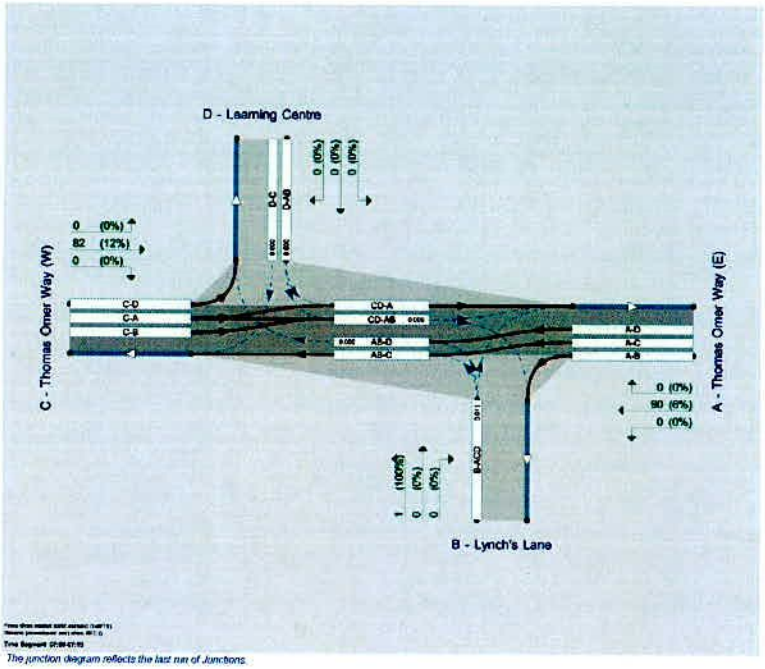
File summary

File Description

Title	
Location	
Site number	
Date	20/06/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	PMCE\tamenr
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Analysis Set Details

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

Demand Set Details

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

Junctions 9

PICADY 9 - Priority Intersection Module

Filename: J2 Staggered junction (Opening Year).j9
Path: W:\UDC-Traffic Files\P22-066\Modelling\Operation Years
Report generation date: 21/06/2022 11:59:11

Summary of junction performance

	12hrs			
	Queue (Veh)	Delay (s)	RFC	LOS
	Opening Year+Dev+Adj			
Stream B-ACD	0.3	9.61	0.26	A
Stream AB-D	0.0	7.56	0.01	A
Stream D-AB	0.0	7.05	0.03	A
Stream D-C	0.0	9.77	0.02	A
Stream CD-AB	0.5	9.81	0.33	A

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

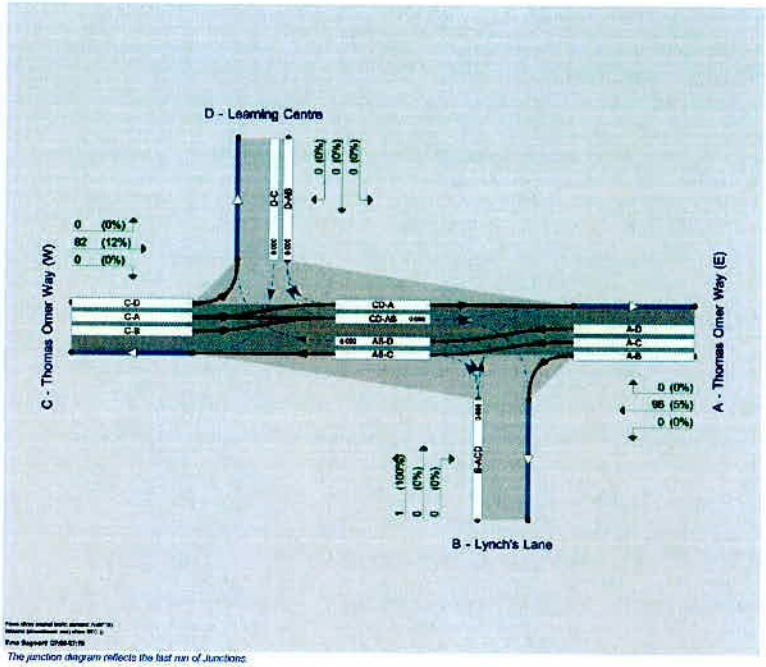
File summary

File Description

Title	
Location	
Site number	
Date	20/06/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	PMCEWarnerr
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Analysis Set Details

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

Junctions 9

PICADY 9 - Priority Intersection Module

Filename: J2 Staggered junction (+5).j9
Path: W:\UDC-Traffic Files\P22-066\Modelling\Operation Years\Without the development
Report generation date: 23/06/2022 10:51:18

Summary of junction performance

	12hrs			
	Queue (Veh)	Delay (s)	RFC	LOS
	+5+Adj			
Stream B-ACD	0.4	9.63	0.28	A
Stream AB-D	0.0	7.69	0.01	A
Stream D-AB	0.0	7.29	0.03	A
Stream D-C	0.0	10.03	0.02	B
Stream CD-AB	0.5	9.89	0.35	A

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

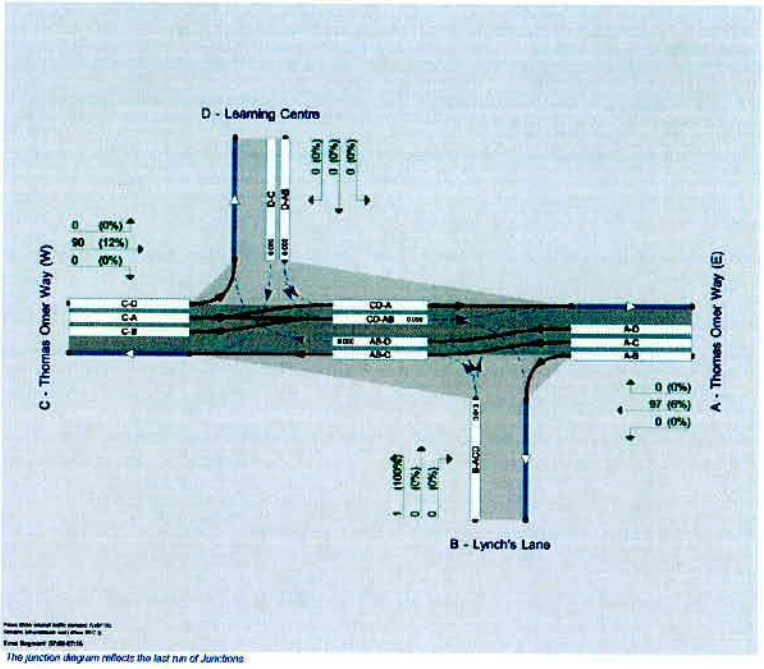
File summary

File Description

Title	
Location	
Site number	
Date	20/05/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	PMCE\tlemerv
Description	

Units

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



The junction diagram reflects the last run of Junctions

Analysis Options

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

Analysis Set Details

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

Junctions 9

PICADY 9 - Priority Intersection Module

Filename: J2 Staggered junction (+5).j9
Path: W:\UDC-Traffic Files\P22-066\Modelling\Operation Years
Report generation date: 21/06/2022 12:02:04

«+5+Dev+Adj, 12hrs
- »Junction Network
- »Arms
- »Traffic Demand
- »Origin-Destination Data
- »Vehicle Mix
- »Results

Summary of junction performance

	12hrs			
	Queue (Veh)	Delay (s)	RFC	LOS
	+5+Dev+Adj			
Stream B-ACD	0.4	9.73	0.29	A
Stream AB-D	0.0	7.69	0.01	A
Stream D-AB	0.0	7.29	0.03	A
Stream D-C	0.0	10.11	0.02	B
Stream CD-AB	0.6	10.57	0.37	B

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

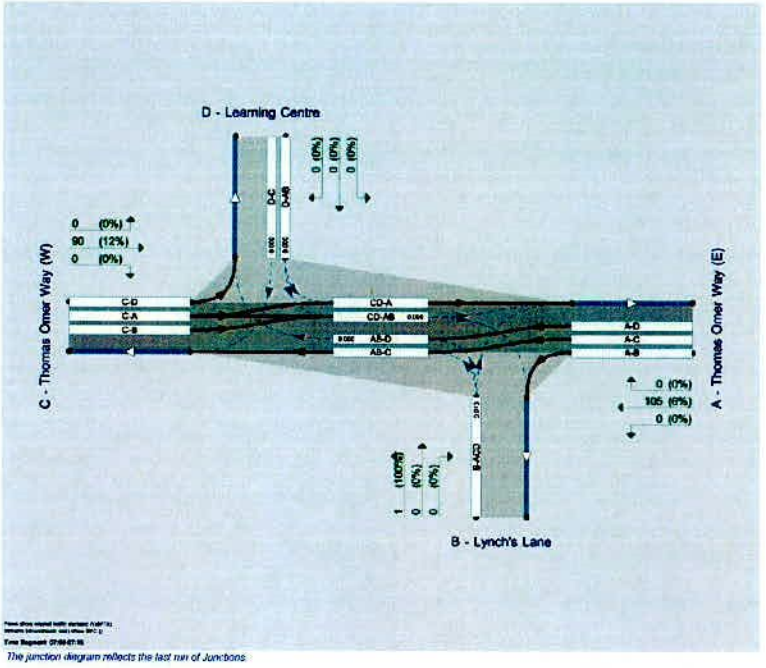
File summary

File Description

Title	
Location	
Site number	
Date	20/06/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	PMCE\lamanr
Description	

Units

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



The junction diagram reflects the last run of Junctions

Analysis Options

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

Analysis Set Details

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

Junctions 9

PICADY 9 - Priority Intersection Module

Filename: J2 Staggered junction (+15).j9
Path: W:\UDC-Traffic Files\P22-066\Modelling\Operation Years\Without the development
Report generation date: 23/06/2022 10:58:26

Summary of junction performance

	12hrs			
	Queue (Veh)	Delay (s)	RFC	LOS
	+15+Adj			
Stream B-ACD	0.4	9.73	0.30	A
Stream AB-D	0.0	7.79	0.01	A
Stream D-AB	0.0	7.49	0.03	A
Stream D-C	0.0	10.32	0.02	B
Stream CD-AB	0.0	10.44	0.38	B

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

File summary

File Description

Title	
Location	
Site number	
Date	20/05/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	PMCE\lamarr
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 queuing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Analysis Set Details

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

Demand Set Details

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

+15+Adj, 12hrs

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	J2 Staggered Junction	Left-Right Stagger	Two-way		0.24	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Thomas Omer Way (E)		Major
B	Lynch's Lane		Minor
C	Thomas Omer Way (W)		Major
D	Learning Centre		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - Thomas Omer Way (E)	10.50	✓	0.50			0.0		-
C - Thomas Omer Way (W)	11.50	✓	0.50	✓	2.80	150.0	✓	12.80

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	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 - Lynch's Lane	One lane	5.00								150	150
D - Learning Centre	One lane plus flare		6.00	3.50	2.30	2.20	2.20		1.00	80	130

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (veh/TS)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B
1	AB-D	143.491	-	-	-	-	-	0.179	0.179	0.179	-	-
1	B-A	183.436	0.101	0.254	0.254	-	-	0.160	0.363	-	0.160	0.363
1	B-CD	215.552	0.101	0.254	0.254	-	-	-	-	-	-	-
1	CD-B	175.996	0.207	0.207	0.207	-	-	-	-	-	-	-
1	D-AB	176.444	-	-	-	-	-	0.220	0.220	0.087	-	-
1	D-C	143.848	-	0.133	0.301	0.133	0.301	0.211	0.211	0.083	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only, they may differ for subsequent time segments.

