

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0	79	8	11
	B - Lucan Newlands Road	32	0	12	9
	C - R113 (S)	7	0	0	0
	D - Thomas Omer Way	14	19	5	0

Heavy Vehicle Percentages

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
15:00 - 15:15 From	A - R113 (N)	0	77	10	10
	B - Lucan Newlands Road	20	0	0	4
	C - R113 (S)	2	13	0	5
	D - Thomas Omer Way	19	32	0	0

Heavy Vehicle Percentages

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
15:15 - 15:30 From	A - R113 (N)	0	87	8	18
	B - Lucan Newlands Road	19	0	0	10
	C - R113 (S)	7	0	0	0
	D - Thomas Omer Way	14	23	0	0

Heavy Vehicle Percentages

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
15:30 - 15:45 From	A - R113 (N)	0	86	10	18
	B - Lucan Newlands Road	16	0	13	12
	C - R113 (S)	7	0	0	9
	D - Thomas Omer Way	12	47	0	0

Heavy Vehicle Percentages

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
15:45 - 16:00 From	A - R113 (N)	0	82	0	17
	B - Lucan Newlands Road	25	0	5	0
	C - R113 (S)	4	0	0	5
	D - Thomas Omer Way	11	0	0	0

Heavy Vehicle Percentages

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
16:00 - 16:15 From	A - R113 (N)	0	84	4	10
	B - Lucan Newlands Road	8	0	11	7
	C - R113 (S)	3	3	0	0
	D - Thomas Omer Way	6	25	0	0

Heavy Vehicle Percentages

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
16:15 - 16:30 From	A - R113 (N)	0	80	5	5
	B - Lucan Newlands Road	6	0	0	2
	C - R113 (S)	9	0	0	3
	D - Thomas Omer Way	7	28	8	0

16:30 - 16:45 Heavy Vehicle Percentages

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0	67	5	9
	B - Lucan Newlands Road	0	0	0	5
	C - R113 (S)	3	5	0	0
	D - Thomas Omer Way	16	28	0	0

Heavy Vehicle Percentages

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0	91	3	8
	B - Lucan Newlands Road	14	0	0	3
	C - R113 (S)	1	0	0	0
	D - Thomas Omer Way	3	19	0	0

Heavy Vehicle Percentages

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0	83	2	5
	B - Lucan Newlands Road	7	0	0	4
	C - R113 (S)	1	0	0	0
	D - Thomas Omer Way	9	23	0	0

Heavy Vehicle Percentages

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0	93	0	4
	B - Lucan Newlands Road	18	0	0	0
	C - R113 (S)	7	0	0	0
	D - Thomas Omer Way	4	0	0	0

Heavy Vehicle Percentages

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0	87	3	2
	B - Lucan Newlands Road	7	0	0	2
	C - R113 (S)	3	3	0	0
	D - Thomas Omer Way	11	19	0	0

Heavy Vehicle Percentages

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0	92	4	3
	B - Lucan Newlands Road	3	0	0	0
	C - R113 (S)	4	4	0	3
	D - Thomas Omer Way	11	17	0	0

Heavy Vehicle Percentages

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0	87	1	6
	B - Lucan Newlands Road	8	0	0	2
	C - R113 (S)	0	0	0	0
	D - Thomas Omer Way	7	70	0	0

18:15 - 18:30 Heavy Vehicle Percentages

		To			
		A - R113 (R)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (R)	0	97	2	4
	B - Lucan Newlands Road	11	0	7	0
	C - R113 (S)	2	0	0	0
	D - Thomas Omer Way	8	0	0	0

Heavy Vehicle Percentages

		To			
		A - R113 (R)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
18:30 - 18:45 From	A - R113 (R)	0	94	5	2
	B - Lucan Newlands Road	10	0	0	0
	C - R113 (S)	0	0	0	0
	D - Thomas Omer Way	10	0	0	0

Heavy Vehicle Percentages

		To			
		A - R113 (R)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
18:45 - 19:00 From	A - R113 (R)	0	91	0	0
	B - Lucan Newlands Road	10	0	0	0
	C - R113 (S)	4	0	0	0
	D - Thomas Omer Way	6	0	0	0

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
A - R113 (R)	30.68	20.8	D	228.54	10900.84
B - Lucan Newlands Road	64.56	16.8	E	102.86	4937.08
C - R113 (S)	45.83	14.1	D	141.15	6775.26
D - Thomas Omer Way	51.11	17.2	D	77.75	3731.86

Main Results for each time segment

07:00 - 07:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalized level of service
A - R113 (R)	210.74	210.74	222.05	278.25	0.0	10.8	20.646	C
B - Lucan Newlands Road	54.32	54.32	61.26	66.44	0.0	6.0	41.573	D
C - R113 (S)	86.08	86.08	83.96	91.21	0.0	6.9	25.636	C
D - Thomas Omer Way	52.80	52.80	59.30	64.60	0.0	5.8	42.238	D

07:15 - 07:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalized level of service
A - R113 (R)	230.90	230.90	234.41	318.24	10.8	12.6	23.056	C
B - Lucan Newlands Road	67.71	67.71	76.75	82.46	6.0	7.2	41.978	D
C - R113 (S)	94.41	94.41	94.35	101.29	6.9	7.0	27.138	C
D - Thomas Omer Way	80.10	80.10	91.49	86.33	5.8	8.7	41.457	D

07:30 - 07:45

Arm	Total Demand (Veh/Ts)	Junction Arrivals (Veh)	Throughput (Veh/Ts)	Average throughput (PCU/Ts)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	278.55	278.55	266.26	374.13	12.6	16.5	27.338	C
B - Lucan Newlands Road	76.17	76.17	85.53	89.14	7.2	8.3	43.218	D
C - R113 (S)	102.44	102.44	102.52	113.42	7.0	8.6	28.485	C
D - Thomas Omer Way	90.14	90.14	101.12	97.74	8.7	9.8	41.729	D

07:45 - 08:00

Arm	Total Demand (Veh/Ts)	Junction Arrivals (Veh)	Throughput (Veh/Ts)	Average throughput (PCU/Ts)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	325.67	325.67	325.85	415.43	16.5	19.2	39.862	D
B - Lucan Newlands Road	80.26	80.26	91.24	86.40	8.3	8.6	42.458	D
C - R113 (S)	123.05	123.05	126.04	126.81	8.6	2.5	28.034	C
D - Thomas Omer Way	139.31	139.31	157.56	149.42	9.8	15.4	48.356	D

08:00 - 08:15

Arm	Total Demand (Veh/Ts)	Junction Arrivals (Veh)	Throughput (Veh/Ts)	Average throughput (PCU/Ts)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	313.38	313.38	318.31	403.88	19.2	15.0	38.177	D
B - Lucan Newlands Road	87.29	87.29	98.28	96.34	8.6	9.7	45.824	D
C - R113 (S)	125.01	125.01	134.01	136.29	2.5	3.1	26.679	C
D - Thomas Omer Way	138.00	138.00	153.54	151.38	15.4	15.6	48.448	D

08:15 - 08:30

Arm	Total Demand (Veh/Ts)	Junction Arrivals (Veh)	Throughput (Veh/Ts)	Average throughput (PCU/Ts)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	265.15	265.15	269.75	348.70	15.0	9.7	28.032	C
B - Lucan Newlands Road	115.42	115.42	116.32	123.23	9.7	12.9	48.262	D
C - R113 (S)	148.05	148.05	184.06	155.32	3.1	4.5	31.535	C
D - Thomas Omer Way	156.09	156.09	156.32	158.62	15.6	18.1	51.189	D

08:30 - 08:45

Arm	Total Demand (Veh/Ts)	Junction Arrivals (Veh)	Throughput (Veh/Ts)	Average throughput (PCU/Ts)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	234.45	234.45	238.92	297.86	9.7	8.0	21.572	C
B - Lucan Newlands Road	119.17	119.17	110.30	131.15	12.9	13.2	48.468	D
C - R113 (S)	157.24	157.24	177.29	180.19	4.5	5.5	33.746	C
D - Thomas Omer Way	138.03	138.03	123.86	150.47	18.1	15.5	46.598	D

08:45 - 09:00

Arm	Total Demand (Veh/Ts)	Junction Arrivals (Veh)	Throughput (Veh/Ts)	Average throughput (PCU/Ts)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	220.14	220.14	233.41	280.86	8.0	5.9	20.669	C
B - Lucan Newlands Road	99.56	99.56	82.11	112.47	13.2	10.7	46.514	D
C - R113 (S)	168.11	168.11	188.80	182.29	5.5	8.5	41.828	D
D - Thomas Omer Way	114.05	114.05	91.92	125.31	15.5	12.5	43.304	D

09:00 - 09:15

Arm	Total Demand (Veh/Ts)	Junction Arrivals (Veh)	Throughput (Veh/Ts)	Average throughput (PCU/Ts)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	193.06	193.06	209.39	246.18	5.9	5.6	20.107	C
B - Lucan Newlands Road	77.05	77.05	61.15	87.74	10.7	8.8	41.400	D
C - R113 (S)	192.18	192.18	215.39	203.60	8.5	10.8	45.825	D
D - Thomas Omer Way	77.77	77.77	61.90	86.45	12.5	9.1	41.927	D

09:15 - 09:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	196.08	196.08	218.46	200.39	5.6	6.1	20.037	C
B - Lucan Newlands Road	94.71	94.71	72.72	101.25	8.8	9.9	42.055	D
C - R113 (S)	130.71	130.71	147.09	141.02	10.8	5.0	30.947	C
D - Thomas Omer Way	79.60	79.60	80.25	92.05	9.1	9.1	42.992	D

09:30 - 09:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	192.16	192.16	198.54	258.47	6.1	6.4	20.108	C
B - Lucan Newlands Road	86.35	86.35	66.59	98.82	9.9	9.5	42.164	D
C - R113 (S)	131.73	131.73	138.66	142.40	5.0	6.5	32.316	C
D - Thomas Omer Way	88.38	88.38	68.73	95.48	9.1	10.0	42.345	D

09:45 - 10:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	192.83	192.83	187.96	258.82	6.4	6.8	19.611	B
B - Lucan Newlands Road	82.39	82.39	54.32	74.98	9.5	8.0	40.517	D
C - R113 (S)	110.17	110.17	108.38	119.68	6.5	5.5	29.986	C
D - Thomas Omer Way	78.44	78.44	66.23	80.63	10.0	7.3	42.176	D

10:00 - 10:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	147.77	147.77	140.48	199.24	6.8	5.5	18.858	B
B - Lucan Newlands Road	80.55	80.55	80.84	92.56	6.0	7.6	41.327	D
C - R113 (S)	127.24	127.24	118.87	132.20	5.5	6.5	29.507	C
D - Thomas Omer Way	58.71	58.71	61.44	71.53	7.3	5.7	38.711	D

10:15 - 10:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	170.35	170.35	154.35	221.04	5.5	7.4	19.780	B
B - Lucan Newlands Road	66.97	66.97	71.93	86.99	7.6	6.2	41.920	D
C - R113 (S)	115.98	115.98	104.30	118.13	6.5	6.3	28.944	C
D - Thomas Omer Way	70.89	70.89	76.80	83.67	5.7	7.1	40.764	D

10:30 - 10:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	187.22	187.22	189.60	243.85	7.4	7.3	19.288	B
B - Lucan Newlands Road	82.38	82.38	90.90	97.53	6.2	8.2	42.769	D
C - R113 (S)	107.62	107.62	97.78	113.98	6.3	7.6	31.061	C
D - Thomas Omer Way	64.71	64.71	72.72	70.32	7.1	5.8	40.479	D

10:45 - 11:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	189.80	189.80	151.89	237.19	7.3	7.3	18.830	B
B - Lucan Newlands Road	61.33	61.33	69.56	66.80	8.2	5.7	40.917	D
C - R113 (S)	116.66	116.66	100.38	118.41	7.6	6.9	27.333	C
D - Thomas Omer Way	66.14	66.14	74.63	73.31	5.8	6.2	41.019	D

11:00 - 11:15

Arm	Total Demand (Veh/Ts)	Junction Arrivals (Veh)	Throughput (Veh/Ts)	Average throughput (PCU/Ts)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	176.05	176.05	186.57	236.72	7.3	9.0	19.227	B
B - Lucan Newlands Road	59.93	59.93	67.94	71.95	5.7	5.5	41.702	D
C - R113 (S)	92.03	92.03	80.21	101.25	6.9	7.1	27.117	C
D - Thomas Omer Way	56.10	56.10	66.90	62.16	6.2	5.8	40.437	D

11:15 - 11:30

Arm	Total Demand (Veh/Ts)	Junction Arrivals (Veh)	Throughput (Veh/Ts)	Average throughput (PCU/Ts)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	198.99	198.99	201.86	262.59	9.0	9.8	20.463	C
B - Lucan Newlands Road	78.65	78.65	86.14	90.28	5.5	7.3	41.236	D
C - R113 (S)	96.56	96.56	80.35	104.34	7.1	7.7	29.743	C
D - Thomas Omer Way	51.86	51.86	58.29	56.94	5.8	4.7	41.344	D

11:30 - 11:45

Arm	Total Demand (Veh/Ts)	Junction Arrivals (Veh)	Throughput (Veh/Ts)	Average throughput (PCU/Ts)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	187.23	187.23	197.01	238.24	9.6	8.8	18.858	B
B - Lucan Newlands Road	86.91	86.91	96.57	101.86	7.3	6.4	43.042	D
C - R113 (S)	129.86	129.86	120.29	141.24	7.7	9.9	31.099	C
D - Thomas Omer Way	51.25	51.25	57.81	58.61	4.7	4.9	40.792	D

11:45 - 12:00

Arm	Total Demand (Veh/Ts)	Junction Arrivals (Veh)	Throughput (Veh/Ts)	Average throughput (PCU/Ts)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	192.11	192.11	195.01	248.41	8.8	9.4	19.364	B
B - Lucan Newlands Road	74.82	74.82	85.20	82.28	8.4	7.2	41.181	D
C - R113 (S)	115.85	115.85	113.64	128.70	9.9	8.6	29.156	C
D - Thomas Omer Way	59.50	59.50	66.01	64.93	4.9	5.7	40.849	D

12:00 - 12:15

Arm	Total Demand (Veh/Ts)	Junction Arrivals (Veh)	Throughput (Veh/Ts)	Average throughput (PCU/Ts)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	245.59	245.59	248.35	306.88	9.4	12.4	21.374	C
B - Lucan Newlands Road	84.50	84.50	96.74	99.74	7.2	8.2	42.824	D
C - R113 (S)	124.17	124.17	124.99	133.45	8.6	9.4	28.450	C
D - Thomas Omer Way	57.52	57.52	64.91	64.31	5.7	6.0	40.971	D

12:15 - 12:30

Arm	Total Demand (Veh/Ts)	Junction Arrivals (Veh)	Throughput (Veh/Ts)	Average throughput (PCU/Ts)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	210.23	210.23	211.02	274.92	12.4	8.0	20.768	C
B - Lucan Newlands Road	88.99	88.99	99.95	96.04	8.2	8.7	42.562	D
C - R113 (S)	115.09	115.09	114.50	121.48	9.4	3.8	30.826	C
D - Thomas Omer Way	56.23	56.23	62.44	58.82	6.0	5.6	39.660	D

12:30 - 12:45

Arm	Total Demand (Veh/Ts)	Junction Arrivals (Veh)	Throughput (Veh/Ts)	Average throughput (PCU/Ts)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	225.09	225.09	228.81	289.65	8.0	8.4	21.827	C
B - Lucan Newlands Road	104.86	104.86	118.57	117.43	8.7	9.9	43.891	D
C - R113 (S)	138.43	138.43	148.71	151.05	3.8	3.1	29.210	C
D - Thomas Omer Way	64.65	64.65	72.04	74.64	5.6	6.7	41.378	D

12:45 - 13:00

Arm	Total Demand (Veh/Ts)	Junction Arrivals (Veh)	Throughput (Veh/Ts)	Average throughput (PCU/Ts)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	198.11	198.11	200.44	245.19	8.4	7.2	19.349	D
B - Lucan Newlands Road	104.21	104.21	107.45	111.92	9.9	10.3	44.509	D
C - R113 (S)	136.06	136.06	153.71	144.27	3.1	3.6	30.206	C
D - Thomas Omer Way	57.34	57.34	54.74	60.83	6.7	5.6	40.192	D

13:00 - 13:15

Arm	Total Demand (Veh/Ts)	Junction Arrivals (Veh)	Throughput (Veh/Ts)	Average throughput (PCU/Ts)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	220.58	220.58	223.53	272.44	7.2	8.2	20.206	C
B - Lucan Newlands Road	110.05	110.05	99.29	117.06	10.3	11.0	43.755	D
C - R113 (S)	119.57	119.57	135.79	127.32	3.6	2.4	28.850	C
D - Thomas Omer Way	57.00	57.00	48.36	85.60	5.6	5.8	40.680	D

13:15 - 13:30

Arm	Total Demand (Veh/Ts)	Junction Arrivals (Veh)	Throughput (Veh/Ts)	Average throughput (PCU/Ts)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	213.54	213.54	224.35	273.18	8.2	5.8	20.381	C
B - Lucan Newlands Road	121.13	121.13	101.08	133.53	11.0	11.3	45.039	D
C - R113 (S)	136.76	136.76	154.47	146.65	2.4	4.8	31.436	C
D - Thomas Omer Way	57.20	57.20	45.79	64.71	5.8	6.0	40.529	D

13:30 - 13:45

Arm	Total Demand (Veh/Ts)	Junction Arrivals (Veh)	Throughput (Veh/Ts)	Average throughput (PCU/Ts)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	207.84	207.84	226.11	267.62	5.8	5.9	20.202	C
B - Lucan Newlands Road	83.19	83.19	64.71	96.02	11.3	7.9	41.677	D
C - R113 (S)	129.02	129.02	145.67	133.35	4.8	4.5	29.412	C
D - Thomas Omer Way	50.80	50.80	39.61	56.37	6.0	5.7	38.957	D

13:45 - 14:00

Arm	Total Demand (Veh/Ts)	Junction Arrivals (Veh)	Throughput (Veh/Ts)	Average throughput (PCU/Ts)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	226.02	226.02	250.08	280.27	5.9	7.2	20.858	C
B - Lucan Newlands Road	132.77	132.77	96.35	136.00	7.9	15.0	56.037	E
C - R113 (S)	149.58	149.58	189.01	157.03	4.5	7.4	36.013	D
D - Thomas Omer Way	72.27	72.27	55.60	80.04	5.7	7.6	41.416	D

14:00 - 14:15

Arm	Total Demand (Veh/Ts)	Junction Arrivals (Veh)	Throughput (Veh/Ts)	Average throughput (PCU/Ts)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	237.90	237.90	267.11	291.63	7.2	7.8	22.315	C
B - Lucan Newlands Road	105.52	105.52	80.03	122.31	15.0	10.4	47.762	D
C - R113 (S)	156.15	156.15	174.61	158.32	7.4	6.4	28.936	C
D - Thomas Omer Way	73.98	73.98	57.50	81.48	7.6	8.2	41.713	D

14:15 - 14:30

Arm	Total Demand (Veh/Ts)	Junction Arrivals (Veh)	Throughput (Veh/Ts)	Average throughput (PCU/Ts)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	263.64	263.64	297.47	317.58	7.8	9.3	24.017	C
B - Lucan Newlands Road	127.60	127.60	103.53	137.49	10.4	12.9	49.977	D
C - R113 (S)	127.15	127.15	143.12	134.11	6.4	7.2	32.773	C
D - Thomas Omer Way	71.05	71.05	60.34	84.19	8.2	7.0	40.791	D

14:30 - 14:45

Arm	Total Demand (Veh/TB)	Junction Arrivals (Veh)	Throughput (Veh/TB)	Average throughput (PCU/TB)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	205.24	205.24	210.88	262.45	9.3	7.9	21.011	C
B - Lucan Newlands Road	132.77	132.77	121.44	154.35	12.9	13.0	49.866	D
C - R113 (S)	121.31	121.31	123.52	130.33	7.2	7.0	30.411	C
D - Thomas Omer Way	78.58	78.58	78.68	94.49	7.0	7.3	40.662	D

14:45 - 15:00

Arm	Total Demand (Veh/TB)	Junction Arrivals (Veh)	Throughput (Veh/TB)	Average throughput (PCU/TB)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	255.68	255.68	250.68	312.77	7.9	10.5	23.049	C
B - Lucan Newlands Road	137.01	137.01	132.81	161.11	13.0	15.9	64.560	E
C - R113 (S)	167.25	167.25	163.94	168.86	7.0	10.4	33.537	C
D - Thomas Omer Way	85.69	85.69	91.71	97.68	7.3	8.3	42.006	D

15:00 - 15:15

Arm	Total Demand (Veh/TB)	Junction Arrivals (Veh)	Throughput (Veh/TB)	Average throughput (PCU/TB)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	235.42	235.42	216.02	292.23	10.5	10.1	21.855	C
B - Lucan Newlands Road	90.61	90.61	99.97	110.72	15.9	8.7	44.918	D
C - R113 (S)	140.73	140.73	127.51	148.20	10.4	8.4	29.605	C
D - Thomas Omer Way	64.69	64.69	71.96	75.73	8.3	5.9	40.650	D

15:15 - 15:30

Arm	Total Demand (Veh/TB)	Junction Arrivals (Veh)	Throughput (Veh/TB)	Average throughput (PCU/TB)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	224.01	224.01	197.64	267.93	10.1	10.3	21.425	C
B - Lucan Newlands Road	105.92	105.92	119.26	118.69	8.7	9.8	43.809	D
C - R113 (S)	161.86	161.86	143.46	163.31	8.4	11.3	31.363	C
D - Thomas Omer Way	60.08	60.08	80.32	87.42	5.9	7.4	43.291	D

15:30 - 15:45

Arm	Total Demand (Veh/TB)	Junction Arrivals (Veh)	Throughput (Veh/TB)	Average throughput (PCU/TB)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	272.62	272.62	240.97	350.23	10.3	15.6	25.341	C
B - Lucan Newlands Road	112.56	112.56	126.13	124.60	9.8	11.2	45.235	D
C - R113 (S)	130.08	130.08	117.11	137.05	11.3	10.6	30.798	C
D - Thomas Omer Way	75.88	75.88	84.38	83.23	7.4	7.3	41.623	D

15:45 - 16:00

Arm	Total Demand (Veh/TB)	Junction Arrivals (Veh)	Throughput (Veh/TB)	Average throughput (PCU/TB)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	212.26	212.26	204.52	261.22	15.6	10.6	20.181	C
B - Lucan Newlands Road	123.52	123.52	136.17	136.47	11.2	12.0	45.947	D
C - R113 (S)	151.22	151.22	145.24	159.16	10.6	11.3	29.624	C
D - Thomas Omer Way	66.90	66.90	77.48	76.32	7.3	6.9	41.637	D

16:00 - 16:15

Arm	Total Demand (Veh/TB)	Junction Arrivals (Veh)	Throughput (Veh/TB)	Average throughput (PCU/TB)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	279.88	279.88	281.12	340.60	10.6	14.8	23.771	C
B - Lucan Newlands Road	132.27	132.27	149.08	141.76	12.0	13.2	46.767	D
C - R113 (S)	169.01	169.01	163.62	173.07	11.3	14.3	33.997	C
D - Thomas Omer Way	77.37	77.37	87.38	83.46	6.9	7.6	41.256	D

16:15 - 16:30

Arm	Total Demand (Veh/Ts)	Junction Arrivals (Veh)	Throughput (Veh/Ts)	Average throughput (PCU/Ts)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	214.73	214.73	220.89	256.41	14.8	11.3	20.407	C
B - Lucan Newlands Road	143.18	143.18	150.77	145.10	13.2	14.2	56.804	E
C - R113 (S)	176.28	176.28	166.80	188.46	14.3	13.7	32.402	C
D - Thomas Omer Way	61.56	61.56	66.54	66.02	7.6	5.9	40.954	D

16:30 - 16:45

Arm	Total Demand (Veh/Ts)	Junction Arrivals (Veh)	Throughput (Veh/Ts)	Average throughput (PCU/Ts)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	228.22	228.22	239.30	270.43	11.3	12.0	21.089	C
B - Lucan Newlands Road	121.42	121.42	136.88	127.77	14.2	12.0	52.737	D
C - R113 (S)	188.56	188.56	181.44	191.26	13.7	14.3	29.873	C
D - Thomas Omer Way	78.11	78.11	88.22	87.20	5.9	7.5	42.526	D

16:45 - 17:00

Arm	Total Demand (Veh/Ts)	Junction Arrivals (Veh)	Throughput (Veh/Ts)	Average throughput (PCU/Ts)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	242.50	242.50	251.84	287.68	12.0	8.9	21.584	C
B - Lucan Newlands Road	139.40	139.40	158.35	147.42	12.0	13.7	51.146	D
C - R113 (S)	195.20	195.20	190.29	197.00	14.3	4.8	30.041	C
D - Thomas Omer Way	83.96	83.96	93.99	85.32	7.5	8.3	40.900	D

17:00 - 17:15

Arm	Total Demand (Veh/Ts)	Junction Arrivals (Veh)	Throughput (Veh/Ts)	Average throughput (PCU/Ts)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	265.44	265.44	299.44	343.40	8.9	11.1	25.205	C
B - Lucan Newlands Road	139.71	139.71	156.56	140.67	13.7	14.4	56.339	E
C - R113 (S)	209.62	209.62	205.80	209.41	4.8	8.4	36.108	D
D - Thomas Omer Way	77.80	77.80	88.69	82.52	8.3	7.8	41.180	D

17:15 - 17:30

Arm	Total Demand (Veh/Ts)	Junction Arrivals (Veh)	Throughput (Veh/Ts)	Average throughput (PCU/Ts)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	227.96	227.96	226.51	265.11	11.1	7.4	20.915	C
B - Lucan Newlands Road	138.68	138.68	156.81	147.11	14.4	14.1	61.257	E
C - R113 (S)	195.27	195.27	207.41	209.46	8.4	5.7	34.118	C
D - Thomas Omer Way	100.42	100.42	112.92	97.51	7.8	10.2	44.012	D

17:30 - 17:45

Arm	Total Demand (Veh/Ts)	Junction Arrivals (Veh)	Throughput (Veh/Ts)	Average throughput (PCU/Ts)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	279.56	279.56	273.90	326.97	7.4	11.1	23.636	C
B - Lucan Newlands Road	136.85	136.85	153.50	140.18	14.1	14.1	53.327	D
C - R113 (S)	207.00	207.00	226.29	212.40	5.7	7.1	37.757	D
D - Thomas Omer Way	71.66	71.66	80.05	79.25	10.2	7.3	41.346	D

17:45 - 18:00

Arm	Total Demand (Veh/Ts)	Junction Arrivals (Veh)	Throughput (Veh/Ts)	Average throughput (PCU/Ts)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	272.08	272.08	275.03	334.23	11.1	7.4	23.700	C
B - Lucan Newlands Road	143.12	143.12	150.52	145.17	14.1	14.7	55.313	E
C - R113 (S)	186.56	186.56	207.47	196.13	7.1	5.9	32.600	C
D - Thomas Omer Way	103.87	103.87	102.65	107.89	7.3	10.5	42.632	D

18:00 - 18:15

Arm	Total Demand (Veh/TB)	Junction Arrivals (Veh)	Throughput (Veh/TB)	Average throughput (PCU/TB)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (R)	248.05	248.05	261.50	207.80	7.4	6.8	21.705	C
B - Lucan Newlands Road	140.39	140.39	129.47	144.37	14.7	14.1	51.318	D
C - R113 (B)	161.95	161.95	175.56	162.16	5.9	5.1	28.945	C
D - Thomas Omar Way	79.51	79.51	86.74	86.28	10.5	8.0	42.237	D

18:15 - 18:30

Arm	Total Demand (Veh/TB)	Junction Arrivals (Veh)	Throughput (Veh/TB)	Average throughput (PCU/TB)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (R)	287.14	287.14	306.59	357.21	8.8	10.1	24.069	C
B - Lucan Newlands Road	120.02	120.02	98.95	131.46	14.1	11.6	45.226	D
C - R113 (B)	144.47	144.47	158.21	147.53	5.1	4.8	27.455	C
D - Thomas Omar Way	79.42	79.42	61.56	83.52	8.0	7.6	41.091	D

18:30 - 18:45

Arm	Total Demand (Veh/TB)	Junction Arrivals (Veh)	Throughput (Veh/TB)	Average throughput (PCU/TB)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (R)	254.46	254.46	274.81	325.02	10.1	8.6	23.277	C
B - Lucan Newlands Road	111.14	111.14	84.47	116.03	11.6	10.8	42.780	D
C - R113 (B)	147.27	147.27	161.95	143.53	4.8	5.7	26.794	C
D - Thomas Omar Way	73.36	73.36	56.54	76.90	7.6	7.4	40.583	D

18:45 - 19:00

Arm	Total Demand (Veh/TB)	Junction Arrivals (Veh)	Throughput (Veh/TB)	Average throughput (PCU/TB)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (R)	194.78	194.78	203.55	225.46	5.8	5.9	18.639	B
B - Lucan Newlands Road	97.38	97.38	72.09	101.26	10.8	9.6	42.354	D
C - R113 (B)	111.90	111.90	121.51	117.23	5.7	5.6	27.126	C
D - Thomas Omar Way	60.56	60.56	45.81	64.46	7.4	5.9	40.512	D

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction

Lanes: Main Results for each time segment

07:00 - 07:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TB)	Throughput (Veh/TB)	Average throughput (PCU/TB)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (R)	Entry	1	1	B	37.06	30.86	68.29	0.0	1.4	13.627	B
			2	B	36.09	38.82	67.97	0.0	1.4	13.849	B
			3	C	77.32	83.47	78.84	0.0	2.9	12.545	B
			4	D	59.90	59.90	63.15	0.0	4.0	22.240	C
	2	1	(B, C, D)	210.74	210.36	279.25	0.0	1.1	5.013		
	Exit	1	1		131.66	131.66	140.97	0.0	0.0	0.000	
B - Lucan Newlands Road	Entry	1	1	C, D	23.19	26.64	26.30	0.0	2.4	37.836	D
			2	A	31.11	34.60	40.14	0.0	3.5	39.681	D
	2	1	(A, C, D)	54.32	54.29	68.03	0.0	0.1	2.659		
	Exit	1	1		92.32	92.32	150.47	0.0	0.0	0.000	
C - R113 (S)	Entry	1	1	D	10.15	10.24	10.38	0.0	0.7	19.119	B
			2	D	9.55	9.56	9.96	0.0	0.7	19.268	B
			3	A	58.98	58.42	63.94	0.0	4.1	22.000	C
			4	B	7.53	5.73	6.92	0.0	1.2	44.426	D
	2	1	(A, B, D)	86.08	86.22	92.51	0.0	0.2	2.468		
	Exit	1	1		104.19	104.19	97.74	0.0	0.0	0.000	
D - Thomas Omer Way	Entry	1	1	A	35.01	38.64	45.89	0.0	3.9	41.129	D
			2	B	6.96	7.92	7.29	0.0	0.7	36.433	D
	2	1	(A, B, C)	11.08	12.70	11.42	0.0	1.1	36.470	D	
	Exit	1	1		52.89	53.03	66.29	0.0	0.1	2.700	
Exit	1	1		96.32	96.32	102.32	0.0	0.0	0.000		

07:15 - 07:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TB)	Throughput (Veh/TB)	Average throughput (PCU/TB)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (R)	Entry	1	1	B	47.46	48.14	87.20	1.4	1.9	14.002	B
			2	B	46.71	47.39	88.28	1.4	1.9	14.292	B
			3	C	81.47	62.30	62.59	2.9	2.3	11.930	B
			4	D	74.80	76.58	80.17	4.0	4.9	22.798	C
	2	1	(B, C, D)	230.90	230.46	318.45	1.1	1.7	8.687		
	Exit	1	1		162.20	162.20	178.42	0.0	0.0	0.000	
B - Lucan Newlands Road	Entry	1	1	C, D	33.11	37.08	33.53	2.4	3.3	37.782	D
			2	A	34.56	39.59	48.92	3.5	3.7	40.452	D
	2	1	(A, C, D)	67.71	67.71	83.28	0.1	0.2	2.801		
	Exit	1	1		118.26	118.26	201.26	0.0	0.0	0.000	
C - R113 (S)	Entry	1	1	D	6.38	6.67	7.00	0.7	0.5	20.199	C
			2	D	6.42	6.53	7.38	0.7	0.4	19.728	B
			3	A	73.83	75.61	79.59	4.1	4.6	23.201	C
			4	B	7.60	5.53	7.32	1.2	1.2	46.796	D
	2	1	(A, B, D)	94.41	94.23	101.11	0.2	0.3	2.518		
	Exit	1	1		101.66	101.66	96.35	0.0	0.0	0.000	
D - Thomas Omer Way	Entry	1	1	A	41.23	46.90	47.91	3.9	4.3	40.155	D
			2	B	15.11	17.21	18.46	0.7	1.6	36.893	D
	2	1	(A, B, C)	23.73	27.32	22.96	1.1	2.5	37.791	D	
	Exit	1	1		80.10	80.12	90.29	0.1	0.3	2.582	
Exit	1	1		114.66	114.86	117.29	0.0	0.0	0.000		

07:30 - 07:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (H)	Entry	1	1	B	43.57	43.33	83.43	1.9	1.6	14.109	B
			2	B	43.43	44.01	84.56	1.9	1.7	14.343	B
			3	C	106.96	107.75	113.06	2.3	4.0	13.466	B
			4	D	86.96	91.18	93.08	4.9	6.0	23.625	C
	Exit	1	1	(B, C, D)	278.55	281.35	374.26	1.7	3.1	10.466	C
	B - Lucan Newlands Road	Entry	1	1	C, D	51.79	58.93	55.76	3.3	5.6	41.265
2				A	24.25	26.56	33.38	3.7	2.5	38.683	D
Exit		2	1	(A, C, D)	76.17	76.04	90.12	0.2	0.3	2.756	C
Exit		1	1		111.09	111.09	102.50	0.0	0.0	0.000	C
C - R113 (B)	Entry	1	1	D	7.34	7.56	8.62	0.5	0.5	19.990	B
			2	D	7.25	7.65	8.95	0.4	0.5	19.599	B
			3	A	72.67	75.72	82.23	4.6	5.1	23.222	C
			4	B	14.57	11.57	13.72	1.2	2.1	45.657	D
	Exit	2	1	(A, B, D)	102.44	102.13	114.10	0.3	0.4	2.628	C
	Exit	1	1		160.71	160.71	161.28	0.0	0.0	0.000	C
D - Thomas Omer Way	Entry	1	1	A	51.40	57.54	50.02	4.3	5.4	41.170	D
			2	B	10.89	12.16	10.78	1.6	1.2	35.942	D
			3	C	28.09	31.40	27.95	2.5	3.0	37.191	D
	Exit	2	1	(A, B, C)	90.14	96.34	99.05	0.3	0.2	2.570	C
Exit	1	1		143.75	143.75	146.04	0.0	0.0	0.000	C	

07:45 - 08:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (H)	Entry	1	1	B	41.92	41.89	81.20	1.6	1.7	14.465	B
			2	B	41.91	41.57	81.68	1.7	1.6	14.428	B
			3	C	127.15	128.45	135.11	4.0	5.0	14.598	B
			4	D	108.74	116.12	117.44	6.0	0.5	25.062	C
	Exit	2	1	(B, C, D)	325.67	319.74	416.14	3.1	10.5	21.757	C
	Exit	1	1		202.53	202.53	199.29	0.0	0.0	0.000	C
B - Lucan Newlands Road	Entry	1	1	C, D	57.86	65.77	60.47	5.6	5.9	40.598	D
			2	A	22.51	25.45	28.93	2.5	2.5	36.258	D
	Exit	2	1	(A, C, D)	80.26	80.41	90.13	0.3	0.3	2.540	C
	Exit	1	1		110.86	110.86	107.24	0.0	0.0	0.000	C
C - R113 (B)	Entry	1	1	D	13.83	15.01	14.21	0.5	0.6	19.780	B
			2	D	14.12	15.14	14.23	0.5	0.6	19.507	B
			3	A	77.10	82.06	80.56	5.1	0.4	22.712	C
			4	B	18.00	13.80	19.81	2.1	1.6	46.120	D
	Exit	2	1	(A, B, D)	123.05	123.04	129.43	0.4	0.3	2.566	C
	Exit	1	1		197.37	197.37	201.10	0.0	0.0	0.000	C
D - Thomas Omer Way	Entry	1	1	A	82.94	94.96	89.80	5.4	9.2	50.090	D
			2	B	12.74	13.78	14.56	1.2	1.4	36.671	D
			3	C	43.94	46.79	45.06	3.0	4.3	38.629	D
	Exit	2	1	(A, B, C)	139.31	139.60	153.05	0.2	0.4	2.925	C
Exit	1	1		189.92	189.92	185.43	0.0	0.0	0.000	C	

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	Entry	1	1	B	36.90	36.29	71.13	1.7	1.5	13.581	B
			2	B	38.73	37.73	71.46	1.6	1.7	13.760	B
			3	C	142.44	139.85	154.84	5.0	5.6	16.083	B
			4	D	95.85	104.93	106.45	0.5	0.5	24.540	C
	2	1	(B, C, D)	313.38	313.89	405.91	10.5	5.7	20.120		
	Exit	1	1		193.78	193.78	197.07	0.0	0.0	0.000	
B - Lucan Newlands Road	Entry	1	1	C, D	70.94	79.11	76.58	5.9	7.5	44.079	D
			2	A	17.28	19.17	22.76	2.5	2.0	37.622	D
	2	1	(A, C, D)	87.29	88.16	100.53	0.3	0.2	3.045		
	Exit	1	1		108.23	108.23	182.19	0.0	0.0	0.000	
C - R113 (S)	Entry	1	1	D	11.88	12.92	12.65	0.0	0.1	18.817	B
			2	D	12.36	13.74	12.92	0.0	0.0	19.371	B
			3	A	81.50	88.67	87.03	0.4	0.4	23.216	C
			4	B	19.03	18.70	23.59	1.8	2.2	48.104	D
	2	1	(A, B, D)	125.01	124.71	134.98	0.3	0.4	2.704		
	Exit	1	1		224.91	224.91	233.48	0.0	0.0	0.000	
D - Thomas Omer Way	Entry	1	1	A	78.02	85.96	87.88	9.2	8.8	51.039	D
			2	B	13.83	15.45	16.01	1.4	1.6	36.420	D
			3	C	46.76	52.13	47.49	4.3	4.8	36.295	D
	2	1	(A, B, C)	138.00	138.56	152.06	0.4	0.5	3.202		
Exit	1	1		177.56	177.56	177.45	0.0	0.0	0.000		

08:15 - 08:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	Entry	1	1	B	31.35	30.83	60.14	1.5	1.2	13.674	B
			2	B	31.49	30.86	61.11	1.7	1.3	13.525	B
			3	C	121.65	118.83	134.39	5.6	4.7	14.856	B
			4	D	80.19	89.23	93.07	0.5	0.4	23.812	C
	2	1	(B, C, D)	265.15	264.65	349.74	5.7	2.1	8.753		
	Exit	1	1		218.14	218.14	223.64	0.0	0.0	0.000	
B - Lucan Newlands Road	Entry	1	1	C, D	84.81	86.14	84.80	7.5	9.0	46.925	D
			2	A	31.22	30.20	38.42	2.0	3.3	37.969	D
	2	1	(A, C, D)	115.42	116.03	125.75	0.2	0.8	3.754		
Exit	1	1		108.52	108.52	167.46	0.0	0.0	0.000		
C - R113 (S)	Entry	1	1	D	14.54	15.92	13.98	0.1	0.1	20.120	C
			2	D	14.05	15.41	14.15	0.0	0.0	19.829	B
			3	A	86.57	95.63	93.53	0.4	0.4	24.187	C
			4	B	33.52	37.11	33.66	2.2	3.6	47.229	D
	2	1	(A, B, D)	148.65	148.74	154.65	0.4	0.4	2.925		
	Exit	1	1		213.70	213.70	229.90	0.0	0.0	0.000	
D - Thomas Omer Way	Entry	1	1	A	89.86	92.35	91.89	8.8	10.2	54.139	D
			2	B	11.30	9.72	12.50	1.6	1.4	37.599	D
			3	C	54.77	54.27	54.38	4.8	5.7	39.361	D
	2	1	(A, B, C)	156.09	155.93	160.17	0.5	0.7	3.336		
Exit	1	1		160.04	160.04	164.96	0.0	0.0	0.000		

08:30 - 08:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	Entry	1	1	B	26.48	26.14	49.87	1.2	1.2	13.167	B
			2	B	25.89	25.31	49.04	1.3	1.2	13.140	B
			3	C	121.13	118.62	129.49	4.7	4.1	14.268	B
			4	D	61.11	68.84	66.56	0.4	0.3	22.882	C
	Exit	1	1	(B, C, D)	234.45	234.63	206.76	2.1	1.3	5.286	C
	B - Lucan Newlands Road	Entry	1	1	C, D	82.66	78.02	87.35	9.0	8.8	47.098
2				A	36.79	32.37	43.80	3.3	4.0	39.423	D
3				(A, C, D)	119.17	119.46	131.50	0.6	0.4	3.684	C
4				B	107.64	107.64	156.71	0.0	0.0	0.000	C
Exit		1	1	(A, B, C, D)	346.26	347.49	327.36	0.0	0.0	0.000	C
C - R113 (S)		Entry	1	1	D	16.88	19.22	17.09	0.1	0.1	20.964
	2			D	17.93	20.09	17.74	0.0	0.1	20.301	C
	3			A	82.40	82.89	84.76	0.4	0.5	23.594	C
	4			B	39.36	45.11	40.80	3.6	4.1	50.867	D
	Exit	2	1	(A, B, D)	157.24	156.61	160.32	0.4	0.6	3.514	C
	D - Thomas Omer Way	Entry	1	1	A	199.78	199.78	222.89	0.0	0.0	0.000
2				B	72.96	67.38	82.23	10.2	8.1	48.263	D
3				C	13.49	11.06	16.29	1.4	1.6	36.644	D
4				C	52.24	45.30	51.95	5.7	5.4	39.186	D
Exit		2	1	(A, B, C)	136.63	138.61	150.23	0.7	0.5	2.943	C
Exit		1	1	(A, B, C, D)	150.41	150.41	149.29	0.0	0.0	0.000	C

08:45 - 09:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	Entry	1	1	B	27.32	26.76	52.62	1.2	0.8	13.064	B
			2	B	27.56	26.76	52.07	1.2	0.8	13.425	B
			3	C	105.39	108.14	109.59	4.1	2.5	13.267	B
			4	D	60.59	67.82	66.59	0.3	0.6	22.566	C
	Exit	2	1	(B, C, D)	220.14	220.85	278.28	1.3	1.0	4.888	C
	B - Lucan Newlands Road	Entry	1	1	C, D	74.55	82.37	81.85	8.8	7.7	45.280
2				A	24.84	19.74	30.62	4.0	2.7	37.366	D
3				(A, C, D)	99.56	99.45	112.72	0.4	0.4	3.214	C
4				B	123.74	123.74	174.20	0.0	0.0	0.000	C
Exit		1	1	(A, B, C, D)	181.62	181.62	206.71	0.0	0.0	0.000	C
C - R113 (S)		Entry	1	1	D	11.84	13.58	14.48	0.1	0.1	23.324
	2			D	11.98	13.35	14.22	0.1	0.2	22.876	C
	3			A	94.62	108.06	103.85	0.5	1.3	27.358	C
	4			B	47.05	53.77	49.74	4.1	5.1	55.658	E
	Exit	2	1	(A, B, D)	169.11	165.50	184.29	0.6	1.7	7.034	C
	D - Thomas Omer Way	Entry	1	1	A	160.49	160.49	174.26	0.0	0.0	0.000
2				B	65.77	53.79	72.24	8.1	6.9	43.299	D
3				C	15.72	12.47	19.77	1.6	1.9	36.616	D
4				C	32.66	25.65	33.29	5.4	3.4	37.667	D
Exit		2	1	(A, B, C)	114.05	114.16	124.36	0.5	0.3	2.630	C
Exit		1	1	(A, B, C, D)	130.42	130.42	145.76	0.0	0.0	0.000	C

09:00 - 09:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/T8)	Throughput (Veh/T8)	Average throughput (PCU/T8)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	Entry	1	1	B	22.29	24.09	43.14	0.8	0.7	13.131	B
			2	B	23.75	25.65	42.80	0.8	0.6	13.016	B
			3	C	89.80	96.78	96.85	2.5	2.3	13.211	B
			4	D	56.06	62.91	65.40	0.8	1.0	22.311	C
	2	1	(B, C, D)	193.06	192.50	246.71	1.0	1.0	4.301		
	Exit	1	1		188.12	188.12	215.81	0.0	0.0	0.000	
B - Lucan Newlands Road	Entry	1	1	C, D	52.15	41.64	55.39	7.7	5.7	39.621	D
			2	A	25.47	19.51	32.35	2.7	2.8	37.506	D
	2	1	(A, C, D)	77.65	77.62	85.49	0.4	0.2	2.495		
	Exit	1	1		110.30	110.30	144.67	0.0	0.0	0.000	
C - R113 (S)	Entry	1	1	D	13.33	15.27	13.89	0.1	0.4	22.904	C
			2	D	13.09	15.61	14.23	0.2	0.2	22.275	C
			3	A	113.71	128.30	124.64	1.3	2.8	30.870	C
			4	B	50.11	56.28	50.84	5.1	5.3	58.930	E
	2	1	(A, B, D)	192.18	190.85	205.95	1.7	2.1	9.453		
	Exit	1	1		132.97	132.97	144.98	0.0	0.0	0.000	
D - Thomas Omer Way	Entry	1	1	A	51.09	40.31	58.82	8.9	5.6	40.779	D
			2	B	5.84	4.28	7.89	1.9	0.9	36.281	D
			3	C	21.03	17.03	22.74	3.4	2.4	30.815	D
	2	1	(A, B, C)	77.77	77.98	86.56	0.3	0.2	2.533		
	Exit	1	1		116.12	116.12	123.52	0.0	0.0	0.000	

09:15 - 09:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/T8)	Throughput (Veh/T8)	Average throughput (PCU/T8)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	Entry	1	1	B	29.26	32.44	52.18	0.7	0.8	13.131	B
			2	B	27.34	30.25	52.25	0.6	0.8	13.150	B
			3	C	97.36	107.07	106.06	2.3	2.5	13.531	B
			4	D	41.06	48.68	49.90	1.0	0.9	22.114	C
	2	1	(B, C, D)	196.06	195.83	260.42	1.0	1.1	4.720		
	Exit	1	1		170.96	170.96	205.72	0.0	0.0	0.000	
B - Lucan Newlands Road	Entry	1	1	C, D	58.25	44.64	57.75	5.7	5.8	39.684	D
			2	A	36.38	28.06	43.50	2.8	3.7	39.146	D
	2	1	(A, C, D)	94.71	94.58	103.73	0.2	0.3	2.803		
	Exit	1	1		93.25	93.25	137.38	0.0	0.0	0.000	
C - R113 (S)	Entry	1	1	D	8.66	9.47	8.39	0.4	0.2	19.836	B
			2	D	7.67	8.57	8.17	0.2	0.2	19.737	B
			3	A	92.86	104.26	100.88	2.8	2.0	25.058	C
			4	B	21.52	24.79	23.78	5.3	2.3	47.633	D
	2	1	(A, B, D)	130.71	130.74	139.26	2.1	0.3	2.981		
	Exit	1	1		142.92	142.92	153.19	0.0	0.0	0.000	
D - Thomas Omer Way	Entry	1	1	A	50.95	38.64	61.55	5.6	5.4	41.940	D
			2	B	7.62	5.77	9.17	0.9	1.1	38.465	D
			3	C	21.10	15.83	21.93	2.4	2.4	38.919	D
	2	1	(A, B, C)	79.60	79.71	94.43	0.2	0.2	2.745		
	Exit	1	1		91.38	91.38	99.02	0.0	0.0	0.000	

09-30 - 09:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/7S)	Throughput (Veh/7S)	Average throughput (PCUTS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	Entry	1	2	B	31.02	32.17	55.06	0.8	0.6	13.228	B
		1	3	C	31.71	30.66	54.71	0.8	0.6	13.162	B
		1	4	D	87.90	82.30	95.39	2.5	2.4	15.410	B
		1	4	D	41.30	41.41	52.29	0.9	1.4	22.165	C
	Exit	2	1	(B, C, D)	192.18	191.93	254.00	1.1	1.0	4.716	B
		1	1	C, D	107.48	107.48	208.83	0.0	0.0	0.000	B
		1	2	A	45.52	35.41	52.05	3.9	5.0	38.765	D
		2	1	(A, C, D)	40.75	31.17	48.74	3.7	4.2	40.315	D
B - Lucan Newlands Road	Entry	1	1	(A, C, D)	86.26	86.26	93.94	0.3	0.3	2.665	D
		1	1	D	104.71	104.71	151.32	0.0	0.0	0.000	B
		1	2	D	8.23	7.74	8.33	0.2	0.2	19.413	B
		1	3	A	8.14	6.35	8.00	0.2	0.3	20.057	C
	Exit	2	1	(A, B, D)	89.75	89.75	95.13	2.0	2.3	24.676	C
		2	1	(A, B, D)	38.07	33.77	38.94	2.3	3.3	49.463	D
		1	1	A	131.73	131.57	143.67	0.3	0.4	2.807	B
		1	1	A	124.59	124.59	137.12	0.0	0.0	0.000	B
D - Thomas Omer Way	Entry	1	2	B	69.42	46.33	64.06	5.4	6.4	41.465	D
		2	3	C	7.69	6.12	10.59	1.1	1.0	35.866	D
	Exit	2	1	(A, B, C)	20.17	16.06	19.02	2.4	2.4	36.576	D
		2	1	(A, B, C)	89.38	89.29	95.54	0.2	0.2	2.479	B

09-45 - 10:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/7S)	Throughput (Veh/7S)	Average throughput (PCUTS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	Entry	1	2	B	36.65	35.61	60.91	0.8	1.1	13.923	B
		1	3	C	34.65	34.15	64.38	0.6	1.0	14.041	B
		1	4	D	86.82	80.46	97.46	2.4	2.4	12.963	B
		1	4	D	31.44	28.43	36.15	1.4	1.2	21.598	C
	Exit	2	1	(B, C, D)	202.83	192.56	250.13	1.0	1.0	4.801	B
		1	1	C, D	139.32	139.32	200.13	0.0	0.0	0.000	B
		1	2	A	33.49	26.32	36.25	5.0	3.2	36.280	D
		2	1	(A, C, D)	29.85	24.32	35.74	4.2	2.7	37.692	D
B - Lucan Newlands Road	Entry	1	1	(A, C, D)	62.30	62.30	70.60	0.3	0.2	2.823	D
		1	1	D	59.80	59.80	159.30	0.0	0.0	0.000	B
		1	2	D	7.74	6.92	7.99	0.2	0.3	19.464	B
		1	3	A	75.14	71.57	8.46	0.3	0.3	19.511	B
	Exit	2	1	(A, B, D)	103.07	103.11	108.85	2.3	2.4	23.245	C
		2	1	(A, B, D)	109.17	102.28	122.38	3.3	2.3	47.684	D
		1	1	A	124.49	124.49	133.77	0.4	0.3	2.645	B
		1	1	A	69.33	41.71	61.41	6.4	4.8	41.572	D
D - Thomas Omer Way	Entry	1	2	B	5.64	5.59	6.71	1.0	0.5	35.846	D
		2	3	C	20.23	16.88	21.50	2.4	1.7	35.697	D
	Exit	2	1	(A, B, C)	76.44	76.41	87.17	0.2	0.3	2.588	B
		2	1	(A, B, C)	55.29	55.29	72.06	0.0	0.0	0.000	B

10:00 - 10:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	Entry	1	1	B	21.55	20.53	39.97	1.1	0.7	13.402	B
			2	B	21.18	20.37	38.99	1.0	0.7	13.438	B
			3	C	78.89	74.32	87.39	2.4	2.4	13.294	B
			4	D	27.95	25.24	32.89	1.2	1.0	22.308	C
	2	1	(B, C, D)	147.77	147.59	109.48	1.0	0.7	3.884		
	Exit	1	1		159.67	159.67	188.31	0.0	0.0	0.000	
B - Lucan Newlands Road	Entry	1	1	C, D	40.08	40.67	42.73	3.2	3.7	38.670	D
			2	A	40.53	40.17	49.63	2.7	3.7	38.652	D
	2	1	(A, C, D)	80.55	80.57	90.16	0.2	0.2	2.568		
Exit	1	1		73.67	73.67	113.59	0.0	0.0	0.000		
C - R113 (S)	Entry	1	1	D	7.49	6.79	7.91	0.3	0.3	19.159	H
			2	D	7.22	6.16	7.61	0.3	0.4	19.470	H
			3	A	92.77	84.11	96.26	2.4	3.5	24.136	C
			4	B	19.78	21.77	20.42	2.3	2.0	46.570	D
	2	1	(A, B, D)	127.24	127.22	133.92	0.3	0.4	2.568		
	Exit	1	1		107.30	107.30	122.46	0.0	0.0	0.000	
D - Thomas Omer Way	Entry	1	1	A	34.58	35.67	42.22	4.8	3.1	38.229	D
			2	B	19.51	11.01	14.20	0.5	1.1	36.661	D
			3	C	13.76	14.77	15.11	1.7	1.3	35.249	D
	2	1	(A, B, C)	58.71	58.80	66.57	0.3	0.2	2.432		
	Exit	1	1		60.63	60.63	71.17	0.0	0.0	0.000	

10:15 - 10:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	Entry	1	1	B	24.70	23.24	44.56	0.7	1.0	13.511	B
			2	B	25.40	23.44	45.12	0.7	1.0	13.350	B
			3	C	71.68	67.40	76.69	2.4	2.0	12.693	B
			4	D	48.81	40.25	54.66	1.0	2.5	22.422	C
	2	1	(B, C, D)	170.35	170.62	224.94	0.7	0.8	4.144		
	Exit	1	1		159.50	159.50	190.56	0.0	0.0	0.000	
B - Lucan Newlands Road	Entry	1	1	C, D	34.17	36.83	36.75	3.7	3.0	38.093	D
			2	A	32.77	35.10	50.24	3.7	3.0	40.066	D
	2	1	(A, C, D)	66.97	66.93	85.58	0.2	0.2	2.839		
Exit	1	1		75.81	75.81	119.89	0.0	0.0	0.000		
C - R113 (S)	Entry	1	1	D	5.17	4.47	5.19	0.3	0.2	19.546	H
			2	D	5.05	4.26	5.43	0.4	0.3	20.607	C
			3	A	88.06	75.63	89.65	3.5	3.6	23.346	C
			4	B	17.68	19.94	17.86	2.0	1.8	46.072	D
	2	1	(A, B, D)	115.96	115.98	118.04	0.4	0.3	2.432		
	Exit	1	1		103.15	103.15	113.77	0.0	0.0	0.000	
D - Thomas Omer Way	Entry	1	1	A	45.38	48.77	50.67	3.1	4.6	38.969	D
			2	B	8.55	9.20	12.35	1.1	0.8	36.736	D
			3	C	17.28	18.81	20.65	1.3	1.5	36.285	D
	2	1	(A, B, C)	70.89	71.23	83.62	0.2	0.2	2.689		
	Exit	1	1		68.93	68.93	85.60	0.0	0.0	0.000	

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/Tr)	Throughput (Veh/Tr)	Average Throughput (P/CU/Tr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalized level of service	
A - R113 (N)	Entry	1	1	B	34.74	31.20	63.03	1.2	1.3	13.574	B	
			2	B	33.34	30.25	62.56	1.2	1.3	13.575	B	
			3	C	74.39	67.47	77.53	2.2	2.3	19.575	B	
			4	D	27.68	22.98	34.67	1.8	1.9	12.707	B	
	Exit	2	1	1	(B, C, D)	199.80	170.14	238.05	0.9	0.7	4.467	C
				2	A	42.33	40.90	57.54	0.0	0.0	0.000	D
				3	C, D	36.07	29.16	29.26	4.3	3.2	38.656	D
				4	(A, C, D)	61.33	61.30	66.44	0.2	0.2	2.331	D
	B - Lucan Newlands Road	Entry	1	1	A	25.16	28.62	29.26	3.7	4.3	37.961	D
				2	C, D	36.07	40.90	37.54	0.0	0.0	0.000	D
				3	A	61.33	62.42	66.44	0.2	0.2	2.331	D
				4	(A, C, D)	61.33	61.30	66.44	0.2	0.2	2.331	D
Exit		1	1	1	D	8.91	7.31	8.10	0.5	0.6	18.563	B
				2	D	8.91	7.31	8.10	0.5	0.6	18.563	B
				3	A	88.47	72.65	86.34	0.5	0.6	18.276	B
				4	B	10.89	13.98	12.71	3.3	4.3	23.880	B
C - R113 (S)		Entry	1	1	(A, B, D)	118.06	113.32	119.27	0.3	0.2	2.395	D
				2	(A, B, D)	118.06	113.32	119.27	0.3	0.2	2.395	D
				3	B	10.89	13.98	12.71	3.3	4.3	23.880	B
				4	A	88.47	72.65	86.34	0.5	0.6	18.276	B
	Exit	2	1	1	(A, B, C)	66.14	65.03	73.41	0.1	0.2	2.441	D
				2	(A, B, C)	66.14	65.03	73.41	0.1	0.2	2.441	D
				3	C	22.06	25.22	23.57	0.9	1.0	37.677	D
				4	B	7.49	8.39	9.35	3.6	3.3	39.315	D
	D - Thomas Omer Way	Entry	1	1	A	30.38	41.05	40.35	0.0	0.0	0.000	D
				2	B	7.49	8.39	9.35	3.6	3.3	39.315	D
				3	C	22.06	25.22	23.57	0.9	1.0	37.677	D
				4	(A, B, C)	66.14	65.03	73.41	0.1	0.2	2.441	D
Exit		1	1	1	(A, B, C)	57.62	57.62	69.70	0.0	0.0	0.000	D
				2	(A, B, C)	57.62	57.62	69.70	0.0	0.0	0.000	D
				3	C	22.06	25.22	23.57	0.9	1.0	37.677	D
				4	B	7.49	8.39	9.35	3.6	3.3	39.315	D

10:45 - 11:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/Tr)	Throughput (Veh/Tr)	Average Throughput (P/CU/Tr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalized level of service	
A - R113 (N)	Entry	1	1	B	33.90	30.32	50.09	1.0	1.2	13.268	B	
			2	B	31.13	28.14	46.71	1.0	1.2	13.266	B	
			3	C	83.37	76.62	88.71	2.0	2.2	13.121	B	
			4	D	36.88	31.51	42.62	2.5	1.8	13.121	B	
	Exit	2	1	1	(B, C, D)	187.22	152.07	244.35	0.8	0.9	4.419	C
				2	A	45.53	40.53	61.28	3.0	3.7	37.803	D
				3	C, D	36.88	38.25	43.0	0.0	0.0	0.000	D
				4	(A, C, D)	82.38	82.51	87.47	0.2	0.2	2.900	D
	B - Lucan Newlands Road	Entry	1	1	A	6.00	6.74	9.14	0.2	0.5	18.540	B
				2	D	6.00	6.74	9.14	0.2	0.5	18.540	B
				3	A	63.14	52.56	67.85	0.3	0.3	19.485	B
				4	B	27.06	30.13	28.55	3.0	3.0	48.586	D
Exit		1	1	1	(A, B, D)	107.62	107.89	114.59	0.3	0.3	2.838	D
				2	(A, B, D)	107.62	107.89	114.59	0.3	0.3	2.838	D
				3	B	27.06	30.13	28.55	3.0	3.0	48.586	D
				4	A	44.90	50.05	44.63	0.0	0.0	0.000	D
C - R113 (S)		Entry	1	1	A	10.13	11.44	15.52	0.8	1.0	38.417	D
				2	B	10.13	11.44	15.52	0.8	1.0	38.417	D
				3	C	10.08	11.23	10.17	1.5	0.9	35.271	D
				4	(A, B, C)	64.71	65.01	69.73	0.1	0.1	2.304	D
	Exit	1	1	1	(A, B, C)	71.01	71.01	82.48	0.0	0.0	0.000	D
				2	(A, B, C)	71.01	71.01	82.48	0.0	0.0	0.000	D
				3	C	10.08	11.23	10.17	1.5	0.9	35.271	D
				4	B	7.49	8.39	9.35	3.6	3.3	39.315	D
	D - Thomas Omer Way	Entry	1	1	A	44.90	50.05	44.63	0.0	0.0	0.000	D
				2	B	10.13	11.44	15.52	0.8	1.0	38.417	D
				3	C	10.08	11.23	10.17	1.5	0.9	35.271	D
				4	(A, B, C)	64.71	65.01	69.73	0.1	0.1	2.304	D
Exit		2	1	1	(A, B, C)	57.62	57.62	69.70	0.0	0.0	0.000	D
				2	(A, B, C)	57.62	57.62	69.70	0.0	0.0	0.000	D
				3	C	22.06	25.22	23.57	0.9	1.0	37.677	D
				4	B	7.49	8.39	9.35	3.6	3.3	39.315	D

10:30 - 10:45

11:00 - 11:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/Ts)	Throughput (Veh/Ts)	Average throughput (PCU/Ts)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	Entry	1	1	B	26.51	25.58	51.31	1.3	1.2	13.524	B
			2	B	26.73	25.44	50.03	1.3	1.3	13.583	B
			3	C	88.59	84.95	95.96	2.3	3.3	13.306	B
			4	D	34.51	30.53	39.40	1.6	2.3	21.372	C
	2	1	(B, C, D)	176.05	176.35	233.93	0.7	1.0	4.322		
	Exit	1	1		143.77	143.77	162.08	0.0	0.0	0.000	
B - Lucan Newlands Road	Entry	1	1	C, D	23.80	26.69	24.50	3.2	2.9	37.291	D
			2	A	36.11	41.28	47.45	2.3	3.2	40.096	D
	2	1	(A, C, D)	59.93	59.89	72.53	0.2	0.2	2.717		
	Exit	1	1		66.02	66.02	120.02	0.0	0.0	0.000	
C - R113 (S)	Entry	1	1	D	7.83	7.67	8.33	0.6	0.6	19.236	H
			2	D	7.92	7.80	8.77	0.6	0.7	18.852	H
			3	A	64.17	55.15	71.58	4.3	4.1	22.029	C
			4	B	11.80	9.59	12.56	1.3	1.4	45.305	D
	2	1	(A, B, D)	92.03	91.71	96.25	0.2	0.3	2.423		
	Exit	1	1		106.26	106.26	115.10	0.0	0.0	0.000	
D - Thomas Omer Way	Entry	1	1	A	41.62	47.35	43.05	3.3	3.7	38.868	D
			2	B	4.64	5.46	6.11	0.8	0.6	36.994	D
	2	1	(A, B, C)	12.56	14.14	13.00	1.9	1.4	36.598	D	
	Exit	1	1		58.10	58.83	62.44	0.2	0.2	2.268	
Exit	1	1		65.53	65.53	74.89	0.0	0.0	0.000		

11:15 - 11:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/Ts)	Throughput (Veh/Ts)	Average throughput (PCU/Ts)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	Entry	1	1	B	25.89	27.32	50.54	1.2	0.9	13.421	B
			2	B	26.28	27.61	50.36	1.3	0.9	13.913	B
			3	C	86.80	91.40	93.23	3.3	3.2	12.960	B
			4	D	56.17	55.53	68.47	2.3	3.6	22.663	C
	2	1	(B, C, D)	196.96	199.15	258.38	1.0	1.1	4.465		
	Exit	1	1		141.18	141.18	156.77	0.0	0.0	0.000	
B - Lucan Newlands Road	Entry	1	1	C, D	42.74	48.56	42.55	2.0	3.8	37.518	D
			2	A	35.82	40.56	47.73	3.2	3.3	39.931	D
	2	1	(A, C, D)	78.65	78.56	90.94	0.2	0.2	2.608		
	Exit	1	1		75.02	75.02	124.52	0.0	0.0	0.000	
C - R113 (S)	Entry	1	1	D	8.55	8.59	8.77	0.6	0.6	20.138	C
			2	D	9.05	9.05	9.35	0.7	0.6	19.733	H
			3	A	57.04	54.50	65.00	4.1	3.8	22.200	C
			4	B	21.90	17.21	21.23	1.4	2.4	47.031	D
	2	1	(A, B, D)	96.56	96.54	102.71	0.3	0.2	2.404		
	Exit	1	1		126.20	126.20	123.80	0.0	0.0	0.000	
D - Thomas Omer Way	Entry	1	1	A	41.17	46.11	46.04	3.7	3.5	39.886	D
			2	B	2.41	2.89	2.39	0.6	0.3	37.731	D
	2	1	(A, B, C)	8.35	9.27	8.51	1.4	0.9	35.587	D	
	Exit	1	1		51.86	52.04	57.66	0.2	0.1	2.306	
Exit	1	1		96.20	96.20	107.06	0.0	0.0	0.000		

11:30 - 11:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	Entry	1	1	B	23.06	25.17	44.04	0.9	0.9	13.313	B
			2	B	23.89	25.25	44.06	0.9	1.0	12.948	B
			3	C	90.79	106.83	107.83	3.2	3.5	13.592	B
			4	D	39.55	39.77	41.71	3.6	2.5	19.888	B
	Exit	1	1	(B, C, D)	187.23	186.90	236.65	1.1	0.9	4.670	
	B - Lucan Newlands Road	Entry	1	1	C, D	42.90	48.72	47.23	3.8	4.1	39.329
2				A	44.19	49.92	54.64	3.3	4.2	41.144	D
Exit		1	1	(A, C, D)	86.91	87.09	102.79	0.2	0.2	2.812	
C - R113 (S)		Entry	1	1	D	7.42	7.35	8.14	0.6	0.5	19.940
	2			D	7.35	7.42	7.72	0.6	0.6	19.726	B
	3			A	89.73	86.12	100.57	3.8	5.9	24.600	C
	4			B	25.29	19.40	24.80	2.4	2.6	46.256	D
	Exit	2	1	(A, B, D)	129.86	129.79	142.52	0.2	0.4	2.813	
	D - Thomas Omer Way	Entry	1	1	A	29.41	33.23	32.02	3.5	2.6	38.793
2				B	6.63	7.47	9.23	0.3	0.7	37.479	D
3				C	15.34	17.14	17.37	0.9	1.5	37.537	D
Exit		2	1	(A, B, C)	51.25	51.41	58.65	0.1	0.1	2.537	
Exit	1	1		84.11	84.11	85.82	0.0	0.0	0.000		

11:45 - 12:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	Entry	1	1	B	27.32	27.63	51.32	0.9	1.0	13.401	B
			2	B	25.74	25.85	49.36	1.0	1.0	13.678	B
			3	C	100.10	102.65	103.74	3.5	3.6	13.137	B
			4	D	39.00	39.88	43.90	2.5	2.6	21.510	B
	Exit	2	1	(B, C, D)	192.11	192.16	249.23	0.9	0.9	4.437	
	B - Lucan Newlands Road	Entry	1	1	C, D	40.77	46.66	42.41	4.1	3.7	39.486
2				A	34.08	38.55	39.87	4.2	3.3	37.967	D
Exit		2	1	(A, C, D)	74.82	74.96	82.21	0.2	0.2	2.406	
C - R113 (S)		Entry	1	1	D	6.92	7.11	7.93	0.5	0.4	20.061
	2			D	6.47	6.65	7.25	0.6	0.4	20.134	C
	3			A	86.32	87.72	96.86	5.9	5.6	24.009	C
	4			B	16.08	12.18	16.75	2.6	1.9	45.781	D
	Exit	2	1	(A, B, D)	115.85	115.78	126.79	0.4	0.3	2.619	
	D - Thomas Omer Way	Entry	1	1	A	30.18	43.76	41.50	2.6	3.6	39.353
2				B	6.36	7.11	7.92	0.7	0.7	37.661	D
3				C	13.85	15.06	15.52	1.5	1.2	36.239	D
Exit		2	1	(A, B, C)	50.50	50.21	65.43	0.1	0.2	2.401	
Exit	1	1		76.55	76.55	79.12	0.0	0.0	0.000		

12:00 - 12:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/T8)	Throughput (Veh/T8)	Average throughput (PCU/T8)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	Entry	1	1	B	34.02	34.06	61.63	1.0	1.2	13.725	B
			2	B	33.34	33.34	62.36	1.0	1.3	13.533	B
			3	C	117.47	118.29	119.57	3.8	4.7	13.965	B
			4	D	60.45	62.66	63.12	2.6	3.6	22.143	C
	2	1	(B, C, D)	245.59	245.25	306.97	0.9	1.6	5.503		
Exit	1	1		177.34	177.34	186.83	0.0	0.0	0.000		
B - Lucan Newlands Road	Entry	1	1	C, D	42.97	46.88	46.26	3.7	4.1	39.469	D
			2	A	41.96	47.84	53.48	3.3	4.0	40.725	D
	2	1	(A, C, D)	84.50	84.95	101.06	0.2	0.2	2.787		
Exit	1	1		85.60	85.60	147.43	0.0	0.0	0.000		
C - R113 (S)	Entry	1	1	D	11.11	11.61	11.71	0.4	0.8	19.100	H
			2	D	11.34	11.93	11.74	0.4	0.7	18.755	B
			3	A	83.91	87.25	91.65	5.6	5.3	23.362	C
			4	B	17.75	14.19	16.35	1.9	2.2	48.126	D
	2	1	(A, B, D)	124.17	124.13	133.29	0.3	0.4	2.573		
Exit	1	1		157.47	157.47	155.18	0.0	0.0	0.000		
D - Thomas Omer Way	Entry	1	1	A	37.83	42.25	41.69	3.6	3.8	30.391	D
			2	B	3.38	4.02	4.89	0.7	0.4	36.506	D
			3	C	16.44	16.65	17.72	1.2	1.6	37.183	D
	2	1	(A, B, C)	57.52	57.65	64.50	0.2	0.1	2.431		
Exit	1	1		114.56	114.56	114.94	0.0	0.0	0.000		

12:15 - 12:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/T8)	Throughput (Veh/T8)	Average throughput (PCU/T8)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	Entry	1	1	B	27.62	27.81	51.17	1.2	1.1	13.312	B
			2	B	26.06	27.78	51.37	1.3	1.0	13.262	B
			3	C	109.38	108.34	119.23	4.7	4.3	14.361	B
			4	D	44.46	47.10	53.16	3.6	0.3	22.183	C
	2	1	(B, C, D)	210.23	209.55	275.17	1.6	1.3	5.049		
Exit	1	1		148.58	148.58	147.43	0.0	0.0	0.000		
B - Lucan Newlands Road	Entry	1	1	C, D	52.23	56.06	54.30	4.1	5.0	40.026	D
			2	A	36.47	40.65	41.74	4.0	3.4	40.022	D
	2	1	(A, C, D)	88.99	86.69	96.59	0.2	0.3	2.531		
Exit	1	1		82.22	82.22	136.94	0.0	0.0	0.000		
C - R113 (S)	Entry	1	1	D	11.59	12.25	12.05	0.8	0.1	20.131	C
			2	D	11.31	12.17	12.29	0.7	0.0	19.541	H
			3	A	64.96	66.86	68.97	5.3	0.3	22.106	C
			4	B	27.79	21.14	28.16	2.2	3.0	47.966	D
	2	1	(A, B, D)	115.69	115.65	122.79	0.4	0.4	2.659		
Exit	1	1		150.81	150.81	157.45	0.0	0.0	0.000		
D - Thomas Omer Way	Entry	1	1	A	34.35	38.82	36.72	3.8	3.2	38.136	D
			2	B	4.79	5.48	6.25	0.4	0.6	36.145	D
			3	C	17.03	18.16	16.85	1.6	1.6	36.129	D
	2	1	(A, B, C)	56.23	56.17	60.19	0.1	0.2	2.320		
Exit	1	1		106.33	106.33	110.25	0.0	0.0	0.000		

12:30 - 12:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	Entry	1	1	B	25.04	24.86	49.53	1.1	1.1	13.507	B
			2	B	24.84	24.45	48.11	1.0	1.0	13.661	B
			3	C	112.24	109.53	122.44	4.3	4.7	14.705	B
			4	D	64.01	69.56	69.56	0.3	0.3	22.140	C
	Exit	1	1	(B, C, D)	225.09	226.26	290.90	1.3	1.3	5.203	
	B - Lucan Newlands Road	Entry	1	1	C, D	62.50	69.29	62.94	5.0	5.8	40.795
2				A	42.59	47.29	54.49	3.4	3.9	41.364	D
Exit		1	1	(A, C, D)	104.86	105.09	119.86	0.3	0.3	2.891	
C - R113 (S)		Entry	1	1	D	17.41	18.90	17.96	0.1	0.1	20.736
	2			D	17.66	19.30	18.20	0.0	0.1	20.137	C
	3			A	82.44	89.89	91.50	0.3	0.4	24.224	C
	4			B	20.91	20.04	23.39	3.0	2.1	45.963	D
	Exit	1	1	(A, B, D)	138.43	138.57	148.77	0.4	0.4	2.680	
	D - Thomas Omer Way	Entry	2	1	A	39.99	44.58	47.12	3.2	3.6	39.256
2				B	19.11	11.01	12.80	0.6	1.3	39.788	D
3				C	14.30	16.49	14.72	1.6	1.6	36.743	D
Exit		1	1	(A, B, C)	64.65	64.40	75.65	0.2	0.2	2.623	
Exit	1	1		144.95	144.95	139.88	0.0	0.0	0.000		

12:45 - 13:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	Entry	1	1	B	22.58	22.05	42.24	1.1	1.1	13.301	B
			2	B	22.89	22.31	42.28	1.0	1.1	13.438	B
			3	C	110.26	108.18	112.54	4.7	4.2	13.620	B
			4	D	42.96	47.89	48.13	0.3	0.2	21.268	C
	Exit	1	1	(B, C, D)	198.11	198.50	246.20	1.3	0.7	4.105	
	B - Lucan Newlands Road	Entry	1	1	C, D	71.32	74.28	72.47	5.8	6.9	43.071
2				A	33.15	33.21	39.45	3.9	3.1	39.101	D
Exit		1	1	(A, C, D)	104.21	104.46	115.01	0.3	0.3	2.714	
C - R113 (S)		Entry	1	1	D	72.56	72.56	112.93	0.0	0.0	0.000
	2			D	9.89	9.88	9.17	0.1	0.0	19.412	B
	3			A	9.43	10.56	9.29	0.1	0.0	19.023	B
	4			B	96.20	106.40	99.31	0.4	0.4	24.062	C
	Exit	1	1	(A, B, D)	24.45	26.92	26.51	2.1	2.7	46.829	D
	Exit	1	1		139.06	138.96	143.74	0.4	0.4	2.648	
D - Thomas Omer Way	Entry	2	1	A	36.07	34.92	37.50	3.6	3.3	38.790	D
			2	B	1.51	1.31	1.90	1.3	0.2	34.754	C
			3	C	19.76	18.52	21.34	1.6	2.0	36.567	D
	Exit	1	1	(A, B, C)	57.34	57.34	60.58	0.2	0.2	2.329	
Exit	1	1		110.53	110.53	107.85	0.0	0.0	0.000		