Traffic Demand

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Thomas Omer Way (E)		DIRECT	✓	100.000
B - Lynch's Lane		DIRECT	✓	100.000
C - Thomas Omer Way (W)		DIRECT	✓	100.000
D - Learning Centre		DIRECT	✓	100.000

Origin-Destination Data

07:00 - 07:15

Demand (Veh/TS)

		To			
		A - Thomas Omer Way (E)	B - Lynch's Lane	C - Thomas Omer Way (W)	D - Learning Centre
From	A - Thomas Omer Way (E)	0.00	0.00	102.06	0.00
	B - Lynch's Lane	0.00	0.00	1.40	0.00
	C - Thomas Omer Way (W)	94.89	0.00	0.00	0.00
	D - Learning Centre	0.00	0.00	0.00	0.00

07:15 - 07:30

Demand (Veh/TS)

		To			
		A - Thomas Omer Way (E)	B - Lynch's Lane	C - Thomas Omer Way (W)	D - Learning Centre
From	A - Thomas Omer Way (E)	0.00	1.18	115.24	0.00
	B - Lynch's Lane	0.00	0.00	1.18	0.00
	C - Thomas Omer Way (W)	115.86	3.53	0.00	0.00
	D - Learning Centre	0.00	0.00	0.00	0.00

07:30 - 07:45

Demand (Veh/TS)

		To			
		A - Thomas Omer Way (E)	B - Lynch's Lane	C - Thomas Omer Way (W)	D - Learning Centre
From	A - Thomas Omer Way (E)	0.00	1.18	138.51	0.00
	B - Lynch's Lane	0.00	0.00	3.53	0.00
	C - Thomas Omer Way (W)	156.84	7.06	0.00	0.00
	D - Learning Centre	0.00	0.00	0.00	0.00

07:45 - 08:00

Demand (Veh/TS)

		To			
		A - Thomas Omer Way (E)	B - Lynch's Lane	C - Thomas Omer Way (W)	D - Learning Centre
From	A - Thomas Omer Way (E)	0.00	10.60	172.43	0.00
	B - Lynch's Lane	0.00	0.00	20.02	0.00
	C - Thomas Omer Way (W)	199.68	32.97	0.00	1.18
	D - Learning Centre	0.00	0.00	0.00	0.00

08:00 - 08:15

Demand (Veh/TS)

		To			
		A - Thomas Omer Way (E)	B - Lynch's Lane	C - Thomas Omer Way (W)	D - Learning Centre
From	A - Thomas Omer Way (E)	0.00	4.71	164.04	0.00
	B - Lynch's Lane	1.18	0.00	48.28	0.00
	C - Thomas Omer Way (W)	202.87	51.81	0.00	0.00
	D - Learning Centre	0.00	0.00	0.00	0.00

08:15 - 08:30

Demand (Veh/TS)

		To			
		A - Thomas Omer Way (E)	B - Lynch's Lane	C - Thomas Omer Way (W)	D - Learning Centre
From	A - Thomas Omer Way (E)	0.00	2.35	150.60	0.00
	B - Lynch's Lane	1.18	0.00	5.89	0.00
	C - Thomas Omer Way (W)	208.58	10.60	0.00	0.00
	D - Learning Centre	0.00	0.00	0.00	0.00

Demand (Veh/TS)

08:30 - 08:45

		To			
		A - Thomas Omer Way (E)	B - Lynch's Lane	C - Thomas Omer Way (W)	D - Learning Centre
From	A - Thomas Omer Way (E)	0.00	2.35	149.73	0.00
	B - Lynch's Lane	0.00	0.00	10.60	0.00
	C - Thomas Omer Way (W)	222.66	12.23	0.00	3.53
	D - Learning Centre	1.18	0.00	0.00	0.00

Demand (Veh/TS)

08:45 - 09:00

		To			
		A - Thomas Omer Way (E)	B - Lynch's Lane	C - Thomas Omer Way (W)	D - Learning Centre
From	A - Thomas Omer Way (E)	0.00	5.89	133.65	0.00
	B - Lynch's Lane	0.00	0.00	9.87	0.00
	C - Thomas Omer Way (W)	187.84	7.06	0.00	1.18
	D - Learning Centre	0.00	0.00	0.00	0.00

Demand (Veh/TS)

09:00 - 09:15

		To			
		A - Thomas Omer Way (E)	B - Lynch's Lane	C - Thomas Omer Way (W)	D - Learning Centre
From	A - Thomas Omer Way (E)	0.00	1.18	116.71	0.00
	B - Lynch's Lane	1.18	0.00	5.89	0.00
	C - Thomas Omer Way (W)	141.84	9.42	0.00	1.18
	D - Learning Centre	0.00	0.00	1.18	0.00

Demand (Veh/TS)

09:15 - 09:30

		To			
		A - Thomas Omer Way (E)	B - Lynch's Lane	C - Thomas Omer Way (W)	D - Learning Centre
From	A - Thomas Omer Way (E)	0.00	1.18	97.19	0.00
	B - Lynch's Lane	0.00	0.00	3.53	0.00
	C - Thomas Omer Way (W)	145.10	2.35	0.00	3.53
	D - Learning Centre	0.00	0.00	0.00	0.00

Demand (Veh/TS)

09:30 - 09:45

		To			
		A - Thomas Omer Way (E)	B - Lynch's Lane	C - Thomas Omer Way (W)	D - Learning Centre
From	A - Thomas Omer Way (E)	0.00	3.53	86.32	1.18
	B - Lynch's Lane	1.18	0.00	5.89	0.00
	C - Thomas Omer Way (W)	136.68	2.35	0.00	3.53
	D - Learning Centre	1.18	1.18	1.18	0.00

Demand (Veh/TS)

09:45 - 10:00

		To			
		A - Thomas Omer Way (E)	B - Lynch's Lane	C - Thomas Omer Way (W)	D - Learning Centre
From	A - Thomas Omer Way (E)	0.00	0.00	67.76	0.00
	B - Lynch's Lane	1.18	0.00	3.53	0.00
	C - Thomas Omer Way (W)	118.52	3.53	0.00	0.00
	D - Learning Centre	0.00	0.00	0.00	0.00

10:00 - 10:15 Demand (Veh/TS)

		To			
		A - Thomas Omer Way (E)	B - Lynch's Lane	C - Thomas Omer Way (W)	D - Learning Centre
From	A - Thomas Omer Way (E)	0.00	2.35	66.02	0.00
	B - Lynch's Lane	3.53	0.00	1.18	0.00
	C - Thomas Omer Way (W)	82.84	2.35	0.00	1.18
	D - Learning Centre	0.00	0.00	0.00	0.00

Demand (Veh/TS)

10:15 - 10:30

		To			
		A - Thomas Omer Way (E)	B - Lynch's Lane	C - Thomas Omer Way (W)	D - Learning Centre
From	A - Thomas Omer Way (E)	0.00	1.18	79.74	0.00
	B - Lynch's Lane	3.53	0.00	4.71	0.00
	C - Thomas Omer Way (W)	95.74	2.35	0.00	2.35
	D - Learning Centre	0.00	0.00	0.00	0.00

Demand (Veh/TS)

10:30 - 10:45

		To			
		A - Thomas Omer Way (E)	B - Lynch's Lane	C - Thomas Omer Way (W)	D - Learning Centre
From	A - Thomas Omer Way (E)	0.00	3.53	77.44	0.00
	B - Lynch's Lane	0.00	0.00	4.71	0.00
	C - Thomas Omer Way (W)	87.32	0.00	0.00	0.00
	D - Learning Centre	0.00	0.00	0.00	0.00

Demand (Veh/TS)

10:45 - 11:00

		To			
		A - Thomas Omer Way (E)	B - Lynch's Lane	C - Thomas Omer Way (W)	D - Learning Centre
From	A - Thomas Omer Way (E)	0.00	0.00	86.11	0.00
	B - Lynch's Lane	0.00	0.00	1.18	0.00
	C - Thomas Omer Way (W)	94.61	4.71	0.00	3.53
	D - Learning Centre	4.71	0.00	1.18	0.00

Demand (Veh/TS)

11:00 - 11:15

		To			
		A - Thomas Omer Way (E)	B - Lynch's Lane	C - Thomas Omer Way (W)	D - Learning Centre
From	A - Thomas Omer Way (E)	0.00	0.00	89.90	0.00
	B - Lynch's Lane	3.53	0.00	0.00	0.00
	C - Thomas Omer Way (W)	82.54	9.42	0.00	3.53
	D - Learning Centre	2.35	0.00	0.00	0.00

Demand (Veh/TS)

11:15 - 11:30

		To			
		A - Thomas Omer Way (E)	B - Lynch's Lane	C - Thomas Omer Way (W)	D - Learning Centre
From	A - Thomas Omer Way (E)	0.00	3.53	97.44	0.00
	B - Lynch's Lane	1.18	0.00	8.24	0.00
	C - Thomas Omer Way (W)	88.63	0.00	0.00	0.00
	D - Learning Centre	0.00	1.18	0.00	0.00

Demand (Veh/TS)

11:30 - 11:45

		To			
		A - Thomas Omer Way (E)	B - Lynch's Lane	C - Thomas Omer Way (W)	D - Learning Centre
From	A - Thomas Omer Way (E)	0.00	1.18	83.81	0.00
	B - Lynch's Lane	0.00	0.00	3.53	0.00
	C - Thomas Omer Way (W)	75.20	4.71	0.00	1.18
	D - Learning Centre	0.00	0.00	0.00	0.00

11:45 - 12:00 **Demand (Veh/TS)**

		To			
		A - Thomas Omer Way (E)	B - Lynch's Lane	C - Thomas Omer Way (W)	D - Learning Centre
From	A - Thomas Omer Way (E)	0.00	2.35	73.44	0.00
	B - Lynch's Lane	0.00	0.00	7.06	0.00
	C - Thomas Omer Way (W)	94.76	7.06	0.00	0.00
	D - Learning Centre	0.00	0.00	0.00	0.00

Demand (Veh/TS)

12:00 - 12:15

		To			
		A - Thomas Omer Way (E)	B - Lynch's Lane	C - Thomas Omer Way (W)	D - Learning Centre
From	A - Thomas Omer Way (E)	0.00	4.71	106.51	0.00
	B - Lynch's Lane	0.00	0.00	3.53	0.00
	C - Thomas Omer Way (W)	91.04	8.24	0.00	0.00
	D - Learning Centre	0.00	0.00	0.00	0.00

Demand (Veh/TS)

12:15 - 12:30

		To			
		A - Thomas Omer Way (E)	B - Lynch's Lane	C - Thomas Omer Way (W)	D - Learning Centre
From	A - Thomas Omer Way (E)	0.00	1.40	100.12	0.00
	B - Lynch's Lane	0.00	0.00	8.24	0.00
	C - Thomas Omer Way (W)	101.18	3.53	0.00	0.00
	D - Learning Centre	0.00	0.00	0.00	0.00

Demand (Veh/TS)

12:30 - 12:45

		To			
		A - Thomas Omer Way (E)	B - Lynch's Lane	C - Thomas Omer Way (W)	D - Learning Centre
From	A - Thomas Omer Way (E)	0.00	1.18	134.77	0.00
	B - Lynch's Lane	2.35	0.00	4.71	0.00
	C - Thomas Omer Way (W)	94.07	3.53	0.00	0.00
	D - Learning Centre	1.18	0.00	0.00	0.00

Demand (Veh/TS)

12:45 - 13:00

		To			
		A - Thomas Omer Way (E)	B - Lynch's Lane	C - Thomas Omer Way (W)	D - Learning Centre
From	A - Thomas Omer Way (E)	0.00	1.18	107.24	0.00
	B - Lynch's Lane	1.18	0.00	7.06	0.00
	C - Thomas Omer Way (W)	84.70	3.53	0.00	0.00
	D - Learning Centre	1.18	0.00	0.00	0.00

Demand (Veh/TS)

13:00 - 13:15

		To			
		A - Thomas Omer Way (E)	B - Lynch's Lane	C - Thomas Omer Way (W)	D - Learning Centre
From	A - Thomas Omer Way (E)	0.00	2.35	115.29	0.00
	B - Lynch's Lane	1.18	0.00	7.06	0.00
	C - Thomas Omer Way (W)	85.34	3.53	0.00	2.35
	D - Learning Centre	1.18	1.18	2.35	0.00

Demand (Veh/TS)

13:15 - 13:30

		To			
		A - Thomas Omer Way (E)	B - Lynch's Lane	C - Thomas Omer Way (W)	D - Learning Centre
From	A - Thomas Omer Way (E)	0.00	5.89	130.82	0.00
	B - Lynch's Lane	0.00	0.00	15.31	0.00
	C - Thomas Omer Way (W)	93.36	1.18	0.00	1.18
	D - Learning Centre	1.18	0.00	1.18	0.00

13:30 - 13:45 **Demand (Veh/TS)**

		To			
		A - Thomas Omer Way (E)	B - Lynch's Lane	C - Thomas Omer Way (W)	D - Learning Centre
From	A - Thomas Omer Way (E)	0.00	1.18	108.00	0.00
	B - Lynch's Lane	0.00	0.00	9.42	0.00
	C - Thomas Omer Way (W)	90.05	5.89	0.00	2.35
	D - Learning Centre	1.18	0.00	0.00	0.00