13:00 - 13:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	Entry	1	1	B	26.91	26.27	48.89	1.1	1.3	13.280	B
			2	B	26.95	26.12	49.41	1.1	1.2	13.131	B
			3	C	113.24	110.89	117.05	4.2	4.4	13.921	B
			4	D	52.67	60.25	57.30	0.2	0.2	21.761	C
		2	1	(B, C, D)	220.58	219.79	274.50	0.7	1.2	4.637	
	Exit	1	1		166.39	166.39	184.19	0.0	0.0	0.000	
B - Lucan Newlands Road	Entry	1	1	C, D	69.52	64.44	71.24	6.9	6.8	42.165	D
			2	A	40.56	34.85	45.62	3.1	3.9	39.176	D
	2	1	(A, C, D)	110.05	110.07	118.20	0.3	0.3	2.733		
	Exit	1	1		71.57	71.57	117.88	0.0	0.0	0.000	
C - R113 (S)	Entry	1	1	D	8.77	10.11	9.34	0.0	0.1	18.957	B
			2	D	8.93	10.20	9.38	0.0	0.0	20.103	C
			3	A	86.73	98.52	92.84	0.4	0.4	24.098	C
			4	B	15.14	17.01	15.75	2.7	1.5	45.298	D
		2	1	(A, B, D)	119.57	119.57	127.11	0.4	0.4	2.570	
	Exit	1	1		150.95	150.95	161.08	0.0	0.0	0.000	
D - Thomas Omer Way	Entry	1	1	A	37.85	32.95	45.53	3.3	3.5	39.445	D
			2	B	2.82	2.17	4.03	0.2	0.4	37.695	D
			3	C	16.31	13.29	16.05	2.0	1.7	35.184	D
	2	1	(A, B, C)	57.00	56.98	66.29	0.2	0.2	2.518		
Exit	1	1		118.22	118.22	119.26	0.0	0.0	0.000		

13:15 - 13:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	Entry	1	1	B	28.40	29.26	51.64	1.3	0.8	13.280	B
			2	B	28.44	29.62	52.76	1.2	0.8	13.256	B
			3	C	102.52	104.05	110.66	4.4	2.6	13.633	B
			4	D	54.38	61.42	58.10	0.2	0.5	21.830	C
		2	1	(B, C, D)	213.54	213.68	271.70	1.2	1.2	4.724	
	Exit	1	1		152.44	152.44	180.76	0.0	0.0	0.000	
B - Lucan Newlands Road	Entry	1	1	C, D	67.65	56.66	71.14	6.8	6.1	42.379	D
			2	A	53.63	44.41	62.38	3.9	4.8	41.226	D
	2	1	(A, C, D)	121.13	121.26	135.65	0.3	0.3	3.162		
	Exit	1	1		97.74	97.74	141.77	0.0	0.0	0.000	
C - R113 (S)	Entry	1	1	D	18.52	21.05	20.09	0.1	0.2	20.238	C
			2	D	18.20	20.57	19.84	0.0	0.3	20.540	C
			3	A	68.82	77.50	73.97	0.4	0.6	23.687	C
			4	B	31.15	35.28	32.75	1.5	3.2	48.498	D
		2	1	(A, B, D)	136.76	136.73	147.89	0.4	0.5	2.944	
	Exit	1	1		140.18	140.18	156.77	0.0	0.0	0.000	
D - Thomas Omer Way	Entry	1	1	A	38.06	30.52	44.41	3.5	3.6	39.322	D
			2	B	4.49	3.59	4.62	0.4	0.6	34.925	C
			3	C	14.64	11.88	15.68	1.7	1.6	36.056	D
	2	1	(A, B, C)	57.20	57.20	65.17	0.2	0.2	2.446		
Exit	1	1		135.27	135.27	138.78	0.0	0.0	0.000		

13:30 - 13:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	Entry	1	1	B	26.98	29.12	52.17	0.8	0.8	13.469	B
			2	B	27.12	29.67	52.66	0.8	0.7	13.423	B
			3	C	98.86	106.49	104.35	2.6	2.5	13.365	B
			4	D	55.04	60.83	58.44	0.5	0.9	21.690	C
	Exit	2	1	(B, C, D)	207.84	208.08	265.45	1.2	1.1	4.630	
	Exit	1	1		143.98	143.98	189.59	0.0	0.0	0.000	
B - Lucan Newlands Road	Entry	1	1	C, D	40.44	31.54	44.85	6.1	3.9	38.753	D
			2	A	42.61	33.21	51.17	4.8	3.8	39.657	D
	Exit	2	1	(A, C, D)	83.19	63.05	93.01	0.3	0.3	2.489	
	Exit	1	1		88.49	88.49	134.44	0.0	0.0	0.000	
C - R113 (S)	Entry	1	1	D	13.78	15.45	14.34	0.2	0.3	19.210	B
			2	D	13.58	15.43	13.97	0.3	0.3	19.705	B
			3	A	79.17	89.59	82.28	0.6	1.3	23.632	C
			4	B	22.33	25.17	22.76	3.2	2.3	47.296	D
	Exit	2	1	(A, B, D)	129.02	128.69	134.21	0.5	0.5	2.538	
	Exit	1	1		134.09	134.09	139.98	0.0	0.0	0.000	
D - Thomas Omer Way	Entry	1	1	A	27.14	21.14	36.14	3.6	2.9	38.606	D
			2	B	5.66	4.53	6.85	0.6	0.8	36.067	D
			3	C	17.95	13.94	16.38	1.6	2.0	36.015	D
			2	1	(A, B, C)	50.80	50.75	59.29	0.2	0.1	2.509
	Exit	1	1		109.65	109.65	112.34	0.0	0.0	0.000	

13:45 - 14:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	Entry	1	1	B	27.36	30.25	48.93	0.8	0.8	12.959	B
			2	B	27.53	30.52	49.51	0.7	0.7	13.028	B
			3	C	119.36	130.69	124.02	2.5	3.2	14.110	B
			4	D	51.57	58.62	57.80	0.9	1.3	22.312	C
	Exit	2	1	(B, C, D)	226.02	225.81	280.77	1.1	1.3	4.856	
	Exit	1	1		157.71	157.71	182.59	0.0	0.0	0.000	
B - Lucan Newlands Road	Entry	1	1	C, D	92.46	70.67	92.72	3.9	9.5	52.859	D
			2	A	36.00	27.66	43.28	3.8	3.2	38.921	D
	Exit	2	1	(A, C, D)	132.77	128.46	142.05	0.3	2.3	6.974	
	Exit	1	1		112.60	112.60	153.25	0.0	0.0	0.000	
C - R113 (S)	Entry	1	1	D	14.35	16.53	13.92	0.3	0.3	20.535	C
			2	D	14.12	16.13	13.90	0.3	0.3	20.670	C
			3	A	81.16	91.42	85.27	1.3	2.0	24.848	C
			4	B	40.04	44.95	43.93	2.3	4.2	52.932	D
	Exit	2	1	(A, B, D)	140.58	140.96	158.80	0.5	0.8	4.369	
	Exit	1	1		166.33	166.33	171.51	0.0	0.0	0.000	
D - Thomas Omer Way	Entry	1	1	A	50.06	38.62	54.05	2.9	4.6	39.895	D
			2	B	8.93	6.87	10.67	0.8	1.2	37.243	D
			3	C	13.38	10.11	15.12	2.0	1.6	36.097	D
			2	1	(A, B, C)	72.27	72.41	82.11	0.1	0.2	2.556
	Exit	1	1		136.42	136.42	145.98	0.0	0.0	0.000	

14:00 - 14:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	Entry	1	1	B	21.79	24.63	39.56	0.8	0.6	13.108	B
			2	B	21.27	24.05	39.50	0.7	0.7	12.677	B
			3	C	119.93	133.89	132.34	3.2	3.2	14.753	B
			4	D	75.99	84.54	80.24	1.3	2.2	23.712	C
	Exit	2	1	(B, C, D)	237.90	238.94	292.32	1.3	1.1	4.982	
B - Lucan Newlands Road	Entry	1	1	C, D	71.41	54.92	79.74	9.5	6.6	46.101	D
			2	A	33.50	25.11	42.57	3.2	3.3	38.444	D
	Exit	2	1	(A, C, D)	105.52	104.91	120.16	2.3	0.5	4.024	
	Exit	1	1		82.53	82.53	115.29	0.0	0.0	0.000	
C - R113 (S)	Entry	1	1	D	21.74	24.38	21.70	0.3	0.6	19.873	B
			2	D	20.19	22.69	20.90	0.3	0.8	20.906	C
			3	A	89.95	99.95	89.85	2.0	2.2	23.567	C
			4	B	23.86	27.59	26.07	4.2	2.3	48.485	D
	Exit	2	1	(A, B, D)	156.15	155.75	158.87	0.6	0.5	2.786	
D - Thomas Omer Way	Entry	1	1	A	46.92	36.70	53.57	4.6	4.7	40.429	D
			2	B	8.50	6.25	10.17	1.2	1.2	37.468	D
			3	C	18.38	14.55	17.74	1.6	2.0	37.070	D
			4	(A, B, C)	73.88	73.80	81.73	0.2	0.2	2.503	
	Exit	2	1		159.97	159.97	167.26	0.0	0.0	0.000	

14:15 - 14:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	Entry	1	1	B	26.28	29.50	45.77	0.6	0.8	13.214	B
			2	B	25.55	28.00	45.70	0.7	0.8	13.240	B
			3	C	120.09	135.41	125.15	3.2	2.9	14.518	B
			4	D	92.64	103.96	100.96	2.2	3.1	24.912	C
	Exit	2	1	(B, C, D)	263.64	264.56	320.27	1.1	1.8	6.091	
B - Lucan Newlands Road	Entry	1	1	C, D	82.67	68.13	89.58	6.6	8.0	49.257	D
			2	A	43.35	35.40	47.91	3.3	4.0	38.118	D
	Exit	2	1	(A, C, D)	127.60	126.04	138.54	0.5	1.0	4.391	
	Exit	1	1		110.64	110.64	145.09	0.0	0.0	0.000	
C - R113 (S)	Entry	1	1	D	9.16	10.26	10.50	0.6	0.3	18.854	B
			2	D	9.61	10.70	10.65	0.8	0.3	19.117	B
			3	A	72.11	81.65	77.43	2.2	2.4	23.588	C
			4	B	36.70	40.49	35.54	2.3	3.9	48.912	D
	Exit	2	1	(A, B, D)	127.15	127.58	134.31	0.5	0.2	2.744	
D - Thomas Omer Way	Entry	1	1	A	39.29	32.59	47.66	4.7	3.8	39.487	D
			2	B	13.57	12.04	18.08	1.2	1.3	37.122	D
			3	C	18.20	15.70	18.44	2.0	1.7	38.247	D
			4	(A, B, C)	71.05	71.10	83.00	0.2	0.2	2.603	
	Exit	2	1		166.92	166.92	178.30	0.0	0.0	0.000	

14:30 - 14:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	Entry	1	1	B	23.01	23.01	43.51	0.8	0.7	13.540	B
			2	B	23.46	23.45	44.12	0.8	0.8	13.122	B
			3	C	96.81	101.50	101.74	2.9	2.7	13.635	B
			4	D	61.62	62.80	73.08	3.1	2.7	23.108	C
	Exit	1	1	(B, C, D)	205.24	204.90	262.78	1.8	1.1	4.811	
	B - Lucan Newlands Road	Entry	1	1	C, D	82.17	74.01	86.81	8.0	7.8	47.566
2				A	49.44	47.44	64.54	4.0	4.4	42.239	D
Exit		1	1	(A, C, D)	132.77	131.50	150.74	1.0	0.9	4.051	
C - R113 (S)	Entry	1	1	D	13.03	11.73	13.19	0.3	0.5	18.996	B
			2	D	12.83	11.30	13.35	0.3	0.6	19.404	B
			3	A	69.76	72.16	77.17	2.4	2.8	23.822	C
			4	B	25.60	26.33	26.62	3.9	2.7	47.108	D
	Exit	1	1	(A, B, D)	121.31	121.28	131.19	0.2	0.3	2.753	
	D - Thomas Omer Way	Entry	1	1	A	29.82	30.55	38.19	3.6	2.8	37.885
2				B	14.08	15.04	20.80	1.3	1.3	37.212	D
3				C	32.89	33.11	35.41	1.7	3.0	38.258	D
4				(A, B, C)	76.58	76.78	90.44	0.2	0.2	2.711	
Exit		1	1		125.60	125.60	148.88	0.0	0.0	0.000	

14:45 - 15:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	Entry	1	1	B	25.17	23.50	44.97	0.7	0.9	13.093	B
			2	B	24.97	23.19	45.10	0.8	1.0	13.365	B
			3	C	142.60	148.46	152.62	2.7	3.8	16.308	B
			4	D	62.43	56.84	70.03	2.7	2.9	22.540	C
	Exit	1	1	(B, C, D)	255.68	255.50	315.81	1.1	1.9	5.802	
	B - Lucan Newlands Road	Entry	1	1	C, D	89.53	88.40	102.74	7.8	9.5	56.524
2				A	41.94	44.34	58.37	4.4	3.8	40.925	D
Exit		1	1	(A, C, D)	137.01	131.44	158.84	0.9	2.7	11.236	
C - R113 (S)	Entry	1	1	D	99.09	99.09	137.82	0.0	0.0	0.000	
			2	D	18.78	14.25	15.66	0.5	0.9	20.240	C
			3	A	16.02	13.17	15.36	0.6	0.9	20.475	C
			4	B	94.51	91.63	99.04	2.8	3.9	24.097	C
	Exit	1	1	(A, B, D)	40.04	44.68	38.77	2.7	4.2	50.306	D
	D - Thomas Omer Way	Entry	1	1	A	167.25	167.34	172.29	0.3	0.5	3.508
2				B	220.44	220.44	235.00	0.0	0.0	0.000	
3				C	51.38	54.36	58.30	2.8	4.7	40.740	D
4				B	7.01	7.62	8.92	1.3	0.7	39.455	D
Exit		1	1	(A, B, C)	27.36	29.73	30.37	3.0	2.7	37.354	D
D - Thomas Omer Way	Exit	1	1		85.89	85.78	96.92	0.2	0.2	2.552	
			1	1		128.48	128.48	151.80	0.0	0.0	0.000

15:00 - 15:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	Entry	1	1	B	25.47	23.55	45.65	0.9	1.0	13.017	B
			2	B	25.80	23.87	45.95	1.0	0.9	12.920	B
			3	C	118.35	112.31	128.38	3.8	3.3	14.668	B
			4	D	86.63	56.30	72.24	2.9	3.7	23.104	C
	2	1	(B, C, D)	235.42	236.26	293.62	1.9	1.2	5.201		
	Exit	1	1		159.41	159.41	183.31	0.0	0.0	0.000	
B - Lucan Newlands Road	Entry	1	1	C, D	56.41	62.32	67.07	9.5	5.1	43.841	D
			2	A	34.04	37.65	43.65	3.8	3.3	39.074	D
	2	1	(A, C, D)	90.01	90.45	104.40	2.7	0.3	3.712		
	Exit	1	1		82.33	82.33	129.53	0.0	0.0	0.000	
C - R113 (S)	Entry	1	1	D	13.72	11.43	14.15	0.9	0.8	20.014	C
			2	D	13.64	11.59	14.56	0.9	0.7	20.200	C
			3	A	91.31	79.87	93.50	3.9	4.2	23.889	C
			4	B	21.77	24.62	25.99	4.2	2.3	48.815	D
	2	1	(A, B, D)	140.73	140.44	147.30	0.5	0.5	2.862		
	Exit	1	1		157.71	157.71	175.02	0.0	0.0	0.000	
D - Thomas Omer Way	Entry	1	1	A	37.65	41.89	46.16	4.7	3.3	38.319	D
			2	B	9.25	10.31	11.92	0.7	0.8	36.486	D
			3	C	17.80	19.76	17.05	2.7	1.6	36.104	D
	2	1	(A, B, C)	64.69	64.67	75.09	0.2	0.2	2.540		
	Exit	1	1		118.01	118.01	139.03	0.0	0.0	0.000	

15:15 - 15:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	Entry	1	1	B	26.32	23.86	46.23	1.0	1.1	13.451	B
			2	B	26.64	23.93	47.92	0.9	1.1	13.644	B
			3	C	118.32	105.77	127.03	3.3	3.4	14.543	B
			4	D	54.09	44.06	64.75	3.7	3.3	22.502	C
	2	1	(B, C, D)	224.01	223.38	280.76	1.2	1.5	5.211		
	Exit	1	1		198.18	198.18	219.71	0.0	0.0	0.000	
B - Lucan Newlands Road	Entry	1	1	C, D	62.75	70.04	66.57	5.1	5.6	41.583	D
			2	A	43.47	49.24	52.12	3.3	3.9	39.774	D
	2	1	(A, C, D)	105.92	106.22	118.60	0.3	0.2	2.780		
	Exit	1	1		92.75	92.75	136.35	0.0	0.0	0.000	
C - R113 (S)	Entry	1	1	D	16.00	13.08	15.92	0.8	1.2	19.746	F
			2	D	16.38	12.74	15.51	0.7	1.2	20.507	F
			3	A	94.35	79.17	96.04	4.2	4.6	24.584	C
			4	B	35.10	38.46	32.24	2.3	3.9	48.101	D
	2	1	(A, B, D)	161.86	162.43	165.86	0.5	0.4	2.823		
	Exit	1	1		140.48	140.48	156.93	0.0	0.0	0.000	
D - Thomas Omer Way	Entry	1	1	A	62.53	69.77	67.95	3.3	5.6	41.872	D
			2	B	5.75	6.50	7.95	0.8	0.5	37.226	D
			3	C	11.62	13.06	11.51	1.6	1.1	35.012	D
	2	1	(A, B, C)	80.08	79.93	87.50	0.2	0.3	2.548		
	Exit	1	1		118.33	118.33	144.36	0.0	0.0	0.000	

15:30 - 15:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	Entry	1	1	B	33.70	30.95	82.90	1.1	1.4	13.719	B
			2	B	34.87	31.92	64.50	1.1	1.4	13.817	B
			3	C	130.44	117.97	140.21	3.4	5.1	15.195	B
			4	D	72.16	60.11	82.52	3.3	4.8	23.459	C
	Exit	2	1	(B, C, D)	272.62	271.17	352.21	1.5	2.8	8.414	
	B - Lucan Newlands Road	Entry	1	1	C, D	68.68	77.30	75.06	5.6	6.6	43.761
2				A	43.96	48.83	49.54	3.9	4.2	38.594	D
Exit		2	1	(A, C, D)	112.56	112.62	125.49	0.2	0.3	3.092	
C - R113 (S)	Entry	1	1	D	8.12	7.62	9.90	1.2	0.5	19.425	B
			2	D	8.07	7.56	9.50	1.2	0.6	19.942	B
			3	A	85.96	69.50	88.49	4.6	6.2	23.582	C
			4	B	28.47	32.44	29.25	3.9	3.0	45.863	D
	Exit	2	1	(A, B, D)	130.68	130.65	134.62	0.4	0.3	2.610	
	D - Thomas Omer Way	Entry	1	1	A	46.02	51.38	51.56	5.6	4.3	40.663
2				B	9.18	10.11	12.53	0.5	0.8	36.780	D
3				C	20.82	22.89	19.14	1.1	2.0	36.430	D
4				(A, B, C)	75.88	76.01	83.67	0.3	0.2	2.569	
Exit		2	1	(A, B, C)	127.68	127.68	152.53	0.0	0.0	0.000	

15:45 - 16:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	Entry	1	1	B	16.35	16.42	32.02	1.4	0.7	12.468	B
			2	B	17.05	17.35	33.19	1.4	0.7	12.433	B
			3	C	118.89	114.79	123.62	5.1	4.5	13.904	B
			4	D	59.68	55.98	73.38	4.8	3.9	22.562	C
	Exit	2	1	(B, C, D)	212.26	211.69	250.70	2.8	0.8	4.918	
	B - Lucan Newlands Road	Entry	1	1	C, D	62.17	69.74	61.71	6.6	5.7	40.472
2				A	61.47	69.43	76.76	4.2	5.9	44.732	D
Exit		2	1	(A, C, D)	123.52	123.63	136.73	0.3	0.4	3.305	
C - R113 (S)	Entry	1	1	D	14.39	14.35	15.51	0.5	0.9	19.671	B
			2	D	14.03	13.96	15.04	0.6	1.0	19.985	B
			3	A	90.43	89.48	103.74	6.2	6.4	24.192	C
			4	B	23.75	27.45	24.87	3.0	2.6	48.302	D
	Exit	2	1	(A, B, D)	151.22	151.67	156.29	0.3	0.4	2.674	
	D - Thomas Omer Way	Entry	1	1	A	48.59	53.89	54.56	4.3	4.6	40.375
2				B	5.17	5.69	5.75	0.8	0.8	36.551	D
3				C	16.02	17.71	16.00	2.0	1.5	38.854	D
4				(A, B, C)	69.90	69.77	76.75	0.2	0.2	2.363	
Exit		2	1	(A, B, C)	123.38	123.38	137.35	0.0	0.0	0.000	

16:00 - 16:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	Entry	1	1	B	29.59	30.51	53.79	0.7	1.4	13.353	B
			2	B	30.81	31.47	54.41	0.7	1.3	12.990	B
			3	C	147.65	148.96	153.32	4.5	5.3	15.702	B
			4	D	72.02	70.20	79.06	3.9	4.8	23.372	C
	2	1	(B, C, D)	279.88	280.08	339.71	0.8	2.2	6.683		
	Exit	1	1		194.48	194.48	196.95	0.0	0.0	0.000	
B - Lucan Newlands Road	Entry	1	1	C, D	82.26	92.71	86.76	5.7	8.1	48.963	D
			2	A	50.79	56.37	55.00	5.9	4.7	40.247	D
	2	1	(A, C, D)	132.27	133.05	142.71	0.4	0.4	4.357		
	Exit	1	1		113.98	113.98	163.35	0.0	0.0	0.000	
C - R113 (S)	Entry	1	1	D	20.55	20.59	20.67	0.9	1.5	20.399	C
			2	D	20.64	20.68	20.52	1.0	1.4	20.347	C
			3	A	87.54	82.95	90.86	6.4	6.3	24.471	C
			4	B	42.41	39.36	41.22	2.6	4.4	51.165	D
	2	1	(A, B, D)	169.01	171.14	173.18	0.4	0.7	3.850		
	Exit	1	1		196.83	196.83	198.05	0.0	0.0	0.000	
D - Thomas Omer Way	Entry	1	1	A	46.77	55.15	51.29	4.6	4.6	39.987	D
			2	B	11.08	12.63	13.94	0.6	1.1	37.547	D
			3	C	17.59	19.60	18.23	1.5	1.8	36.706	D
	2	1	(A, B, C)	77.37	77.48	84.14	0.2	0.2	2.401		
	Exit	1	1		175.92	175.92	179.92	0.0	0.0	0.000	

16:15 - 16:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	Entry	1	1	B	17.42	18.27	33.17	1.4	0.7	12.913	B
			2	B	17.84	18.59	32.89	1.3	0.8	12.856	B
			3	C	118.95	123.95	125.08	5.3	4.7	14.116	B
			4	D	60.09	60.09	65.26	4.6	4.1	22.055	C
	2	1	(B, C, D)	214.73	214.33	254.45	2.2	1.1	4.172		
	Exit	1	1		190.02	190.02	196.89	0.0	0.0	0.000	
B - Lucan Newlands Road	Entry	1	1	C, D	99.81	109.05	98.15	8.1	9.5	54.476	D
			2	A	45.67	50.10	46.95	4.7	4.2	38.964	D
	2	1	(A, C, D)	143.18	145.51	147.05	0.4	0.6	7.181		
	Exit	1	1		71.89	71.89	111.07	0.0	0.0	0.000	
C - R113 (S)	Entry	1	1	D	20.50	20.50	21.20	1.5	1.2	20.837	C
			2	D	20.70	20.59	21.24	1.4	1.3	20.537	C
			3	A	98.26	95.64	107.39	6.3	6.4	24.943	C
			4	B	37.85	29.86	38.65	4.4	4.3	49.056	D
	2	1	(A, B, D)	176.28	177.29	187.33	0.7	0.8	3.396		
	Exit	1	1		180.72	180.72	177.14	0.0	0.0	0.000	
D - Thomas Omer Way	Entry	1	1	A	36.93	44.08	42.55	4.6	3.5	39.580	D
			2	B	4.55	5.17	6.35	1.1	0.5	38.057	D
			3	C	17.95	20.28	19.12	1.6	1.7	36.501	D
	2	1	(A, B, C)	61.56	61.42	67.91	0.2	0.2	2.382		
	Exit	1	1		174.38	174.38	172.92	0.0	0.0	0.000	

16:30 - 16:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	Entry	1	1	B	15.41	19.83	33.61	0.7	0.7	12.758	B
			2	B	17.53	18.74	33.07	0.8	0.7	12.626	B
			3	C	127.24	135.23	135.21	4.7	4.9	14.652	B
			4	D	64.62	65.46	66.54	4.1	4.4	22.786	C
	Exit	1	1	(B, C, D)	228.22	228.13	270.15	1.1	1.2	4.430	
B - Lucan Newlands Road	Entry	1	1	C, D	89.10	101.78	93.52	9.5	6.8	51.931	D
			2	A	33.70	37.15	34.25	4.2	2.9	37.362	D
	Exit	2	1	(A, C, D)	121.42	122.80	126.38	0.6	0.3	4.803	
C - R113 (S)	Entry	1	1	D	28.29	28.42	27.70	1.2	1.9	19.748	B
			2	D	26.49	26.69	27.41	1.3	1.9	19.849	B
			3	A	103.38	103.95	105.92	6.4	6.8	24.618	C
			4	B	28.92	20.43	30.23	4.3	3.2	48.324	D
	Exit	2	1	(A, B, D)	188.59	189.07	190.44	0.6	0.5	2.904	
D - Thomas Omer Way	Entry	1	1	A	52.31	59.17	61.11	3.5	4.7	41.614	D
			2	B	4.93	5.56	6.23	0.5	0.6	35.582	D
			3	C	20.77	23.50	19.85	1.7	1.9	38.670	D
			4	(A, B, C)	78.11	78.02	88.61	0.2	0.3	2.560	
	Exit	1	1		189.99	189.99	186.35	0.0	0.0	0.000	

16:45 - 17:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	Entry	1	1	B	19.71	19.78	37.98	0.7	0.9	13.046	B
			2	B	19.97	20.12	38.80	0.7	0.8	12.967	B
			3	C	144.74	152.05	149.76	4.9	5.8	15.575	B
			4	D	58.51	59.65	61.15	4.4	0.3	21.781	C
	Exit	2	1	(B, C, D)	242.59	242.93	287.84	1.2	1.2	4.928	
B - Lucan Newlands Road	Entry	1	1	C, D	90.88	101.95	91.73	8.8	8.7	50.194	D
			2	A	50.11	56.41	55.69	2.9	4.6	40.422	D
	Exit	2	1	(A, C, D)	139.40	140.98	148.44	0.3	0.4	4.412	
C - R113 (S)	Entry	1	1	D	26.30	26.98	28.23	1.9	6.1	20.028	C
			2	D	27.27	27.88	28.66	1.9	0.1	19.750	B
			3	A	109.58	112.26	111.54	6.8	6.6	24.630	C
			4	B	31.76	23.14	32.58	3.2	3.3	47.274	D
	Exit	2	1	(A, B, D)	185.20	184.91	197.00	0.5	0.6	2.922	
D - Thomas Omer Way	Entry	1	1	A	55.58	61.70	55.30	4.7	5.0	39.256	D
			2	B	7.70	8.91	9.31	0.6	0.9	35.971	D
			3	C	21.11	23.37	20.71	1.9	2.2	37.945	D
			4	(A, B, C)	83.86	84.41	85.79	0.3	0.2	2.320	
	Exit	1	1		172.11	172.11	166.55	0.0	0.0	0.000	

17:00 - 17:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/T8)	Throughput (Veh/T8)	Average throughput (PCU/T8)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	Entry	1	1	B	24.99	24.41	46.32	0.9	1.1	13.249	B
			2	B	24.91	24.27	45.55	0.8	1.0	13.522	B
			3	C	166.69	166.65	169.30	5.6	6.4	17.340	B
			4	D	78.15	82.15	82.23	0.3	0.4	23.394	C
	2	1	(B, C, D)	296.44	294.74	345.43	1.2	2.3	7.065		
	Exit	1	1		200.71	200.71	193.72	0.0	0.0	0.000	
B - Lucan Newlands Road	Entry	1	1	C, D	103.89	111.52	98.81	8.7	9.9	55.782	E
			2	A	40.29	45.02	41.86	4.6	3.6	38.140	D
	2	1	(A, C, D)	139.71	144.18	142.64	0.4	0.9	7.535		
Exit	1	1		95.53	95.53	145.99	0.0	0.0	0.000		
C - R113 (S)	Entry	1	1	D	30.92	32.37	31.68	0.1	0.1	21.212	C
			2	D	30.86	32.50	31.27	0.1	0.1	21.800	C
			3	A	65.80	101.03	100.12	0.6	0.5	25.706	C
			4	B	48.16	39.90	40.34	3.3	5.2	52.497	D
	2	1	(A, B, D)	209.62	205.74	209.99	0.6	2.5	5.461		
	Exit	1	1		234.63	234.63	226.83	0.0	0.0	0.000	
D - Thomas Omer Way	Entry	1	1	A	47.73	54.64	51.74	5.0	4.5	39.961	D
			2	B	6.21	6.98	7.78	0.9	0.7	36.229	D
			3	C	23.75	27.07	22.99	2.2	2.4	37.291	D
	2	1	(A, B, C)	77.80	77.66	82.67	0.2	0.2	2.402		
	Exit	1	1		219.64	219.64	209.45	0.0	0.0	0.000	

17:15 - 17:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/T8)	Throughput (Veh/T8)	Average throughput (PCU/T8)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	Entry	1	1	B	18.14	17.28	33.84	1.1	0.9	13.261	B
			2	B	17.31	16.44	33.28	1.0	0.9	13.341	B
			3	C	120.86	116.19	121.36	6.4	4.3	13.852	B
			4	D	71.65	76.61	76.62	0.4	0.3	23.204	C
	2	1	(B, C, D)	227.96	226.27	265.41	2.3	1.1	4.146		
	Exit	1	1		235.10	235.10	226.90	0.0	0.0	0.000	
B - Lucan Newlands Road	Entry	1	1	C, D	103.11	112.26	100.24	9.9	9.7	57.490	E
			2	A	40.71	44.55	46.87	3.6	3.5	38.474	D
	2	1	(A, C, D)	139.68	143.82	147.63	0.9	1.0	9.232		
Exit	1	1		75.97	75.97	113.56	0.0	0.0	0.000		
C - R113 (S)	Entry	1	1	D	27.81	29.37	28.02	0.1	0.1	20.116	C
			2	D	26.73	26.89	27.14	0.1	0.1	20.888	C
			3	A	100.58	108.16	109.32	0.5	0.6	25.757	C
			4	B	39.97	40.98	44.98	5.2	4.1	51.088	D
	2	1	(A, B, D)	195.27	195.09	206.55	2.5	0.8	4.623		
	Exit	1	1		177.81	177.81	176.73	0.0	0.0	0.000	
D - Thomas Omer Way	Entry	1	1	A	74.55	62.40	70.00	4.5	7.4	43.476	D
			2	B	1.13	1.26	1.46	0.7	0.2	36.741	D
			3	C	24.88	29.26	25.45	2.4	2.4	36.797	D
	2	1	(A, B, C)	100.42	100.56	99.85	0.2	0.3	2.381		
	Exit	1	1		214.76	214.76	202.11	0.0	0.0	0.000	

17:30 - 17:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	Entry	1	1	B	27.05	25.29	48.58	0.9	1.1	13.184	B
			2	B	25.54	23.86	48.14	0.9	1.2	13.482	B
			3	C	165.50	157.35	166.86	4.3	6.6	17.008	B
			4	D	61.46	67.39	63.38	0.3	0.3	22.942	C
	Exit	1	1	(B, C, D)	279.56	279.62	330.33	1.1	2.0	6.160	
B - Lucan Newlands Road	Entry	1	1	C, D	95.10	104.29	94.30	9.7	9.2	51.939	D
			2	A	44.08	49.31	45.88	3.5	4.1	38.054	D
	Exit	2	1	(A, C, D)	136.85	139.17	140.02	1.0	0.8	5.525	
C - R113 (S)	Entry	1	1	D	33.99	37.66	34.25	0.1	0.1	21.845	C
			2	D	32.84	36.27	33.77	0.1	0.2	22.123	C
			3	A	90.90	100.02	94.49	0.6	0.3	26.276	C
			4	B	47.86	52.40	49.89	4.1	5.0	54.456	D
	Exit	2	1	(A, B, D)	207.00	205.60	211.86	0.8	1.5	6.046	
D - Thomas Omer Way	Entry	1	1	A	52.31	57.88	57.08	7.4	5.0	40.145	D
			2	B	6.48	7.15	7.57	0.2	0.8	35.000	D
			3	C	13.02	15.02	14.02	2.4	1.4	36.333	D
			4	(A, B, C)	71.66	71.82	78.08	0.3	0.1	2.438	
	Exit	1	1		221.77	221.77	204.29	0.0	0.0	0.000	

17:45 - 18:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	Entry	1	1	B	28.47	28.15	54.14	1.1	0.7	13.521	B
			2	B	28.40	27.96	55.16	1.2	0.8	13.478	B
			3	C	129.41	124.42	136.47	6.6	3.3	14.813	B
			4	D	86.41	94.51	88.46	0.3	0.8	23.651	C
	Exit	2	1	(B, C, D)	272.08	272.69	333.48	2.0	1.8	8.482	
B - Lucan Newlands Road	Entry	1	1	C, D	97.96	102.09	96.06	9.2	9.4	52.997	D
			2	A	49.53	48.43	49.11	4.1	4.2	39.293	D
	Exit	2	1	(A, C, D)	143.12	147.50	146.62	0.8	1.1	6.884	
C - R113 (S)	Entry	1	1	D	27.77	30.52	27.62	0.1	0.3	21.190	C
			2	D	26.57	29.53	27.64	0.2	0.2	21.650	C
			3	A	101.93	111.02	105.23	0.3	1.1	25.764	C
			4	B	33.20	36.44	35.64	5.0	3.5	49.355	D
	Exit	2	1	(A, B, D)	189.56	189.47	197.21	1.5	0.7	4.062	
D - Thomas Omer Way	Entry	1	1	A	64.80	66.67	69.28	5.0	6.1	42.047	D
			2	B	9.09	7.53	9.64	0.8	1.1	36.853	D
			3	C	30.00	28.29	28.97	1.4	3.0	36.959	D
			4	(A, B, C)	103.87	103.69	110.79	0.1	0.3	2.542	
	Exit	1	1		230.30	230.30	215.02	0.0	0.0	0.000	

18:00 - 18:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	Entry	1	1	B	22.29	23.32	41.59	0.7	0.6	13.447	B
			2	B	21.66	22.73	42.33	0.8	0.6	12.822	B
			3	C	134.03	136.15	135.12	3.3	3.3	14.476	B
			4	D	71.33	79.29	78.77	0.8	1.1	23.284	C
	2	1	(B, C, D)	248.66	249.24	294.67	1.8	1.3	4.883		
	Exit	1	1		205.25	205.25	214.82	0.0	0.0	0.000	
B - Lucan Newlands Road	Entry	1	1	C, D	87.97	82.89	89.01	9.4	8.2	49.265	D
			2	A	52.83	46.58	55.36	4.2	5.0	40.133	D
	2	1	(A, C, D)	140.39	140.80	144.59	1.1	0.8	5.433		
	Exit	1	1		73.56	73.56	113.56	0.0	0.0	0.000	
C - R113 (S)	Entry	1	1	D	20.95	22.78	20.92	0.3	0.3	20.070	C
			2	D	21.41	23.14	21.14	0.2	0.4	20.621	C
			3	A	66.97	104.95	97.23	1.1	1.5	24.445	C
			4	B	23.01	24.68	22.88	3.5	2.4	40.423	D
	2	1	(A, B, D)	161.95	162.34	162.92	0.7	0.4	2.580		
	Exit	1	1		167.84	167.84	171.71	0.0	0.0	0.000	
D - Thomas Omer Way	Entry	1	1	A	59.32	53.72	62.23	6.1	5.5	41.261	D
			2	B	3.56	2.83	6.77	1.1	0.5	35.080	D
			3	C	16.98	13.17	17.26	3.0	1.8	35.828	D
	2	1	(A, B, C)	79.51	79.87	84.66	0.3	0.1	2.417		
	Exit	1	1		189.59	189.59	190.50	0.0	0.0	0.000	

18:15 - 18:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	Entry	1	1	B	33.90	36.16	67.50	0.6	1.0	13.758	B
			2	B	34.49	36.65	67.31	0.6	1.0	14.014	B
			3	C	145.40	153.56	146.84	3.3	3.7	14.882	B
			4	D	73.43	80.23	75.56	1.1	1.5	22.655	C
	2	1	(B, C, D)	287.14	287.23	357.46	1.3	2.8	8.218		
	Exit	1	1		169.22	169.22	195.23	0.0	0.0	0.000	
B - Lucan Newlands Road	Entry	1	1	C, D	70.57	58.00	75.06	8.2	6.7	43.742	D
			2	A	49.87	40.37	56.42	5.0	4.5	39.942	D
	2	1	(A, C, D)	120.02	120.45	130.60	0.8	0.3	3.142		
	Exit	1	1		91.92	91.92	153.90	0.0	0.0	0.000	
C - R113 (S)	Entry	1	1	D	25.13	27.14	24.62	0.3	0.6	20.412	C
			2	D	24.16	26.46	24.77	0.4	0.5	20.064	C
			3	A	79.42	87.35	81.66	1.5	1.5	23.363	C
			4	B	15.88	17.28	16.46	2.4	1.8	46.983	D
	2	1	(A, B, D)	144.47	144.62	147.95	0.4	0.4	2.530		
	Exit	1	1		187.49	187.49	191.17	0.0	0.0	0.000	
D - Thomas Omer Way	Entry	1	1	A	53.12	41.53	57.12	5.5	4.7	39.874	D
			2	B	2.28	1.85	2.63	0.5	0.3	34.874	C
			3	C	24.09	18.18	23.77	1.8	2.4	36.672	D
	2	1	(A, B, C)	79.42	79.49	84.23	0.1	0.2	2.360		
	Exit	1	1		176.08	176.08	179.44	0.0	0.0	0.000	

18:30 - 18:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	Entry	1	1	B	31.85	34.17	62.23	1.0	0.8	13.656	B
			2	B	32.48	34.87	62.47	1.0	1.0	14.076	B
			3	C	112.89	122.41	121.55	3.7	3.0	14.115	B
			4	D	77.12	83.35	78.78	1.5	2.1	23.462	D
	Exit	1	1	(B, C, D)	254.46	254.32	325.23	2.8	1.7	6.381	
B - Lucan Newlands Road	Entry	1	1	C, D	70.15	53.93	70.88	6.7	6.5	41.578	D
			2	A	40.94	30.54	45.15	4.5	3.9	38.039	D
	Exit	1	1	(A, C, D)	111.14	111.00	115.70	0.3	0.3	2.514	
				1	1	89.36	89.36	144.60	0.0	0.0	0.000
C - R113 (S)	Entry	1	1	D	27.38	29.93	26.11	0.6	0.8	20.774	C
			2	D	27.50	29.80	26.74	0.5	0.9	20.157	C
			3	A	76.69	85.35	75.30	1.5	1.8	22.624	C
			4	B	15.74	16.87	15.38	1.8	1.8	45.969	D
	Exit	1	1	(A, B, D)	147.27	147.32	144.61	0.4	0.4	2.476	
				1	1	157.38	157.38	166.55	0.0	0.0	0.000
D - Thomas Omer Way	Entry	1	1	A	45.14	35.03	49.21	4.7	4.2	39.280	D
			2	B	4.96	3.43	4.53	0.3	0.7	37.390	D
			3	C	23.53	18.09	22.95	2.4	2.2	38.494	D
	Exit	1	1	(A, B, C)	73.39	73.62	76.07	0.2	0.1	2.324	
Exit	1	1		180.13	180.13	180.46	0.0	0.0	0.000		

18:45 - 19:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	Entry	1	1	B	19.63	21.70	38.32	0.8	0.6	13.903	B
			2	B	20.77	22.64	39.47	1.0	0.6	13.173	B
			3	C	100.79	110.86	101.41	3.0	2.5	13.415	B
			4	D	44.37	48.34	40.26	2.1	1.5	20.660	C
	Exit	1	1	(B, C, D)	164.78	165.55	224.90	1.7	0.7	3.784	
B - Lucan Newlands Road	Entry	1	1	C, D	54.50	40.31	55.82	6.5	5.2	40.049	D
			2	A	42.85	31.78	45.44	3.9	4.0	39.604	D
	Exit	1	1	(A, C, D)	97.38	97.15	100.61	0.3	0.3	2.408	
				1	1	64.26	64.26	97.26	0.0	0.0	0.000
C - R113 (S)	Entry	1	1	D	11.35	12.14	12.37	0.8	0.4	18.369	B
			2	D	11.48	12.68	12.17	0.9	0.4	19.806	B
			3	A	71.66	77.89	74.81	1.8	2.4	21.757	C
			4	B	17.30	18.61	17.88	1.8	2.0	44.748	D
	Exit	1	1	(A, B, D)	111.99	111.79	117.40	0.4	0.3	2.430	
				1	1	135.95	135.95	135.71	0.0	0.0	0.000
D - Thomas Omer Way	Entry	1	1	A	45.95	33.77	48.86	4.2	4.4	39.189	D
			2	B	1.53	1.11	1.50	0.7	0.2	30.406	C
			3	C	13.26	10.74	14.04	2.2	1.1	35.411	D
	Exit	1	1	(A, B, C)	60.56	60.74	63.67	0.1	0.2	2.259	
Exit	1	1		99.11	99.11	106.36	0.0	0.0	0.000		

Junctions 9
OSCADY 9 - Signalised Intersection Module
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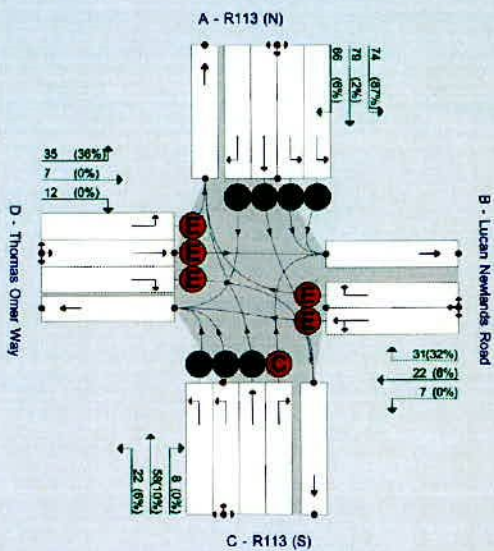
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 Report generation date: 21/06/2022 14:11:41

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

Summary of junction performance

	Queue (Veh)	Delay (s)	DOB	LOS
[Lane Simulation] - Opening year+Adj+Dev				
A - R113 (H)	13.4	27.92		C
B - Lucan Newlands Road	13.2	56.18		E
C - R113 (B)	13.0	35.65		D
D - Thomas Omar Way	14.2	45.41		D
[Lane Simulation] - +5+Adj+Dev				
A - R113 (H)	16.2	38.21		D
B - Lucan Newlands Road	15.2	63.62		E
C - R113 (B)	13.6	40.20		D
D - Thomas Omar Way	15.6	47.42		D
[Lane Simulation] - +15+Adj+Dev				
A - R113 (H)	28.1	80.97		E
B - Lucan Newlands Road	16.3	73.99		E
C - R113 (B)	14.6	44.20		D
D - Thomas Omar Way	16.5	49.55		D

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.
 Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Arm and junction delays are averages for all movements, including movements with zero delay.



Use the report file named J7_10

The junction diagram reflects the last run of Junctions

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queuing delay	Calculate residual capacity	DOB Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.90	30.00	20.00

Lane Simulation options

Criteria type	Stop criteria (%)	Stop criteria time (s)	Stop criteria number of trials	Random seed	Results refresh speed (s)	Individual vehicle animation number of trials	Average animation capture interval (s)	Use quick response	Do flow sampling	Suppress automatic lane creation	Last run random seed	Last run number of trials	Last run time taken (s)
Delay	1.00	100000	100000	-1	3	1	60	✓			1024681831	50	70.77

Lanes

Arm	Side	Lane level	Lane	Destination arms	Has limited storage	Storage (PCU)	Has bottleneck	Bottleneck capacity (PCU/Ts)	Bottleneck type	Minimum capacity (PCU/Ts)	Maximum capacity (PCU/Ts)	Signalised
A - R113 (H)	Entry	1	1	B	✓	6.00				0.00	24999.75	✓
			2	B	✓	12.00				0.00	24999.75	✓
			3	C	✓	12.00				0.00	24999.75	✓
			4	D	✓	12.00				0.00	24999.75	✓
	Exit	1	1	(B, C, D)		Infinity	✓	450.00	Uniform			
B - Lucan Newlands Road	Entry	1	1	C, D	✓	12.00				0.00	24999.75	✓
			2	A	✓	12.00				0.00	24999.75	✓
	Exit	1	1	(A, C, D)		Infinity	✓	450.00	Uniform			
C - R113 (S)	Entry	1	1	D	✓	7.00				0.00	24999.75	✓
			2	D	✓	26.00				0.00	24999.75	✓
			3	A	✓	26.00				0.00	24999.75	✓
			4	B	✓	7.00				0.00	24999.75	✓
	Exit	1	1	(A, B, D)		Infinity	✓	450.00	Uniform			
D - Thomas Omer Way	Entry	1	1	A	✓	16.00				0.00	24999.75	✓
			2	B	✓	16.00				0.00	24999.75	✓
			3	C	✓	11.00				0.00	24999.75	✓
			2	(A, B, C)		Infinity	✓	450.00	Uniform			
	Exit	1	1			Infinity						

Signals

Arm	Side	Lane level	Lane	Phase	Relative start displacement (s)	Relative end displacement (s)	Use RR87	Gradient (%)	Width (m)	Nearside lane
A - R113 (H)	Entry	1	1	B	0.00	0.00	✓	0	3.00	✓
			2	B	0.00	0.00	✓	0	3.00	✓
			3	B	0.00	0.00	✓	0	3.00	✓
			4	A	0.00	0.00	✓	0	3.00	✓
B - Lucan Newlands Road	Entry	1	1	E	0.00	0.00	✓	0	3.00	✓
			2	E	0.00	0.00	✓	0	3.00	✓
C - R113 (S)	Entry	1	1	A	0.00	0.00	✓	0	3.00	✓
			2	A	0.00	0.00	✓	0	3.00	✓
			3	A	0.00	0.00	✓	0	3.00	✓
			4	C	0.00	0.00	✓	0	3.00	✓
D - Thomas Omer Way	Entry	1	1	E	0.00	0.00	✓	0	3.00	✓
			2	E	0.00	0.00	✓	0	3.00	✓
			3	E	0.00	0.00	✓	0	3.00	✓

Signalised lane movements

Arm	Side	Lane level	Lane	Allow movement normal	Allow movement secondary	Turning radius (m)	Saturation flow (PCU/s)
A - R113 (N)	Entry	1	1	✓		9999.00	478.75
			2	✓		9999.00	478.75
			3	✓		9999.00	478.75
			4	✓		9999.00	478.75
B - Lucan Newlands Road	Entry	1	1	✓		9999.00	478.75
			2	✓		9999.00	478.75
			3	✓		9999.00	478.75
C - R113 (S)	Entry	1	1	✓		9999.00	478.75
			2	✓		9999.00	478.75
			3	✓		9999.00	478.75
			4	✓		9999.00	478.75
D - Thomas Omer Way	Entry	1	1	✓		9999.00	478.75
			2	✓		9999.00	478.75
			3	✓		9999.00	478.75

Summary of Entry Lane allowed movements

Arm	Lane Level	Lane	Destination arm			
			R113 (N)	Lucan Newlands Road	R113 (S)	Thomas Omer Way
A - R113 (N)	1	1		✓		
		2		✓		
		3			✓	
		4				✓
B - Lucan Newlands Road	1	1	✓		✓	✓
		2	✓			
C - R113 (S)	1	1		✓		
		2		✓		
		3	✓			✓
		4		✓		
D - Thomas Omer Way	1	1	✓			
		2		✓		
		3			✓	
D - Thomas Omer Way	2	1	✓	✓	✓	✓

Signal Timings

Junction 3

Junction	Sequence to use	Cycle time (s)	Maximum cycle time (s)	Start displacement (s)	End displacement (s)
3	1	120	300	1.40	2.90

Optimisation options

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

Phases

Junction	Phase	Name	Minimum green (s)
3	A		7
	B		7
	C		7
	D		7
	E		7
	F		5

Library Stages

Junction	Library Stage	Phases in stage	User stage minimum (s)	Run every N cycles	Probability of running (%)
3	1	A, B	1	1	100
	2	C, A	1	1	100
	3	D, B	1	1	100
	4	E	1	1	100
	5	F	1	4	100

Stage Sequences

Junction	Sequence	Name	Stage IDs	Stage ends
3	1		1, 2, 3, 4, 5	30, 49, 74, 104, 115

Intergreen Matrix for Junction 3

		To					
		A	B	C	D	E	F
From	A			5	5	0	
	B			5	5	0	
	C	5		5	5		
	D	5	5	5	5		
	E	5	5	5	5	5	
	F	5	5			5	

Interstage Matrix for Junction 3

		To				
		1	2	3	4	5
From	1	0	5	5	5	0
	2	5	0	5	5	0
	3	5	5	0	5	0
	4	5	5	5	0	5
	5	5	5	5	5	0

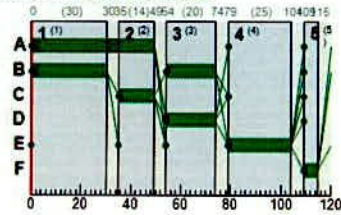
Resultant Stages

Junction	Resultant Stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
3	1	1	A,B	0	30	30	1	7
	2	2	C,A	35	49	14	1	7
	3	3	D,B	54	74	20	1	7
	4	4	E	79	104	25	1	7
	5	5	F	109	115	6	1	5

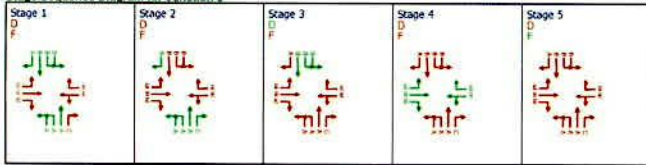
Resultant Phase Green Periods

Junction	Phase	Green period	Start time (s)	End time (s)	Duration (s)
3	A	1	0	49	49
		1	54	74	20
	B	2	0	30	30
		1	35	49	14
	D	1	54	74	20
	E	1	79	104	25
	F	1	109	115	6

Phase Timings Diagram for Junction 3



Stage Sequence Diagram for Junction 3



Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - R113 (N)		DIRECT	✓	100.000
B - Lucan Newlands Road		DIRECT	✓	100.000
C - R113 (S)		DIRECT	✓	100.000
D - Thomas Omer Way		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
07:00 - 07:15	From A - R113 (N)	0.00	57.02	69.54	56.35
	From B - Lucan Newlands Road	26.01	0.00	6.47	19.87
	From C - R113 (S)	51.75	7.01	0.00	19.03
	From D - Thomas Omer Way	29.16	6.20	10.44	0.00

07:15 - 07:30

Demand (Veh/TS)

+15+Adj+Dev,

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Junction Delay (s)	Junction LOS
3	R113 Junction	Signalised		57.91	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Traffic profile type	Start time (HH:MM)	Finish time (HH:MM)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D8	+15+Adj+Dev	DIRECT	07:00	19:00	720	15	✓	Simple	D4+D6+D5

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - R113 (N)		DIRECT	✓	100.000
B - Lucan Newlands Road		DIRECT	✓	100.000
C - R113 (S)		DIRECT	✓	100.000
D - Thomas Omer Way		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
07:00 - 07:15	From A - R113 (N)	0.00	73.98	78.57	88.19
	From B - Lucan Newlands Road	31.02	0.00	7.20	22.25
	From C - R113 (S)	58.48	7.50	0.00	21.71
	From D - Thomas Omer Way	35.00	7.00	11.74	0.00

Demand (Veh/TS)

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
07:15 - 07:30	From A - R113 (N)	0.00	91.97	83.28	82.90
	From B - Lucan Newlands Road	35.22	0.00	10.73	25.78
	From C - R113 (S)	72.84	7.50	0.00	15.82
	From D - Thomas Omer Way	42.34	14.81	23.52	0.00

07:30 - 07:45

Demand (Veh/TS)

		To			
		A - R113 (H)	B - Lucan Newlands Road	C - R113 (B)	D - Thomas Omer Way
From	A - R113 (H)	0.00	87.26	107.73	92.77
	B - Lucan Newlands Road	23.95	0.00	19.20	37.78
	C - R113 (B)	74.24	14.65	0.00	17.23
	D - Thomas Omer Way	51.03	10.60	28.23	0.00

Demand (Veh/TS)

07:45 - 08:00

		To			
		A - R113 (H)	B - Lucan Newlands Road	C - R113 (B)	D - Thomas Omer Way
From	A - R113 (H)	0.00	83.73	131.50	127.68
	B - Lucan Newlands Road	23.27	0.00	19.20	49.96
	C - R113 (B)	79.23	17.46	0.00	34.45
	D - Thomas Omer Way	85.90	12.23	42.81	0.00

Demand (Veh/TS)

08:00 - 08:15

		To			
		A - R113 (H)	B - Lucan Newlands Road	C - R113 (B)	D - Thomas Omer Way
From	A - R113 (H)	0.00	75.13	140.83	122.49
	B - Lucan Newlands Road	17.30	0.00	28.83	56.25
	C - R113 (B)	82.63	20.24	0.00	36.61
	D - Thomas Omer Way	75.98	13.40	47.13	0.00

Demand (Veh/TS)

08:15 - 08:30

		To			
		A - R113 (H)	B - Lucan Newlands Road	C - R113 (B)	D - Thomas Omer Way
From	A - R113 (H)	0.00	62.23	125.29	108.58
	B - Lucan Newlands Road	31.97	0.00	40.00	61.88
	C - R113 (B)	86.62	32.74	0.00	41.09
	D - Thomas Omer Way	87.81	10.82	54.20	0.00

Demand (Veh/TS)

08:30 - 08:45

		To			
		A - R113 (H)	B - Lucan Newlands Road	C - R113 (B)	D - Thomas Omer Way
From	A - R113 (H)	0.00	52.19	123.67	91.20
	B - Lucan Newlands Road	35.50	0.00	41.33	63.28
	C - R113 (B)	83.38	40.98	0.00	47.21
	D - Thomas Omer Way	71.05	14.58	50.68	0.00

Demand (Veh/TS)

08:45 - 09:00

		To			
		A - R113 (H)	B - Lucan Newlands Road	C - R113 (B)	D - Thomas Omer Way
From	A - R113 (H)	0.00	55.94	104.15	79.10
	B - Lucan Newlands Road	24.45	0.00	30.73	56.47
	C - R113 (B)	96.17	47.32	0.00	32.56
	D - Thomas Omer Way	64.71	19.94	31.60	0.00

Demand (Veh/TS)

09:00 - 09:15

		To			
		A - R113 (H)	B - Lucan Newlands Road	C - R113 (B)	D - Thomas Omer Way
From	A - R113 (H)	0.00	46.35	88.83	56.24
	B - Lucan Newlands Road	25.85	0.00	24.56	30.41
	C - R113 (B)	112.82	48.90	0.00	29.48
	D - Thomas Omer Way	50.58	8.11	20.96	0.00

09:15 - 09:30

Demand (Veh/TS)

		To			
		A - R113 (R)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (R)	0.00	56.30	96.57	46.79
	B - Lucan Newlands Road	35.50	0.00	25.74	35.35
	C - R113 (S)	90.73	22.77	0.00	17.48
	D - Thomas Omer Way	50.31	7.29	20.98	0.00

Demand (Veh/TS)

09:30 - 09:45

		To			
		A - R113 (R)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (R)	0.00	56.25	85.97	45.11
	B - Lucan Newlands Road	39.25	0.00	19.85	28.51
	C - R113 (S)	86.47	30.07	0.00	18.86
	D - Thomas Omer Way	60.73	7.52	19.58	0.00

Demand (Veh/TS)

09:45 - 10:00

		To			
		A - R113 (R)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (R)	0.00	72.33	86.80	35.74
	B - Lucan Newlands Road	27.96	0.00	16.90	16.73
	C - R113 (S)	73.07	20.85	0.00	16.53
	D - Thomas Omer Way	50.08	5.89	20.75	0.00

Demand (Veh/TS)

10:00 - 10:15

		To			
		A - R113 (R)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (R)	0.00	41.19	70.19	28.86
	B - Lucan Newlands Road	40.21	0.00	16.16	23.11
	C - R113 (S)	82.07	19.82	0.00	16.77
	D - Thomas Omer Way	34.80	10.10	14.22	0.00

Demand (Veh/TS)

10:15 - 10:30

		To			
		A - R113 (R)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (R)	0.00	47.98	73.58	48.62
	B - Lucan Newlands Road	33.00	0.00	15.58	19.80
	C - R113 (S)	85.96	17.24	0.00	10.89
	D - Thomas Omer Way	45.65	7.74	17.25	0.00

Demand (Veh/TS)

10:30 - 10:45

		To			
		A - R113 (R)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (R)	0.00	64.19	83.45	38.30
	B - Lucan Newlands Road	43.92	0.00	14.40	23.11
	C - R113 (S)	83.81	25.94	0.00	17.95
	D - Thomas Omer Way	43.57	10.32	9.51	0.00

Demand (Veh/TS)

10:45 - 11:00

		To			
		A - R113 (R)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (R)	0.00	71.43	72.40	29.10
	B - Lucan Newlands Road	26.36	0.00	17.94	18.62
	C - R113 (S)	80.26	11.35	0.00	16.77
	D - Thomas Omer Way	36.00	8.47	21.51	0.00

11:00 - 11:15

Demand (Veh/TS)

		To			
		A - R113 (R)	B - Lucan Newlands Road	C - R113 (B)	D - Thomas Omer Way
From	A - R113 (R)	0.00	53.59	88.54	34.50
	B - Lucan Newlands Road	35.95	0.00	6.25	17.90
	C - R113 (B)	64.29	12.61	0.00	17.18
	D - Thomas Omer Way	42.61	4.94	13.12	0.00

Demand (Veh/TS)

		To			
		A - R113 (R)	B - Lucan Newlands Road	C - R113 (B)	D - Thomas Omer Way
From	A - R113 (R)	0.00	52.19	85.51	58.91
	B - Lucan Newlands Road	37.13	0.00	22.73	21.21
	C - R113 (B)	58.18	22.03	0.00	19.53
	D - Thomas Omer Way	43.07	2.35	8.41	0.00

Demand (Veh/TS)

		To			
		A - R113 (R)	B - Lucan Newlands Road	C - R113 (B)	D - Thomas Omer Way
From	A - R113 (R)	0.00	48.93	100.00	40.89
	B - Lucan Newlands Road	44.19	0.00	18.25	27.54
	C - R113 (B)	86.97	25.57	0.00	16.22
	D - Thomas Omer Way	28.71	6.34	14.75	0.00

Demand (Veh/TS)

		To			
		A - R113 (R)	B - Lucan Newlands Road	C - R113 (B)	D - Thomas Omer Way
From	A - R113 (R)	0.00	53.51	100.59	38.21
	B - Lucan Newlands Road	34.62	0.00	20.80	21.21
	C - R113 (B)	87.12	16.15	0.00	15.05
	D - Thomas Omer Way	39.31	6.11	14.52	0.00

Demand (Veh/TS)

		To			
		A - R113 (R)	B - Lucan Newlands Road	C - R113 (B)	D - Thomas Omer Way
From	A - R113 (R)	0.00	69.07	115.53	58.86
	B - Lucan Newlands Road	40.89	0.00	17.56	27.20
	C - R113 (B)	85.29	18.84	0.00	22.25
	D - Thomas Omer Way	37.18	3.76	16.32	0.00

Demand (Veh/TS)

		To			
		A - R113 (R)	B - Lucan Newlands Road	C - R113 (B)	D - Thomas Omer Way
From	A - R113 (R)	0.00	55.49	109.37	45.26
	B - Lucan Newlands Road	36.23	0.00	22.27	30.74
	C - R113 (B)	67.18	28.48	0.00	23.43
	D - Thomas Omer Way	34.60	4.94	17.28	0.00

Demand (Veh/TS)

		To			
		A - R113 (R)	B - Lucan Newlands Road	C - R113 (B)	D - Thomas Omer Way
From	A - R113 (R)	0.00	51.46	111.95	64.80
	B - Lucan Newlands Road	42.29	0.00	28.38	34.04
	C - R113 (B)	83.16	21.19	0.00	35.20
	D - Thomas Omer Way	41.16	10.10	14.92	0.00

12:45 - 13:00 Demand (Veh/TS)

		To			
		A - R113 (H)	B - Lucan Newlands Road	C - R113 (B)	D - Thomas Omer Way
From	A - R113 (H)	0.00	46.35	110.00	45.54
	B - Lucan Newlands Road	32.69	0.00	30.73	41.11
	C - R113 (B)	95.89	24.95	0.00	19.67
	D - Thomas Omer Way	34.00	1.18	21.03	0.00

Demand (Veh/TS)

13:00 - 13:15

		To			
		A - R113 (H)	B - Lucan Newlands Road	C - R113 (B)	D - Thomas Omer Way
From	A - R113 (H)	0.00	54.31	113.57	55.55
	B - Lucan Newlands Road	40.94	0.00	28.78	41.73
	C - R113 (B)	85.03	15.17	0.00	19.79
	D - Thomas Omer Way	38.81	2.58	15.62	0.00

Demand (Veh/TS)

13:15 - 13:30

		To			
		A - R113 (H)	B - Lucan Newlands Road	C - R113 (B)	D - Thomas Omer Way
From	A - R113 (H)	0.00	58.07	101.07	57.60
	B - Lucan Newlands Road	52.66	0.00	29.01	39.37
	C - R113 (B)	66.50	31.86	0.00	30.06
	D - Thomas Omer Way	37.63	4.71	15.62	0.00

Demand (Veh/TS)

13:30 - 13:45

		To			
		A - R113 (H)	B - Lucan Newlands Road	C - R113 (B)	D - Thomas Omer Way
From	A - R113 (H)	0.00	52.84	66.26	55.55
	B - Lucan Newlands Road	44.47	0.00	18.19	23.84
	C - R113 (B)	76.57	22.24	0.00	29.21
	D - Thomas Omer Way	28.21	6.11	16.80	0.00

Demand (Veh/TS)

13:45 - 14:00

		To			
		A - R113 (H)	B - Lucan Newlands Road	C - R113 (B)	D - Thomas Omer Way
From	A - R113 (H)	0.00	55.27	117.55	54.61
	B - Lucan Newlands Road	36.45	0.00	34.67	61.02
	C - R113 (B)	81.05	41.75	0.00	28.04
	D - Thomas Omer Way	52.71	8.99	13.49	0.00

Demand (Veh/TS)

14:00 - 14:15

		To			
		A - R113 (H)	B - Lucan Newlands Road	C - R113 (B)	D - Thomas Omer Way
From	A - R113 (H)	0.00	43.32	120.14	79.71
	B - Lucan Newlands Road	33.37	0.00	34.32	40.39
	C - R113 (B)	86.28	23.40	0.00	44.98
	D - Thomas Omer Way	47.05	8.47	17.67	0.00

Demand (Veh/TS)

14:15 - 14:30

		To			
		A - R113 (H)	B - Lucan Newlands Road	C - R113 (B)	D - Thomas Omer Way
From	A - R113 (H)	0.00	51.28	119.24	95.89
	B - Lucan Newlands Road	42.11	0.00	33.15	53.80
	C - R113 (B)	73.20	36.13	0.00	20.46
	D - Thomas Omer Way	39.98	13.63	17.67	0.00

14:30 - 14:45

Demand (Veh/TS)

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0.00	48.57	95.46	67.21
	B - Lucan Newlands Road	49.35	0.00	39.26	45.33
	C - R113 (S)	71.52	25.76	0.00	27.52
	D - Thomas Omer Way	29.16	13.65	32.25	0.00

Demand (Veh/TS)

14:45 - 15:00

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0.00	51.28	143.46	65.80
	B - Lucan Newlands Road	43.47	0.00	47.00	50.04
	C - R113 (S)	94.84	40.84	0.00	33.18
	D - Thomas Omer Way	51.75	7.29	28.49	0.00

Demand (Veh/TS)

15:00 - 15:15

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0.00	51.00	116.92	79.39
	B - Lucan Newlands Road	35.27	0.00	24.57	41.29
	C - R113 (S)	91.85	21.86	0.00	32.16
	D - Thomas Omer Way	37.63	8.69	17.23	0.00

Demand (Veh/TS)

15:15 - 15:30

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0.00	53.36	118.69	66.07
	B - Lucan Newlands Road	43.74	0.00	17.51	52.34
	C - R113 (S)	93.93	33.19	0.00	37.84
	D - Thomas Omer Way	80.23	6.11	11.35	0.00

Demand (Veh/TS)

15:30 - 15:45

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0.00	68.57	130.09	63.62
	B - Lucan Newlands Road	43.52	0.00	21.49	53.74
	C - R113 (S)	84.28	29.65	0.00	21.58
	D - Thomas Omer Way	45.65	8.92	19.59	0.00

Demand (Veh/TS)

15:45 - 16:00

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0.00	32.54	117.47	71.60
	B - Lucan Newlands Road	62.53	0.00	25.98	42.24
	C - R113 (S)	97.01	24.94	0.00	35.71
	D - Thomas Omer Way	50.36	5.89	16.05	0.00

Demand (Veh/TS)

16:00 - 16:15

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0.00	59.93	147.42	76.47
	B - Lucan Newlands Road	51.31	0.00	25.24	60.62
	C - R113 (S)	86.96	40.49	0.00	44.17
	D - Thomas Omer Way	48.73	11.05	16.90	0.00

16:15 - 16:30

Demand (Veh/TS)

		To			
		A - R113 (R)	B - Lucan Newlands Road	C - R113 (B)	D - Thomas Omer Way
From	A - R113 (R)	0.00	34.40	117.98	67.19
	B - Lucan Newlands Road	45.19	0.00	33.03	66.61
	C - R113 (B)	98.48	37.86	0.00	44.39
	D - Thomas Omer Way	40.48	4.94	17.65	0.00

Demand (Veh/TS)

		To			
		A - R113 (R)	B - Lucan Newlands Road	C - R113 (B)	D - Thomas Omer Way
From	A - R113 (R)	0.00	35.58	129.98	67.65
	B - Lucan Newlands Road	32.97	0.00	30.68	62.95
	C - R113 (B)	101.11	28.68	0.00	58.30
	D - Thomas Omer Way	53.16	4.94	20.95	0.00

16:30 - 16:45

Demand (Veh/TS)

		To			
		A - R113 (R)	B - Lucan Newlands Road	C - R113 (B)	D - Thomas Omer Way
From	A - R113 (R)	0.00	41.41	146.02	81.53
	B - Lucan Newlands Road	50.58	0.00	38.92	56.86
	C - R113 (B)	110.30	31.99	0.00	57.12
	D - Thomas Omer Way	53.21	7.29	20.95	0.00

16:45 - 17:00

Demand (Veh/TS)

		To			
		A - R113 (R)	B - Lucan Newlands Road	C - R113 (B)	D - Thomas Omer Way
From	A - R113 (R)	0.00	48.93	169.00	80.54
	B - Lucan Newlands Road	30.31	0.00	34.90	65.45
	C - R113 (B)	99.78	47.65	0.00	64.23
	D - Thomas Omer Way	48.95	8.11	22.73	0.00

17:00 - 17:15

Demand (Veh/TS)

		To			
		A - R113 (R)	B - Lucan Newlands Road	C - R113 (B)	D - Thomas Omer Way
From	A - R113 (R)	0.00	34.62	120.27	76.79
	B - Lucan Newlands Road	38.98	0.00	29.01	72.08
	C - R113 (B)	103.04	41.76	0.00	55.99
	D - Thomas Omer Way	60.92	1.18	26.27	0.00

17:15 - 17:30

Demand (Veh/TS)

		To			
		A - R113 (R)	B - Lucan Newlands Road	C - R113 (B)	D - Thomas Omer Way
From	A - R113 (R)	0.00	53.36	163.56	64.79
	B - Lucan Newlands Road	42.84	0.00	20.77	73.47
	C - R113 (B)	91.76	47.87	0.00	70.12
	D - Thomas Omer Way	51.53	7.29	13.31	0.00

17:30 - 17:45

Demand (Veh/TS)

		To			
		A - R113 (R)	B - Lucan Newlands Road	C - R113 (B)	D - Thomas Omer Way
From	A - R113 (R)	0.00	56.62	129.42	86.21
	B - Lucan Newlands Road	48.50	0.00	25.48	73.24
	C - R113 (B)	101.41	33.74	0.00	55.04
	D - Thomas Omer Way	65.89	8.47	30.96	0.00

17:45 - 18:00

18:00 - 18:15

Demand (Veh/TS)

		To			
		A - R113 (H)	B - Lucan Newlands Road	C - R113 (B)	D - Thomas Omer Way
From	A - R113 (H)	0.00	43.77	132.12	76.75
	B - Lucan Newlands Road	52.48	0.00	19.12	69.79
	C - R113 (B)	99.28	23.82	0.00	43.56
	D - Thomas Omer Way	56.37	3.98	16.43	0.00

Demand (Veh/TS)

18:15 - 18:30

		To			
		A - R113 (H)	B - Lucan Newlands Road	C - R113 (B)	D - Thomas Omer Way
From	A - R113 (H)	0.00	68.29	144.12	75.35
	B - Lucan Newlands Road	51.53	0.00	19.34	53.05
	C - R113 (B)	80.67	16.79	0.00	50.81
	D - Thomas Omer Way	52.48	2.35	23.50	0.00

Demand (Veh/TS)

18:30 - 18:45

		To			
		A - R113 (H)	B - Lucan Newlands Road	C - R113 (B)	D - Thomas Omer Way
From	A - R113 (H)	0.00	63.99	115.14	79.09
	B - Lucan Newlands Road	40.71	0.00	22.85	49.52
	C - R113 (B)	76.81	15.58	0.00	54.15
	D - Thomas Omer Way	44.24	4.71	22.32	0.00

Demand (Veh/TS)

18:45 - 19:00

		To			
		A - R113 (H)	B - Lucan Newlands Road	C - R113 (B)	D - Thomas Omer Way
From	A - R113 (H)	0.00	40.01	100.11	46.54
	B - Lucan Newlands Road	41.99	0.00	20.29	35.39
	C - R113 (B)	72.65	17.94	0.00	24.71
	D - Thomas Omer Way	47.55	1.18	12.99	0.00

Vehicle Mix

Heavy Vehicle Percentages

07:00 - 07:15

		To			
		A - R113 (H)	B - Lucan Newlands Road	C - R113 (B)	D - Thomas Omer Way
From	A - R113 (H)	0	67	2	6
	B - Lucan Newlands Road	32	0	0	6
	C - R113 (B)	10	0	0	6
	D - Thomas Omer Way	36	0	0	0

Heavy Vehicle Percentages

07:15 - 07:30

		To			
		A - R113 (H)	B - Lucan Newlands Road	C - R113 (B)	D - Thomas Omer Way
From	A - R113 (H)	0	66	2	7
	B - Lucan Newlands Road	40	0	0	5
	C - R113 (B)	10	0	0	9
	D - Thomas Omer Way	17	0	0	0

Heavy Vehicle Percentages

07:30 - 07:45

		To			
		A - R113 (H)	B - Lucan Newlands Road	C - R113 (B)	D - Thomas Omer Way
From	A - R113 (H)	0	93	7	9
	B - Lucan Newlands Road	41	0	7	7
	C - R113 (B)	11	0	0	16
	D - Thomas Omer Way	19	0	0	0

07:45 - 08:00

Heavy Vehicle Percentages

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0	97	6	8
	B - Lucan Newlands Road	24	0	7	3
	C - R113 (S)	4	16	0	4
	D - Thomas Omer Way	8	23	7	0

Heavy Vehicle Percentages

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0	86	8	8
	B - Lucan Newlands Road	32	0	10	9
	C - R113 (S)	7	14	0	4
	D - Thomas Omer Way	15	21	3	0

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0	82	8	10
	B - Lucan Newlands Road	26	0	7	0
	C - R113 (S)	10	0	0	0
	D - Thomas Omer Way	5	13	3	0

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0	89	6	6
	B - Lucan Newlands Road	24	0	0	2
	C - R113 (S)	3	0	0	3
	D - Thomas Omer Way	14	19	3	0

08:30 - 08:45

Heavy Vehicle Percentages

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0	85	3	9
	B - Lucan Newlands Road	23	0	0	12
	C - R113 (S)	7	6	0	13
	D - Thomas Omer Way	11	17	0	0

08:45 - 09:00

Heavy Vehicle Percentages

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0	85	6	19
	B - Lucan Newlands Road	27	0	0	0
	C - R113 (S)	11	3	0	5
	D - Thomas Omer Way	14	23	7	0

09:00 - 09:15

Heavy Vehicle Percentages

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0	82	10	15
	B - Lucan Newlands Road	24	0	0	4
	C - R113 (S)	8	0	0	0
	D - Thomas Omer Way	25	19	7	0

09:15 - 09:30

09:30 - 09:45

Heavy Vehicle Percentages

		To			
		A - R113 (H)	B - Lucan Newlands Road	C - R113 (B)	D - Thomas Omer Way
From	A - R113 (H)	0	78	11	25
	B - Lucan Newlands Road	25	0	0	10
	C - R113 (B)	11	5	0	0
	D - Thomas Omer Way	7	37	0	0

Heavy Vehicle Percentages

09:45 - 10:00

		To			
		A - R113 (H)	B - Lucan Newlands Road	C - R113 (B)	D - Thomas Omer Way
From	A - R113 (H)	0	85	5	12
	B - Lucan Newlands Road	20	0	7	17
	C - R113 (B)	10	7	0	8
	D - Thomas Omer Way	22	0	0	0

Heavy Vehicle Percentages

10:00 - 10:15

		To			
		A - R113 (H)	B - Lucan Newlands Road	C - R113 (B)	D - Thomas Omer Way
From	A - R113 (H)	0	89	12	15
	B - Lucan Newlands Road	21	9	8	0
	C - R113 (B)	5	7	0	0
	D - Thomas Omer Way	8	42	0	0

Heavy Vehicle Percentages

10:15 - 10:30

		To			
		A - R113 (H)	B - Lucan Newlands Road	C - R113 (B)	D - Thomas Omer Way
From	A - R113 (H)	0	86	8	20
	B - Lucan Newlands Road	47	9	0	7
	C - R113 (B)	3	0	0	0
	D - Thomas Omer Way	12	54	24	0