Demand (Veh/TS)

13:45 - 14:00

		To			
		A - Thomas Omer Way (E)	B - Lynch's Lane	C - Thomas Omer Way (W)	D - Learning Centre
From	A - Thomas Omer Way (E)	0.00	2.35	141.87	0.00
	B - Lynch's Lane	2.35	0.00	3.53	0.00
	C - Thomas Omer Way (W)	109.11	3.53	0.00	2.35
	D - Learning Centre	0.00	1.18	2.35	0.00

Demand (Veh/TS)

14:00 - 14:15

		To			
		A - Thomas Omer Way (E)	B - Lynch's Lane	C - Thomas Omer Way (W)	D - Learning Centre
From	A - Thomas Omer Way (E)	0.00	2.35	159.51	0.00
	B - Lynch's Lane	1.18	0.00	4.71	0.00
	C - Thomas Omer Way (W)	105.19	1.18	0.00	0.00
	D - Learning Centre	0.00	0.00	0.00	0.00

Demand (Veh/TS)

14:15 - 14:30

		To			
		A - Thomas Omer Way (E)	B - Lynch's Lane	C - Thomas Omer Way (W)	D - Learning Centre
From	A - Thomas Omer Way (E)	0.00	1.18	165.57	0.00
	B - Lynch's Lane	0.00	0.00	3.53	0.00
	C - Thomas Omer Way (W)	103.11	3.53	0.00	2.35
	D - Learning Centre	2.35	0.00	0.00	0.00

Demand (Veh/TS)

14:30 - 14:45

		To			
		A - Thomas Omer Way (E)	B - Lynch's Lane	C - Thomas Omer Way (W)	D - Learning Centre
From	A - Thomas Omer Way (E)	0.00	3.53	133.33	0.00
	B - Lynch's Lane	1.18	0.00	4.71	0.00
	C - Thomas Omer Way (W)	115.33	5.89	0.00	2.35
	D - Learning Centre	1.18	1.18	0.00	0.00

Demand (Veh/TS)

14:45 - 15:00

		To			
		A - Thomas Omer Way (E)	B - Lynch's Lane	C - Thomas Omer Way (W)	D - Learning Centre
From	A - Thomas Omer Way (E)	0.00	0.00	145.83	0.00
	B - Lynch's Lane	1.18	0.00	30.61	0.00
	C - Thomas Omer Way (W)	120.54	12.95	0.00	2.35
	D - Learning Centre	0.00	1.18	1.18	0.00

Demand (Veh/TS)

15:00 - 15:15

		To			
		A - Thomas Omer Way (E)	B - Lynch's Lane	C - Thomas Omer Way (W)	D - Learning Centre
From	A - Thomas Omer Way (E)	0.00	1.18	130.98	0.00
	B - Lynch's Lane	1.18	0.00	9.42	0.00
	C - Thomas Omer Way (W)	107.77	3.53	0.00	1.18
	D - Learning Centre	1.18	0.00	1.18	0.00

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

		To			
		A - Thomas Omer Way (E)	B - Lynch's Lane	C - Thomas Omer Way (W)	D - Learning Centre
From	A - Thomas Omer Way (E)	0.00	1.18	136.36	0.00
	B - Lynch's Lane	1.18	0.00	7.06	0.00
	C - Thomas Omer Way (W)	103.06	5.89	0.00	0.00
	D - Learning Centre	0.00	0.00	0.00	0.00

Demand (Veh/TS)

15:30 - 15:45

		To			
		A - Thomas Omer Way (E)	B - Lynch's Lane	C - Thomas Omer Way (W)	D - Learning Centre
From	A - Thomas Omer Way (E)	0.00	0.00	138.44	0.00
	B - Lynch's Lane	0.00	0.00	2.35	0.00
	C - Thomas Omer Way (W)	106.59	3.53	0.00	0.00
	D - Learning Centre	0.00	0.00	1.18	0.00

Demand (Veh/TS)

15:45 - 16:00

		To			
		A - Thomas Omer Way (E)	B - Lynch's Lane	C - Thomas Omer Way (W)	D - Learning Centre
From	A - Thomas Omer Way (E)	0.00	0.00	128.85	0.00
	B - Lynch's Lane	1.18	0.00	11.77	0.00
	C - Thomas Omer Way (W)	117.69	3.53	0.00	0.00
	D - Learning Centre	0.00	0.00	0.00	0.00

Demand (Veh/TS)

16:00 - 16:15

		To			
		A - Thomas Omer Way (E)	B - Lynch's Lane	C - Thomas Omer Way (W)	D - Learning Centre
From	A - Thomas Omer Way (E)	0.00	3.53	173.53	0.00
	B - Lynch's Lane	2.35	0.00	3.53	0.00
	C - Thomas Omer Way (W)	135.11	2.35	0.00	0.00
	D - Learning Centre	0.00	0.00	0.00	0.00

Demand (Veh/TS)

16:15 - 16:30

		To			
		A - Thomas Omer Way (E)	B - Lynch's Lane	C - Thomas Omer Way (W)	D - Learning Centre
From	A - Thomas Omer Way (E)	0.00	0.00	173.81	0.00
	B - Lynch's Lane	1.18	0.00	2.35	0.00
	C - Thomas Omer Way (W)	115.09	1.18	0.00	0.00
	D - Learning Centre	0.00	0.00	0.00	0.00

Demand (Veh/TS)

16:30 - 16:45

		To			
		A - Thomas Omer Way (E)	B - Lynch's Lane	C - Thomas Omer Way (W)	D - Learning Centre
From	A - Thomas Omer Way (E)	0.00	2.35	180.15	0.00
	B - Lynch's Lane	1.18	0.00	3.53	0.00
	C - Thomas Omer Way (W)	128.72	1.18	0.00	0.00
	D - Learning Centre	1.18	2.35	0.00	0.00

Demand (Veh/TS)

16:45 - 17:00

		To			
		A - Thomas Omer Way (E)	B - Lynch's Lane	C - Thomas Omer Way (W)	D - Learning Centre
From	A - Thomas Omer Way (E)	0.00	2.35	165.57	0.00
	B - Lynch's Lane	1.18	0.00	0.00	0.00
	C - Thomas Omer Way (W)	126.41	0.00	0.00	0.00
	D - Learning Centre	0.00	0.00	0.00	0.00

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

		To			
		A - Thomas Omer Way (E)	B - Lynch's Lane	C - Thomas Omer Way (W)	D - Learning Centre
From	A - Thomas Omer Way (E)	0.00	0.00	211.84	0.00
	B - Lynch's Lane	1.18	0.00	1.18	0.00
	C - Thomas Omer Way (W)	122.81	0.00	0.00	0.00
	D - Learning Centre	0.00	0.00	0.00	0.00

Demand (Veh/TS)

17:15 - 17:30

		To			
		A - Thomas Omer Way (E)	B - Lynch's Lane	C - Thomas Omer Way (W)	D - Learning Centre
From	A - Thomas Omer Way (E)	0.00	2.35	203.90	0.00
	B - Lynch's Lane	0.00	0.00	3.53	0.00
	C - Thomas Omer Way (W)	147.09	1.18	0.00	0.00
	D - Learning Centre	0.00	0.00	0.00	0.00

Demand (Veh/TS)

17:30 - 17:45

		To			
		A - Thomas Omer Way (E)	B - Lynch's Lane	C - Thomas Omer Way (W)	D - Learning Centre
From	A - Thomas Omer Way (E)	0.00	1.18	208.61	0.00
	B - Lynch's Lane	0.00	0.00	1.18	0.00
	C - Thomas Omer Way (W)	114.79	0.00	0.00	0.00
	D - Learning Centre	0.00	0.00	0.00	0.00

Demand (Veh/TS)

17:45 - 18:00

		To			
		A - Thomas Omer Way (E)	B - Lynch's Lane	C - Thomas Omer Way (W)	D - Learning Centre
From	A - Thomas Omer Way (E)	0.00	1.18	214.73	0.00
	B - Lynch's Lane	0.00	0.00	1.18	0.00
	C - Thomas Omer Way (W)	169.18	0.00	0.00	0.00
	D - Learning Centre	0.00	0.00	0.00	0.00

Demand (Veh/TS)

18:00 - 18:15

		To			
		A - Thomas Omer Way (E)	B - Lynch's Lane	C - Thomas Omer Way (W)	D - Learning Centre
From	A - Thomas Omer Way (E)	0.00	2.35	184.28	0.00
	B - Lynch's Lane	0.00	0.00	4.71	0.00
	C - Thomas Omer Way (W)	112.72	0.00	0.00	0.00
	D - Learning Centre	1.18	0.00	0.00	0.00

Demand (Veh/TS)

18:15 - 18:30

		To			
		A - Thomas Omer Way (E)	B - Lynch's Lane	C - Thomas Omer Way (W)	D - Learning Centre
From	A - Thomas Omer Way (E)	0.00	0.00	175.59	0.00
	B - Lynch's Lane	1.18	0.00	1.18	0.00
	C - Thomas Omer Way (W)	113.45	1.18	0.00	0.00
	D - Learning Centre	0.00	0.00	0.00	0.00

Demand (Veh/TS)

18:30 - 18:45

		To			
		A - Thomas Omer Way (E)	B - Lynch's Lane	C - Thomas Omer Way (W)	D - Learning Centre
From	A - Thomas Omer Way (E)	0.00	1.18	177.71	0.00
	B - Lynch's Lane	1.18	0.00	0.00	0.00
	C - Thomas Omer Way (W)	116.98	1.18	0.00	0.00
	D - Learning Centre	0.00	0.00	0.00	0.00

18:45 - 19:00

Demand (Veh/TS)

		To			
		A - Thomas Omer Way (E)	B - Lynch's Lane	C - Thomas Omer Way (W)	D - Learning Centre
From	A - Thomas Omer Way (E)	0.00	1.18	102.13	0.00
	B - Lynch's Lane	1.18	0.00	0.00	0.00
	C - Thomas Omer Way (W)	110.87	0.00	0.00	0.00
	D - Learning Centre	0.00	0.00	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

07:00 - 07:15

		To			
		A - Thomas Omer Way (E)	B - Lynch's Lane	C - Thomas Omer Way (W)	D - Learning Centre
From	A - Thomas Omer Way (E)	0	0	7	0
	B - Lynch's Lane	0	0	100	0
	C - Thomas Omer Way (W)	13	0	0	0
	D - Learning Centre	0	0	0	0

Heavy Vehicle Percentages

07:15 - 07:30

		To			
		A - Thomas Omer Way (E)	B - Lynch's Lane	C - Thomas Omer Way (W)	D - Learning Centre
From	A - Thomas Omer Way (E)	0	0	7	0
	B - Lynch's Lane	0	0	0	0
	C - Thomas Omer Way (W)	10	0	0	0
	D - Learning Centre	0	0	0	0

Heavy Vehicle Percentages

07:30 - 07:45

		To			
		A - Thomas Omer Way (E)	B - Lynch's Lane	C - Thomas Omer Way (W)	D - Learning Centre
From	A - Thomas Omer Way (E)	0	0	10	0
	B - Lynch's Lane	0	0	0	0
	C - Thomas Omer Way (W)	6	0	0	0
	D - Learning Centre	0	0	0	0

Heavy Vehicle Percentages

07:45 - 08:00

		To			
		A - Thomas Omer Way (E)	B - Lynch's Lane	C - Thomas Omer Way (W)	D - Learning Centre
From	A - Thomas Omer Way (E)	0	0	7	0
	B - Lynch's Lane	0	0	0	0
	C - Thomas Omer Way (W)	6	0	0	0
	D - Learning Centre	0	0	0	0

Heavy Vehicle Percentages

08:00 - 08:15

		To			
		A - Thomas Omer Way (E)	B - Lynch's Lane	C - Thomas Omer Way (W)	D - Learning Centre
From	A - Thomas Omer Way (E)	0	0	10	0
	B - Lynch's Lane	0	0	0	0
	C - Thomas Omer Way (W)	8	0	0	0
	D - Learning Centre	0	0	0	0

Heavy Vehicle Percentages

08:15 - 08:30

		To			
		A - Thomas Omer Way (E)	B - Lynch's Lane	C - Thomas Omer Way (W)	D - Learning Centre
From	A - Thomas Omer Way (E)	0	0	7	0
	B - Lynch's Lane	0	0	0	0
	C - Thomas Omer Way (W)	3	0	0	0
	D - Learning Centre	0	0	0	0