Heavy Vehicle Percentages

10:30 - 10:45

		To			
		A - R113 (H)	B - Lucan Newlands Road	C - R113 (B)	D - Thomas Omer Way
From	A - R113 (H)	0	74	8	11
	B - Lucan Newlands Road	38	0	0	0
	C - R113 (B)	7	11	0	0
	D - Thomas Omer Way	0	54	0	0

Heavy Vehicle Percentages

10:45 - 11:00

		To			
		A - R113 (H)	B - Lucan Newlands Road	C - R113 (B)	D - Thomas Omer Way
From	A - R113 (H)	0	79	8	19
	B - Lucan Newlands Road	11	0	0	8
	C - R113 (B)	2	0	0	0
	D - Thomas Omer Way	12	17	7	0

Heavy Vehicle Percentages

11:00 - 11:15

		To			
		A - R113 (H)	B - Lucan Newlands Road	C - R113 (B)	D - Thomas Omer Way
From	A - R113 (H)	0	89	10	16
	B - Lucan Newlands Road	31	0	0	8
	C - R113 (B)	9	0	0	0
	D - Thomas Omer Way	3	28	0	0

11:15 - 11:30

Heavy Vehicle Percentages

		To			
		A - R113 (R)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (R)	0	80	5	10
	B - Lucan Newlands Road	30	0	0	0
	C - R113 (S)	7	0	0	0
	D - Thomas Omer Way	10	0	0	0

Heavy Vehicle Percentages

		To			
		A - R113 (R)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (R)	0	83	7	3
	B - Lucan Newlands Road	25	0	8	10
	C - R113 (S)	14	0	0	9
	D - Thomas Omer Way	10	44	19	0

Heavy Vehicle Percentages

		To			
		A - R113 (R)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (R)	0	91	3	14
	B - Lucan Newlands Road	12	0	7	0
	C - R113 (S)	10	0	0	9
	D - Thomas Omer Way	7	23	10	0

Heavy Vehicle Percentages

		To			
		A - R113 (R)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (R)	0	81	4	7
	B - Lucan Newlands Road	31	0	0	10
	C - R113 (S)	7	0	0	6
	D - Thomas Omer Way	11	37	9	0

Heavy Vehicle Percentages

		To			
		A - R113 (R)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (R)	0	81	9	22
	B - Lucan Newlands Road	15	0	0	9
	C - R113 (S)	4	5	0	6
	D - Thomas Omer Way	8	28	0	0

Heavy Vehicle Percentages

		To			
		A - R113 (R)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (R)	0	85	10	9
	B - Lucan Newlands Road	33	0	5	4
	C - R113 (S)	8	0	0	4
	D - Thomas Omer Way	17	42	0	0

Heavy Vehicle Percentages

		To			
		A - R113 (R)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (R)	0	85	3	9
	B - Lucan Newlands Road	17	0	5	3
	C - R113 (S)	6	6	0	0
	D - Thomas Omer Way	8	0	7	0

13:00 - 13:15 Heavy Vehicle Percentages

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0	83	4	8
	B - Lucan Newlands Road	14	0	0	7
	C - R113 (S)	8	0	0	0
	D - Thomas Omer Way	18	54	0	0

Heavy Vehicle Percentages

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0	80	7	5
	B - Lucan Newlands Road	24	0	5	7
	C - R113 (S)	8	4	0	7
	D - Thomas Omer Way	19	0	0	0

Heavy Vehicle Percentages

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0	93	4	8
	B - Lucan Newlands Road	13	0	0	8
	C - R113 (S)	7	0	0	0
	D - Thomas Omer Way	25	23	0	0

Heavy Vehicle Percentages

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0	79	6	10
	B - Lucan Newlands Road	19	0	0	9
	C - R113 (S)	5	10	0	0
	D - Thomas Omer Way	11	32	10	0

Heavy Vehicle Percentages

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0	81	11	7
	B - Lucan Newlands Road	20	0	0	7
	C - R113 (S)	3	0	0	0
	D - Thomas Omer Way	15	17	0	0

Heavy Vehicle Percentages

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0	79	6	10
	B - Lucan Newlands Road	13	0	0	10
	C - R113 (S)	6	0	0	7
	D - Thomas Omer Way	18	31	0	0

Heavy Vehicle Percentages

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0	87	6	13
	B - Lucan Newlands Road	28	0	4	9
	C - R113 (S)	12	5	0	5
	D - Thomas Omer Way	19	41	9	0

14:45 - 15:00 Heavy Vehicle Percentages

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0	70	8	11
	B - Lucan Newlands Road	32	0	12	8
	C - R113 (S)	7	0	0	0
	D - Thomas Omer Way	14	19	5	0

Heavy Vehicle Percentages

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0	77	10	9
	B - Lucan Newlands Road	20	0	0	3
	C - R113 (S)	2	13	0	4
	D - Thomas Omer Way	19	32	0	0

Heavy Vehicle Percentages

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0	87	8	14
	B - Lucan Newlands Road	19	0	0	8
	C - R113 (S)	7	0	0	0
	D - Thomas Omer Way	14	23	0	0

Heavy Vehicle Percentages

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0	86	10	15
	B - Lucan Newlands Road	16	0	13	10
	C - R113 (S)	7	0	0	7
	D - Thomas Omer Way	12	47	0	0

Heavy Vehicle Percentages

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0	82	0	14
	B - Lucan Newlands Road	25	0	5	0
	C - R113 (S)	4	0	0	4
	D - Thomas Omer Way	11	0	0	0

Heavy Vehicle Percentages

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0	84	4	9
	B - Lucan Newlands Road	8	0	11	7
	C - R113 (S)	3	3	0	0
	D - Thomas Omer Way	6	25	0	0

Heavy Vehicle Percentages

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0	60	5	4
	B - Lucan Newlands Road	6	0	0	2
	C - R113 (S)	9	0	0	3
	D - Thomas Omer Way	7	26	8	0

18:30 - 18:45 Heavy Vehicle Percentages

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0	87	5	0
	B - Lucan Newlands Road	0	0	0	4
	C - R113 (S)	3	5	0	0
	D - Thomas Omer Way	10	28	0	0

Heavy Vehicle Percentages

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0	91	3	7
	B - Lucan Newlands Road	14	0	0	3
	C - R113 (S)	1	0	0	0
	D - Thomas Omer Way	3	19	0	0

Heavy Vehicle Percentages

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0	83	2	5
	B - Lucan Newlands Road	7	0	0	4
	C - R113 (S)	1	0	0	0
	D - Thomas Omer Way	9	23	0	0

Heavy Vehicle Percentages

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0	83	0	4
	B - Lucan Newlands Road	18	0	0	0
	C - R113 (S)	7	0	0	0
	D - Thomas Omer Way	4	0	0	0

Heavy Vehicle Percentages

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0	87	3	2
	B - Lucan Newlands Road	7	0	0	2
	C - R113 (S)	3	3	0	0
	D - Thomas Omer Way	11	19	0	0

Heavy Vehicle Percentages

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0	92	4	3
	B - Lucan Newlands Road	3	0	0	0
	C - R113 (S)	4	4	0	3
	D - Thomas Omer Way	11	17	0	0

Heavy Vehicle Percentages

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0	87	1	5
	B - Lucan Newlands Road	8	0	0	2
	C - R113 (S)	0	0	0	0
	D - Thomas Omer Way	7	70	0	0

18:15 - 18:30 Heavy Vehicle Percentages

		To			
		A - R113 (R)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (R)	0	97	2	4
	B - Lucan Newlands Road	11	0	7	0
	C - R113 (S)	2	0	0	0
	D - Thomas Omer Way	8	0	0	0

Heavy Vehicle Percentages

		To			
		A - R113 (R)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (R)	0	94	5	2
	B - Lucan Newlands Road	10	0	0	0
	C - R113 (S)	0	0	0	0
	D - Thomas Omer Way	10	0	0	0

Heavy Vehicle Percentages

		To			
		A - R113 (R)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (R)	0	91	0	0
	B - Lucan Newlands Road	10	0	0	0
	C - R113 (S)	4	0	0	0
	D - Thomas Omer Way	6	0	0	0

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/Ts)	Total Junction Arrivals (Veh)
A - R113 (R)	00:97	28.1	E	234.57	11259.30
B - Lucan Newlands Road	73.99	18.3	E	106.80	5126.43
C - R113 (S)	44.20	14.6	D	144.44	6933.06
D - Thomas Omer Way	49.55	16.5	D	77.59	3724.40

Main Results for each time segment

07:00 - 07:15

Arm	Total Demand (Veh/Ts)	Junction Arrivals (Veh)	Throughput (Veh/Ts)	Average throughput (PCU/Ts)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (R)	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
B - Lucan Newlands Road	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
C - R113 (S)	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
D - Thomas Omer Way	0.00	0.00	0.00	0.00	0.0	0.0	0.000	

07:15 - 07:30

Arm	Total Demand (Veh/Ts)	Junction Arrivals (Veh)	Throughput (Veh/Ts)	Average throughput (PCU/Ts)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (R)	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
B - Lucan Newlands Road	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
C - R113 (S)	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
D - Thomas Omer Way	0.00	0.00	0.00	0.00	0.0	0.0	0.000	

07:30 - 07:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
B - Lucan Newlands Road	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
C - R113 (S)	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
D - Thomas Omer Way	0.00	0.00	0.00	0.00	0.0	0.0	0.000	

07:45 - 08:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
B - Lucan Newlands Road	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
C - R113 (S)	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
D - Thomas Omer Way	0.00	0.00	0.00	0.00	0.0	0.0	0.000	

08:00 - 08:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
B - Lucan Newlands Road	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
C - R113 (S)	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
D - Thomas Omer Way	0.00	0.00	0.00	0.00	0.0	0.0	0.000	

08:15 - 08:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
B - Lucan Newlands Road	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
C - R113 (S)	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
D - Thomas Omer Way	0.00	0.00	0.00	0.00	0.0	0.0	0.000	

08:30 - 08:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
B - Lucan Newlands Road	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
C - R113 (S)	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
D - Thomas Omer Way	0.00	0.00	0.00	0.00	0.0	0.0	0.000	

08:45 - 09:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
B - Lucan Newlands Road	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
C - R113 (S)	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
D - Thomas Omer Way	0.00	0.00	0.00	0.00	0.0	0.0	0.000	

09:00 - 09:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
B - Lucan Newlands Road	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
C - R113 (S)	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
D - Thomas Omer Way	0.00	0.00	0.00	0.00	0.0	0.0	0.000	

09:15 - 09:30

Arm	Total Demand (Veh/Ts)	Junction Arrivals (Veh)	Throughput (Veh/Ts)	Average throughput (PCU/Ts)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (H)	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
B - Lucan Newlands Road	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
C - R113 (S)	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
D - Thomas Omer Way	0.00	0.00	0.00	0.00	0.0	0.0	0.000	

09:30 - 09:45

Arm	Total Demand (Veh/Ts)	Junction Arrivals (Veh)	Throughput (Veh/Ts)	Average throughput (PCU/Ts)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (H)	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
B - Lucan Newlands Road	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
C - R113 (S)	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
D - Thomas Omer Way	0.00	0.00	0.00	0.00	0.0	0.0	0.000	

09:45 - 10:00

Arm	Total Demand (Veh/Ts)	Junction Arrivals (Veh)	Throughput (Veh/Ts)	Average throughput (PCU/Ts)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (H)	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
B - Lucan Newlands Road	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
C - R113 (S)	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
D - Thomas Omer Way	0.00	0.00	0.00	0.00	0.0	0.0	0.000	

10:00 - 10:15

Arm	Total Demand (Veh/Ts)	Junction Arrivals (Veh)	Throughput (Veh/Ts)	Average throughput (PCU/Ts)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (H)	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
B - Lucan Newlands Road	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
C - R113 (S)	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
D - Thomas Omer Way	0.00	0.00	0.00	0.00	0.0	0.0	0.000	

10:15 - 10:30

Arm	Total Demand (Veh/Ts)	Junction Arrivals (Veh)	Throughput (Veh/Ts)	Average throughput (PCU/Ts)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (H)	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
B - Lucan Newlands Road	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
C - R113 (S)	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
D - Thomas Omer Way	0.00	0.00	0.00	0.00	0.0	0.0	0.000	

10:30 - 10:45

Arm	Total Demand (Veh/Ts)	Junction Arrivals (Veh)	Throughput (Veh/Ts)	Average throughput (PCU/Ts)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (H)	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
B - Lucan Newlands Road	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
C - R113 (S)	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
D - Thomas Omer Way	0.00	0.00	0.00	0.00	0.0	0.0	0.000	

10:45 - 11:00

Arm	Total Demand (Veh/Ts)	Junction Arrivals (Veh)	Throughput (Veh/Ts)	Average throughput (PCU/Ts)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (H)	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
B - Lucan Newlands Road	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
C - R113 (S)	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
D - Thomas Omer Way	0.00	0.00	0.00	0.00	0.0	0.0	0.000	

Time Interval	Arm	Total Demand (Veh/Ts)	Junction Arrivals (Veh)	Throughput (Veh/Ts)	Average Throughput (P/CU/Ts)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalized level of service
11:00 - 11:15	A - R113 (N)	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
	B - Lucan Newlands Road	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
	C - R113 (S)	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
	D - Thomas Omar Way	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
	Arm	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
11:15 - 11:30	A - R113 (N)	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
	B - Lucan Newlands Road	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
	C - R113 (S)	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
	D - Thomas Omar Way	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
	Arm	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
11:30 - 11:45	A - R113 (N)	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
	B - Lucan Newlands Road	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
	C - R113 (S)	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
	D - Thomas Omar Way	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
	Arm	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
11:45 - 12:00	A - R113 (N)	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
	B - Lucan Newlands Road	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
	C - R113 (S)	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
	D - Thomas Omar Way	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
	Arm	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
12:00 - 12:15	A - R113 (N)	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
	B - Lucan Newlands Road	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
	C - R113 (S)	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
	D - Thomas Omar Way	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
	Arm	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
12:15 - 12:30	A - R113 (N)	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
	B - Lucan Newlands Road	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
	C - R113 (S)	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
	D - Thomas Omar Way	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
	Arm	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
12:30 - 12:45	A - R113 (N)	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
	B - Lucan Newlands Road	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
	C - R113 (S)	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
	D - Thomas Omar Way	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
	Arm	0.00	0.00	0.00	0.00	0.0	0.0	0.000	

12:45 - 13:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
B - Lucan Newlands Road	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
C - R113 (S)	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
D - Thomas Omer Way	0.00	0.00	0.00	0.00	0.0	0.0	0.000	

13:00 - 13:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
B - Lucan Newlands Road	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
C - R113 (S)	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
D - Thomas Omer Way	0.00	0.00	0.00	0.00	0.0	0.0	0.000	

13:15 - 13:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
B - Lucan Newlands Road	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
C - R113 (S)	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
D - Thomas Omer Way	0.00	0.00	0.00	0.00	0.0	0.0	0.000	

13:30 - 13:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
B - Lucan Newlands Road	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
C - R113 (S)	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
D - Thomas Omer Way	0.00	0.00	0.00	0.00	0.0	0.0	0.000	

13:45 - 14:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
B - Lucan Newlands Road	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
C - R113 (S)	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
D - Thomas Omer Way	0.00	0.00	0.00	0.00	0.0	0.0	0.000	

14:00 - 14:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
B - Lucan Newlands Road	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
C - R113 (S)	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
D - Thomas Omer Way	0.00	0.00	0.00	0.00	0.0	0.0	0.000	

14:15 - 14:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
B - Lucan Newlands Road	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
C - R113 (S)	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
D - Thomas Omer Way	0.00	0.00	0.00	0.00	0.0	0.0	0.000	

14:30 - 14:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
B - Lucan Newlands Road	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
C - R113 (S)	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
D - Thomas Omer Way	0.00	0.00	0.00	0.00	0.0	0.0	0.000	

14:45 - 15:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
B - Lucan Newlands Road	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
C - R113 (S)	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
D - Thomas Omer Way	0.00	0.00	0.00	0.00	0.0	0.0	0.000	

15:00 - 15:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
B - Lucan Newlands Road	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
C - R113 (S)	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
D - Thomas Omer Way	0.00	0.00	0.00	0.00	0.0	0.0	0.000	

15:15 - 15:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
B - Lucan Newlands Road	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
C - R113 (S)	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
D - Thomas Omer Way	0.00	0.00	0.00	0.00	0.0	0.0	0.000	

15:30 - 15:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
B - Lucan Newlands Road	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
C - R113 (S)	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
D - Thomas Omer Way	0.00	0.00	0.00	0.00	0.0	0.0	0.000	

15:45 - 16:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
B - Lucan Newlands Road	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
C - R113 (S)	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
D - Thomas Omer Way	0.00	0.00	0.00	0.00	0.0	0.0	0.000	

16:00 - 16:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
B - Lucan Newlands Road	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
C - R113 (S)	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
D - Thomas Omer Way	0.00	0.00	0.00	0.00	0.0	0.0	0.000	

16:15 - 16:30

Arm	Total Demand (veh/7.5)	Junction Arrivals (veh)	Throughput (veh/7.5)	Average throughput (PCU/7.5)	Start queue (veh)	End queue (veh)	Delay (h)	Signalised level of service
A - R113 (R)	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
B - Lucan Newlands Road	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
C - R113 (B)	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
D - Thomas Over Way	0.00	0.00	0.00	0.00	0.0	0.0	0.000	

16:30 - 16:45

Arm	Total Demand (veh/7.5)	Junction Arrivals (veh)	Throughput (veh/7.5)	Average throughput (PCU/7.5)	Start queue (veh)	End queue (veh)	Delay (h)	Signalised level of service
A - R113 (R)	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
B - Lucan Newlands Road	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
C - R113 (B)	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
D - Thomas Over Way	0.00	0.00	0.00	0.00	0.0	0.0	0.000	

16:45 - 17:00

Arm	Total Demand (veh/7.5)	Junction Arrivals (veh)	Throughput (veh/7.5)	Average throughput (PCU/7.5)	Start queue (veh)	End queue (veh)	Delay (h)	Signalised level of service
A - R113 (R)	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
B - Lucan Newlands Road	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
C - R113 (B)	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
D - Thomas Over Way	0.00	0.00	0.00	0.00	0.0	0.0	0.000	

17:00 - 17:15

Arm	Total Demand (veh/7.5)	Junction Arrivals (veh)	Throughput (veh/7.5)	Average throughput (PCU/7.5)	Start queue (veh)	End queue (veh)	Delay (h)	Signalised level of service
A - R113 (R)	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
B - Lucan Newlands Road	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
C - R113 (B)	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
D - Thomas Over Way	0.00	0.00	0.00	0.00	0.0	0.0	0.000	

17:15 - 17:30

Arm	Total Demand (veh/7.5)	Junction Arrivals (veh)	Throughput (veh/7.5)	Average throughput (PCU/7.5)	Start queue (veh)	End queue (veh)	Delay (h)	Signalised level of service
A - R113 (R)	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
B - Lucan Newlands Road	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
C - R113 (B)	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
D - Thomas Over Way	0.00	0.00	0.00	0.00	0.0	0.0	0.000	

17:30 - 17:45

Arm	Total Demand (veh/7.5)	Junction Arrivals (veh)	Throughput (veh/7.5)	Average throughput (PCU/7.5)	Start queue (veh)	End queue (veh)	Delay (h)	Signalised level of service
A - R113 (R)	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
B - Lucan Newlands Road	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
C - R113 (B)	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
D - Thomas Over Way	0.00	0.00	0.00	0.00	0.0	0.0	0.000	

17:45 - 18:00

Arm	Total Demand (veh/7.5)	Junction Arrivals (veh)	Throughput (veh/7.5)	Average throughput (PCU/7.5)	Start queue (veh)	End queue (veh)	Delay (h)	Signalised level of service
A - R113 (R)	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
B - Lucan Newlands Road	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
C - R113 (B)	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
D - Thomas Over Way	0.00	0.00	0.00	0.00	0.0	0.0	0.000	

18:00 - 18:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (S)	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
B - Lucan Newlands Road	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
C - R113 (S)	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
D - Thomas Omer Way	0.00	0.00	0.00	0.00	0.0	0.0	0.000	

18:15 - 18:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (S)	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
B - Lucan Newlands Road	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
C - R113 (S)	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
D - Thomas Omer Way	0.00	0.00	0.00	0.00	0.0	0.0	0.000	

18:30 - 18:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (S)	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
B - Lucan Newlands Road	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
C - R113 (S)	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
D - Thomas Omer Way	0.00	0.00	0.00	0.00	0.0	0.0	0.000	

18:45 - 19:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (S)	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
B - Lucan Newlands Road	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
C - R113 (S)	0.00	0.00	0.00	0.00	0.0	0.0	0.000	
D - Thomas Omer Way	0.00	0.00	0.00	0.00	0.0	0.0	0.000	

Lane Results

Lane Level rotation: Lane Level 1 is always closest to the junction

Lanes: Main Results for each time segment

07:00 - 07:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	Entry	1	1	B	0.00	0.00	0.00	0.0	0.0	0.000	
			2	B	0.00	0.00	0.00	0.0	0.0	0.000	
			3	C	0.00	0.00	0.00	0.0	0.0	0.000	
			4	D	0.00	0.00	0.00	0.0	0.0	0.000	
	2	1	(B, C, D)	0.00	0.00	0.00	0.0	0.0	0.000		
	Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000	
B - Lucan Newlands Road	Entry	1	1	C, D	0.00	0.00	0.00	0.0	0.0	0.000	
			2	A	0.00	0.00	0.00	0.0	0.0	0.000	
	2	1	(A, C, D)	0.00	0.00	0.00	0.0	0.0	0.000		
	Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000	
C - R113 (S)	Entry	1	1	D	0.00	0.00	0.00	0.0	0.0	0.000	
			2	D	0.00	0.00	0.00	0.0	0.0	0.000	
			3	A	0.00	0.00	0.00	0.0	0.0	0.000	
			4	B	0.00	0.00	0.00	0.0	0.0	0.000	
	2	1	(A, B, D)	0.00	0.00	0.00	0.0	0.0	0.000		
	Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000	
D - Thomas Omer Way	Entry	1	1	A	0.00	0.00	0.00	0.0	0.0	0.000	
			2	B	0.00	0.00	0.00	0.0	0.0	0.000	
	2	1	(A, B, C)	0.00	0.00	0.00	0.0	0.0	0.000		
	Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000	

07:15 - 07:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	Entry	1	1	B	0.00	0.00	0.00	0.0	0.0	0.000	
			2	B	0.00	0.00	0.00	0.0	0.0	0.000	
			3	C	0.00	0.00	0.00	0.0	0.0	0.000	
			4	D	0.00	0.00	0.00	0.0	0.0	0.000	
	2	1	(B, C, D)	0.00	0.00	0.00	0.0	0.0	0.000		
	Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000	
B - Lucan Newlands Road	Entry	1	1	C, D	0.00	0.00	0.00	0.0	0.0	0.000	
			2	A	0.00	0.00	0.00	0.0	0.0	0.000	
	2	1	(A, C, D)	0.00	0.00	0.00	0.0	0.0	0.000		
	Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000	
C - R113 (S)	Entry	1	1	D	0.00	0.00	0.00	0.0	0.0	0.000	
			2	D	0.00	0.00	0.00	0.0	0.0	0.000	
			3	A	0.00	0.00	0.00	0.0	0.0	0.000	
			4	B	0.00	0.00	0.00	0.0	0.0	0.000	
	2	1	(A, B, D)	0.00	0.00	0.00	0.0	0.0	0.000		
	Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000	
D - Thomas Omer Way	Entry	1	1	A	0.00	0.00	0.00	0.0	0.0	0.000	
			2	B	0.00	0.00	0.00	0.0	0.0	0.000	
	2	1	(A, B, C)	0.00	0.00	0.00	0.0	0.0	0.000		
	Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000	

07:30 - 07:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (H)	Entry	1	1	B	0.00	0.00	0.00	0.0	0.0	0.000	
			2	B	0.00	0.00	0.00	0.0	0.0	0.000	
			3	C	0.00	0.00	0.00	0.0	0.0	0.000	
			4	D	0.00	0.00	0.00	0.0	0.0	0.000	
	Exit	2	1	(B, C, D)	0.00	0.00	0.00	0.0	0.0	0.000	
	B - Lucan Newlands Road	Entry	1	1	C, D	0.00	0.00	0.00	0.0	0.0	0.000
2				A	0.00	0.00	0.00	0.0	0.0	0.000	
Exit		1	1	(A, C, D)	0.00	0.00	0.00	0.0	0.0	0.000	
			1	1	0.00	0.00	0.00	0.0	0.0	0.000	
C - R113 (S)	Entry	1	1	D	0.00	0.00	0.00	0.0	0.0	0.000	
			2	D	0.00	0.00	0.00	0.0	0.0	0.000	
			3	A	0.00	0.00	0.00	0.0	0.0	0.000	
			4	B	0.00	0.00	0.00	0.0	0.0	0.000	
	Exit	2	1	(A, B, D)	0.00	0.00	0.00	0.0	0.0	0.000	
	D - Thomas Omer Way	Entry	1	1	A	0.00	0.00	0.00	0.0	0.0	0.000
2				B	0.00	0.00	0.00	0.0	0.0	0.000	
Exit		1	1	(A, B, C)	0.00	0.00	0.00	0.0	0.0	0.000	
			1	1	0.00	0.00	0.00	0.0	0.0	0.000	

07:45 - 08:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (H)	Entry	1	1	B	0.00	0.00	0.00	0.0	0.0	0.000	
			2	B	0.00	0.00	0.00	0.0	0.0	0.000	
			3	C	0.00	0.00	0.00	0.0	0.0	0.000	
			4	D	0.00	0.00	0.00	0.0	0.0	0.000	
	Exit	2	1	(B, C, D)	0.00	0.00	0.00	0.0	0.0	0.000	
	B - Lucan Newlands Road	Entry	1	1	C, D	0.00	0.00	0.00	0.0	0.0	0.000
2				A	0.00	0.00	0.00	0.0	0.0	0.000	
Exit		1	1	(A, C, D)	0.00	0.00	0.00	0.0	0.0	0.000	
			1	1	0.00	0.00	0.00	0.0	0.0	0.000	
C - R113 (S)	Entry	1	1	D	0.00	0.00	0.00	0.0	0.0	0.000	
			2	D	0.00	0.00	0.00	0.0	0.0	0.000	
			3	A	0.00	0.00	0.00	0.0	0.0	0.000	
			4	B	0.00	0.00	0.00	0.0	0.0	0.000	
	Exit	2	1	(A, B, D)	0.00	0.00	0.00	0.0	0.0	0.000	
	D - Thomas Omer Way	Entry	1	1	A	0.00	0.00	0.00	0.0	0.0	0.000
2				B	0.00	0.00	0.00	0.0	0.0	0.000	
Exit		1	1	(A, B, C)	0.00	0.00	0.00	0.0	0.0	0.000	
			1	1	0.00	0.00	0.00	0.0	0.0	0.000	

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	Entry	1	1	B	0.00	0.00	0.00	0.0	0.0	0.000	
			2	B	0.00	0.00	0.00	0.0	0.0	0.000	
			3	C	0.00	0.00	0.00	0.0	0.0	0.000	
			4	D	0.00	0.00	0.00	0.0	0.0	0.000	
	2	1	(B, C, D)	0.00	0.00	0.00	0.0	0.0	0.000		
Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000		
B - Lucan Newlands Road	Entry	1	1	C, D	0.00	0.00	0.00	0.0	0.0	0.000	
			2	A	0.00	0.00	0.00	0.0	0.0	0.000	
	2	1	(A, C, D)	0.00	0.00	0.00	0.0	0.0	0.000		
Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000		
C - R113 (S)	Entry	1	1	D	0.00	0.00	0.00	0.0	0.0	0.000	
			2	D	0.00	0.00	0.00	0.0	0.0	0.000	
			3	A	0.00	0.00	0.00	0.0	0.0	0.000	
			4	B	0.00	0.00	0.00	0.0	0.0	0.000	
	2	1	(A, B, D)	0.00	0.00	0.00	0.0	0.0	0.000		
Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000		
D - Thomas Omer Way	Entry	1	1	A	0.00	0.00	0.00	0.0	0.0	0.000	
			2	B	0.00	0.00	0.00	0.0	0.0	0.000	
			3	C	0.00	0.00	0.00	0.0	0.0	0.000	
	2	1	(A, B, C)	0.00	0.00	0.00	0.0	0.0	0.000		
Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000		

08:15 - 08:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	Entry	1	1	B	0.00	0.00	0.00	0.0	0.0	0.000	
			2	B	0.00	0.00	0.00	0.0	0.0	0.000	
			3	C	0.00	0.00	0.00	0.0	0.0	0.000	
			4	D	0.00	0.00	0.00	0.0	0.0	0.000	
	2	1	(B, C, D)	0.00	0.00	0.00	0.0	0.0	0.000		
Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000		
B - Lucan Newlands Road	Entry	1	1	C, D	0.00	0.00	0.00	0.0	0.0	0.000	
			2	A	0.00	0.00	0.00	0.0	0.0	0.000	
	2	1	(A, C, D)	0.00	0.00	0.00	0.0	0.0	0.000		
Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000		
C - R113 (S)	Entry	1	1	D	0.00	0.00	0.00	0.0	0.0	0.000	
			2	D	0.00	0.00	0.00	0.0	0.0	0.000	
			3	A	0.00	0.00	0.00	0.0	0.0	0.000	
			4	B	0.00	0.00	0.00	0.0	0.0	0.000	
	2	1	(A, B, D)	0.00	0.00	0.00	0.0	0.0	0.000		
Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000		
D - Thomas Omer Way	Entry	1	1	A	0.00	0.00	0.00	0.0	0.0	0.000	
			2	B	0.00	0.00	0.00	0.0	0.0	0.000	
			3	C	0.00	0.00	0.00	0.0	0.0	0.000	
	2	1	(A, B, C)	0.00	0.00	0.00	0.0	0.0	0.000		
Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000		

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (P/CUTS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalized level of service	
A - R113 (N)	Exit	1	1	B	0.00	0.00	0.00	0.00	0.00	0.00	0.000	
			2	(B, C, D)	0.00	0.00	0.00	0.00	0.00	0.000		
		2	1	A	0.00	0.00	0.00	0.00	0.00	0.00	0.000	
			2	(A, C, D)	0.00	0.00	0.00	0.00	0.00	0.00	0.000	
	Entry	1	1	C, D	0.00	0.00	0.00	0.00	0.00	0.00	0.000	
			2	A	0.00	0.00	0.00	0.00	0.00	0.00	0.000	
		2	1	(A, B, C, D)	0.00	0.00	0.00	0.00	0.00	0.00	0.000	
			2	(A, B, D)	0.00	0.00	0.00	0.00	0.00	0.00	0.000	
	B - Lucan Newlands Road	Exit	1	1	D	0.00	0.00	0.00	0.00	0.00	0.00	0.000
				2	(B, C, D)	0.00	0.00	0.00	0.00	0.00	0.000	
			2	1	A	0.00	0.00	0.00	0.00	0.00	0.00	0.000
				2	(A, C, D)	0.00	0.00	0.00	0.00	0.00	0.00	0.000
Entry		1	1	C, D	0.00	0.00	0.00	0.00	0.00	0.00	0.000	
			2	A	0.00	0.00	0.00	0.00	0.00	0.00	0.000	
		2	1	(A, B, C, D)	0.00	0.00	0.00	0.00	0.00	0.00	0.000	
			2	(A, B, D)	0.00	0.00	0.00	0.00	0.00	0.00	0.000	
C - R113 (S)		Exit	1	1	D	0.00	0.00	0.00	0.00	0.00	0.00	0.000
				2	(A, B, D)	0.00	0.00	0.00	0.00	0.00	0.000	
			2	1	A	0.00	0.00	0.00	0.00	0.00	0.00	0.000
				2	(A, B, C, D)	0.00	0.00	0.00	0.00	0.00	0.00	0.000
	Entry	1	1	C, D	0.00	0.00	0.00	0.00	0.00	0.00	0.000	
			2	A	0.00	0.00	0.00	0.00	0.00	0.00	0.000	
		2	1	(A, B, C, D)	0.00	0.00	0.00	0.00	0.00	0.00	0.000	
			2	(A, B, D)	0.00	0.00	0.00	0.00	0.00	0.00	0.000	
	D - Thomas Omer Way	Exit	1	1	A	0.00	0.00	0.00	0.00	0.00	0.00	0.000
				2	(A, B, C)	0.00	0.00	0.00	0.00	0.00	0.000	
			2	1	B	0.00	0.00	0.00	0.00	0.00	0.00	0.000
				2	C	0.00	0.00	0.00	0.00	0.00	0.00	0.000
Entry		1	1	A	0.00	0.00	0.00	0.00	0.00	0.00	0.000	
			2	B	0.00	0.00	0.00	0.00	0.00	0.00	0.000	
		2	1	(A, B, C)	0.00	0.00	0.00	0.00	0.00	0.00	0.000	
			2	(A, B, D)	0.00	0.00	0.00	0.00	0.00	0.00	0.000	

08:45 - 09:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (P/CUTS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalized level of service	
A - R113 (N)	Exit	1	1	B	0.00	0.00	0.00	0.00	0.00	0.00	0.000	
			2	(B, C, D)	0.00	0.00	0.00	0.00	0.00	0.000		
		2	1	A	0.00	0.00	0.00	0.00	0.00	0.00	0.000	
			2	(A, C, D)	0.00	0.00	0.00	0.00	0.00	0.00	0.000	
	Entry	1	1	C, D	0.00	0.00	0.00	0.00	0.00	0.00	0.000	
			2	A	0.00	0.00	0.00	0.00	0.00	0.00	0.000	
		2	1	(A, B, C, D)	0.00	0.00	0.00	0.00	0.00	0.00	0.000	
			2	(A, B, D)	0.00	0.00	0.00	0.00	0.00	0.00	0.000	
	B - Lucan Newlands Road	Exit	1	1	D	0.00	0.00	0.00	0.00	0.00	0.00	0.000
				2	(B, C, D)	0.00	0.00	0.00	0.00	0.00	0.000	
			2	1	A	0.00	0.00	0.00	0.00	0.00	0.00	0.000
				2	(A, C, D)	0.00	0.00	0.00	0.00	0.00	0.00	0.000
Entry		1	1	C, D	0.00	0.00	0.00	0.00	0.00	0.00	0.000	
			2	A	0.00	0.00	0.00	0.00	0.00	0.00	0.000	
		2	1	(A, B, C, D)	0.00	0.00	0.00	0.00	0.00	0.00	0.000	
			2	(A, B, D)	0.00	0.00	0.00	0.00	0.00	0.00	0.000	
C - R113 (S)		Exit	1	1	D	0.00	0.00	0.00	0.00	0.00	0.00	0.000
				2	(A, B, D)	0.00	0.00	0.00	0.00	0.00	0.000	
			2	1	A	0.00	0.00	0.00	0.00	0.00	0.00	0.000
				2	(A, B, C, D)	0.00	0.00	0.00	0.00	0.00	0.000	
	Entry	1	1	C, D	0.00	0.00	0.00	0.00	0.00	0.00	0.000	
			2	A	0.00	0.00	0.00	0.00	0.00	0.00	0.000	
		2	1	(A, B, C, D)	0.00	0.00	0.00	0.00	0.00	0.00	0.000	
			2	(A, B, D)	0.00	0.00	0.00	0.00	0.00	0.000		
	D - Thomas Omer Way	Exit	1	1	A	0.00	0.00	0.00	0.00	0.00	0.00	0.000
				2	(A, B, C)	0.00	0.00	0.00	0.00	0.00	0.000	
			2	1	B	0.00	0.00	0.00	0.00	0.00	0.00	0.000
				2	C	0.00	0.00	0.00	0.00	0.00	0.00	0.000
Entry		1	1	A	0.00	0.00	0.00	0.00	0.00	0.00	0.000	
			2	B	0.00	0.00	0.00	0.00	0.00	0.00	0.000	
		2	1	(A, B, C)	0.00	0.00	0.00	0.00	0.00	0.00	0.000	
			2	(A, B, D)	0.00	0.00	0.00	0.00	0.00	0.000		

08:30 - 08:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/Ts)	Throughput (Veh/Ts)	Average throughput (P/CU/Ts)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service	
A - R113 (N)	Entry	1	1	B	0.00	0.00	0.00	0.00	0.00	0.00	0.000	
			2	B	0.00	0.00	0.00	0.00	0.00	0.000	0.000	
			3	C	0.00	0.00	0.00	0.00	0.00	0.000	0.000	0.000
			4	D	0.00	0.00	0.00	0.00	0.00	0.000	0.000	0.000
	Exit	1	1	D	0.00	0.00	0.00	0.00	0.00	0.00	0.000	0.000
			2	(B, C, D)	0.00	0.00	0.00	0.00	0.00	0.000	0.000	0.000
			1	(A, B, D)	0.00	0.00	0.00	0.00	0.00	0.000	0.000	0.000
			2	(A, B, C)	0.00	0.00	0.00	0.00	0.00	0.000	0.000	0.000
	B - Lucan Newlands Road	Entry	1	1	C, D	0.00	0.00	0.00	0.00	0.00	0.000	0.000
				2	A	0.00	0.00	0.00	0.00	0.00	0.000	0.000
				1	(A, C, D)	0.00	0.00	0.00	0.00	0.00	0.000	0.000
				2	A	0.00	0.00	0.00	0.00	0.00	0.000	0.000
Exit	1	1	D	0.00	0.00	0.00	0.00	0.00	0.00	0.000	0.000	
		2	(B, C, D)	0.00	0.00	0.00	0.00	0.00	0.000	0.000		
		1	(A, B, D)	0.00	0.00	0.00	0.00	0.00	0.000	0.000		
		2	(A, B, C)	0.00	0.00	0.00	0.00	0.00	0.000	0.000		
C - R113 (S)	Entry	1	1	D	0.00	0.00	0.00	0.00	0.00	0.000	0.000	
			2	A	0.00	0.00	0.00	0.00	0.00	0.000	0.000	
			3	A	0.00	0.00	0.00	0.00	0.00	0.000	0.000	
			4	B	0.00	0.00	0.00	0.00	0.00	0.000	0.000	
Exit	1	1	(A, B, D)	0.00	0.00	0.00	0.00	0.00	0.00	0.000	0.000	
		2	(A, B, D)	0.00	0.00	0.00	0.00	0.00	0.000	0.000		
		1	(A, B, C)	0.00	0.00	0.00	0.00	0.00	0.000	0.000		
		2	(A, B, C)	0.00	0.00	0.00	0.00	0.00	0.000	0.000		
D - Thomas Omer Weir	Entry	1	1	A	0.00	0.00	0.00	0.00	0.00	0.000	0.000	
			2	B	0.00	0.00	0.00	0.00	0.00	0.000	0.000	
			3	C	0.00	0.00	0.00	0.00	0.00	0.000	0.000	
			4	(A, B, C)	0.00	0.00	0.00	0.00	0.00	0.000	0.000	
Exit	1	1	(A, B, C)	0.00	0.00	0.00	0.00	0.00	0.00	0.000	0.000	
		2	(A, B, C)	0.00	0.00	0.00	0.00	0.00	0.000	0.000		
		1	(A, B, C)	0.00	0.00	0.00	0.00	0.00	0.000	0.000		
		2	(A, B, C)	0.00	0.00	0.00	0.00	0.00	0.000	0.000		