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

		To			
		A - Thomas Omer Way (E)	B - Lynch's Lane	C - Thomas Omer Way (W)	D - Learning Centre
From	A - Thomas Omer Way (E)	0	0	6	0
	B - Lynch's Lane	0	0	0	0
	C - Thomas Omer Way (W)	6	23	0	0
	D - Learning Centre	0	0	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To			
		A - Thomas Omer Way (E)	B - Lynch's Lane	C - Thomas Omer Way (W)	D - Learning Centre
From	A - Thomas Omer Way (E)	0	0	14	0
	B - Lynch's Lane	0	0	28	0
	C - Thomas Omer Way (W)	5	0	0	0
	D - Learning Centre	0	0	0	0

Heavy Vehicle Percentages

09:00 - 09:15

		To			
		A - Thomas Omer Way (E)	B - Lynch's Lane	C - Thomas Omer Way (W)	D - Learning Centre
From	A - Thomas Omer Way (E)	0	0	11	0
	B - Lynch's Lane	0	0	0	0
	C - Thomas Omer Way (W)	7	0	0	0
	D - Learning Centre	0	0	0	0

Heavy Vehicle Percentages

09:15 - 09:30

		To			
		A - Thomas Omer Way (E)	B - Lynch's Lane	C - Thomas Omer Way (W)	D - Learning Centre
From	A - Thomas Omer Way (E)	0	0	9	0
	B - Lynch's Lane	0	0	0	0
	C - Thomas Omer Way (W)	11	0	0	0
	D - Learning Centre	0	0	0	0

Heavy Vehicle Percentages

09:30 - 09:45

		To			
		A - Thomas Omer Way (E)	B - Lynch's Lane	C - Thomas Omer Way (W)	D - Learning Centre
From	A - Thomas Omer Way (E)	0	0	16	0
	B - Lynch's Lane	0	0	0	0
	C - Thomas Omer Way (W)	5	0	0	0
	D - Learning Centre	0	0	0	0

Heavy Vehicle Percentages

09:45 - 10:00

		To			
		A - Thomas Omer Way (E)	B - Lynch's Lane	C - Thomas Omer Way (W)	D - Learning Centre
From	A - Thomas Omer Way (E)	0	0	12	0
	B - Lynch's Lane	0	0	0	0
	C - Thomas Omer Way (W)	9	0	0	0
	D - Learning Centre	0	0	0	0

Heavy Vehicle Percentages

10:00 - 10:15

		To			
		A - Thomas Omer Way (E)	B - Lynch's Lane	C - Thomas Omer Way (W)	D - Learning Centre
From	A - Thomas Omer Way (E)	0	0	6	0
	B - Lynch's Lane	0	0	0	0
	C - Thomas Omer Way (W)	8	0	0	0
	D - Learning Centre	0	0	0	0

10:15 - 10:30 **Heavy Vehicle Percentages**

		To			
		A - Thomas Omer Way (E)	B - Lynch's Lane	C - Thomas Omer Way (W)	D - Learning Centre
From	A - Thomas Omer Way (E)	0	0	14	0
	B - Lynch's Lane	0	0	0	0
	C - Thomas Omer Way (W)	15	0	0	0
	D - Learning Centre	0	0	0	0

Heavy Vehicle Percentages

10:30 - 10:45

		To			
		A - Thomas Omer Way (E)	B - Lynch's Lane	C - Thomas Omer Way (W)	D - Learning Centre
From	A - Thomas Omer Way (E)	0	0	5	0
	B - Lynch's Lane	0	0	0	0
	C - Thomas Omer Way (W)	6	0	0	0
	D - Learning Centre	0	0	0	0

Heavy Vehicle Percentages

10:45 - 11:00

		To			
		A - Thomas Omer Way (E)	B - Lynch's Lane	C - Thomas Omer Way (W)	D - Learning Centre
From	A - Thomas Omer Way (E)	0	0	11	0
	B - Lynch's Lane	0	0	0	0
	C - Thomas Omer Way (W)	7	0	0	0
	D - Learning Centre	0	0	0	0

Heavy Vehicle Percentages

11:00 - 11:15

		To			
		A - Thomas Omer Way (E)	B - Lynch's Lane	C - Thomas Omer Way (W)	D - Learning Centre
From	A - Thomas Omer Way (E)	0	0	10	0
	B - Lynch's Lane	0	0	0	0
	C - Thomas Omer Way (W)	3	0	0	0
	D - Learning Centre	0	0	0	0

Heavy Vehicle Percentages

11:15 - 11:30

		To			
		A - Thomas Omer Way (E)	B - Lynch's Lane	C - Thomas Omer Way (W)	D - Learning Centre
From	A - Thomas Omer Way (E)	0	0	10	0
	B - Lynch's Lane	0	0	0	0
	C - Thomas Omer Way (W)	6	0	0	0
	D - Learning Centre	0	0	0	0

Heavy Vehicle Percentages

11:30 - 11:45

		To			
		A - Thomas Omer Way (E)	B - Lynch's Lane	C - Thomas Omer Way (W)	D - Learning Centre
From	A - Thomas Omer Way (E)	0	0	7	0
	B - Lynch's Lane	0	0	0	0
	C - Thomas Omer Way (W)	11	0	0	0
	D - Learning Centre	0	0	0	0

Heavy Vehicle Percentages

11:45 - 12:00

		To			
		A - Thomas Omer Way (E)	B - Lynch's Lane	C - Thomas Omer Way (W)	D - Learning Centre
From	A - Thomas Omer Way (E)	0	0	10	0
	B - Lynch's Lane	0	0	0	0
	C - Thomas Omer Way (W)	6	0	0	0
	D - Learning Centre	0	0	0	0

12:00 - 12:15 **Heavy Vehicle Percentages**

		To			
		A - Thomas Omer Way (E)	B - Lynch's Lane	C - Thomas Omer Way (W)	D - Learning Centre
From	A - Thomas Omer Way (E)	0	0	8	0
	B - Lynch's Lane	0	0	0	0
	C - Thomas Omer Way (W)	8	0	0	0
	D - Learning Centre	0	0	0	0

Heavy Vehicle Percentages

12:15 - 12:30

		To			
		A - Thomas Omer Way (E)	B - Lynch's Lane	C - Thomas Omer Way (W)	D - Learning Centre
From	A - Thomas Omer Way (E)	0	100	13	0
	B - Lynch's Lane	0	0	0	0
	C - Thomas Omer Way (W)	4	0	0	0
	D - Learning Centre	0	0	0	0

Heavy Vehicle Percentages

12:30 - 12:45

		To			
		A - Thomas Omer Way (E)	B - Lynch's Lane	C - Thomas Omer Way (W)	D - Learning Centre
From	A - Thomas Omer Way (E)	0	0	8	0
	B - Lynch's Lane	0	0	0	0
	C - Thomas Omer Way (W)	12	0	0	0
	D - Learning Centre	0	0	0	0

Heavy Vehicle Percentages

12:45 - 13:00

		To			
		A - Thomas Omer Way (E)	B - Lynch's Lane	C - Thomas Omer Way (W)	D - Learning Centre
From	A - Thomas Omer Way (E)	0	0	5	0
	B - Lynch's Lane	0	0	0	0
	C - Thomas Omer Way (W)	5	0	0	0
	D - Learning Centre	0	0	0	0

Heavy Vehicle Percentages

13:00 - 13:15

		To			
		A - Thomas Omer Way (E)	B - Lynch's Lane	C - Thomas Omer Way (W)	D - Learning Centre
From	A - Thomas Omer Way (E)	0	0	6	0
	B - Lynch's Lane	0	0	0	0
	C - Thomas Omer Way (W)	10	0	0	0
	D - Learning Centre	0	0	0	0

Heavy Vehicle Percentages

13:15 - 13:30

		To			
		A - Thomas Omer Way (E)	B - Lynch's Lane	C - Thomas Omer Way (W)	D - Learning Centre
From	A - Thomas Omer Way (E)	0	0	8	0
	B - Lynch's Lane	0	0	0	0
	C - Thomas Omer Way (W)	8	0	0	0
	D - Learning Centre	0	0	0	0

Heavy Vehicle Percentages

13:30 - 13:45

		To			
		A - Thomas Omer Way (E)	B - Lynch's Lane	C - Thomas Omer Way (W)	D - Learning Centre
From	A - Thomas Omer Way (E)	0	0	5	0
	B - Lynch's Lane	0	0	0	0
	C - Thomas Omer Way (W)	9	0	0	0
	D - Learning Centre	0	0	0	0

13:45 - 14:00

Heavy Vehicle Percentages

		To			
		A - Thomas Omer Way (E)	B - Lynch's Lane	C - Thomas Omer Way (W)	D - Learning Centre
From	A - Thomas Omer Way (E)	0	0	6	0
	B - Lynch's Lane	0	0	0	0
	C - Thomas Omer Way (W)	9	0	0	0
	D - Learning Centre	0	0	0	0

Heavy Vehicle Percentages

14:00 - 14:15

		To			
		A - Thomas Omer Way (E)	B - Lynch's Lane	C - Thomas Omer Way (W)	D - Learning Centre
From	A - Thomas Omer Way (E)	0	0	5	0
	B - Lynch's Lane	0	0	0	0
	C - Thomas Omer Way (W)	8	0	0	0
	D - Learning Centre	0	0	0	0

Heavy Vehicle Percentages

14:15 - 14:30

		To			
		A - Thomas Omer Way (E)	B - Lynch's Lane	C - Thomas Omer Way (W)	D - Learning Centre
From	A - Thomas Omer Way (E)	0	0	10	0
	B - Lynch's Lane	0	0	0	0
	C - Thomas Omer Way (W)	11	0	0	0
	D - Learning Centre	0	0	0	0

Heavy Vehicle Percentages

14:30 - 14:45

		To			
		A - Thomas Omer Way (E)	B - Lynch's Lane	C - Thomas Omer Way (W)	D - Learning Centre
From	A - Thomas Omer Way (E)	0	0	11	0
	B - Lynch's Lane	0	0	0	0
	C - Thomas Omer Way (W)	12	0	0	0
	D - Learning Centre	0	0	0	0

Heavy Vehicle Percentages

14:45 - 15:00

		To			
		A - Thomas Omer Way (E)	B - Lynch's Lane	C - Thomas Omer Way (W)	D - Learning Centre
From	A - Thomas Omer Way (E)	0	0	8	0
	B - Lynch's Lane	0	0	0	0
	C - Thomas Omer Way (W)	8	0	0	0
	D - Learning Centre	0	0	0	0

Heavy Vehicle Percentages

15:00 - 15:15

		To			
		A - Thomas Omer Way (E)	B - Lynch's Lane	C - Thomas Omer Way (W)	D - Learning Centre
From	A - Thomas Omer Way (E)	0	0	7	0
	B - Lynch's Lane	0	0	0	0
	C - Thomas Omer Way (W)	9	0	0	0
	D - Learning Centre	0	0	0	0

Heavy Vehicle Percentages

15:15 - 15:30

		To			
		A - Thomas Omer Way (E)	B - Lynch's Lane	C - Thomas Omer Way (W)	D - Learning Centre
From	A - Thomas Omer Way (E)	0	0	10	0
	B - Lynch's Lane	0	0	0	0
	C - Thomas Omer Way (W)	10	0	0	0
	D - Learning Centre	0	0	0	0

15:30 - 15:45

Heavy Vehicle Percentages

		To			
		A - Thomas Omer Way (E)	B - Lynch's Lane	C - Thomas Omer Way (W)	D - Learning Centre
From	A - Thomas Omer Way (E)	0	0	14	0
	B - Lynch's Lane	0	0	0	0
	C - Thomas Omer Way (W)	9	0	0	0
	D - Learning Centre	0	0	0	0

Heavy Vehicle Percentages

15:45 - 16:00

		To			
		A - Thomas Omer Way (E)	B - Lynch's Lane	C - Thomas Omer Way (W)	D - Learning Centre
From	A - Thomas Omer Way (E)	0	0	9	0
	B - Lynch's Lane	0	0	0	0
	C - Thomas Omer Way (W)	5	0	0	0
	D - Learning Centre	0	0	0	0