09:15 - 09:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/Ts)	Throughput (Veh/Ts)	Average throughput (P/CU/Ts)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service	
A - R113 (N)	Entry	1	1	B	0.00	0.00	0.00	0.00	0.00	0.000	0.000	
			2	B	0.00	0.00	0.00	0.00	0.00	0.000	0.000	
			3	C	0.00	0.00	0.00	0.00	0.00	0.000	0.000	
			4	D	0.00	0.00	0.00	0.00	0.00	0.000	0.000	
	Exit	1	1	D	0.00	0.00	0.00	0.00	0.00	0.00	0.000	0.000
			2	(B, C, D)	0.00	0.00	0.00	0.00	0.00	0.000	0.000	
			1	(A, B, D)	0.00	0.00	0.00	0.00	0.00	0.000	0.000	
			2	(A, B, C)	0.00	0.00	0.00	0.00	0.00	0.000	0.000	
	B - Lucan Newlands Road	Entry	1	1	C, D	0.00	0.00	0.00	0.00	0.00	0.000	0.000
				2	A	0.00	0.00	0.00	0.00	0.00	0.000	0.000
				1	(A, C, D)	0.00	0.00	0.00	0.00	0.00	0.000	0.000
				2	A	0.00	0.00	0.00	0.00	0.00	0.000	0.000
Exit	1	1	D	0.00	0.00	0.00	0.00	0.00	0.00	0.000	0.000	
		2	(B, C, D)	0.00	0.00	0.00	0.00	0.00	0.000	0.000		
		1	(A, B, D)	0.00	0.00	0.00	0.00	0.00	0.000	0.000		
		2	(A, B, C)	0.00	0.00	0.00	0.00	0.00	0.000	0.000		
C - R113 (S)	Entry	1	1	D	0.00	0.00	0.00	0.00	0.00	0.000	0.000	
			2	A	0.00	0.00	0.00	0.00	0.00	0.000	0.000	
			3	A	0.00	0.00	0.00	0.00	0.00	0.000	0.000	
			4	B	0.00	0.00	0.00	0.00	0.00	0.000	0.000	
Exit	1	1	(A, B, D)	0.00	0.00	0.00	0.00	0.00	0.00	0.000	0.000	
		2	(A, B, D)	0.00	0.00	0.00	0.00	0.00	0.000	0.000		
		1	(A, B, C)	0.00	0.00	0.00	0.00	0.00	0.000	0.000		
		2	(A, B, C)	0.00	0.00	0.00	0.00	0.00	0.000	0.000		
D - Thomas Omer Weir	Entry	1	1	A	0.00	0.00	0.00	0.00	0.00	0.000	0.000	
			2	B	0.00	0.00	0.00	0.00	0.00	0.000	0.000	
			3	C	0.00	0.00	0.00	0.00	0.00	0.000	0.000	
			4	(A, B, C)	0.00	0.00	0.00	0.00	0.00	0.000	0.000	
Exit	1	1	(A, B, C)	0.00	0.00	0.00	0.00	0.00	0.00	0.000	0.000	
		2	(A, B, C)	0.00	0.00	0.00	0.00	0.00	0.000	0.000		
		1	(A, B, C)	0.00	0.00	0.00	0.00	0.00	0.000	0.000		
		2	(A, B, C)	0.00	0.00	0.00	0.00	0.00	0.000	0.000		

09:00 - 09:15

09:30 - 09:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	Entry	1	1	B	0.00	0.00	0.00	0.0	0.0	0.000	
			2	B	0.00	0.00	0.00	0.0	0.0	0.000	
			3	C	0.00	0.00	0.00	0.0	0.0	0.000	
			4	D	0.00	0.00	0.00	0.0	0.0	0.000	
	Exit	2	1	(B, C, D)	0.00	0.00	0.00	0.0	0.0	0.000	
	Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000	
B - Lucan Newlands Road	Entry	1	1	C, D	0.00	0.00	0.00	0.0	0.0	0.000	
			2	A	0.00	0.00	0.00	0.0	0.0	0.000	
	Exit	2	1	(A, C, D)	0.00	0.00	0.00	0.0	0.0	0.000	
			1	1		0.00	0.00	0.00	0.0	0.0	0.000
C - R113 (S)	Entry	1	1	D	0.00	0.00	0.00	0.0	0.0	0.000	
			2	D	0.00	0.00	0.00	0.0	0.0	0.000	
			3	A	0.00	0.00	0.00	0.0	0.0	0.000	
			4	B	0.00	0.00	0.00	0.0	0.0	0.000	
	Exit	2	1	(A, B, D)	0.00	0.00	0.00	0.0	0.0	0.000	
			1	1		0.00	0.00	0.00	0.0	0.0	0.000
D - Thomas Omer Way	Entry	1	1	A	0.00	0.00	0.00	0.0	0.0	0.000	
			2	B	0.00	0.00	0.00	0.0	0.0	0.000	
			3	C	0.00	0.00	0.00	0.0	0.0	0.000	
	Exit	2	1	(A, B, C)	0.00	0.00	0.00	0.0	0.0	0.000	
Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000		

09:45 - 10:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	Entry	1	1	B	0.00	0.00	0.00	0.0	0.0	0.000	
			2	B	0.00	0.00	0.00	0.0	0.0	0.000	
			3	C	0.00	0.00	0.00	0.0	0.0	0.000	
			4	D	0.00	0.00	0.00	0.0	0.0	0.000	
	Exit	2	1	(B, C, D)	0.00	0.00	0.00	0.0	0.0	0.000	
			1	1		0.00	0.00	0.00	0.0	0.0	0.000
B - Lucan Newlands Road	Entry	1	1	C, D	0.00	0.00	0.00	0.0	0.0	0.000	
			2	A	0.00	0.00	0.00	0.0	0.0	0.000	
	Exit	2	1	(A, C, D)	0.00	0.00	0.00	0.0	0.0	0.000	
			1	1		0.00	0.00	0.00	0.0	0.0	0.000
C - R113 (S)	Entry	1	1	D	0.00	0.00	0.00	0.0	0.0	0.000	
			2	D	0.00	0.00	0.00	0.0	0.0	0.000	
			3	A	0.00	0.00	0.00	0.0	0.0	0.000	
			4	B	0.00	0.00	0.00	0.0	0.0	0.000	
	Exit	2	1	(A, B, D)	0.00	0.00	0.00	0.0	0.0	0.000	
			1	1		0.00	0.00	0.00	0.0	0.0	0.000
D - Thomas Omer Way	Entry	1	1	A	0.00	0.00	0.00	0.0	0.0	0.000	
			2	B	0.00	0.00	0.00	0.0	0.0	0.000	
			3	C	0.00	0.00	0.00	0.0	0.0	0.000	
	Exit	2	1	(A, B, C)	0.00	0.00	0.00	0.0	0.0	0.000	
Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000		

10:00 - 10:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	Entry	1	1	B	0.00	0.00	0.00	0.0	0.0	0.000	
			2	B	0.00	0.00	0.00	0.0	0.0	0.000	
			3	C	0.00	0.00	0.00	0.0	0.0	0.000	
			4	D	0.00	0.00	0.00	0.0	0.0	0.000	
	2	1	(B, C, D)	0.00	0.00	0.00	0.0	0.0	0.000		
	Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000	
B - Lucan Newlands Road	Entry	1	1	C, D	0.00	0.00	0.00	0.0	0.0	0.000	
			2	A	0.00	0.00	0.00	0.0	0.0	0.000	
	2	1	(A, C, D)	0.00	0.00	0.00	0.0	0.0	0.000		
	Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000	
C - R113 (S)	Entry	1	1	D	0.00	0.00	0.00	0.0	0.0	0.000	
			2	D	0.00	0.00	0.00	0.0	0.0	0.000	
			3	A	0.00	0.00	0.00	0.0	0.0	0.000	
			4	B	0.00	0.00	0.00	0.0	0.0	0.000	
	2	1	(A, B, D)	0.00	0.00	0.00	0.0	0.0	0.000		
	Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000	
D - Thomas Omer Way	Entry	1	1	A	0.00	0.00	0.00	0.0	0.0	0.000	
			2	B	0.00	0.00	0.00	0.0	0.0	0.000	
			3	C	0.00	0.00	0.00	0.0	0.0	0.000	
	2	1	(A, B, C)	0.00	0.00	0.00	0.0	0.0	0.000		
Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000		

10:15 - 10:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	Entry	1	1	B	0.00	0.00	0.00	0.0	0.0	0.000	
			2	B	0.00	0.00	0.00	0.0	0.0	0.000	
			3	C	0.00	0.00	0.00	0.0	0.0	0.000	
			4	D	0.00	0.00	0.00	0.0	0.0	0.000	
	2	1	(B, C, D)	0.00	0.00	0.00	0.0	0.0	0.000		
	Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000	
B - Lucan Newlands Road	Entry	1	1	C, D	0.00	0.00	0.00	0.0	0.0	0.000	
			2	A	0.00	0.00	0.00	0.0	0.0	0.000	
	2	1	(A, C, D)	0.00	0.00	0.00	0.0	0.0	0.000		
	Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000	
C - R113 (S)	Entry	1	1	D	0.00	0.00	0.00	0.0	0.0	0.000	
			2	D	0.00	0.00	0.00	0.0	0.0	0.000	
			3	A	0.00	0.00	0.00	0.0	0.0	0.000	
			4	B	0.00	0.00	0.00	0.0	0.0	0.000	
	2	1	(A, B, D)	0.00	0.00	0.00	0.0	0.0	0.000		
	Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000	
D - Thomas Omer Way	Entry	1	1	A	0.00	0.00	0.00	0.0	0.0	0.000	
			2	B	0.00	0.00	0.00	0.0	0.0	0.000	
			3	C	0.00	0.00	0.00	0.0	0.0	0.000	
	2	1	(A, B, C)	0.00	0.00	0.00	0.0	0.0	0.000		
Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000		

10:30 - 10:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	Entry	1	1	B	0.00	0.00	0.00	0.0	0.0	0.000	
			2	B	0.00	0.00	0.00	0.0	0.0	0.000	
			3	C	0.00	0.00	0.00	0.0	0.0	0.000	
			4	D	0.00	0.00	0.00	0.0	0.0	0.000	
	2	1	(B, C, D)	0.00	0.00	0.00	0.0	0.0	0.000		
Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000		
B - Lucan Newlands Road	Entry	1	1	C, D	0.00	0.00	0.00	0.0	0.0	0.000	
			2	A	0.00	0.00	0.00	0.0	0.0	0.000	
	2	1	(A, C, D)	0.00	0.00	0.00	0.0	0.0	0.000		
Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000		
C - R113 (S)	Entry	1	1	D	0.00	0.00	0.00	0.0	0.0	0.000	
			2	D	0.00	0.00	0.00	0.0	0.0	0.000	
			3	A	0.00	0.00	0.00	0.0	0.0	0.000	
			4	B	0.00	0.00	0.00	0.0	0.0	0.000	
	2	1	(A, B, D)	0.00	0.00	0.00	0.0	0.0	0.000		
Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000		
D - Thomas Omer Way	Entry	1	1	A	0.00	0.00	0.00	0.0	0.0	0.000	
			2	B	0.00	0.00	0.00	0.0	0.0	0.000	
			3	C	0.00	0.00	0.00	0.0	0.0	0.000	
	2	1	(A, B, C)	0.00	0.00	0.00	0.0	0.0	0.000		
Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000		

10:45 - 11:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	Entry	1	1	B	0.00	0.00	0.00	0.0	0.0	0.000	
			2	B	0.00	0.00	0.00	0.0	0.0	0.000	
			3	C	0.00	0.00	0.00	0.0	0.0	0.000	
			4	D	0.00	0.00	0.00	0.0	0.0	0.000	
	2	1	(B, C, D)	0.00	0.00	0.00	0.0	0.0	0.000		
Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000		
B - Lucan Newlands Road	Entry	1	1	C, D	0.00	0.00	0.00	0.0	0.0	0.000	
			2	A	0.00	0.00	0.00	0.0	0.0	0.000	
	2	1	(A, C, D)	0.00	0.00	0.00	0.0	0.0	0.000		
Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000		
C - R113 (S)	Entry	1	1	D	0.00	0.00	0.00	0.0	0.0	0.000	
			2	D	0.00	0.00	0.00	0.0	0.0	0.000	
			3	A	0.00	0.00	0.00	0.0	0.0	0.000	
			4	B	0.00	0.00	0.00	0.0	0.0	0.000	
	2	1	(A, B, D)	0.00	0.00	0.00	0.0	0.0	0.000		
Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000		
D - Thomas Omer Way	Entry	1	1	A	0.00	0.00	0.00	0.0	0.0	0.000	
			2	B	0.00	0.00	0.00	0.0	0.0	0.000	
			3	C	0.00	0.00	0.00	0.0	0.0	0.000	
	2	1	(A, B, C)	0.00	0.00	0.00	0.0	0.0	0.000		
Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000		

11:00 - 11:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TB)	Throughput (Veh/TB)	Average throughput (PCU/TB)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	Entry	1	1	B	0.00	0.00	0.00	0.0	0.0	0.000	
			2	B	0.00	0.00	0.00	0.0	0.0	0.000	
			3	C	0.00	0.00	0.00	0.0	0.0	0.000	
			4	D	0.00	0.00	0.00	0.0	0.0	0.000	
	2	1	(B, C, D)	0.00	0.00	0.00	0.0	0.0	0.000		
	Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000	
B - Lucan Newlands Road	Entry	1	1	C, D	0.00	0.00	0.00	0.0	0.0	0.000	
			2	A	0.00	0.00	0.00	0.0	0.0	0.000	
	2	1	(A, C, D)	0.00	0.00	0.00	0.0	0.0	0.000		
	Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000	
C - R113 (S)	Entry	1	1	D	0.00	0.00	0.00	0.0	0.0	0.000	
			2	D	0.00	0.00	0.00	0.0	0.0	0.000	
			3	A	0.00	0.00	0.00	0.0	0.0	0.000	
			4	B	0.00	0.00	0.00	0.0	0.0	0.000	
	2	1	(A, B, D)	0.00	0.00	0.00	0.0	0.0	0.000		
	Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000	
D - Thomas Omer Way	Entry	1	1	A	0.00	0.00	0.00	0.0	0.0	0.000	
			2	B	0.00	0.00	0.00	0.0	0.0	0.000	
			3	C	0.00	0.00	0.00	0.0	0.0	0.000	
	2	1	(A, B, C)	0.00	0.00	0.00	0.0	0.0	0.000		
Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000		

11:15 - 11:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TB)	Throughput (Veh/TB)	Average throughput (PCU/TB)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	Entry	1	1	B	0.00	0.00	0.00	0.0	0.0	0.000	
			2	B	0.00	0.00	0.00	0.0	0.0	0.000	
			3	C	0.00	0.00	0.00	0.0	0.0	0.000	
			4	D	0.00	0.00	0.00	0.0	0.0	0.000	
	2	1	(B, C, D)	0.00	0.00	0.00	0.0	0.0	0.000		
	Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000	
B - Lucan Newlands Road	Entry	1	1	C, D	0.00	0.00	0.00	0.0	0.0	0.000	
			2	A	0.00	0.00	0.00	0.0	0.0	0.000	
	2	1	(A, C, D)	0.00	0.00	0.00	0.0	0.0	0.000		
	Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000	
C - R113 (S)	Entry	1	1	D	0.00	0.00	0.00	0.0	0.0	0.000	
			2	D	0.00	0.00	0.00	0.0	0.0	0.000	
			3	A	0.00	0.00	0.00	0.0	0.0	0.000	
			4	B	0.00	0.00	0.00	0.0	0.0	0.000	
	2	1	(A, B, D)	0.00	0.00	0.00	0.0	0.0	0.000		
	Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000	
D - Thomas Omer Way	Entry	1	1	A	0.00	0.00	0.00	0.0	0.0	0.000	
			2	B	0.00	0.00	0.00	0.0	0.0	0.000	
			3	C	0.00	0.00	0.00	0.0	0.0	0.000	
	2	1	(A, B, C)	0.00	0.00	0.00	0.0	0.0	0.000		
Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000		

11:30 - 11:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	Entry	1	1	B	0.00	0.00	0.00	0.0	0.0	0.000	
			2	B	0.00	0.00	0.00	0.0	0.0	0.000	
			3	C	0.00	0.00	0.00	0.0	0.0	0.000	
			4	D	0.00	0.00	0.00	0.0	0.0	0.000	
	Exit	2	1	(B, C, D)	0.00	0.00	0.00	0.0	0.0	0.000	
	Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000	
B - Lucan Newlands Road	Entry	1	1	C, D	0.00	0.00	0.00	0.0	0.0	0.000	
			2	A	0.00	0.00	0.00	0.0	0.0	0.000	
	Exit	2	1	(A, C, D)	0.00	0.00	0.00	0.0	0.0	0.000	
			1	1		0.00	0.00	0.00	0.0	0.0	0.000
C - R113 (S)	Entry	1	1	D	0.00	0.00	0.00	0.0	0.0	0.000	
			2	D	0.00	0.00	0.00	0.0	0.0	0.000	
			3	A	0.00	0.00	0.00	0.0	0.0	0.000	
			4	B	0.00	0.00	0.00	0.0	0.0	0.000	
	Exit	2	1	(A, B, D)	0.00	0.00	0.00	0.0	0.0	0.000	
	Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000	
D - Thomas Omer Way	Entry	1	1	A	0.00	0.00	0.00	0.0	0.0	0.000	
			2	B	0.00	0.00	0.00	0.0	0.0	0.000	
			3	C	0.00	0.00	0.00	0.0	0.0	0.000	
	Exit	2	1	(A, B, C)	0.00	0.00	0.00	0.0	0.0	0.000	
Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000		

11:45 - 12:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	Entry	1	1	B	0.00	0.00	0.00	0.0	0.0	0.000	
			2	B	0.00	0.00	0.00	0.0	0.0	0.000	
			3	C	0.00	0.00	0.00	0.0	0.0	0.000	
			4	D	0.00	0.00	0.00	0.0	0.0	0.000	
	Exit	2	1	(B, C, D)	0.00	0.00	0.00	0.0	0.0	0.000	
	Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000	
B - Lucan Newlands Road	Entry	1	1	C, D	0.00	0.00	0.00	0.0	0.0	0.000	
			2	A	0.00	0.00	0.00	0.0	0.0	0.000	
	Exit	2	1	(A, C, D)	0.00	0.00	0.00	0.0	0.0	0.000	
			1	1		0.00	0.00	0.00	0.0	0.0	0.000
C - R113 (S)	Entry	1	1	D	0.00	0.00	0.00	0.0	0.0	0.000	
			2	D	0.00	0.00	0.00	0.0	0.0	0.000	
			3	A	0.00	0.00	0.00	0.0	0.0	0.000	
			4	B	0.00	0.00	0.00	0.0	0.0	0.000	
	Exit	2	1	(A, B, D)	0.00	0.00	0.00	0.0	0.0	0.000	
	Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000	
D - Thomas Omer Way	Entry	1	1	A	0.00	0.00	0.00	0.0	0.0	0.000	
			2	B	0.00	0.00	0.00	0.0	0.0	0.000	
			3	C	0.00	0.00	0.00	0.0	0.0	0.000	
	Exit	2	1	(A, B, C)	0.00	0.00	0.00	0.0	0.0	0.000	
Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000		

12:00 - 12:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	Entry	1	1	B	0.00	0.00	0.00	0.0	0.0	0.000	
			2	B	0.00	0.00	0.00	0.0	0.0	0.000	
			3	C	0.00	0.00	0.00	0.0	0.0	0.000	
			4	D	0.00	0.00	0.00	0.0	0.0	0.000	
	2	1	(B, C, D)	0.00	0.00	0.00	0.0	0.0	0.000		
	Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000	
B - Lucan Newlands Road	Entry	1	1	C, D	0.00	0.00	0.00	0.0	0.0	0.000	
			2	A	0.00	0.00	0.00	0.0	0.0	0.000	
	2	1	(A, C, D)	0.00	0.00	0.00	0.0	0.0	0.000		
	Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000	
C - R113 (S)	Entry	1	1	D	0.00	0.00	0.00	0.0	0.0	0.000	
			2	D	0.00	0.00	0.00	0.0	0.0	0.000	
			3	A	0.00	0.00	0.00	0.0	0.0	0.000	
			4	B	0.00	0.00	0.00	0.0	0.0	0.000	
	2	1	(A, B, D)	0.00	0.00	0.00	0.0	0.0	0.000		
	Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000	
D - Thomas Omer Way	Entry	1	1	A	0.00	0.00	0.00	0.0	0.0	0.000	
			2	B	0.00	0.00	0.00	0.0	0.0	0.000	
			3	C	0.00	0.00	0.00	0.0	0.0	0.000	
	2	1	(A, B, C)	0.00	0.00	0.00	0.0	0.0	0.000		
Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000		

12:15 - 12:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	Entry	1	1	B	0.00	0.00	0.00	0.0	0.0	0.000	
			2	B	0.00	0.00	0.00	0.0	0.0	0.000	
			3	C	0.00	0.00	0.00	0.0	0.0	0.000	
			4	D	0.00	0.00	0.00	0.0	0.0	0.000	
	2	1	(B, C, D)	0.00	0.00	0.00	0.0	0.0	0.000		
	Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000	
B - Lucan Newlands Road	Entry	1	1	C, D	0.00	0.00	0.00	0.0	0.0	0.000	
			2	A	0.00	0.00	0.00	0.0	0.0	0.000	
	2	1	(A, C, D)	0.00	0.00	0.00	0.0	0.0	0.000		
	Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000	
C - R113 (S)	Entry	1	1	D	0.00	0.00	0.00	0.0	0.0	0.000	
			2	D	0.00	0.00	0.00	0.0	0.0	0.000	
			3	A	0.00	0.00	0.00	0.0	0.0	0.000	
			4	B	0.00	0.00	0.00	0.0	0.0	0.000	
	2	1	(A, B, D)	0.00	0.00	0.00	0.0	0.0	0.000		
	Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000	
D - Thomas Omer Way	Entry	1	1	A	0.00	0.00	0.00	0.0	0.0	0.000	
			2	B	0.00	0.00	0.00	0.0	0.0	0.000	
			3	C	0.00	0.00	0.00	0.0	0.0	0.000	
	2	1	(A, B, C)	0.00	0.00	0.00	0.0	0.0	0.000		
Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000		

12:30 - 12:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	Entry	1	1	B	0.00	0.00	0.00	0.0	0.0	0.000	
			2	B	0.00	0.00	0.00	0.0	0.0	0.000	
			3	C	0.00	0.00	0.00	0.0	0.0	0.000	
			4	D	0.00	0.00	0.00	0.0	0.0	0.000	
	2	1	(B, C, D)	0.00	0.00	0.00	0.0	0.0	0.000		
	Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000	
B - Lucan Newlands Road	Entry	1	1	C, D	0.00	0.00	0.00	0.0	0.0	0.000	
			2	A	0.00	0.00	0.00	0.0	0.0	0.000	
	2	1	(A, C, D)	0.00	0.00	0.00	0.0	0.0	0.000		
	Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000	
C - R113 (S)	Entry	1	1	D	0.00	0.00	0.00	0.0	0.0	0.000	
			2	D	0.00	0.00	0.00	0.0	0.0	0.000	
			3	A	0.00	0.00	0.00	0.0	0.0	0.000	
			4	B	0.00	0.00	0.00	0.0	0.0	0.000	
	2	1	(A, B, D)	0.00	0.00	0.00	0.0	0.0	0.000		
	Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000	
D - Thomas Omer Way	Entry	1	1	A	0.00	0.00	0.00	0.0	0.0	0.000	
			2	B	0.00	0.00	0.00	0.0	0.0	0.000	
			3	C	0.00	0.00	0.00	0.0	0.0	0.000	
	2	1	(A, B, C)	0.00	0.00	0.00	0.0	0.0	0.000		
Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000		

12:45 - 13:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	Entry	1	1	B	0.00	0.00	0.00	0.0	0.0	0.000	
			2	B	0.00	0.00	0.00	0.0	0.0	0.000	
			3	C	0.00	0.00	0.00	0.0	0.0	0.000	
			4	D	0.00	0.00	0.00	0.0	0.0	0.000	
	2	1	(B, C, D)	0.00	0.00	0.00	0.0	0.0	0.000		
	Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000	
B - Lucan Newlands Road	Entry	1	1	C, D	0.00	0.00	0.00	0.0	0.0	0.000	
			2	A	0.00	0.00	0.00	0.0	0.0	0.000	
	2	1	(A, C, D)	0.00	0.00	0.00	0.0	0.0	0.000		
	Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000	
C - R113 (S)	Entry	1	1	D	0.00	0.00	0.00	0.0	0.0	0.000	
			2	D	0.00	0.00	0.00	0.0	0.0	0.000	
			3	A	0.00	0.00	0.00	0.0	0.0	0.000	
			4	B	0.00	0.00	0.00	0.0	0.0	0.000	
	2	1	(A, B, D)	0.00	0.00	0.00	0.0	0.0	0.000		
	Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000	
D - Thomas Omer Way	Entry	1	1	A	0.00	0.00	0.00	0.0	0.0	0.000	
			2	B	0.00	0.00	0.00	0.0	0.0	0.000	
			3	C	0.00	0.00	0.00	0.0	0.0	0.000	
	2	1	(A, B, C)	0.00	0.00	0.00	0.0	0.0	0.000		
Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000		

13:00 - 13:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	Entry	1	1	B	0.00	0.00	0.00	0.0	0.0	0.000	
			2	B	0.00	0.00	0.00	0.0	0.0	0.000	
			3	C	0.00	0.00	0.00	0.0	0.0	0.000	
			4	D	0.00	0.00	0.00	0.0	0.0	0.000	
	2	1	(B, C, D)	0.00	0.00	0.00	0.0	0.0	0.000		
	Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000	
B - Lucan Newlands Road	Entry	1	1	C, D	0.00	0.00	0.00	0.0	0.0	0.000	
			2	A	0.00	0.00	0.00	0.0	0.0	0.000	
	2	1	(A, C, D)	0.00	0.00	0.00	0.0	0.0	0.000		
	Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000	
C - R113 (S)	Entry	1	1	D	0.00	0.00	0.00	0.0	0.0	0.000	
			2	D	0.00	0.00	0.00	0.0	0.0	0.000	
			3	A	0.00	0.00	0.00	0.0	0.0	0.000	
			4	B	0.00	0.00	0.00	0.0	0.0	0.000	
	2	1	(A, B, D)	0.00	0.00	0.00	0.0	0.0	0.000		
	Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000	
D - Thomas Omer Way	Entry	1	1	A	0.00	0.00	0.00	0.0	0.0	0.000	
			2	B	0.00	0.00	0.00	0.0	0.0	0.000	
			3	C	0.00	0.00	0.00	0.0	0.0	0.000	
	2	1	(A, B, C)	0.00	0.00	0.00	0.0	0.0	0.000		
Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000		

13:15 - 13:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	Entry	1	1	B	0.00	0.00	0.00	0.0	0.0	0.000	
			2	B	0.00	0.00	0.00	0.0	0.0	0.000	
			3	C	0.00	0.00	0.00	0.0	0.0	0.000	
			4	D	0.00	0.00	0.00	0.0	0.0	0.000	
	2	1	(B, C, D)	0.00	0.00	0.00	0.0	0.0	0.000		
	Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000	
B - Lucan Newlands Road	Entry	1	1	C, D	0.00	0.00	0.00	0.0	0.0	0.000	
			2	A	0.00	0.00	0.00	0.0	0.0	0.000	
	2	1	(A, C, D)	0.00	0.00	0.00	0.0	0.0	0.000		
	Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000	
C - R113 (S)	Entry	1	1	D	0.00	0.00	0.00	0.0	0.0	0.000	
			2	D	0.00	0.00	0.00	0.0	0.0	0.000	
			3	A	0.00	0.00	0.00	0.0	0.0	0.000	
			4	B	0.00	0.00	0.00	0.0	0.0	0.000	
	2	1	(A, B, D)	0.00	0.00	0.00	0.0	0.0	0.000		
	Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000	
D - Thomas Omer Way	Entry	1	1	A	0.00	0.00	0.00	0.0	0.0	0.000	
			2	B	0.00	0.00	0.00	0.0	0.0	0.000	
			3	C	0.00	0.00	0.00	0.0	0.0	0.000	
	2	1	(A, B, C)	0.00	0.00	0.00	0.0	0.0	0.000		
Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000		

13:30 - 13:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	Entry	1	1	B	0.00	0.00	0.00	0.0	0.0	0.000	
			2	B	0.00	0.00	0.00	0.0	0.0	0.000	
			3	C	0.00	0.00	0.00	0.0	0.0	0.000	
			4	D	0.00	0.00	0.00	0.0	0.0	0.000	
	Exit	2	1	(B, C, D)	0.00	0.00	0.00	0.0	0.0	0.000	
	B - Lucan Newlands Road	Entry	1	1	C, D	0.00	0.00	0.00	0.0	0.0	0.000
2				A	0.00	0.00	0.00	0.0	0.0	0.000	
Exit		2	1	(A, C, D)	0.00	0.00	0.00	0.0	0.0	0.000	
				1	1	0.00	0.00	0.00	0.0	0.0	0.000
C - R113 (S)	Entry	1	1	D	0.00	0.00	0.00	0.0	0.0	0.000	
			2	D	0.00	0.00	0.00	0.0	0.0	0.000	
			3	A	0.00	0.00	0.00	0.0	0.0	0.000	
			4	B	0.00	0.00	0.00	0.0	0.0	0.000	
	Exit	2	1	(A, B, D)	0.00	0.00	0.00	0.0	0.0	0.000	
	D - Thomas Omer Way	Entry	1	1	A	0.00	0.00	0.00	0.0	0.0	0.000
2				B	0.00	0.00	0.00	0.0	0.0	0.000	
3				C	0.00	0.00	0.00	0.0	0.0	0.000	
Exit		2	1	(A, B, C)	0.00	0.00	0.00	0.0	0.0	0.000	

13:45 - 14:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	Entry	1	1	B	0.00	0.00	0.00	0.0	0.0	0.000	
			2	B	0.00	0.00	0.00	0.0	0.0	0.000	
			3	C	0.00	0.00	0.00	0.0	0.0	0.000	
			4	D	0.00	0.00	0.00	0.0	0.0	0.000	
	Exit	2	1	(B, C, D)	0.00	0.00	0.00	0.0	0.0	0.000	
	B - Lucan Newlands Road	Entry	1	1	C, D	0.00	0.00	0.00	0.0	0.0	0.000
2				A	0.00	0.00	0.00	0.0	0.0	0.000	
Exit		2	1	(A, C, D)	0.00	0.00	0.00	0.0	0.0	0.000	
				1	1	0.00	0.00	0.00	0.0	0.0	0.000
C - R113 (S)	Entry	1	1	D	0.00	0.00	0.00	0.0	0.0	0.000	
			2	D	0.00	0.00	0.00	0.0	0.0	0.000	
			3	A	0.00	0.00	0.00	0.0	0.0	0.000	
			4	B	0.00	0.00	0.00	0.0	0.0	0.000	
	Exit	2	1	(A, B, D)	0.00	0.00	0.00	0.0	0.0	0.000	
	D - Thomas Omer Way	Entry	1	1	A	0.00	0.00	0.00	0.0	0.0	0.000
2				B	0.00	0.00	0.00	0.0	0.0	0.000	
3				C	0.00	0.00	0.00	0.0	0.0	0.000	
Exit		2	1	(A, B, C)	0.00	0.00	0.00	0.0	0.0	0.000	

14:00 - 14:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	Entry	1	1	B	0.00	0.00	0.00	0.0	0.0	0.000	
			2	B	0.00	0.00	0.00	0.0	0.0	0.000	
			3	C	0.00	0.00	0.00	0.0	0.0	0.000	
			4	D	0.00	0.00	0.00	0.0	0.0	0.000	
	2	1	(B, C, D)	0.00	0.00	0.00	0.0	0.0	0.000		
	Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000	
B - Lucan Newlands Road	Entry	1	1	C, D	0.00	0.00	0.00	0.0	0.0	0.000	
			2	A	0.00	0.00	0.00	0.0	0.0	0.000	
	2	1	(A, C, D)	0.00	0.00	0.00	0.0	0.0	0.000		
Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000		
C - R113 (S)	Entry	1	1	D	0.00	0.00	0.00	0.0	0.0	0.000	
			2	D	0.00	0.00	0.00	0.0	0.0	0.000	
			3	A	0.00	0.00	0.00	0.0	0.0	0.000	
			4	B	0.00	0.00	0.00	0.0	0.0	0.000	
	2	1	(A, B, D)	0.00	0.00	0.00	0.0	0.0	0.000		
	Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000	
D - Thomas Omer Way	Entry	1	1	A	0.00	0.00	0.00	0.0	0.0	0.000	
			2	B	0.00	0.00	0.00	0.0	0.0	0.000	
			3	C	0.00	0.00	0.00	0.0	0.0	0.000	
			2	1	(A, B, C)	0.00	0.00	0.00	0.0	0.0	0.000
	Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000	

14:15 - 14:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	Entry	1	1	B	0.00	0.00	0.00	0.0	0.0	0.000	
			2	B	0.00	0.00	0.00	0.0	0.0	0.000	
			3	C	0.00	0.00	0.00	0.0	0.0	0.000	
			4	D	0.00	0.00	0.00	0.0	0.0	0.000	
	2	1	(B, C, D)	0.00	0.00	0.00	0.0	0.0	0.000		
	Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000	
B - Lucan Newlands Road	Entry	1	1	C, D	0.00	0.00	0.00	0.0	0.0	0.000	
			2	A	0.00	0.00	0.00	0.0	0.0	0.000	
	2	1	(A, C, D)	0.00	0.00	0.00	0.0	0.0	0.000		
Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000		
C - R113 (S)	Entry	1	1	D	0.00	0.00	0.00	0.0	0.0	0.000	
			2	D	0.00	0.00	0.00	0.0	0.0	0.000	
			3	A	0.00	0.00	0.00	0.0	0.0	0.000	
			4	B	0.00	0.00	0.00	0.0	0.0	0.000	
	2	1	(A, B, D)	0.00	0.00	0.00	0.0	0.0	0.000		
	Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000	
D - Thomas Omer Way	Entry	1	1	A	0.00	0.00	0.00	0.0	0.0	0.000	
			2	B	0.00	0.00	0.00	0.0	0.0	0.000	
			3	C	0.00	0.00	0.00	0.0	0.0	0.000	
			2	1	(A, B, C)	0.00	0.00	0.00	0.0	0.0	0.000
	Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000	

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average Throughput (PCT/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalized level of service	
A - R113 (N)	Exit	1	1	B	0.00	0.00	0.00	0.0	0.0	0.00		
			2	B	0.00	0.00	0.00	0.0	0.0	0.00		
			3	C	0.00	0.00	0.00	0.0	0.0	0.00		
	Entry	1	1	D	0.00	0.00	0.00	0.0	0.0	0.00		
			2	A	0.00	0.00	0.00	0.0	0.0	0.00		
			3	(A,C,D)	0.00	0.00	0.00	0.0	0.0	0.00		
	Exit	1	1	(B,C,D)	0.00	0.00	0.00	0.0	0.0	0.00		
			2		0.00	0.00	0.00	0.0	0.0	0.00		
			3		0.00	0.00	0.00	0.0	0.0	0.00		
	B - Lucan Newlands Road	Exit	1	1	C,D	0.00	0.00	0.00	0.0	0.0	0.00	
				2	A	0.00	0.00	0.00	0.0	0.0	0.00	
				3	(A,C,D)	0.00	0.00	0.00	0.0	0.0	0.00	
Entry		1	1	D	0.00	0.00	0.00	0.0	0.0	0.00		
			2	A	0.00	0.00	0.00	0.0	0.0	0.00		
			3	(A,B,D)	0.00	0.00	0.00	0.0	0.0	0.00		
Exit		1	1	(A,B,D)	0.00	0.00	0.00	0.0	0.0	0.00		
			2		0.00	0.00	0.00	0.0	0.0	0.00		
			3		0.00	0.00	0.00	0.0	0.0	0.00		
C - R113 (S)		Exit	1	1	D	0.00	0.00	0.00	0.0	0.0	0.00	
				2	A	0.00	0.00	0.00	0.0	0.0	0.00	
				3	(A,B,D)	0.00	0.00	0.00	0.0	0.0	0.00	
	Entry	1	1	D	0.00	0.00	0.00	0.0	0.0	0.00		
			2	A	0.00	0.00	0.00	0.0	0.0	0.00		
			3	(A,B,D)	0.00	0.00	0.00	0.0	0.0	0.00		
	Exit	1	1	(A,B,C)	0.00	0.00	0.00	0.0	0.0	0.00		
			2		0.00	0.00	0.00	0.0	0.0	0.00		
			3		0.00	0.00	0.00	0.0	0.0	0.00		
	D - Thomas Omer Way	Exit	1	1	A	0.00	0.00	0.00	0.0	0.0	0.00	
				2	B	0.00	0.00	0.00	0.0	0.0	0.00	
				3	C	0.00	0.00	0.00	0.0	0.0	0.00	
Entry		1	1	A	0.00	0.00	0.00	0.0	0.0	0.00		
			2	B	0.00	0.00	0.00	0.0	0.0	0.00		
			3	(A,B,C)	0.00	0.00	0.00	0.0	0.0	0.00		
Exit		1	1	(A,B,C)	0.00	0.00	0.00	0.0	0.0	0.00		
			2		0.00	0.00	0.00	0.0	0.0	0.00		
			3		0.00	0.00	0.00	0.0	0.0	0.00		

14:45 - 15:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average Throughput (PCT/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalized level of service	
A - R113 (N)	Exit	1	1	B	0.00	0.00	0.00	0.0	0.0	0.00		
			2	B	0.00	0.00	0.00	0.0	0.0	0.00		
			3	C	0.00	0.00	0.00	0.0	0.0	0.00		
	Entry	1	1	D	0.00	0.00	0.00	0.0	0.0	0.00		
			2	A	0.00	0.00	0.00	0.0	0.0	0.00		
			3	(A,C,D)	0.00	0.00	0.00	0.0	0.0	0.00		
	Exit	1	1	(B,C,D)	0.00	0.00	0.00	0.0	0.0	0.00		
			2		0.00	0.00	0.00	0.0	0.0	0.00		
			3		0.00	0.00	0.00	0.0	0.0	0.00		
	B - Lucan Newlands Road	Exit	1	1	C,D	0.00	0.00	0.00	0.0	0.0	0.00	
				2	A	0.00	0.00	0.00	0.0	0.0	0.00	
				3	(A,C,D)	0.00	0.00	0.00	0.0	0.0	0.00	
Entry		1	1	D	0.00	0.00	0.00	0.0	0.0	0.00		
			2	A	0.00	0.00	0.00	0.0	0.0	0.00		
			3	(A,B,D)	0.00	0.00	0.00	0.0	0.0	0.00		
Exit		1	1	(A,B,D)	0.00	0.00	0.00	0.0	0.0	0.00		
			2		0.00	0.00	0.00	0.0	0.0	0.00		
			3		0.00	0.00	0.00	0.0	0.0	0.00		
C - R113 (S)		Exit	1	1	D	0.00	0.00	0.00	0.0	0.0	0.00	
				2	A	0.00	0.00	0.00	0.0	0.0	0.00	
				3	(A,B,D)	0.00	0.00	0.00	0.0	0.0	0.00	
	Entry	1	1	D	0.00	0.00	0.00	0.0	0.0	0.00		
			2	A	0.00	0.00	0.00	0.0	0.0	0.00		
			3	(A,B,D)	0.00	0.00	0.00	0.0	0.0	0.00		
	Exit	1	1	(A,B,C)	0.00	0.00	0.00	0.0	0.0	0.00		
			2		0.00	0.00	0.00	0.0	0.0	0.00		
			3		0.00	0.00	0.00	0.0	0.0	0.00		
	D - Thomas Omer Way	Exit	1	1	A	0.00	0.00	0.00	0.0	0.0	0.00	
				2	B	0.00	0.00	0.00	0.0	0.0	0.00	
				3	C	0.00	0.00	0.00	0.0	0.0	0.00	
Entry		1	1	A	0.00	0.00	0.00	0.0	0.0	0.00		
			2	B	0.00	0.00	0.00	0.0	0.0	0.00		
			3	(A,B,C)	0.00	0.00	0.00	0.0	0.0	0.00		
Exit		1	1	(A,B,C)	0.00	0.00	0.00	0.0	0.0	0.00		
			2		0.00	0.00	0.00	0.0	0.0	0.00		
			3		0.00	0.00	0.00	0.0	0.0	0.00		

14:30 - 14:45

15:00 - 15:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/Trs)	Throughput (Veh/Trs)	Average throughput (PCT/Trs)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalized level of service
A - R113 (N)	Entry	1	1	B	0.00	0.00	0.00	0.0	0.0	0.000	
		2	2	B	0.00	0.00	0.00	0.0	0.0	0.000	
		3	3	C	0.00	0.00	0.00	0.0	0.0	0.000	
		4	4	D	0.00	0.00	0.00	0.0	0.0	0.000	
B - Lucan Merlands Road	Exit	1	1	(B, C, D)	0.00	0.00	0.00	0.0	0.0	0.000	
		2	2	(B, C, D)	0.00	0.00	0.00	0.0	0.0	0.000	
		3	3	(B, C, D)	0.00	0.00	0.00	0.0	0.0	0.000	
		4	4	(B, C, D)	0.00	0.00	0.00	0.0	0.0	0.000	
C - R113 (S)	Entry	1	1	D	0.00	0.00	0.00	0.0	0.0	0.000	
		2	2	D	0.00	0.00	0.00	0.0	0.0	0.000	
		3	3	A	0.00	0.00	0.00	0.0	0.0	0.000	
		4	4	B	0.00	0.00	0.00	0.0	0.0	0.000	
D - Thomas Omer Why	Exit	1	1	(A, B, D)	0.00	0.00	0.00	0.0	0.0	0.000	
		2	2	(A, B, D)	0.00	0.00	0.00	0.0	0.0	0.000	
		3	3	(A, B, C)	0.00	0.00	0.00	0.0	0.0	0.000	
		4	4	(A, B, C)	0.00	0.00	0.00	0.0	0.0	0.000	

15:15 - 15:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/Trs)	Throughput (Veh/Trs)	Average throughput (PCT/Trs)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalized level of service
A - R113 (N)	Entry	1	1	B	0.00	0.00	0.00	0.0	0.0	0.000	
		2	2	B	0.00	0.00	0.00	0.0	0.0	0.000	
		3	3	C	0.00	0.00	0.00	0.0	0.0	0.000	
		4	4	D	0.00	0.00	0.00	0.0	0.0	0.000	
B - Lucan Merlands Road	Exit	1	1	(B, C, D)	0.00	0.00	0.00	0.0	0.0	0.000	
		2	2	(B, C, D)	0.00	0.00	0.00	0.0	0.0	0.000	
		3	3	(B, C, D)	0.00	0.00	0.00	0.0	0.0	0.000	
		4	4	(B, C, D)	0.00	0.00	0.00	0.0	0.0	0.000	
C - R113 (S)	Entry	1	1	C, D	0.00	0.00	0.00	0.0	0.0	0.000	
		2	2	A	0.00	0.00	0.00	0.0	0.0	0.000	
		3	3	A	0.00	0.00	0.00	0.0	0.0	0.000	
		4	4	B	0.00	0.00	0.00	0.0	0.0	0.000	
D - Thomas Omer Why	Exit	1	1	(A, B, C)	0.00	0.00	0.00	0.0	0.0	0.000	
		2	2	(A, B, C)	0.00	0.00	0.00	0.0	0.0	0.000	
		3	3	(A, B, C)	0.00	0.00	0.00	0.0	0.0	0.000	
		4	4	(A, B, C)	0.00	0.00	0.00	0.0	0.0	0.000	

15:30 - 15:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service	
A - R113 (N)	Entry	1	1	B	0.00	0.00	0.00	0.0	0.0	0.000		
			2	B	0.00	0.00	0.00	0.0	0.0	0.000		
			3	C	0.00	0.00	0.00	0.0	0.0	0.000		
			4	D	0.00	0.00	0.00	0.0	0.0	0.000		
	Exit	2	1	(B, C, D)	0.00	0.00	0.00	0.0	0.0	0.000		
	Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000		
B - Lucan Newlands Road	Entry	1	1	C, D	0.00	0.00	0.00	0.0	0.0	0.000		
			2	A	0.00	0.00	0.00	0.0	0.0	0.000		
	Exit	2	1	(A, C, D)	0.00	0.00	0.00	0.0	0.0	0.000		
				1	1		0.00	0.00	0.00	0.0	0.0	0.000
	C - R113 (S)	Entry	1	1	D	0.00	0.00	0.00	0.0	0.0	0.000	
				2	D	0.00	0.00	0.00	0.0	0.0	0.000	
3				A	0.00	0.00	0.00	0.0	0.0	0.000		
4				B	0.00	0.00	0.00	0.0	0.0	0.000		
Exit		2	1	(A, B, D)	0.00	0.00	0.00	0.0	0.0	0.000		
Exit		1	1		0.00	0.00	0.00	0.0	0.0	0.000		
D - Thomas Omer Way	Entry	1	1	A	0.00	0.00	0.00	0.0	0.0	0.000		
			2	B	0.00	0.00	0.00	0.0	0.0	0.000		
			3	C	0.00	0.00	0.00	0.0	0.0	0.000		
	Exit	2	1	(A, B, C)	0.00	0.00	0.00	0.0	0.0	0.000		
				1	1		0.00	0.00	0.00	0.0	0.0	0.000

15:45 - 16:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service	
A - R113 (N)	Entry	1	1	B	0.00	0.00	0.00	0.0	0.0	0.000		
			2	B	0.00	0.00	0.00	0.0	0.0	0.000		
			3	C	0.00	0.00	0.00	0.0	0.0	0.000		
			4	D	0.00	0.00	0.00	0.0	0.0	0.000		
	Exit	2	1	(B, C, D)	0.00	0.00	0.00	0.0	0.0	0.000		
	Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000		
B - Lucan Newlands Road	Entry	1	1	C, D	0.00	0.00	0.00	0.0	0.0	0.000		
			2	A	0.00	0.00	0.00	0.0	0.0	0.000		
	Exit	2	1	(A, C, D)	0.00	0.00	0.00	0.0	0.0	0.000		
				1	1		0.00	0.00	0.00	0.0	0.0	0.000
	C - R113 (S)	Entry	1	1	D	0.00	0.00	0.00	0.0	0.0	0.000	
				2	D	0.00	0.00	0.00	0.0	0.0	0.000	
3				A	0.00	0.00	0.00	0.0	0.0	0.000		
4				B	0.00	0.00	0.00	0.0	0.0	0.000		
Exit		2	1	(A, B, D)	0.00	0.00	0.00	0.0	0.0	0.000		
Exit		1	1		0.00	0.00	0.00	0.0	0.0	0.000		
D - Thomas Omer Way	Entry	1	1	A	0.00	0.00	0.00	0.0	0.0	0.000		
			2	B	0.00	0.00	0.00	0.0	0.0	0.000		
			3	C	0.00	0.00	0.00	0.0	0.0	0.000		
	Exit	2	1	(A, B, C)	0.00	0.00	0.00	0.0	0.0	0.000		
				1	1		0.00	0.00	0.00	0.0	0.0	0.000

16:00 - 16:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	Entry	1	1	B	0.00	0.00	0.00	0.0	0.0	0.000	
			2	B	0.00	0.00	0.00	0.0	0.0	0.000	
			3	C	0.00	0.00	0.00	0.0	0.0	0.000	
			4	D	0.00	0.00	0.00	0.0	0.0	0.000	
	2	1	(B, C, D)	0.00	0.00	0.00	0.0	0.0	0.000		
	Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000	
B - Lucan Newlands Road	Entry	1	1	C, D	0.00	0.00	0.00	0.0	0.0	0.000	
			2	A	0.00	0.00	0.00	0.0	0.0	0.000	
	2	1	(A, C, D)	0.00	0.00	0.00	0.0	0.0	0.000		
	Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000	
C - R113 (S)	Entry	1	1	D	0.00	0.00	0.00	0.0	0.0	0.000	
			2	D	0.00	0.00	0.00	0.0	0.0	0.000	
			3	A	0.00	0.00	0.00	0.0	0.0	0.000	
			4	B	0.00	0.00	0.00	0.0	0.0	0.000	
	2	1	(A, B, D)	0.00	0.00	0.00	0.0	0.0	0.000		
	Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000	
D - Thomas Omer Way	Entry	1	1	A	0.00	0.00	0.00	0.0	0.0	0.000	
			2	B	0.00	0.00	0.00	0.0	0.0	0.000	
			3	C	0.00	0.00	0.00	0.0	0.0	0.000	
	2	1	(A, B, C)	0.00	0.00	0.00	0.0	0.0	0.000		
Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000		

16:15 - 16:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	Entry	1	1	B	0.00	0.00	0.00	0.0	0.0	0.000	
			2	B	0.00	0.00	0.00	0.0	0.0	0.000	
			3	C	0.00	0.00	0.00	0.0	0.0	0.000	
			4	D	0.00	0.00	0.00	0.0	0.0	0.000	
	2	1	(B, C, D)	0.00	0.00	0.00	0.0	0.0	0.000		
	Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000	
B - Lucan Newlands Road	Entry	1	1	C, D	0.00	0.00	0.00	0.0	0.0	0.000	
			2	A	0.00	0.00	0.00	0.0	0.0	0.000	
	2	1	(A, C, D)	0.00	0.00	0.00	0.0	0.0	0.000		
	Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000	
C - R113 (S)	Entry	1	1	D	0.00	0.00	0.00	0.0	0.0	0.000	
			2	D	0.00	0.00	0.00	0.0	0.0	0.000	
			3	A	0.00	0.00	0.00	0.0	0.0	0.000	
			4	B	0.00	0.00	0.00	0.0	0.0	0.000	
	2	1	(A, B, D)	0.00	0.00	0.00	0.0	0.0	0.000		
	Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000	
D - Thomas Omer Way	Entry	1	1	A	0.00	0.00	0.00	0.0	0.0	0.000	
			2	B	0.00	0.00	0.00	0.0	0.0	0.000	
			3	C	0.00	0.00	0.00	0.0	0.0	0.000	
	2	1	(A, B, C)	0.00	0.00	0.00	0.0	0.0	0.000		
Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000		

16:30 - 16:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	Entry	1	1	B	0.00	0.00	0.00	0.0	0.0	0.000	
			2	B	0.00	0.00	0.00	0.0	0.0	0.000	
			3	C	0.00	0.00	0.00	0.0	0.0	0.000	
			4	D	0.00	0.00	0.00	0.0	0.0	0.000	
	Exit	2	1	(B, C, D)	0.00	0.00	0.00	0.0	0.0	0.000	
	Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000	
B - Lucan Newlands Road	Entry	1	1	C, D	0.00	0.00	0.00	0.0	0.0	0.000	
			2	A	0.00	0.00	0.00	0.0	0.0	0.000	
	Exit	2	1	(A, C, D)	0.00	0.00	0.00	0.0	0.0	0.000	
			1	1		0.00	0.00	0.00	0.0	0.0	0.000
C - R113 (S)	Entry	1	1	D	0.00	0.00	0.00	0.0	0.0	0.000	
			2	D	0.00	0.00	0.00	0.0	0.0	0.000	
			3	A	0.00	0.00	0.00	0.0	0.0	0.000	
			4	B	0.00	0.00	0.00	0.0	0.0	0.000	
	Exit	2	1	(A, B, D)	0.00	0.00	0.00	0.0	0.0	0.000	
	Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000	
D - Thomas Omer Way	Entry	1	1	A	0.00	0.00	0.00	0.0	0.0	0.000	
			2	B	0.00	0.00	0.00	0.0	0.0	0.000	
			3	C	0.00	0.00	0.00	0.0	0.0	0.000	
	Exit	2	1	(A, B, C)	0.00	0.00	0.00	0.0	0.0	0.000	
	Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000	

16:45 - 17:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	Entry	1	1	B	0.00	0.00	0.00	0.0	0.0	0.000	
			2	B	0.00	0.00	0.00	0.0	0.0	0.000	
			3	C	0.00	0.00	0.00	0.0	0.0	0.000	
			4	D	0.00	0.00	0.00	0.0	0.0	0.000	
	Exit	2	1	(B, C, D)	0.00	0.00	0.00	0.0	0.0	0.000	
	Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000	
B - Lucan Newlands Road	Entry	1	1	C, D	0.00	0.00	0.00	0.0	0.0	0.000	
			2	A	0.00	0.00	0.00	0.0	0.0	0.000	
	Exit	2	1	(A, C, D)	0.00	0.00	0.00	0.0	0.0	0.000	
			1	1		0.00	0.00	0.00	0.0	0.0	0.000
C - R113 (S)	Entry	1	1	D	0.00	0.00	0.00	0.0	0.0	0.000	
			2	D	0.00	0.00	0.00	0.0	0.0	0.000	
			3	A	0.00	0.00	0.00	0.0	0.0	0.000	
			4	B	0.00	0.00	0.00	0.0	0.0	0.000	
	Exit	2	1	(A, B, D)	0.00	0.00	0.00	0.0	0.0	0.000	
	Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000	
D - Thomas Omer Way	Entry	1	1	A	0.00	0.00	0.00	0.0	0.0	0.000	
			2	B	0.00	0.00	0.00	0.0	0.0	0.000	
			3	C	0.00	0.00	0.00	0.0	0.0	0.000	
	Exit	2	1	(A, B, C)	0.00	0.00	0.00	0.0	0.0	0.000	
	Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000	

17:00 - 17:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service	
A - R113 (H)	Entry	1	1	B	0.00	0.00	0.00	0.0	0.0	0.000		
			2	B	0.00	0.00	0.00	0.0	0.0	0.000		
			3	C	0.00	0.00	0.00	0.0	0.0	0.000		
			4	D	0.00	0.00	0.00	0.0	0.0	0.000		
	2	1	(B, C, D)	0.00	0.00	0.00	0.0	0.0	0.000			
	Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000		
B - Lucan Newlands Road	Entry	1	1	C, D	0.00	0.00	0.00	0.0	0.0	0.000		
			2	A	0.00	0.00	0.00	0.0	0.0	0.000		
	Exit	1	1	(A, C, D)		0.00	0.00	0.00	0.0	0.0	0.000	
						0.00	0.00	0.00	0.0	0.0	0.000	
C - R113 (S)	Entry	1	1	D	0.00	0.00	0.00	0.0	0.0	0.000		
			2	D	0.00	0.00	0.00	0.0	0.0	0.000		
			3	A	0.00	0.00	0.00	0.0	0.0	0.000		
			4	B	0.00	0.00	0.00	0.0	0.0	0.000		
	2	1	(A, B, D)	0.00	0.00	0.00	0.0	0.0	0.000			
	Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000		
D - Thomas Omer Way	Entry	1	1	A	0.00	0.00	0.00	0.0	0.0	0.000		
			2	B	0.00	0.00	0.00	0.0	0.0	0.000		
			3	C	0.00	0.00	0.00	0.0	0.0	0.000		
	2	1	(A, B, C)	0.00	0.00	0.00	0.0	0.0	0.000			
Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000			

17:15 - 17:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service	
A - R113 (H)	Entry	1	1	B	0.00	0.00	0.00	0.0	0.0	0.000		
			2	B	0.00	0.00	0.00	0.0	0.0	0.000		
			3	C	0.00	0.00	0.00	0.0	0.0	0.000		
			4	D	0.00	0.00	0.00	0.0	0.0	0.000		
	2	1	(B, C, D)	0.00	0.00	0.00	0.0	0.0	0.000			
	Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000		
B - Lucan Newlands Road	Entry	1	1	C, D	0.00	0.00	0.00	0.0	0.0	0.000		
			2	A	0.00	0.00	0.00	0.0	0.0	0.000		
	Exit	1	1	(A, C, D)		0.00	0.00	0.00	0.0	0.0	0.000	
						0.00	0.00	0.00	0.0	0.0	0.000	
C - R113 (S)	Entry	1	1	D	0.00	0.00	0.00	0.0	0.0	0.000		
			2	D	0.00	0.00	0.00	0.0	0.0	0.000		
			3	A	0.00	0.00	0.00	0.0	0.0	0.000		
			4	B	0.00	0.00	0.00	0.0	0.0	0.000		
	2	1	(A, B, D)	0.00	0.00	0.00	0.0	0.0	0.000			
	Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000		
D - Thomas Omer Way	Entry	1	1	A	0.00	0.00	0.00	0.0	0.0	0.000		
			2	B	0.00	0.00	0.00	0.0	0.0	0.000		
			3	C	0.00	0.00	0.00	0.0	0.0	0.000		
	2	1	(A, B, C)	0.00	0.00	0.00	0.0	0.0	0.000			
Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000			

17:30 - 17:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	Entry	1	1	B	0.00	0.00	0.00	0.0	0.0	0.000	
			2	B	0.00	0.00	0.00	0.0	0.0	0.000	
			3	C	0.00	0.00	0.00	0.0	0.0	0.000	
			4	D	0.00	0.00	0.00	0.0	0.0	0.000	
	Exit	2	1	(B, C, D)	0.00	0.00	0.00	0.0	0.0	0.000	
	Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000	
B - Lucan Newlands Road	Entry	1	1	C, D	0.00	0.00	0.00	0.0	0.0	0.000	
			2	A	0.00	0.00	0.00	0.0	0.0	0.000	
	Exit	2	1	(A, C, D)	0.00	0.00	0.00	0.0	0.0	0.000	
C - R113 (S)	Entry	1	1	D	0.00	0.00	0.00	0.0	0.0	0.000	
			2	D	0.00	0.00	0.00	0.0	0.0	0.000	
			3	A	0.00	0.00	0.00	0.0	0.0	0.000	
			4	B	0.00	0.00	0.00	0.0	0.0	0.000	
	Exit	2	1	(A, B, D)	0.00	0.00	0.00	0.0	0.0	0.000	
	Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000	
D - Thomas Omer Way	Entry	1	1	A	0.00	0.00	0.00	0.0	0.0	0.000	
			2	B	0.00	0.00	0.00	0.0	0.0	0.000	
			3	C	0.00	0.00	0.00	0.0	0.0	0.000	
	Exit	2	1	(A, B, C)	0.00	0.00	0.00	0.0	0.0	0.000	
Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000		

17:45 - 18:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	Entry	1	1	B	0.00	0.00	0.00	0.0	0.0	0.000	
			2	B	0.00	0.00	0.00	0.0	0.0	0.000	
			3	C	0.00	0.00	0.00	0.0	0.0	0.000	
			4	D	0.00	0.00	0.00	0.0	0.0	0.000	
	Exit	2	1	(B, C, D)	0.00	0.00	0.00	0.0	0.0	0.000	
	Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000	
B - Lucan Newlands Road	Entry	1	1	C, D	0.00	0.00	0.00	0.0	0.0	0.000	
			2	A	0.00	0.00	0.00	0.0	0.0	0.000	
	Exit	2	1	(A, C, D)	0.00	0.00	0.00	0.0	0.0	0.000	
C - R113 (S)	Entry	1	1	D	0.00	0.00	0.00	0.0	0.0	0.000	
			2	D	0.00	0.00	0.00	0.0	0.0	0.000	
			3	A	0.00	0.00	0.00	0.0	0.0	0.000	
			4	B	0.00	0.00	0.00	0.0	0.0	0.000	
	Exit	2	1	(A, B, D)	0.00	0.00	0.00	0.0	0.0	0.000	
	Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000	
D - Thomas Omer Way	Entry	1	1	A	0.00	0.00	0.00	0.0	0.0	0.000	
			2	B	0.00	0.00	0.00	0.0	0.0	0.000	
			3	C	0.00	0.00	0.00	0.0	0.0	0.000	
	Exit	2	1	(A, B, C)	0.00	0.00	0.00	0.0	0.0	0.000	
Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000		

18:00 - 18:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	Entry	1	1	B	0.00	0.00	0.00	0.0	0.0	0.000	
			2	B	0.00	0.00	0.00	0.0	0.0	0.000	
			3	C	0.00	0.00	0.00	0.0	0.0	0.000	
			4	D	0.00	0.00	0.00	0.0	0.0	0.000	
	2	1	(B, C, D)	0.00	0.00	0.00	0.0	0.0	0.000		
	Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000	
B - Lucan Newlands Road	Entry	1	1	C, D	0.00	0.00	0.00	0.0	0.0	0.000	
			2	A	0.00	0.00	0.00	0.0	0.0	0.000	
	Exit	1	1	(A, C, D)	0.00	0.00	0.00	0.0	0.0	0.000	
			1	1		0.00	0.00	0.00	0.0	0.0	0.000
C - R113 (S)	Entry	1	1	D	0.00	0.00	0.00	0.0	0.0	0.000	
			2	D	0.00	0.00	0.00	0.0	0.0	0.000	
			3	A	0.00	0.00	0.00	0.0	0.0	0.000	
			4	B	0.00	0.00	0.00	0.0	0.0	0.000	
	2	1	(A, B, D)	0.00	0.00	0.00	0.0	0.0	0.000		
	Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000	
D - Thomas Omer Way	Entry	1	1	A	0.00	0.00	0.00	0.0	0.0	0.000	
			2	B	0.00	0.00	0.00	0.0	0.0	0.000	
			3	C	0.00	0.00	0.00	0.0	0.0	0.000	
	2	1	(A, B, C)	0.00	0.00	0.00	0.0	0.0	0.000		
Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000		

18:15 - 18:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	Entry	1	1	B	0.00	0.00	0.00	0.0	0.0	0.000	
			2	B	0.00	0.00	0.00	0.0	0.0	0.000	
			3	C	0.00	0.00	0.00	0.0	0.0	0.000	
			4	D	0.00	0.00	0.00	0.0	0.0	0.000	
	2	1	(B, C, D)	0.00	0.00	0.00	0.0	0.0	0.000		
	Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000	
B - Lucan Newlands Road	Entry	1	1	C, D	0.00	0.00	0.00	0.0	0.0	0.000	
			2	A	0.00	0.00	0.00	0.0	0.0	0.000	
	Exit	1	1	(A, C, D)	0.00	0.00	0.00	0.0	0.0	0.000	
			1	1		0.00	0.00	0.00	0.0	0.0	0.000
C - R113 (S)	Entry	1	1	D	0.00	0.00	0.00	0.0	0.0	0.000	
			2	D	0.00	0.00	0.00	0.0	0.0	0.000	
			3	A	0.00	0.00	0.00	0.0	0.0	0.000	
			4	B	0.00	0.00	0.00	0.0	0.0	0.000	
	2	1	(A, B, D)	0.00	0.00	0.00	0.0	0.0	0.000		
	Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000	
D - Thomas Omer Way	Entry	1	1	A	0.00	0.00	0.00	0.0	0.0	0.000	
			2	B	0.00	0.00	0.00	0.0	0.0	0.000	
			3	C	0.00	0.00	0.00	0.0	0.0	0.000	
	2	1	(A, B, C)	0.00	0.00	0.00	0.0	0.0	0.000		
Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000		

18:30 - 18:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	Entry	1	1	B	0.00	0.00	0.00	0.0	0.0	0.000	
			2	B	0.00	0.00	0.00	0.0	0.0	0.000	
			3	C	0.00	0.00	0.00	0.0	0.0	0.000	
			4	D	0.00	0.00	0.00	0.0	0.0	0.000	
	Exit	2	1	(B, C, D)	0.00	0.00	0.00	0.0	0.0	0.000	
B - Lucan Newlands Road	Entry	1	1	C, D	0.00	0.00	0.00	0.0	0.0	0.000	
			2	A	0.00	0.00	0.00	0.0	0.0	0.000	
			1	(A, C, D)	0.00	0.00	0.00	0.0	0.0	0.000	
	Exit	2	1	(A, C, D)	0.00	0.00	0.00	0.0	0.0	0.000	
	Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000	
C - R113 (S)	Entry	1	1	D	0.00	0.00	0.00	0.0	0.0	0.000	
			2	D	0.00	0.00	0.00	0.0	0.0	0.000	
			3	A	0.00	0.00	0.00	0.0	0.0	0.000	
			4	B	0.00	0.00	0.00	0.0	0.0	0.000	
	Exit	2	1	(A, B, D)	0.00	0.00	0.00	0.0	0.0	0.000	
Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000		
D - Thomas Omer Way	Entry	1	1	A	0.00	0.00	0.00	0.0	0.0	0.000	
			2	B	0.00	0.00	0.00	0.0	0.0	0.000	
			3	C	0.00	0.00	0.00	0.0	0.0	0.000	
	Exit	2	1	(A, B, C)	0.00	0.00	0.00	0.0	0.0	0.000	
	Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000	

18:45 - 19:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Signalised level of service
A - R113 (N)	Entry	1	1	B	0.00	0.00	0.00	0.0	0.0	0.000	
			2	B	0.00	0.00	0.00	0.0	0.0	0.000	
			3	C	0.00	0.00	0.00	0.0	0.0	0.000	
			4	D	0.00	0.00	0.00	0.0	0.0	0.000	
	Exit	2	1	(B, C, D)	0.00	0.00	0.00	0.0	0.0	0.000	
B - Lucan Newlands Road	Entry	1	1	C, D	0.00	0.00	0.00	0.0	0.0	0.000	
			2	A	0.00	0.00	0.00	0.0	0.0	0.000	
			1	(A, C, D)	0.00	0.00	0.00	0.0	0.0	0.000	
	Exit	2	1	(A, C, D)	0.00	0.00	0.00	0.0	0.0	0.000	
	Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000	
C - R113 (S)	Entry	1	1	D	0.00	0.00	0.00	0.0	0.0	0.000	
			2	D	0.00	0.00	0.00	0.0	0.0	0.000	
			3	A	0.00	0.00	0.00	0.0	0.0	0.000	
			4	B	0.00	0.00	0.00	0.0	0.0	0.000	
	Exit	2	1	(A, B, D)	0.00	0.00	0.00	0.0	0.0	0.000	
Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000		
D - Thomas Omer Way	Entry	1	1	A	0.00	0.00	0.00	0.0	0.0	0.000	
			2	B	0.00	0.00	0.00	0.0	0.0	0.000	
			3	C	0.00	0.00	0.00	0.0	0.0	0.000	
	Exit	2	1	(A, B, C)	0.00	0.00	0.00	0.0	0.0	0.000	
	Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000	

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.5.0.6666 © Copyright TRL Limited, 2018
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Filename: J4 Access junction.j9
 Path: W:\UDC-Traffic Files\P22-066\Modelling\Decant Year
 Report generation date: 21/06/2022 14:44:08

- »Decant Year + 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
	Decant Year + Dev + Adj			
Stream B-C	0.0	11.84	0.03	B
Stream B-A	0.0	0.00	0.00	A
Stream C-B	0.0	0.00	0.00	A

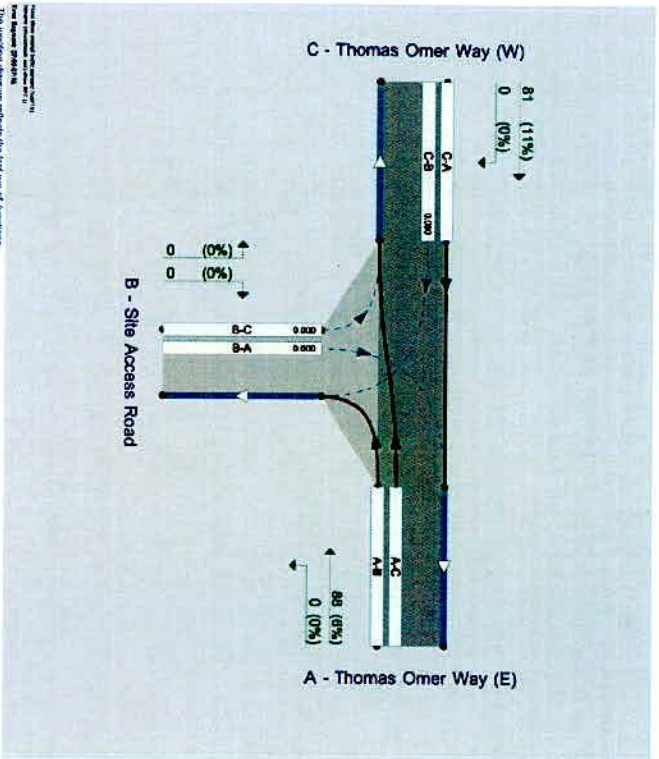
Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle

File summary

File Description	
Title	
Location	
Site number	
Date	20/06/2022
Version	
Status	(new file)
Identifier	
Client	
Job number	
Enumerator	FMCE\lamarv
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	lph	Veh	Veh	perTimeSegment	s	-sln	perMin



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Analysis Options

Vehicle length (m)	Calculate Green Permeability	Calculate standard operating delay	Calculate residual capacity	RTS Threshold	Average Delay threshold (s)	Green threshold (P/C)
3.75			0.25	30.00	20.00	20.00

Analysis Set Details

<input type="checkbox"/> Includes in report	Minimum flow scaling factor (%)	Network capacity scaling factor (%)
<input checked="" type="checkbox"/> AT	100.000	100.000

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.5.0.0898 © Copyright TRL, Limited, 2018
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Filename: J4 Access junction.j9
 Path: W:\UDC-Traffic Files\P22-066\Modelling\Operation Years
 Report generation date: 21/06/2022 14:53:40

- *Opening Year + Dev + Adj, 12hrs
- *+5 + Dev + Adj, 12hrs
- *+15 + Dev + Adj, 12hrs

Summary of junction performance

12hrs				
Queue (Veh)	Delay (s)	RPC	LOS	
Opening Year + Dev + Adj				
Stream B-C	0.2	7.13	0.19	A
Stream B-A	0.0	0.00	0.00	A
Stream C-B	0.0	0.00	0.00	A
+5 + Dev + Adj				
Stream B-C	0.2	7.31	0.19	A
Stream B-A	0.0	0.00	0.00	A
Stream C-B	0.0	0.00	0.00	A
+15 + Dev + Adj				
Stream B-C	0.2	7.44	0.20	A
Stream B-A	0.0	0.00	0.00	A
Stream C-B	0.0	0.00	0.00	A

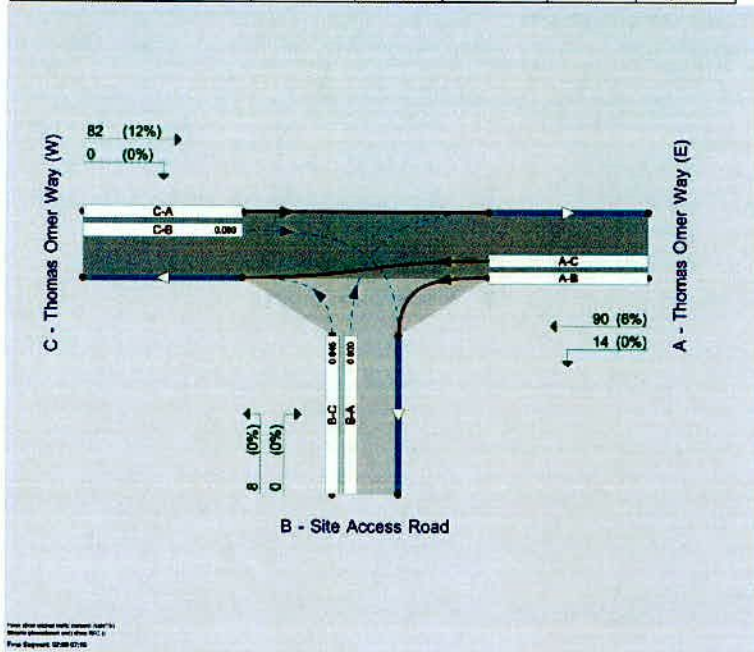
Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description	
Title	
Location	
Site number	
Date	20/06/2022
Version	
Status	(new file)
Identifier	
Client	
Job number	
Enumerator	FMCE\amov
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	km/h	Veh	Veh	perTimeSegment	s	-Min	perMin



Free Street View, Street View™
 Street View™ and Street View™
 Free Street View™
 The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queuing delay	Calculate residual capacity	RPC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75				0.85	30.00	20.00

+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	J4 Site Access Junction	T-Junction	Two-way		0.30	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

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
D6	+15 + Dev + Adj	12hrs	DIRECT	07:00	19:00	720	15	✓	Simple	D4 + D5 + D6

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

Demand overview (Traffic)

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

Origin-Destination Data

Demand (Veh/TS)

		To		
		A - Thomas Omer Way (E)	B - Site Access Road	C - Thomas Omer Way (W)
07:00 - 07:15	From			
	A - Thomas Omer Way (E)	0.00	13.90	102.00
	B - Site Access Road	0.00	0.00	7.64
	C - Thomas Omer Way (W)	94.80	0.00	0.00

Demand (Veh/TS)

		To		
		A - Thomas Omer Way (E)	B - Site Access Road	C - Thomas Omer Way (W)
07:15 - 07:30	From			
	A - Thomas Omer Way (E)	0.00	13.90	116.41
	B - Site Access Road	0.00	0.00	7.64
	C - Thomas Omer Way (W)	115.80	0.00	0.00

07:30 - 07:45

Demand (Veh/TS)

		To		
		A - Thomas Omar Way (E)	B - Site Access Road	C - Thomas Omar Way (W)
From	A - Thomas Omar Way (E)	0.00	13.90	130.09
	B - Site Access Road	0.00	0.00	7.84
	C - Thomas Omar Way (W)	156.84	0.00	0.00

Demand (Veh/TS)

		To		
		A - Thomas Omar Way (E)	B - Site Access Road	C - Thomas Omar Way (W)
From	A - Thomas Omar Way (E)	0.00	34.90	163.03
	B - Site Access Road	0.00	0.00	7.84
	C - Thomas Omar Way (W)	169.88	0.00	0.00

07:45 - 08:00

Demand (Veh/TS)

		To		
		A - Thomas Omar Way (E)	B - Site Access Road	C - Thomas Omar Way (W)
From	A - Thomas Omar Way (E)	0.00	56.79	168.75
	B - Site Access Road	0.00	0.00	28.67
	C - Thomas Omar Way (W)	204.05	0.00	0.00