Heavy Vehicle Percentages

16:00 - 16:15

		To			
		A - Thomas Omer Way (E)	B - Lynch's Lane	C - Thomas Omer Way (W)	D - Learning Centre
From	A - Thomas Omer Way (E)	0	0	6	0
	B - Lynch's Lane	0	0	0	0
	C - Thomas Omer Way (W)	4	0	0	0
	D - Learning Centre	0	0	0	0

Heavy Vehicle Percentages

16:15 - 16:30

		To			
		A - Thomas Omer Way (E)	B - Lynch's Lane	C - Thomas Omer Way (W)	D - Learning Centre
From	A - Thomas Omer Way (E)	0	0	3	0
	B - Lynch's Lane	0	0	0	0
	C - Thomas Omer Way (W)	5	0	0	0
	D - Learning Centre	0	0	0	0

Heavy Vehicle Percentages

16:30 - 16:45

		To			
		A - Thomas Omer Way (E)	B - Lynch's Lane	C - Thomas Omer Way (W)	D - Learning Centre
From	A - Thomas Omer Way (E)	0	0	5	0
	B - Lynch's Lane	0	0	0	0
	C - Thomas Omer Way (W)	8	0	0	0
	D - Learning Centre	0	0	0	0

Heavy Vehicle Percentages

16:45 - 17:00

		To			
		A - Thomas Omer Way (E)	B - Lynch's Lane	C - Thomas Omer Way (W)	D - Learning Centre
From	A - Thomas Omer Way (E)	0	0	3	0
	B - Lynch's Lane	0	0	0	0
	C - Thomas Omer Way (W)	2	0	0	0
	D - Learning Centre	0	0	0	0

Heavy Vehicle Percentages

17:00 - 17:15

		To			
		A - Thomas Omer Way (E)	B - Lynch's Lane	C - Thomas Omer Way (W)	D - Learning Centre
From	A - Thomas Omer Way (E)	0	0	3	0
	B - Lynch's Lane	0	0	0	0
	C - Thomas Omer Way (W)	5	0	0	0
	D - Learning Centre	0	0	0	0

17:15 - 17:30 **Heavy Vehicle Percentages**

		To			
		A - Thomas Omer Way (E)	B - Lynch's Lane	C - Thomas Omer Way (W)	D - Learning Centre
From	A - Thomas Omer Way (E)	0	0	1	0
	B - Lynch's Lane	0	0	0	0
	C - Thomas Omer Way (W)	2	0	0	0
	D - Learning Centre	0	0	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To			
		A - Thomas Omer Way (E)	B - Lynch's Lane	C - Thomas Omer Way (W)	D - Learning Centre
From	A - Thomas Omer Way (E)	0	0	1	0
	B - Lynch's Lane	0	0	0	0
	C - Thomas Omer Way (W)	6	0	0	0
	D - Learning Centre	0	0	0	0

Heavy Vehicle Percentages

17:45 - 18:00

		To			
		A - Thomas Omer Way (E)	B - Lynch's Lane	C - Thomas Omer Way (W)	D - Learning Centre
From	A - Thomas Omer Way (E)	0	0	2	0
	B - Lynch's Lane	0	0	0	0
	C - Thomas Omer Way (W)	5	0	0	0
	D - Learning Centre	0	0	0	0

Heavy Vehicle Percentages

18:00 - 18:15

		To			
		A - Thomas Omer Way (E)	B - Lynch's Lane	C - Thomas Omer Way (W)	D - Learning Centre
From	A - Thomas Omer Way (E)	0	0	3	0
	B - Lynch's Lane	0	0	0	0
	C - Thomas Omer Way (W)	6	0	0	0
	D - Learning Centre	0	0	0	0

Heavy Vehicle Percentages

18:15 - 18:30

		To			
		A - Thomas Omer Way (E)	B - Lynch's Lane	C - Thomas Omer Way (W)	D - Learning Centre
From	A - Thomas Omer Way (E)	0	0	2	0
	B - Lynch's Lane	0	0	0	0
	C - Thomas Omer Way (W)	4	0	0	0
	D - Learning Centre	0	0	0	0

Heavy Vehicle Percentages

18:30 - 18:45

		To			
		A - Thomas Omer Way (E)	B - Lynch's Lane	C - Thomas Omer Way (W)	D - Learning Centre
From	A - Thomas Omer Way (E)	0	0	1	0
	B - Lynch's Lane	0	0	0	0
	C - Thomas Omer Way (W)	4	0	0	0
	D - Learning Centre	0	0	0	0

Heavy Vehicle Percentages

18:45 - 19:00

		To			
		A - Thomas Omer Way (E)	B - Lynch's Lane	C - Thomas Omer Way (W)	D - Learning Centre
From	A - Thomas Omer Way (E)	0	0	0	0
	B - Lynch's Lane	0	0	0	0
	C - Thomas Omer Way (W)	3	0	0	0
	D - Learning Centre	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-ACD	0.30	9.73	0.4	A	7.25	348.03
A-B					1.99	95.60
A-C					132.80	6374.26
A-D					0.02	1.18
AB-C					139.16	6679.90
AB-D	0.01	7.79	0.0	A	0.02	1.18
D-AB	0.03	7.49	0.0	A	0.66	31.79
D-C	0.02	10.32	0.0	B	0.27	12.95
C-D					0.88	42.39
C-A					119.90	5755.38
C-B					5.31	254.78
CD-AB	0.38	10.44	0.8	B	5.50	264.20
CD-A					120.37	5777.73

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-ACD	1.40	1.40	93.92	0.015	1.39	0.0	0.0	9.725	A
A-B	0.00	0.00			0.00				
A-C	102.06	102.06			102.06				
A-D	0.00	0.00			0.00				
AB-C	103.45	103.45			103.45				
AB-D	0.00	0.00	124.26	0.000	0.00	0.0	0.0	0.000	A
D-AB	0.00	0.00	152.80	0.000	0.00	0.0	0.0	0.000	A
D-C	0.00	0.00	106.37	0.000	0.00	0.0	0.0	0.000	A
C-D	0.00	0.00			0.00				
C-A	94.89	94.89			94.89				
C-B	0.00	0.00			0.00				
CD-AB	0.00	0.00	306.73	0.000	0.00	0.0	0.0	0.000	A
CD-A	94.89	94.89			94.89				

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-ACD	1.18	1.18	181.71	0.006	1.18	0.0	0.0	7.625	A
A-B	1.18	1.18			1.18				
A-C	115.24	115.24			115.24				
A-D	0.00	0.00			0.00				
AB-C	116.42	116.42			116.42				
AB-D	0.00	0.00	120.13	0.000	0.00	0.0	0.0	0.000	A
D-AB	0.00	0.00	147.72	0.000	0.00	0.0	0.0	0.000	A
D-C	0.00	0.00	99.78	0.000	0.00	0.0	0.0	0.000	A
C-D	0.00	0.00			0.00				
C-A	115.86	115.86			115.86				
C-B	3.53	3.53			3.53				
CD-AB	3.53	3.53	150.09	0.024	3.51	0.0	0.0	6.140	A
CD-A	115.86	115.86			115.86				

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-ACD	3.53	3.53	176.67	0.020	3.52	0.0	0.0	5.197	A
A-B	1.18	1.18			1.18				
A-C	138.51	138.51			138.51				
A-D	0.00	0.00			0.00				
AB-C	142.03	142.03			142.03				
AB-D	0.00	0.00	112.42	0.000	0.00	0.0	0.0	0.000	A
D-AB	0.00	0.00	136.24	0.000	0.00	0.0	0.0	0.000	A
D-C	0.00	0.00	86.56	0.000	0.00	0.0	0.0	0.000	A
C-D	0.00	0.00			0.00				
C-A	156.84	156.84			156.84				
C-B	7.06	7.06			7.06				
CD-AB	7.06	7.06	144.10	0.049	7.04	0.0	0.1	6.564	A
CD-A	156.84	156.84			156.84				

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-ACD	20.02	20.02	167.46	0.120	19.90	0.0	0.1	6.006	A
A-B	10.60	10.60			10.60				
A-C	172.43	172.43			172.43				
A-D	0.00	0.00			0.00				
AB-C	192.33	192.33			192.33				
AB-D	0.00	0.00	99.41	0.000	0.00	0.0	0.0	0.000	A
D-AB	0.00	0.00	122.40	0.000	0.00	0.0	0.0	0.000	A
D-C	0.00	0.00	64.89	0.000	0.00	0.0	0.0	0.000	A
C-D	1.18	1.18			1.18				
C-A	199.68	199.68			199.68				
C-B	32.97	32.97			32.97				
CD-AB	32.97	32.97	135.40	0.243	32.70	0.1	0.3	8.741	A
CD-A	199.68	199.68			199.68				

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-ACD	49.45	49.45	165.06	0.300	49.17	0.1	0.4	7.746	A
A-B	4.71	4.71			4.71				
A-C	164.04	164.04			164.04				
A-D	0.00	0.00			0.00				
AB-C	212.04	212.04			212.04				
AB-D	0.00	0.00	95.18	0.000	0.00	0.0	0.0	0.000	A
D-AB	0.00	0.00	117.04	0.000	0.00	0.0	0.0	0.000	A
D-C	0.00	0.00	56.55	0.000	0.00	0.0	0.0	0.000	A
C-D	0.00	0.00			0.00				
C-A	202.87	202.87			202.87				
C-B	51.81	51.81			51.81				
CD-AB	51.81	51.81	137.49	0.377	51.53	0.3	0.6	10.437	B
CD-A	202.87	202.87			202.87				

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-ACD	7.06	7.06	154.78	0.046	7.44	0.4	0.0	6.122	A
A-B	2.35	2.35			2.35				
A-C	159.60	159.60			159.60				
A-D	0.00	0.00			0.00				
AB-C	165.86	165.86			165.86				
AB-D	0.00	0.00	103.04	0.000	0.00	0.0	0.0	0.000	A
D-AB	0.00	0.00	126.70	0.000	0.00	0.0	0.0	0.000	A
D-C	0.00	0.00	72.72	0.000	0.00	0.0	0.0	0.000	A
C-D	0.00	0.00			0.00				
C-A	208.58	208.58			208.58				
C-B	10.60	10.60			10.60				
CD-AB	10.60	10.60	140.06	0.076	11.11	0.6	0.1	7.005	A
CD-A	208.58	208.58			208.58				

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	10.60	10.60	175.02	0.061	10.56	0.0	0.1	5.472	A
A-B	2.35	2.35			2.35				
A-C	149.73	149.73			149.73				
A-D	0.00	0.00			0.00				
AB-C	160.31	160.31			160.31				
AB-D	0.00	0.00	97.84	0.000	0.00	0.0	0.0	0.000	A
D-AB	1.18	1.18	121.26	0.010	1.17	0.0	0.0	7.493	A
D-C	0.00	0.00	54.50	0.000	0.00	0.0	0.0	0.000	A
C-D	3.53	3.53			3.53				
C-A	222.66	222.66			222.66				
C-B	12.23	12.23			12.23				
CD-AB	12.23	12.23	116.20	0.105	12.20	0.1	0.1	7.832	A
CD-A	223.83	223.83			223.83				

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-ACD	9.87	9.87	137.52	0.072	9.87	0.1	0.1	6.196	A
A-B	5.89	5.89			5.89				
A-C	133.65	133.65			133.65				
A-D	0.00	0.00			0.00				
AB-C	143.52	143.52			143.52				
AB-D	0.00	0.00	106.67	0.000	0.00	0.0	0.0	0.000	A
D-AB	0.00	0.00	131.85	0.000	0.01	0.0	0.0	0.000	A
D-C	0.00	0.00	63.02	0.000	0.00	0.0	0.0	0.000	A
C-D	1.18	1.18			1.18				
C-A	187.84	187.84			187.84				
C-B	7.06	7.06			7.06				
CD-AB	7.06	7.06	142.77	0.049	7.11	0.1	0.1	7.831	A
CD-A	187.85	187.85			187.85				

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-ACD	7.06	7.06	168.55	0.042	7.08	0.1	0.1	6.526	A
A-B	1.18	1.18			1.18				
A-C	116.71	116.71			116.71				
A-D	0.00	0.00			0.00				
AB-C	122.62	122.62			122.62				
AB-D	0.00	0.00	114.47	0.000	0.00	0.0	0.0	0.000	A
D-AB	0.00	0.00	112.34	0.000	0.00	0.0	0.0	0.000	A
D-C	1.18	1.18	92.25	0.013	1.16	0.0	0.0	9.880	A
C-D	1.18	1.18			1.18				
C-A	141.84	141.84			141.84				
C-B	9.42	9.42			9.42				
CD-AB	9.42	9.42	148.91	0.063	9.41	0.1	0.1	6.451	A
CD-A	141.84	141.84			141.84				

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-ACD	3.53	3.53	188.39	0.019	3.56	0.1	0.0	4.809	A
A-B	1.18	1.18			1.18				
A-C	97.19	97.19			97.19				
A-D	0.00	0.00			0.00				
AB-C	100.75	100.75			100.75				
AB-D	0.00	0.00	113.73	0.000	0.00	0.0	0.0	0.000	A
D-AB	0.00	0.00	112.22	0.000	0.00	0.0	0.0	0.000	A
D-C	0.00	0.00	95.14	0.000	0.01	0.0	0.0	0.000	A
C-D	3.53	3.53			3.53				
C-A	145.10	145.10			145.10				
C-B	2.35	2.35			2.35				
CD-AB	2.35	2.35	153.84	0.015	2.41	0.1	0.0	5.944	A
CD-A	145.10	145.10			145.10				

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-ACD	7.06	7.06	176.88	0.040	7.04	0.0	0.0	5.299	A
A-B	3.53	3.53			3.53				
A-C	86.32	86.32			86.32				
A-D	1.18	1.18			1.18				
AB-C	92.19	92.19			92.19				
AB-D	1.18	1.18	116.74	0.010	1.17	0.0	0.0	7.787	A
D-AB	2.35	2.35	141.24	0.017	2.34	0.0	0.0	8.479	A
D-C	1.18	1.18	88.50	0.013	1.16	0.0	0.0	10.304	B
C-D	3.53	3.53			3.53				
C-A	136.68	136.68			136.68				
C-B	2.35	2.35			2.35				
CD-AB	3.52	3.52	154.20	0.023	3.52	0.0	0.0	5.972	A
CD-A	137.85	137.85			137.85				

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-ACD	4.71	4.71	179.17	0.026	4.72	0.0	0.0	5.159	A
A-B	0.00	0.00			0.00				
A-C	67.76	67.76			67.76				
A-D	0.00	0.00			0.00				
AB-C	71.30	71.30			71.30				
AB-D	0.00	0.00	119.66	0.000	0.01	0.0	0.0	0.000	A
D-AB	0.00	0.00	152.26	0.000	0.02	0.0	0.0	0.000	A
D-C	0.00	0.00	101.53	0.000	0.01	0.0	0.0	0.000	A
C-D	0.00	0.00			0.00				
C-A	118.52	118.52			118.52				
C-B	3.53	3.53			3.53				
CD-AB	3.54	3.54	160.19	0.022	3.54	0.0	0.0	5.744	A
CD-A	118.53	118.53			118.53				

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-ACD	4.71	4.71	159.30	0.030	4.71	0.0	0.0	5.821	A
A-B	2.35	2.35			2.35				
A-C	68.02	68.02			68.02				
A-D	0.00	0.00			0.00				
AB-C	89.21	89.21			89.21				
AB-D	0.00	0.00	126.79	0.000	0.00	0.0	0.0	0.000	A
D-AB	0.00	0.00	156.06	0.000	0.00	0.0	0.0	0.000	A
D-C	0.00	0.00	114.59	0.000	0.00	0.0	0.0	0.000	A
C-D	1.18	1.18			1.18				
C-A	82.84	82.84			82.84				
C-B	2.35	2.35			2.35				
CD-AB	2.35	2.35	160.52	0.015	2.36	0.0	0.0	5.692	A
CD-A	82.84	82.84			82.84				

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-ACD	8.24	8.24	166.78	0.049	8.22	0.0	0.1	5.676	A
A-B	1.18	1.18			1.18				
A-C	79.74	79.74			79.74				
A-D	0.00	0.00			0.00				
AB-C	84.43	84.43			84.43				
AB-D	0.00	0.00	123.02	0.000	0.00	0.0	0.0	0.000	A
D-AB	0.00	0.00	151.56	0.000	0.00	0.0	0.0	0.000	A
D-C	0.00	0.00	107.35	0.000	0.00	0.0	0.0	0.000	A
C-D	2.35	2.35			2.35				
C-A	95.74	95.74			95.74				
C-B	2.35	2.35			2.35				
CD-AB	2.35	2.35	156.88	0.015	2.35	0.0	0.0	5.823	A
CD-A	95.74	95.74			95.74				

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-ACD	4.71	4.71	194.16	0.024	4.74	0.1	0.0	4.753	A
A-B	3.53	3.53			3.53				
A-C	77.44	77.44			77.44				
A-D	0.00	0.00			0.00				
AB-C	82.15	82.15			82.15				
AB-D	0.00	0.00	126.87	0.000	0.00	0.0	0.0	0.000	A
D-AB	0.00	0.00	156.01	0.000	0.00	0.0	0.0	0.000	A
D-C	0.00	0.00	112.82	0.000	0.00	0.0	0.0	0.000	A
C-D	0.00	0.00			0.00				
C-A	87.32	87.32			87.32				
C-B	0.00	0.00			0.00				
CD-AB	0.00	0.00	316.64	0.000	0.02	0.0	0.0	0.000	A
CD-A	87.32	87.32			87.32				

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-ACD	1.18	1.18	196.97	0.006	1.20	0.0	0.0	4.597	A
A-B	0.00	0.00			0.00				
A-C	66.11	66.11			66.11				
A-D	0.00	0.00			0.00				
AB-C	67.31	67.31			67.31				
AB-D	0.00	0.00	123.84	0.000	0.00	0.0	0.0	0.000	A
D-AB	4.71	4.71	152.26	0.031	4.68	0.0	0.0	6.006	A
D-C	1.18	1.18	91.24	0.013	1.16	0.0	0.0	9.990	A
C-D	3.53	3.53			3.53				
C-A	94.61	94.61			94.61				
C-B	4.71	4.71			4.71				
CD-AB	4.71	4.71	160.82	0.029	4.68	0.0	0.0	5.764	A
CD-A	99.29	99.29			99.29				

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-ACD	3.53	3.53	146.50	0.024	3.51	0.0	0.0	6.294	A
A-B	0.00	0.00			0.00				
A-C	69.90	69.90			69.90				
A-D	0.00	0.00			0.00				
AB-C	69.91	69.91			69.91				
AB-D	0.00	0.00	125.91	0.000	0.00	0.0	0.0	0.000	A
D-AB	2.35	2.35	155.91	0.015	2.37	0.0	0.0	5.863	A
D-C	0.00	0.00	90.09	0.000	0.01	0.0	0.0	0.000	A
C-D	3.53	3.53			3.53				
C-A	82.54	82.54			82.54				
C-B	9.42	9.42			9.42				
CD-AB	9.42	9.42	160.04	0.059	9.39	0.0	0.1	5.972	A
CD-A	84.91	84.91			84.91				

11:15 - 11:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	9.42	9.42	180.86	0.052	9.39	0.0	0.1	5.249	A
A-B	3.53	3.53			3.53				
A-C	97.44	97.44			97.44				
A-D	0.00	0.00			0.00				
AB-C	105.63	105.63			105.63				
AB-D	0.00	0.00	130.46	0.000	0.00	0.0	0.0	0.000	A
D-AB	1.18	1.18	161.07	0.007	1.19	0.0	0.0	5.631	A
D-C	0.00	0.00	90.53	0.000	0.00	0.0	0.0	0.000	A
C-D	0.00	0.00			0.00				
C-A	66.63	66.63			66.63				
C-B	0.00	0.00			0.00				
CD-AB	1.17	1.17	153.01	0.008	1.22	0.1	0.0	5.930	A
CD-A	66.65	66.65			66.65				

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-ACD	3.53	3.53	192.59	0.018	3.57	0.1	0.0	4.763	A
A-B	1.18	1.18			1.18				
A-C	83.81	83.81			83.81				
A-D	0.00	0.00			0.00				
AB-C	87.37	87.37			87.37				
AB-D	0.00	0.00	127.48	0.000	0.00	0.0	0.0	0.000	A
D-AB	0.00	0.00	157.55	0.000	0.01	0.0	0.0	0.000	A
D-C	0.00	0.00	90.23	0.000	0.00	0.0	0.0	0.000	A
C-D	1.18	1.18			1.18				
C-A	75.20	75.20			75.20				
C-B	4.71	4.71			4.71				
CD-AB	4.72	4.72	157.20	0.030	4.69	0.0	0.0	5.901	A
CD-A	75.20	75.20			75.20				

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-ACD	7.06	7.06	194.87	0.036	7.05	0.0	0.0	4.791	A
A-B	2.35	2.35			2.35				
A-C	73.44	73.44			73.44				
A-D	0.00	0.00			0.00				
AB-C	80.48	80.48			80.48				
AB-D	0.00	0.00	124.28	0.000	0.00	0.0	0.0	0.000	A
D-AB	0.00	0.00	152.82	0.000	0.00	0.0	0.0	0.000	A
D-C	0.00	0.00	109.61	0.000	0.00	0.0	0.0	0.000	A
C-D	0.00	0.00			0.00				
C-A	94.76	94.76			94.76				
C-B	7.06	7.06			7.06				
CD-AB	7.06	7.06	158.81	0.044	7.05	0.0	0.0	5.930	A
CD-A	94.76	94.76			94.76				

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-ACD	3.53	3.53	185.87	0.019	3.55	0.0	0.0	4.936	A
A-B	4.71	4.71			4.71				
A-C	106.51	106.51			106.51				
A-D	0.00	0.00			0.00				
AB-C	110.06	110.06			110.06				
AB-D	0.00	0.00	124.48	0.000	0.00	0.0	0.0	0.000	A
D-AB	0.00	0.00	153.07	0.000	0.00	0.0	0.0	0.000	A
D-C	0.00	0.00	105.75	0.000	0.00	0.0	0.0	0.000	A
C-D	0.00	0.00			0.00				
C-A	91.04	91.04			91.04				
C-B	8.24	8.24			8.24				
CD-AB	8.24	8.24	151.17	0.055	8.23	0.0	0.1	6.296	A
CD-A	91.04	91.04			91.04				

12:15 - 12:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	8.24	8.24	186.62	0.044	8.22	0.0	0.0	5.045	A
A-B	1.40	1.40			1.40				
A-C	100.12	100.12			100.12				
A-D	0.00	0.00			0.00				
AB-C	108.34	108.34			108.34				
AB-D	0.00	0.00	124.01	0.000	0.00	0.0	0.0	0.000	A
D-AB	0.00	0.00	152.49	0.000	0.00	0.0	0.0	0.000	A
D-C	0.00	0.00	104.86	0.000	0.00	0.0	0.0	0.000	A
C-D	0.00	0.00			0.00				
C-A	101.18	101.18			101.18				
C-B	3.53	3.53			3.53				
CD-AB	3.53	3.53	152.02	0.023	3.57	0.1	0.0	6.063	A
CD-A	101.18	101.18			101.18				

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-ACD	7.06	7.06	158.47	0.045	7.06	0.0	0.0	5.943	A
A-B	1.18	1.18			1.18				
A-C	134.77	134.77			134.77				
A-D	0.00	0.00			0.00				
AB-C	139.49	139.49			139.49				
AB-D	0.00	0.00	124.03	0.000	0.00	0.0	0.0	0.000	A
D-AB	1.18	1.18	153.12	0.008	1.17	0.0	0.0	5.922	A
D-C	0.00	0.00	81.03	0.000	0.00	0.0	0.0	0.000	A
C-D	0.00	0.00			0.00				
C-A	94.07	94.07			94.07				
C-B	3.53	3.53			3.53				
CD-AB	3.53	3.53	146.04	0.024	3.53	0.0	0.0	6.314	A
CD-A	95.24	95.24			95.24				

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-ACD	8.24	8.24	177.94	0.046	8.24	0.0	0.0	5.302	A
A-B	1.18	1.18			1.18				
A-C	107.24	107.24			107.24				
A-D	0.00	0.00			0.00				
AB-C	114.29	114.29			114.29				
AB-D	0.00	0.00	126.98	0.000	0.00	0.0	0.0	0.000	A
D-AB	1.18	1.18	156.74	0.008	1.18	0.0	0.0	5.787	A
D-C	0.00	0.00	86.75	0.000	0.00	0.0	0.0	0.000	A
C-D	0.00	0.00			0.00				
C-A	84.70	84.70			84.70				
C-B	3.53	3.53			3.53				
CD-AB	3.53	3.53	152.34	0.023	3.53	0.0	0.0	6.047	A
CD-A	85.88	85.88			85.88				

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-ACD	8.24	8.24	175.16	0.047	8.24	0.0	0.0	5.391	A
A-B	2.35	2.35			2.35				
A-C	115.29	115.29			115.29				
A-D	0.00	0.00			0.00				
AB-C	122.35	122.35			122.35				
AB-D	0.00	0.00	125.67	0.000	0.00	0.0	0.0	0.000	A
D-AB	2.35	2.35	154.06	0.015	2.35	0.0	0.0	5.932	A
D-C	2.35	2.35	105.95	0.022	2.33	0.0	0.0	8.683	A
C-D	2.35	2.35			2.35				
C-A	85.34	85.34			85.34				
C-B	3.53	3.53			3.53				
CD-AB	4.70	4.70	150.13	0.031	4.69	0.0	0.0	6.187	A
CD-A	86.52	86.52			86.52				

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-ACD	15.31	15.31	179.55	0.085	15.26	0.0	0.1	5.477	A
A-B	5.89	5.89			5.89				
A-C	130.82	130.82			130.82				
A-D	0.00	0.00			0.00				
AB-C	146.08	146.08			146.08				
AB-D	0.00	0.00	125.12	0.000	0.00	0.0	0.0	0.000	A
D-AB	1.18	1.18	153.42	0.008	1.19	0.0	0.0	5.911	A
D-C	1.18	1.18	101.96	0.012	1.19	0.0	0.0	8.933	A
C-D	1.18	1.18			1.18				
C-A	93.36	93.36			93.36				
C-B	1.18	1.18			1.18				
CD-AB	1.19	1.19	145.88	0.008	1.21	0.0	0.0	6.221	A
CD-A	94.53	94.53			94.53				

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-ACD	9.42	9.42	186.56	0.050	9.48	0.1	0.1	5.082	A
A-B	1.18	1.18			1.18				
A-C	108.00	108.00			108.00				
A-D	0.00	0.00			0.00				
AB-C	117.46	117.46			117.46				
AB-D	0.00	0.00	124.41	0.000	0.00	0.0	0.0	0.000	A
D-AB	1.18	1.18	153.90	0.006	1.18	0.0	0.0	5.892	A
D-C	0.00	0.00	84.25	0.000	0.01	0.0	0.0	0.000	A
C-D	2.35	2.35			2.35				
C-A	90.05	90.05			90.05				
C-B	5.89	5.89			5.89				
CD-AB	5.89	5.89	152.18	0.039	5.86	0.0	0.0	6.149	A
CD-A	91.23	91.23			91.23				

13:45 - 14:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	5.89	5.89	150.83	0.039	5.90	0.1	0.0	6.212	A
A-B	2.35	2.35			2.35				
A-C	141.87	141.87			141.87				
A-D	0.00	0.00			0.00				
AB-C	145.43	145.43			145.43				
AB-D	0.00	0.00	121.17	0.000	0.00	0.0	0.0	0.000	A
D-AB	1.18	1.18	133.66	0.009	1.18	0.0	0.0	6.792	A
D-C	2.35	2.35	95.51	0.025	2.33	0.0	0.0	9.856	A
C-D	2.35	2.35			2.35				
C-A	109.11	109.11			109.11				
C-B	3.53	3.53			3.53				
CD-AB	4.70	4.70	143.74	0.033	4.71	0.0	0.0	6.472	A
CD-A	109.12	109.12			109.12				

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-ACD	5.89	5.89	159.24	0.037	5.89	0.0	0.0	5.870	A
A-B	2.35	2.35			2.35				
A-C	159.51	159.51			159.51				
A-D	0.00	0.00			0.00				
AB-C	164.21	164.21			164.21				
AB-D	0.00	0.00	122.78	0.000	0.00	0.0	0.0	0.000	A
D-AB	0.00	0.00	129.26	0.000	0.01	0.0	0.0	0.000	A
D-C	0.00	0.00	95.86	0.000	0.03	0.0	0.0	0.000	A
C-D	0.00	0.00			0.00				
C-A	106.19	106.19			106.19				
C-B	1.18	1.18			1.18				
CD-AB	1.19	1.19	140.66	0.008	1.21	0.0	0.0	6.456	A
CD-A	106.19	106.19			106.19				

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-ACD	3.53	3.53	168.92	0.021	3.55	0.0	0.0	5.442	A
A-B	1.18	1.18			1.18				
A-C	165.57	165.57			165.57				
A-D	0.00	0.00			0.00				
AB-C	169.11	169.11			169.11				
AB-D	0.00	0.00	121.99	0.000	0.00	0.0	0.0	0.000	A
D-AB	2.35	2.35	150.92	0.016	2.34	0.0	0.0	6.057	A
D-C	0.00	0.00	75.32	0.000	0.00	0.0	0.0	0.000	A
C-D	2.35	2.35			2.35				
C-A	103.11	103.11			103.11				
C-B	3.53	3.53			3.53				
CD-AB	3.53	3.53	137.90	0.026	3.51	0.0	0.0	6.697	A
CD-A	105.45	105.45			105.45				

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-ACD	5.89	5.89	162.96	0.036	5.87	0.0	0.0	5.728	A
A-B	3.53	3.53			3.53				
A-C	133.33	133.33			133.33				
A-D	0.00	0.00			0.00				
AB-C	138.03	138.03			138.03				
AB-D	0.00	0.00	118.88	0.000	0.00	0.0	0.0	0.000	A
D-AB	2.35	2.35	147.08	0.016	2.35	0.0	0.0	6.217	A
D-C	0.00	0.00	75.98	0.000	0.00	0.0	0.0	0.000	A
C-D	2.35	2.35			2.35				
C-A	115.33	115.33			115.33				
C-B	5.89	5.89			5.89				
CD-AB	7.06	7.06	144.69	0.049	7.03	0.0	0.1	6.538	A
CD-A	116.52	116.52			116.52				

14:45 - 15:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	31.79	31.79	172.47	0.184	31.60	0.0	0.2	6.381	A
A-B	0.00	0.00			0.00				
A-C	145.83	145.83			145.83				
A-D	0.00	0.00			0.00				
AB-C	176.25	176.25			176.25				
AB-D	0.00	0.00	117.44	0.000	0.00	0.0	0.0	0.000	A
D-AB	1.18	1.18	144.53	0.008	1.19	0.0	0.0	6.280	A
D-C	1.18	1.18	86.40	0.013	1.18	0.0	0.0	10.316	B
C-D	2.35	2.35			2.35				
C-A	120.54	120.54			120.54				
C-B	12.95	12.95			12.95				
CD-AB	14.13	14.13	143.41	0.099	14.07	0.1	0.1	6.955	A
CD-A	120.55	120.55			120.55				

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-ACD	10.60	10.60	171.89	0.062	10.76	0.2	0.1	5.590	A
A-B	1.18	1.18			1.18				
A-C	130.98	130.98			130.98				
A-D	0.00	0.00			0.00				
AB-C	140.55	140.55			140.55				
AB-D	0.00	0.00	121.62	0.000	0.00	0.0	0.0	0.000	A
D-AB	1.18	1.18	149.18	0.008	1.18	0.0	0.0	6.083	A
D-C	1.18	1.18	99.36	0.012	1.18	0.0	0.0	9.261	A
C-D	1.18	1.18			1.18				
C-A	107.77	107.77			107.77				
C-B	3.53	3.53			3.53				
CD-AB	3.54	3.54	146.54	0.024	3.62	0.1	0.0	6.302	A
CD-A	108.94	108.94			108.94				

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-ACD	8.24	8.24	167.23	0.049	8.26	0.1	0.1	5.663	A
A-B	1.18	1.18			1.18				
A-C	136.36	136.36			136.36				
A-D	0.00	0.00			0.00				
AB-C	143.44	143.44			143.44				
AB-D	0.00	0.00	122.25	0.000	0.00	0.0	0.0	0.000	A
D-AB	0.00	0.00	140.89	0.000	0.01	0.0	0.0	0.000	A
D-C	0.00	0.00	95.65	0.000	0.01	0.0	0.0	0.000	A
C-D	0.00	0.00			0.00				
C-A	103.06	103.06			103.06				
C-B	5.89	5.89			5.89				
CD-AB	5.89	5.89	144.55	0.041	5.87	0.0	0.0	6.490	A
CD-A	103.07	103.07			103.07				

15:30 - 15:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	2.35	2.35	175.15	0.013	2.39	0.1	0.0	5.212	A
A-B	0.00	0.00			0.00				
A-C	138.44	138.44			138.44				
A-D	0.00	0.00			0.00				
AB-C	140.83	140.83			140.83				
AB-D	0.00	0.00	122.04	0.000	0.00	0.0	0.0	0.000	A
D-AB	0.00	0.00	119.66	0.000	0.00	0.0	0.0	0.000	A
D-C	1.18	1.18	97.70	0.012	1.17	0.0	0.0	9.322	A
C-D	0.00	0.00			0.00				
C-A	106.59	106.59			106.59				
C-B	3.53	3.53			3.53				
CD-AB	3.53	3.53	143.19	0.025	3.55	0.0	0.0	6.444	A
CD-A	106.59	106.59			106.59				

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-ACD	12.95	12.95	173.36	0.075	12.89	0.0	0.1	5.805	A
A-B	0.00	0.00			0.00				
A-C	128.85	128.85			128.85				
A-D	0.00	0.00			0.00				
AB-C	140.56	140.56			140.56				
AB-D	0.00	0.00	120.81	0.000	0.00	0.0	0.0	0.000	A
D-AB	0.00	0.00	116.80	0.000	0.00	0.0	0.0	0.000	A
D-C	0.00	0.00	97.39	0.000	0.01	0.0	0.0	0.000	A
C-D	0.00	0.00			0.00				
C-A	117.69	117.69			117.69				
C-B	3.53	3.53			3.53				
CD-AB	3.53	3.53	148.93	0.024	3.53	0.0	0.0	6.277	A
CD-A	117.69	117.69			117.69				

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-ACD	5.89	5.89	140.82	0.042	5.92	0.1	0.0	6.672	A
A-B	3.53	3.53			3.53				
A-C	173.53	173.53			173.53				
A-D	0.00	0.00			0.00				
AB-C	177.11	177.11			177.11				
AB-D	0.00	0.00	117.90	0.000	0.00	0.0	0.0	0.000	A
D-AB	0.00	0.00	144.98	0.000	0.00	0.0	0.0	0.000	A
D-C	0.00	0.00	88.74	0.000	0.00	0.0	0.0	0.000	A
C-D	0.00	0.00			0.00				
C-A	135.11	135.11			135.11				
C-B	2.35	2.35			2.35				
CD-AB	2.35	2.35	136.93	0.017	2.36	0.0	0.0	6.687	A
CD-A	135.11	135.11			135.11				

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-ACD	3.53	3.53	148.21	0.024	3.55	0.0	0.0	6.223	A
A-B	0.00	0.00			0.00				
A-C	173.81	173.81			173.81				
A-D	0.00	0.00			0.00				
AB-C	176.17	176.17			176.17				
AB-D	0.00	0.00	121.69	0.000	0.00	0.0	0.0	0.000	A
D-AB	0.00	0.00	149.84	0.000	0.00	0.0	0.0	0.000	A
D-C	0.00	0.00	94.07	0.000	0.00	0.0	0.0	0.000	A
C-D	0.00	0.00			0.00				
C-A	115.09	115.09			115.09				
C-B	1.18	1.18			1.18				
CD-AB	1.18	1.18	136.77	0.008	1.19	0.0	0.0	6.543	A
CD-A	115.09	115.09			115.09				

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-ACD	4.71	4.71	148.79	0.032	4.70	0.0	0.0	8.245	A
A-B	2.35	2.35			2.35				
A-C	180.15	180.15			180.15				
A-D	0.00	0.00			0.00				
AB-C	183.67	183.67			183.67				
AB-D	0.00	0.00	118.50	0.000	0.00	0.0	0.0	0.000	A
D-AB	3.53	3.53	146.30	0.024	3.51	0.0	0.0	6.303	A
D-C	0.00	0.00	71.14	0.000	0.00	0.0	0.0	0.000	A
C-D	0.00	0.00			0.00				
C-A	128.72	128.72			128.72				
C-B	1.18	1.18			1.18				
CD-AB	3.52	3.52	136.36	0.026	3.50	0.0	0.0	6.772	A
CD-A	129.89	129.89			129.89				

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-ACD	1.18	1.18	119.76	0.010	1.20	0.0	0.0	7.594	A
A-B	2.35	2.35			2.35				
A-C	165.57	165.57			165.57				
A-D	0.00	0.00			0.00				
AB-C	165.59	165.59			165.59				
AB-D	0.00	0.00	120.38	0.000	0.00	0.0	0.0	0.000	A
D-AB	0.00	0.00	148.62	0.000	0.02	0.0	0.0	0.000	A
D-C	0.00	0.00	75.12	0.000	0.00	0.0	0.0	0.000	A
C-D	0.00	0.00			0.00				
C-A	126.41	126.41			126.41				
C-B	0.00	0.00			0.00				
CD-AB	0.02	0.02	139.99	0.000	0.04	0.0	0.0	6.433	A
CD-A	126.42	126.42			126.42				

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-ACD	2.35	2.35	128.37	0.018	2.35	0.0	0.0	7.141	A
A-B	0.00	0.00			0.00				
A-C	211.64	211.64			211.64				
A-D	0.00	0.00			0.00				
AB-C	212.81	212.81			212.81				
AB-D	0.00	0.00	120.52	0.000	0.00	0.0	0.0	0.000	A
D-AB	0.00	0.00	148.20	0.000	0.00	0.0	0.0	0.000	A
D-C	0.00	0.00	87.65	0.000	0.00	0.0	0.0	0.000	A
C-D	0.00	0.00			0.00				
C-A	122.81	122.81			122.81				
C-B	0.00	0.00			0.00				
CD-AB	0.00	0.00	261.25	0.000	0.00	0.0	0.0	0.000	A
CD-A	122.81	122.81			122.81				

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-ACD	3.53	3.53	162.56	0.022	3.53	0.0	0.0	5.658	A
A-B	2.35	2.35			2.35				
A-C	203.90	203.90			203.90				
A-D	0.00	0.00			0.00				
AB-C	207.42	207.42			207.42				
AB-D	0.00	0.00	116.47	0.000	0.00	0.0	0.0	0.000	A
D-AB	0.00	0.00	143.22	0.000	0.00	0.0	0.0	0.000	A
D-C	0.00	0.00	84.15	0.000	0.00	0.0	0.0	0.000	A
C-D	0.00	0.00			0.00				
C-A	147.09	147.09			147.09				
C-B	1.18	1.18			1.18				
CD-AB	1.18	1.18	132.62	0.009	1.17	0.0	0.0	6.846	A
CD-A	147.09	147.09			147.09				

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-ACD	1.18	1.18	161.71	0.007	1.19	0.0	0.0	5.609	A
A-B	1.18	1.18			1.18				
A-C	208.61	208.61			208.61				
A-D	0.00	0.00			0.00				
AB-C	209.81	209.81			209.81				
AB-D	0.00	0.00	121.71	0.000	0.00	0.0	0.0	0.000	A
D-AB	0.00	0.00	149.66	0.000	0.00	0.0	0.0	0.000	A
D-C	0.00	0.00	90.00	0.000	0.00	0.0	0.0	0.000	A
C-D	0.00	0.00			0.00				
C-A	114.79	114.79			114.79				
C-B	0.00	0.00			0.00				
CD-AB	0.00	0.00	263.77	0.000	0.01	0.0	0.0	0.000	A
CD-A	114.79	114.79			114.79				

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-ACD	1.18	1.18	159.80	0.007	1.18	0.0	0.0	5.673	A
A-B	1.18	1.18			1.18				
A-C	214.73	214.73			214.73				
A-D	0.00	0.00			0.00				
AB-C	215.90	215.90			215.90				
AB-D	0.00	0.00	111.73	0.000	0.00	0.0	0.0	0.000	A
D-AB	0.00	0.00	137.39	0.000	0.00	0.0	0.0	0.000	A
D-C	0.00	0.00	77.26	0.000	0.00	0.0	0.0	0.000	A
C-D	0.00	0.00			0.00				
C-A	169.18	169.18			169.18				
C-B	0.00	0.00			0.00				
CD-AB	0.00	0.00	257.55	0.000	0.00	0.0	0.0	0.000	A
CD-A	169.18	169.18			169.18				

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-ACD	4.71	4.71	167.06	0.028	4.69	0.0	0.0	5.543	A
A-B	2.35	2.35			2.35				
A-C	184.28	184.28			184.28				
A-D	0.00	0.00			0.00				
AB-C	188.97	188.97			188.97				
AB-D	0.00	0.00	122.06	0.000	0.00	0.0	0.0	0.000	A
D-AB	1.18	1.18	150.71	0.008	1.17	0.0	0.0	6.017	A
D-C	0.00	0.00	74.24	0.000	0.00	0.0	0.0	0.000	A
C-D	0.00	0.00			0.00				
C-A	112.72	112.72			112.72				
C-B	0.00	0.00			0.00				
CD-AB	0.00	0.00	296.51	0.000	0.00	0.0	0.0	0.000	A
CD-A	113.89	113.89			113.89				

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-ACD	2.35	2.35	140.28	0.017	2.37	0.0	0.0	6.525	A
A-B	0.00	0.00			0.00				
A-C	175.59	175.59			175.59				
A-D	0.00	0.00			0.00				
AB-C	176.78	176.78			176.78				
AB-D	0.00	0.00	122.24	0.000	0.00	0.0	0.0	0.000	A
D-AB	0.00	0.00	150.91	0.000	0.01	0.0	0.0	0.000	A
D-C	0.00	0.00	75.98	0.000	0.00	0.0	0.0	0.000	A
C-D	0.00	0.00			0.00				
C-A	113.45	113.45			113.45				
C-B	1.18	1.18			1.18				
CD-AB	1.18	1.18	138.98	0.008	1.17	0.0	0.0	6.530	A
CD-A	113.46	113.46			113.46				

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-ACD	1.18	1.18	118.25	0.010	1.18	0.0	0.0	7.699	A
A-B	1.18	1.18			1.18				
A-C	177.71	177.71			177.71				
A-D	0.00	0.00			0.00				
AB-C	177.72	177.72			177.72				
AB-D	0.00	0.00	121.61	0.000	0.00	0.0	0.0	0.000	A
D-AB	0.00	0.00	149.53	0.000	0.00	0.0	0.0	0.000	A
D-C	0.00	0.00	94.33	0.000	0.00	0.0	0.0	0.000	A
C-D	0.00	0.00			0.00				
C-A	116.98	116.98			116.98				
C-B	1.18	1.18			1.18				
CD-AB	1.18	1.18	138.59	0.008	1.18	0.0	0.0	6.549	A
CD-A	116.98	116.98			116.98				

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-ACD	1.18	1.18	139.19	0.008	1.18	0.0	0.0	6.520	A
A-B	1.18	1.18			1.18				
A-C	102.13	102.13			102.13				
A-D	0.00	0.00			0.00				
AB-C	102.13	102.13			102.13				
AB-D	0.00	0.00	123.16	0.000	0.00	0.0	0.0	0.000	A
D-AB	0.00	0.00	151.44	0.000	0.00	0.0	0.0	0.000	A
D-C	0.00	0.00	106.36	0.000	0.00	0.0	0.0	0.000	A
C-D	0.00	0.00			0.00				
C-A	110.67	110.67			110.67				
C-B	0.00	0.00			0.00				
CD-AB	0.00	0.00	309.12	0.000	0.01	0.0	0.0	0.000	A
CD-A	110.67	110.67			110.67				

Junctions 9

PICADY 9 - Priority Intersection Module

Filename: J2 Staggered junction (+15).j9
Path: W:\UDC-Traffic Files\P22-066\Modelling\Operation Years
Report generation date: 21/06/2022 12:05:17

Summary of junction performance

	12hrs			
	Queue (Veh)	Delay (s)	RFC	LOS
	+15+Dev+Adj			
Stream B-ACD	0.4	9.83	0.31	A
Stream AB-D	0.0	7.79	0.01	A
Stream D-AB	0.0	7.49	0.03	A
Stream D-C	0.0	10.43	0.02	B
Stream CD-AB	0.6	11.19	0.39	B

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

File summary

File Description

Title	
Location	
Site number	
Date	20/06/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	PMCE\lemanr
Description	

Units

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

Analysis Options

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

Analysis Set Details

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

Demand Set Details

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

+15+Dev+Adj, 12hrs

Data Errors and Warnings
No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	J2 Staggered Junction	Left-Right Stagger	Two-way		0.24	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Thomas Omer Way (E)		Major
B	Lynch's Lane		Minor
C	Thomas Omer Way (W)		Major
D	Learning Centre		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - Thomas Omer Way (E)	10.50	✓	0.50			0.0		-
C - Thomas Omer Way (W)	11.50	✓	0.50	✓	2.80	150.0	✓	12.80

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Width at give-way (m)	Width at 6m (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 - Lynch's Lane	One lane	5.00								150	150
D - Learning Centre	One lane plus flare		6.00	3.50	2.30	2.20	2.20		1.00	80	130

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/TS)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B
1	AB-D	143.491	-	-	-	-	-	0.179	0.179	0.179	-	-
1	B-A	183.436	0.101	0.254	0.254	-	-	0.160	0.363	-	0.160	0.363
1	B-CD	215.552	0.101	0.254	0.254	-	-	-	-	-	-	-
1	CD-B	175.996	0.207	0.207	0.207	-	-	-	-	-	-	-
1	D-AB	176.444	-	-	-	-	-	0.220	0.220	0.087	-	-
1	D-C	143.848	-	0.133	0.301	0.133	0.301	0.211	0.211	0.083	-	-

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

Traffic Demand

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Thomas Omer Way (E)		DIRECT	✓	100.000
B - Lynch's Lane		DIRECT	✓	100.000
C - Thomas Omer Way (W)		DIRECT	✓	100.000
D - Learning Centre		DIRECT	✓	100.000

Origin-Destination Data

07:00 - 07:15

Demand (Veh/TS)

		To			
		A - Thomas Omer Way (E)	B - Lynch's Lane	C - Thomas Omer Way (W)	D - Learning Centre
From	A - Thomas Omer Way (E)	0.00	0.00	109.90	0.00
	B - Lynch's Lane	0.00	0.00	1.40	0.00
	C - Thomas Omer Way (W)	94.80	0.00	0.00	0.00
	D - Learning Centre	0.00	0.00	0.00	0.00

07:15 - 07:30

Demand (Veh/TS)

		To			
		A - Thomas Omer Way (E)	B - Lynch's Lane	C - Thomas Omer Way (W)	D - Learning Centre
From	A - Thomas Omer Way (E)	0.00	1.18	123.07	0.00
	B - Lynch's Lane	0.00	0.00	1.18	0.00
	C - Thomas Omer Way (W)	115.86	3.53	0.00	0.00
	D - Learning Centre	0.00	0.00	0.00	0.00

07:30 - 07:45

Demand (Veh/TS)

		To			
		A - Thomas Omer Way (E)	B - Lynch's Lane	C - Thomas Omer Way (W)	D - Learning Centre
From	A - Thomas Omer Way (E)	0.00	1.18	146.35	0.00
	B - Lynch's Lane	0.00	0.00	3.53	0.00
	C - Thomas Omer Way (W)	156.84	7.06	0.00	0.00
	D - Learning Centre	0.00	0.00	0.00	0.00

07:45 - 08:00

Demand (Veh/TS)

		To			
		A - Thomas Omer Way (E)	B - Lynch's Lane	C - Thomas Omer Way (W)	D - Learning Centre
From	A - Thomas Omer Way (E)	0.00	10.60	180.27	0.00
	B - Lynch's Lane	0.00	0.00	20.02	0.00
	C - Thomas Omer Way (W)	199.68	32.97	0.00	1.18
	D - Learning Centre	0.00	0.00	0.00	0.00

08:00 - 08:15

Demand (Veh/TS)

		To			
		A - Thomas Omer Way (E)	B - Lynch's Lane	C - Thomas Omer Way (W)	D - Learning Centre
From	A - Thomas Omer Way (E)	0.00	4.71	192.71	0.00
	B - Lynch's Lane	1.18	0.00	48.28	0.00
	C - Thomas Omer Way (W)	202.87	51.81	0.00	0.00
	D - Learning Centre	0.00	0.00	0.00	0.00

08:15 - 08:30

Demand (Veh/TS)