08:00 - 08:15

Demand (Veh/TS)

		To		
		A - Thomas Omar Way (E)	B - Site Access Road	C - Thomas Omar Way (W)
From	A - Thomas Omar Way (E)	0.00	56.79	161.96
	B - Site Access Road	0.00	0.00	28.67
	C - Thomas Omar Way (W)	209.76	0.00	0.00

08:15 - 08:30

Demand (Veh/TS)

		To		
		A - Thomas Omar Way (E)	B - Site Access Road	C - Thomas Omar Way (W)
From	A - Thomas Omar Way (E)	0.00	56.79	152.09
	B - Site Access Road	0.00	0.00	28.67
	C - Thomas Omar Way (W)	223.94	0.00	0.00

08:30 - 08:45

Demand (Veh/TS)

		To		
		A - Thomas Omar Way (E)	B - Site Access Road	C - Thomas Omar Way (W)
From	A - Thomas Omar Way (E)	0.00	37.70	130.54
	B - Site Access Road	0.00	0.00	28.67
	C - Thomas Omar Way (W)	187.84	0.00	0.00

08:45 - 09:00

Demand (Veh/TS)

		To		
		A - Thomas Omar Way (E)	B - Site Access Road	C - Thomas Omar Way (W)
From	A - Thomas Omar Way (E)	0.00	8.90	117.89
	B - Site Access Road	0.00	0.00	6.31
	C - Thomas Omar Way (W)	143.02	0.00	0.00

09:00 - 09:15

Demand (Veh/TS)

		To		
		A - Thomas Omar Way (E)	B - Site Access Road	C - Thomas Omar Way (W)
From	A - Thomas Omar Way (E)	0.00	8.90	98.37
	B - Site Access Road	0.00	0.00	6.31
	C - Thomas Omar Way (W)	145.10	0.00	0.00

09:15 - 09:30

09:30 - 09:45 Demand (Veh/TS)

		To		
		A - Thomas Omer Way (E)	B - Site Access Road	C - Thomas Omer Way (W)
From	A - Thomas Omer Way (E)	0.00	6.90	91.03
	B - Site Access Road	0.00	0.00	6.31
	C - Thomas Omer Way (W)	139.04	0.00	0.00

Demand (Veh/TS)

09:45 - 10:00

		To		
		A - Thomas Omer Way (E)	B - Site Access Road	C - Thomas Omer Way (W)
From	A - Thomas Omer Way (E)	0.00	6.90	87.78
	B - Site Access Road	0.00	0.00	6.31
	C - Thomas Omer Way (W)	119.70	0.00	0.00

Demand (Veh/TS)

10:00 - 10:15

		To		
		A - Thomas Omer Way (E)	B - Site Access Road	C - Thomas Omer Way (W)
From	A - Thomas Omer Way (E)	0.00	2.36	70.37
	B - Site Access Road	0.00	0.00	3.63
	C - Thomas Omer Way (W)	86.37	0.00	0.00

Demand (Veh/TS)

10:15 - 10:30

		To		
		A - Thomas Omer Way (E)	B - Site Access Road	C - Thomas Omer Way (W)
From	A - Thomas Omer Way (E)	0.00	2.36	80.92
	B - Site Access Road	0.00	0.00	3.63
	C - Thomas Omer Way (W)	99.27	0.00	0.00

Demand (Veh/TS)

10:30 - 10:45

		To		
		A - Thomas Omer Way (E)	B - Site Access Road	C - Thomas Omer Way (W)
From	A - Thomas Omer Way (E)	0.00	2.36	80.97
	B - Site Access Road	0.00	0.00	3.63
	C - Thomas Omer Way (W)	87.32	0.00	0.00

Demand (Veh/TS)

10:45 - 11:00

		To		
		A - Thomas Omer Way (E)	B - Site Access Road	C - Thomas Omer Way (W)
From	A - Thomas Omer Way (E)	0.00	2.36	66.11
	B - Site Access Road	0.00	0.00	3.63
	C - Thomas Omer Way (W)	96.32	0.00	0.00

Demand (Veh/TS)

11:00 - 11:15

		To		
		A - Thomas Omer Way (E)	B - Site Access Road	C - Thomas Omer Way (W)
From	A - Thomas Omer Way (E)	0.00	3.82	69.90
	B - Site Access Road	0.00	0.00	3.25
	C - Thomas Omer Way (W)	88.43	0.00	0.00

Demand (Veh/TS)

11:15 - 11:30

		To		
		A - Thomas Omer Way (E)	B - Site Access Road	C - Thomas Omer Way (W)
From	A - Thomas Omer Way (E)	0.00	3.82	100.97
	B - Site Access Road	0.00	0.00	3.25
	C - Thomas Omer Way (W)	69.81	0.00	0.00

11:30 - 11:45

Demand (Veh/TS)

		To		
		A - Thomas Omar Way (E)	B - Site Access Road	C - Thomas Omar Way (W)
From	A - Thomas Omar Way (E)	0.00	3.82	64.96
	B - Site Access Road	0.00	0.00	3.25
	C - Thomas Omar Way (W)	75.20	0.00	0.00

Demand (Veh/TS)

11:45 - 12:00

		To		
		A - Thomas Omar Way (E)	B - Site Access Road	C - Thomas Omar Way (W)
From	A - Thomas Omar Way (E)	0.00	3.82	75.79
	B - Site Access Road	0.00	0.00	3.25
	C - Thomas Omar Way (W)	94.75	0.00	0.00

Demand (Veh/TS)

12:00 - 12:15

		To		
		A - Thomas Omar Way (E)	B - Site Access Road	C - Thomas Omar Way (W)
From	A - Thomas Omar Way (E)	0.00	2.73	111.22
	B - Site Access Road	0.00	0.00	3.63
	C - Thomas Omar Way (W)	91.04	0.00	0.00

Demand (Veh/TS)

12:15 - 12:30

		To		
		A - Thomas Omar Way (E)	B - Site Access Road	C - Thomas Omar Way (W)
From	A - Thomas Omar Way (E)	0.00	2.73	101.52
	B - Site Access Road	0.00	0.00	3.63
	C - Thomas Omar Way (W)	101.16	0.00	0.00

Demand (Veh/TS)

12:30 - 12:45

		To		
		A - Thomas Omar Way (E)	B - Site Access Road	C - Thomas Omar Way (W)
From	A - Thomas Omar Way (E)	0.00	2.73	135.95
	B - Site Access Road	0.00	0.00	3.63
	C - Thomas Omar Way (W)	97.60	0.00	0.00

Demand (Veh/TS)

12:45 - 13:00

		To		
		A - Thomas Omar Way (E)	B - Site Access Road	C - Thomas Omar Way (W)
From	A - Thomas Omar Way (E)	0.00	2.73	106.41
	B - Site Access Road	0.00	0.00	3.63
	C - Thomas Omar Way (W)	97.05	0.00	0.00

Demand (Veh/TS)

13:00 - 13:15

		To		
		A - Thomas Omar Way (E)	B - Site Access Road	C - Thomas Omar Way (W)
From	A - Thomas Omar Way (E)	0.00	4.00	117.64
	B - Site Access Road	0.00	0.00	3.25
	C - Thomas Omar Way (W)	97.69	0.00	0.00

Demand (Veh/TS)

13:15 - 13:30

		To		
		A - Thomas Omar Way (E)	B - Site Access Road	C - Thomas Omar Way (W)
From	A - Thomas Omar Way (E)	0.00	4.00	136.71
	B - Site Access Road	0.00	0.00	3.25
	C - Thomas Omar Way (W)	94.53	0.00	0.00

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

		To		
		A - Thomas Omer Way (E)	B - Site Access Road	C - Thomas Omer Way (W)
From	A - Thomas Omer Way (E)	0.00	4.00	109.17
	B - Site Access Road	0.00	0.00	3.25
	C - Thomas Omer Way (W)	91.23	0.00	0.00

Demand (Veh/TS)

13:45 - 14:00

		To		
		A - Thomas Omer Way (E)	B - Site Access Road	C - Thomas Omer Way (W)
From	A - Thomas Omer Way (E)	0.00	4.00	144.22
	B - Site Access Road	0.00	0.00	3.25
	C - Thomas Omer Way (W)	111.47	0.00	0.00

Demand (Veh/TS)

14:00 - 14:15

		To		
		A - Thomas Omer Way (E)	B - Site Access Road	C - Thomas Omer Way (W)
From	A - Thomas Omer Way (E)	0.00	7.27	161.86
	B - Site Access Road	0.00	0.00	7.07
	C - Thomas Omer Way (W)	107.37	0.00	0.00

Demand (Veh/TS)

14:15 - 14:30

		To		
		A - Thomas Omer Way (E)	B - Site Access Road	C - Thomas Omer Way (W)
From	A - Thomas Omer Way (E)	0.00	7.27	166.75
	B - Site Access Road	0.00	0.00	7.07
	C - Thomas Omer Way (W)	105.46	0.00	0.00

Demand (Veh/TS)

14:30 - 14:45

		To		
		A - Thomas Omer Way (E)	B - Site Access Road	C - Thomas Omer Way (W)
From	A - Thomas Omer Way (E)	0.00	7.27	136.86
	B - Site Access Road	0.00	0.00	7.07
	C - Thomas Omer Way (W)	117.69	0.00	0.00

Demand (Veh/TS)

14:45 - 15:00

		To		
		A - Thomas Omer Way (E)	B - Site Access Road	C - Thomas Omer Way (W)
From	A - Thomas Omer Way (E)	0.00	7.27	145.83
	B - Site Access Road	0.00	0.00	7.07
	C - Thomas Omer Way (W)	121.72	0.00	0.00

Demand (Veh/TS)

15:00 - 15:15

		To		
		A - Thomas Omer Way (E)	B - Site Access Road	C - Thomas Omer Way (W)
From	A - Thomas Omer Way (E)	0.00	25.98	132.18
	B - Site Access Road	0.00	0.00	31.54
	C - Thomas Omer Way (W)	110.12	0.00	0.00

Demand (Veh/TS)

15:15 - 15:30

		To		
		A - Thomas Omer Way (E)	B - Site Access Road	C - Thomas Omer Way (W)
From	A - Thomas Omer Way (E)	0.00	25.98	137.54
	B - Site Access Road	0.00	0.00	31.54
	C - Thomas Omer Way (W)	104.24	0.00	0.00

15:30 - 15:45

Demand (Veh/TS)

		To		
		A - Thomas Omer Way (E)	B - Site Access Road	C - Thomas Omer Way (W)
From	A - Thomas Omer Way (E)	0.00	25.98	138.44
	B - Site Access Road	0.00	0.00	31.54
	C - Thomas Omer Way (W)	106.59	0.00	0.00

Demand (Veh/TS)

		To		
		A - Thomas Omer Way (E)	B - Site Access Road	C - Thomas Omer Way (W)
From	A - Thomas Omer Way (E)	0.00	25.98	128.85
	B - Site Access Road	0.00	0.00	31.54
	C - Thomas Omer Way (W)	118.87	0.00	0.00

15:45 - 16:00

Demand (Veh/TS)

		To		
		A - Thomas Omer Way (E)	B - Site Access Road	C - Thomas Omer Way (W)
From	A - Thomas Omer Way (E)	0.00	11.63	177.67
	B - Site Access Road	0.00	0.00	18.92
	C - Thomas Omer Way (W)	137.46	0.00	0.00

16:00 - 16:15

Demand (Veh/TS)

		To		
		A - Thomas Omer Way (E)	B - Site Access Road	C - Thomas Omer Way (W)
From	A - Thomas Omer Way (E)	0.00	11.63	173.81
	B - Site Access Road	0.00	0.00	18.92
	C - Thomas Omer Way (W)	119.27	0.00	0.00

16:15 - 16:30

Demand (Veh/TS)

		To		
		A - Thomas Omer Way (E)	B - Site Access Road	C - Thomas Omer Way (W)
From	A - Thomas Omer Way (E)	0.00	11.63	182.50
	B - Site Access Road	0.00	0.00	18.92
	C - Thomas Omer Way (W)	131.07	0.00	0.00

16:30 - 16:45

Demand (Veh/TS)

		To		
		A - Thomas Omer Way (E)	B - Site Access Road	C - Thomas Omer Way (W)
From	A - Thomas Omer Way (E)	0.00	11.63	187.92
	B - Site Access Road	0.00	0.00	18.92
	C - Thomas Omer Way (W)	127.59	0.00	0.00

16:45 - 17:00

Demand (Veh/TS)

		To		
		A - Thomas Omer Way (E)	B - Site Access Road	C - Thomas Omer Way (W)
From	A - Thomas Omer Way (E)	0.00	4.54	211.64
	B - Site Access Road	0.00	0.00	29.79
	C - Thomas Omer Way (W)	123.99	0.00	0.00

17:00 - 17:15

Demand (Veh/TS)

		To		
		A - Thomas Omer Way (E)	B - Site Access Road	C - Thomas Omer Way (W)
From	A - Thomas Omer Way (E)	0.00	4.54	208.26
	B - Site Access Road	0.00	0.00	29.79
	C - Thomas Omer Way (W)	147.09	0.00	0.00

17:15 - 17:30

17:30 - 17:45

Demand (Veh/TS)

		To		
		A - Thomas Omer Way (E)	B - Site Access Road	C - Thomas Omer Way (W)
From	A - Thomas Omer Way (E)	0.00	4.54	209.79
	B - Site Access Road	0.00	0.00	29.79
	C - Thomas Omer Way (W)	114.79	0.00	0.00

Demand (Veh/TS)

17:45 - 18:00

		To		
		A - Thomas Omer Way (E)	B - Site Access Road	C - Thomas Omer Way (W)
From	A - Thomas Omer Way (E)	0.00	4.54	215.90
	B - Site Access Road	0.00	0.00	29.79
	C - Thomas Omer Way (W)	109.18	0.00	0.00

Demand (Veh/TS)

18:00 - 18:15

		To		
		A - Thomas Omer Way (E)	B - Site Access Road	C - Thomas Omer Way (W)
From	A - Thomas Omer Way (E)	0.00	4.00	188.63
	B - Site Access Road	0.00	0.00	2.10
	C - Thomas Omer Way (W)	113.90	0.00	0.00

Demand (Veh/TS)

18:15 - 18:30

		To		
		A - Thomas Omer Way (E)	B - Site Access Road	C - Thomas Omer Way (W)
From	A - Thomas Omer Way (E)	0.00	4.00	175.50
	B - Site Access Road	0.00	0.00	2.10
	C - Thomas Omer Way (W)	114.63	0.00	0.00

Demand (Veh/TS)

18:30 - 18:45

		To		
		A - Thomas Omer Way (E)	B - Site Access Road	C - Thomas Omer Way (W)
From	A - Thomas Omer Way (E)	0.00	4.00	178.89
	B - Site Access Road	0.00	0.00	2.10
	C - Thomas Omer Way (W)	118.15	0.00	0.00

Demand (Veh/TS)

18:45 - 19:00

		To		
		A - Thomas Omer Way (E)	B - Site Access Road	C - Thomas Omer Way (W)
From	A - Thomas Omer Way (E)	0.00	4.00	163.31
	B - Site Access Road	0.00	0.00	2.10
	C - Thomas Omer Way (W)	112.05	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

07:00 - 07:15

		To		
		A - Thomas Omer Way (E)	B - Site Access Road	C - Thomas Omer Way (W)
From	A - Thomas Omer Way (E)	0	0	7
	B - Site Access Road	0	0	0
	C - Thomas Omer Way (W)	13	0	0

Heavy Vehicle Percentages

07:15 - 07:30

		To		
		A - Thomas Omer Way (E)	B - Site Access Road	C - Thomas Omer Way (W)
From	A - Thomas Omer Way (E)	0	0	7
	B - Site Access Road	0	0	0
	C - Thomas Omer Way (W)	10	0	0

07:30 - 07:45

Heavy Vehicle Percentages

		To		
		A - Thomas Omer Way (E)	B - Site Access Road	C - Thomas Omer Way (W)
From	A - Thomas Omer Way (E)	0	0	10
	B - Site Access Road	0	0	0
	C - Thomas Omer Way (W)	6	0	0

Heavy Vehicle Percentages

		To		
		A - Thomas Omer Way (E)	B - Site Access Road	C - Thomas Omer Way (W)
07:45 - 08:00	From	A - Thomas Omer Way (E)	0	7
		B - Site Access Road	0	0
		C - Thomas Omer Way (W)	6	0

Heavy Vehicle Percentages

		To		
		A - Thomas Omer Way (E)	B - Site Access Road	C - Thomas Omer Way (W)
08:00 - 08:15	From	A - Thomas Omer Way (E)	0	10
		B - Site Access Road	0	0
		C - Thomas Omer Way (W)	6	0

Heavy Vehicle Percentages

		To		
		A - Thomas Omer Way (E)	B - Site Access Road	C - Thomas Omer Way (W)
08:15 - 08:30	From	A - Thomas Omer Way (E)	0	7
		B - Site Access Road	0	0
		C - Thomas Omer Way (W)	3	0

Heavy Vehicle Percentages

		To		
		A - Thomas Omer Way (E)	B - Site Access Road	C - Thomas Omer Way (W)
08:30 - 08:45	From	A - Thomas Omer Way (E)	0	6
		B - Site Access Road	0	0
		C - Thomas Omer Way (W)	6	0

Heavy Vehicle Percentages

		To		
		A - Thomas Omer Way (E)	B - Site Access Road	C - Thomas Omer Way (W)
08:45 - 09:00	From	A - Thomas Omer Way (E)	0	13
		B - Site Access Road	0	0
		C - Thomas Omer Way (W)	5	0

Heavy Vehicle Percentages

		To		
		A - Thomas Omer Way (E)	B - Site Access Road	C - Thomas Omer Way (W)
09:00 - 09:15	From	A - Thomas Omer Way (E)	0	11
		B - Site Access Road	0	0
		C - Thomas Omer Way (W)	7	0

Heavy Vehicle Percentages

		To		
		A - Thomas Omer Way (E)	B - Site Access Road	C - Thomas Omer Way (W)
09:15 - 09:30	From	A - Thomas Omer Way (E)	0	9
		B - Site Access Road	0	0
		C - Thomas Omer Way (W)	11	0

09:30 - 09:45 Heavy Vehicle Percentages

		To		
		A - Thomas Omer Way (E)	B - Site Access Road	C - Thomas Omer Way (W)
From	A - Thomas Omer Way (E)	0	0	15
	B - Site Access Road	0	0	0
	C - Thomas Omer Way (W)	5	0	0

Heavy Vehicle Percentages

		To		
		A - Thomas Omer Way (E)	B - Site Access Road	C - Thomas Omer Way (W)
09:45 - 10:00 From	A - Thomas Omer Way (E)	0	0	12
	B - Site Access Road	0	0	0
	C - Thomas Omer Way (W)	9	0	0

Heavy Vehicle Percentages

		To		
		A - Thomas Omer Way (E)	B - Site Access Road	C - Thomas Omer Way (W)
10:00 - 10:15 From	A - Thomas Omer Way (E)	0	0	6
	B - Site Access Road	0	0	0
	C - Thomas Omer Way (W)	8	0	0

Heavy Vehicle Percentages

		To		
		A - Thomas Omer Way (E)	B - Site Access Road	C - Thomas Omer Way (W)
10:15 - 10:30 From	A - Thomas Omer Way (E)	0	0	14
	B - Site Access Road	0	0	0
	C - Thomas Omer Way (W)	14	0	0

Heavy Vehicle Percentages

		To		
		A - Thomas Omer Way (E)	B - Site Access Road	C - Thomas Omer Way (W)
10:30 - 10:45 From	A - Thomas Omer Way (E)	0	0	5
	B - Site Access Road	0	0	0
	C - Thomas Omer Way (W)	6	0	0

Heavy Vehicle Percentages

		To		
		A - Thomas Omer Way (E)	B - Site Access Road	C - Thomas Omer Way (W)
10:45 - 11:00 From	A - Thomas Omer Way (E)	0	0	11
	B - Site Access Road	0	0	0
	C - Thomas Omer Way (W)	7	0	0

Heavy Vehicle Percentages

		To		
		A - Thomas Omer Way (E)	B - Site Access Road	C - Thomas Omer Way (W)
11:00 - 11:15 From	A - Thomas Omer Way (E)	0	0	10
	B - Site Access Road	0	0	0
	C - Thomas Omer Way (W)	3	0	0

Heavy Vehicle Percentages

		To		
		A - Thomas Omer Way (E)	B - Site Access Road	C - Thomas Omer Way (W)
11:15 - 11:30 From	A - Thomas Omer Way (E)	0	0	10
	B - Site Access Road	0	0	0
	C - Thomas Omer Way (W)	8	0	0

11:30 - 11:45
Heavy Vehicle Percentages

		To		
		A - Thomas Omer Way (E)	B - Site Access Road	C - Thomas Omer Way (W)
From	A - Thomas Omer Way (E)	0	0	7
	B - Site Access Road	0	0	0
	C - Thomas Omer Way (W)	11	0	0

Heavy Vehicle Percentages

		To		
		A - Thomas Omer Way (E)	B - Site Access Road	C - Thomas Omer Way (W)
11:45 - 12:00	From	A - Thomas Omer Way (E)	0	0
		B - Site Access Road	0	0
		C - Thomas Omer Way (W)	6	0

Heavy Vehicle Percentages

		To		
		A - Thomas Omer Way (E)	B - Site Access Road	C - Thomas Omer Way (W)
12:00 - 12:15	From	A - Thomas Omer Way (E)	0	3
		B - Site Access Road	0	0
		C - Thomas Omer Way (W)	8	0

Heavy Vehicle Percentages

		To		
		A - Thomas Omer Way (E)	B - Site Access Road	C - Thomas Omer Way (W)
12:15 - 12:30	From	A - Thomas Omer Way (E)	0	14
		B - Site Access Road	0	0
		C - Thomas Omer Way (W)	4	0

Heavy Vehicle Percentages

		To		
		A - Thomas Omer Way (E)	B - Site Access Road	C - Thomas Omer Way (W)
12:30 - 12:45	From	A - Thomas Omer Way (E)	0	8
		B - Site Access Road	0	0
		C - Thomas Omer Way (W)	11	0

Heavy Vehicle Percentages

		To		
		A - Thomas Omer Way (E)	B - Site Access Road	C - Thomas Omer Way (W)
12:45 - 13:00	From	A - Thomas Omer Way (E)	0	5
		B - Site Access Road	0	0
		C - Thomas Omer Way (W)	5	0

Heavy Vehicle Percentages

		To		
		A - Thomas Omer Way (E)	B - Site Access Road	C - Thomas Omer Way (W)
13:00 - 13:15	From	A - Thomas Omer Way (E)	0	6
		B - Site Access Road	0	0
		C - Thomas Omer Way (W)	10	0

Heavy Vehicle Percentages

		To		
		A - Thomas Omer Way (E)	B - Site Access Road	C - Thomas Omer Way (W)
13:15 - 13:30	From	A - Thomas Omer Way (E)	0	6
		B - Site Access Road	0	0
		C - Thomas Omer Way (W)	7	0

13:30 - 13:45 Heavy Vehicle Percentages

		To		
		A - Thomas Omer Way (E)	B - Site Access Road	C - Thomas Omer Way (W)
From	A - Thomas Omer Way (E)	0	0	5
	B - Site Access Road	0	0	0
	C - Thomas Omer Way (W)	9	0	0

Heavy Vehicle Percentages

13:45 - 14:00

		To		
		A - Thomas Omer Way (E)	B - Site Access Road	C - Thomas Omer Way (W)
From	A - Thomas Omer Way (E)	0	0	8
	B - Site Access Road	0	0	0
	C - Thomas Omer Way (W)	9	0	0

Heavy Vehicle Percentages

14:00 - 14:15

		To		
		A - Thomas Omer Way (E)	B - Site Access Road	C - Thomas Omer Way (W)
From	A - Thomas Omer Way (E)	0	0	5
	B - Site Access Road	0	0	0
	C - Thomas Omer Way (W)	6	0	0

Heavy Vehicle Percentages

14:15 - 14:30

		To		
		A - Thomas Omer Way (E)	B - Site Access Road	C - Thomas Omer Way (W)
From	A - Thomas Omer Way (E)	0	0	10
	B - Site Access Road	0	0	0
	C - Thomas Omer Way (W)	11	0	0

Heavy Vehicle Percentages

14:30 - 14:45

		To		
		A - Thomas Omer Way (E)	B - Site Access Road	C - Thomas Omer Way (W)
From	A - Thomas Omer Way (E)	0	0	10
	B - Site Access Road	0	0	0
	C - Thomas Omer Way (W)	12	0	0

Heavy Vehicle Percentages

14:45 - 15:00

		To		
		A - Thomas Omer Way (E)	B - Site Access Road	C - Thomas Omer Way (W)
From	A - Thomas Omer Way (E)	0	0	8
	B - Site Access Road	0	0	0
	C - Thomas Omer Way (W)	8	0	0

Heavy Vehicle Percentages

15:00 - 15:15

		To		
		A - Thomas Omer Way (E)	B - Site Access Road	C - Thomas Omer Way (W)
From	A - Thomas Omer Way (E)	0	0	7
	B - Site Access Road	0	0	0
	C - Thomas Omer Way (W)	9	0	0

Heavy Vehicle Percentages

15:15 - 15:30

		To		
		A - Thomas Omer Way (E)	B - Site Access Road	C - Thomas Omer Way (W)
From	A - Thomas Omer Way (E)	0	0	10
	B - Site Access Road	0	0	0
	C - Thomas Omer Way (W)	9	0	0

15:30 - 15:45

Heavy Vehicle Percentages

		To		
		A - Thomas Omer Way (E)	B - Site Access Road	C - Thomas Omer Way (W)
From	A - Thomas Omer Way (E)	0	0	14
	B - Site Access Road	0	0	0
	C - Thomas Omer Way (W)	0	0	0

Heavy Vehicle Percentages

		To		
		A - Thomas Omer Way (E)	B - Site Access Road	C - Thomas Omer Way (W)
15:45 - 16:00	From	A - Thomas Omer Way (E)	0	0
		B - Site Access Road	0	0
		C - Thomas Omer Way (W)	5	0

Heavy Vehicle Percentages

		To		
		A - Thomas Omer Way (E)	B - Site Access Road	C - Thomas Omer Way (W)
16:00 - 16:15	From	A - Thomas Omer Way (E)	0	0
		B - Site Access Road	0	0
		C - Thomas Omer Way (W)	4	0

Heavy Vehicle Percentages

		To		
		A - Thomas Omer Way (E)	B - Site Access Road	C - Thomas Omer Way (W)
16:15 - 16:30	From	A - Thomas Omer Way (E)	0	0
		B - Site Access Road	0	0
		C - Thomas Omer Way (W)	5	0

Heavy Vehicle Percentages

		To		
		A - Thomas Omer Way (E)	B - Site Access Road	C - Thomas Omer Way (W)
16:30 - 16:45	From	A - Thomas Omer Way (E)	0	0
		B - Site Access Road	0	0
		C - Thomas Omer Way (W)	7	0

Heavy Vehicle Percentages

		To		
		A - Thomas Omer Way (E)	B - Site Access Road	C - Thomas Omer Way (W)
16:45 - 17:00	From	A - Thomas Omer Way (E)	0	0
		B - Site Access Road	0	0
		C - Thomas Omer Way (W)	2	0

Heavy Vehicle Percentages

		To		
		A - Thomas Omer Way (E)	B - Site Access Road	C - Thomas Omer Way (W)
17:00 - 17:15	From	A - Thomas Omer Way (E)	0	0
		B - Site Access Road	0	0
		C - Thomas Omer Way (W)	5	0

Heavy Vehicle Percentages

		To		
		A - Thomas Omer Way (E)	B - Site Access Road	C - Thomas Omer Way (W)
17:15 - 17:30	From	A - Thomas Omer Way (E)	0	0
		B - Site Access Road	0	0
		C - Thomas Omer Way (W)	2	0

17:30 - 17:45 Heavy Vehicle Percentages

		To		
		A - Thomas Omar Way (E)	B - Site Access Road	C - Thomas Omar Way (W)
From	A - Thomas Omar Way (E)	0	0	1
	B - Site Access Road	0	0	0
	C - Thomas Omar Way (W)	6	0	0

Heavy Vehicle Percentages

		To		
		A - Thomas Omar Way (E)	B - Site Access Road	C - Thomas Omar Way (W)
17:45 - 18:00 From	A - Thomas Omar Way (E)	0	0	2
	B - Site Access Road	0	0	0
	C - Thomas Omar Way (W)	5	0	0

Heavy Vehicle Percentages

		To		
		A - Thomas Omar Way (E)	B - Site Access Road	C - Thomas Omar Way (W)
18:00 - 18:15 From	A - Thomas Omar Way (E)	0	0	3
	B - Site Access Road	0	0	0
	C - Thomas Omar Way (W)	6	0	0

Heavy Vehicle Percentages

		To		
		A - Thomas Omar Way (E)	B - Site Access Road	C - Thomas Omar Way (W)
18:15 - 18:30 From	A - Thomas Omar Way (E)	0	0	2
	B - Site Access Road	0	0	0
	C - Thomas Omar Way (W)	4	0	0

Heavy Vehicle Percentages

		To		
		A - Thomas Omar Way (E)	B - Site Access Road	C - Thomas Omar Way (W)
18:30 - 18:45 From	A - Thomas Omar Way (E)	0	0	1
	B - Site Access Road	0	0	0
	C - Thomas Omar Way (W)	4	0	0

Heavy Vehicle Percentages

		To		
		A - Thomas Omar Way (E)	B - Site Access Road	C - Thomas Omar Way (W)
18:45 - 19:00 From	A - Thomas Omar Way (E)	0	0	0
	B - Site Access Road	0	0	0
	C - Thomas Omar Way (W)	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RPC	Max Delay (s)	Max Queue (veh)	Max LOB	Average Demand (veh/15)	Total Junction Arrivals (veh)
B-C	0.20	7.44	0.2	A	12.17	594.00
B-A	0.00	0.00	0.0	A	0.00	0.00
C-A					121.25	5820.11
C-B	0.00	0.00	0.0	A	0.00	0.00
A-B					12.17	594.00
A-C					134.81	6471.01

Main Results for each time segment

07:00 - 07:15

Stream	Total Demand (Veh/T8)	Junction Arrivals (Veh)	Capacity (Veh/T8)	RFC	Throughput (Veh/T8)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7.84	7.84	171.83	0.046	7.79	0.0	0.0	5.485	A
B-A	0.00	0.00	112.05	0.000	0.00	0.0	0.0	0.000	A
C-A	94.89	94.89			94.89				
C-B	0.00	0.00	151.00	0.000	0.00	0.0	0.0	0.000	A
A-B	13.99	13.99			13.99				
A-C	102.06	102.06			102.06				

07:15 - 07:30

Stream	Total Demand (Veh/T8)	Junction Arrivals (Veh)	Capacity (Veh/T8)	RFC	Throughput (Veh/T8)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7.84	7.84	168.74	0.046	7.84	0.0	0.0	5.592	A
B-A	0.00	0.00	107.96	0.000	0.00	0.0	0.0	0.000	A
C-A	115.86	115.86			115.86				
C-B	0.00	0.00	148.26	0.000	0.00	0.0	0.0	0.000	A
A-B	13.99	13.99			13.99				
A-C	116.41	116.41			116.41				

07:30 - 07:45

Stream	Total Demand (Veh/T8)	Junction Arrivals (Veh)	Capacity (Veh/T8)	RFC	Throughput (Veh/T8)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7.84	7.84	183.07	0.048	7.83	0.0	0.1	5.797	A
B-A	0.00	0.00	98.66	0.000	0.00	0.0	0.0	0.000	A
C-A	156.84	156.84			156.84				
C-B	0.00	0.00	143.22	0.000	0.00	0.0	0.0	0.000	A
A-B	13.99	13.99			13.99				
A-C	139.89	139.89			139.89				

07:45 - 08:00

Stream	Total Demand (Veh/T8)	Junction Arrivals (Veh)	Capacity (Veh/T8)	RFC	Throughput (Veh/T8)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7.84	7.84	153.20	0.051	7.83	0.1	0.1	6.190	A
B-A	0.00	0.00	85.20	0.000	0.00	0.0	0.0	0.000	A
C-A	199.88	199.88			199.88				
C-B	0.00	0.00	132.26	0.000	0.00	0.0	0.0	0.000	A
A-B	34.99	34.99			34.99				
A-C	183.03	183.03			183.03				

08:00 - 08:15

Stream	Total Demand (Veh/T8)	Junction Arrivals (Veh)	Capacity (Veh/T8)	RFC	Throughput (Veh/T8)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	28.67	28.67	153.33	0.187	28.50	0.1	0.2	7.199	A
B-A	0.00	0.00	84.54	0.000	0.00	0.0	0.0	0.000	A
C-A	204.05	204.05			204.05				
C-B	0.00	0.00	129.87	0.000	0.00	0.0	0.0	0.000	A
A-B	58.79	58.79			58.79				
A-C	168.75	168.75			168.75				

08:15 - 08:30

Stream	Total Demand (Veh/T8)	Junction Arrivals (Veh)	Capacity (Veh/T8)	RFC	Throughput (Veh/T8)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	28.67	28.67	155.76	0.184	28.67	0.2	0.2	7.083	A
B-A	0.00	0.00	86.95	0.000	0.00	0.0	0.0	0.000	A
C-A	209.78	209.78			209.78				
C-B	0.00	0.00	132.03	0.000	0.00	0.0	0.0	0.000	A
A-B	58.79	58.79			58.79				
A-C	161.96	161.96			161.96				

08:30 - 08:45

Stream	Total Demand (Veh/TB)	Junction Arrivals (Veh)	Capacity (Veh/TB)	RFC	Throughput (Veh/TB)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	28.67	28.67	158.25	0.181	28.67	0.2	0.2	6.947	A
B-A	0.00	0.00	86.85	0.000	0.00	0.0	0.0	0.000	A
C-A	223.84	223.84			223.84				
C-B	0.00	0.00	134.24	0.000	0.00	0.0	0.0	0.000	A
A-B	58.79	58.79			58.79				
A-C	152.09	152.09			152.09				

08:45 - 09:00

Stream	Total Demand (Veh/TB)	Junction Arrivals (Veh)	Capacity (Veh/TB)	RFC	Throughput (Veh/TB)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	28.67	28.67	180.42	0.179	28.67	0.2	0.2	6.830	A
B-A	0.00	0.00	83.05	0.000	0.00	0.0	0.0	0.000	A
C-A	187.84	187.84			187.84				
C-B	0.00	0.00	138.37	0.000	0.00	0.0	0.0	0.000	A
A-B	37.79	37.79			37.79				
A-C	139.54	139.54			139.54				

09:00 - 09:15

Stream	Total Demand (Veh/TB)	Junction Arrivals (Veh)	Capacity (Veh/TB)	RFC	Throughput (Veh/TB)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6.31	6.31	168.17	0.038	6.49	0.2	0.0	5.574	A
B-A	0.00	0.00	104.60	0.000	0.00	0.0	0.0	0.000	A
C-A	143.02	143.02			143.02				
C-B	0.00	0.00	148.50	0.000	0.00	0.0	0.0	0.000	A
A-B	6.90	6.90			6.90				
A-C	117.89	117.89			117.89				

09:15 - 09:30

Stream	Total Demand (Veh/TB)	Junction Arrivals (Veh)	Capacity (Veh/TB)	RFC	Throughput (Veh/TB)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6.31	6.31	172.83	0.036	6.31	0.0	0.0	5.408	A
B-A	0.00	0.00	107.83	0.000	0.00	0.0	0.0	0.000	A
C-A	145.10	145.10			145.10				
C-B	0.00	0.00	152.64	0.000	0.00	0.0	0.0	0.000	A
A-B	6.90	6.90			6.90				
A-C	98.37	98.37			98.37				

09:30 - 09:45

Stream	Total Demand (Veh/TB)	Junction Arrivals (Veh)	Capacity (Veh/TB)	RFC	Throughput (Veh/TB)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6.31	6.31	173.17	0.036	6.31	0.0	0.0	5.363	A
B-A	0.00	0.00	108.88	0.000	0.00	0.0	0.0	0.000	A
C-A	139.04	139.04			139.04				
C-B	0.00	0.00	152.64	0.000	0.00	0.0	0.0	0.000	A
A-B	6.90	6.90			6.90				
A-C	91.03	91.03			91.03				

09:45 - 10:00

Stream	Total Demand (Veh/TB)	Junction Arrivals (Veh)	Capacity (Veh/TB)	RFC	Throughput (Veh/TB)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6.31	6.31	178.84	0.035	6.31	0.0	0.0	5.215	A
B-A	0.00	0.00	116.23	0.000	0.00	0.0	0.0	0.000	A
C-A	119.70	119.70			119.70				
C-B	0.00	0.00	157.97	0.000	0.00	0.0	0.0	0.000	A
A-B	6.90	6.90			6.90				
A-C	67.76	67.76			67.76				

10:00 - 10:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RPC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3.63	3.63	179.51	0.020	3.63	0.0	0.0	5.117	A
B-A	0.00	0.00	120.84	0.000	0.00	0.0	0.0	0.000	A
C-A	86.37	86.37			86.37				
C-B	0.00	0.00	159.04	0.000	0.00	0.0	0.0	0.000	A
A-B	2.36	2.36			2.36				
A-C	70.37	70.37			70.37				

10:15 - 10:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RPC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3.63	3.63	178.08	0.021	3.63	0.0	0.0	5.219	A
B-A	0.00	0.00	115.71	0.000	0.00	0.0	0.0	0.000	A
C-A	99.27	99.27			99.27				
C-B	0.00	0.00	155.98	0.000	0.00	0.0	0.0	0.000	A
A-B	2.36	2.36			2.36				
A-C	80.92	80.92			80.92				

10:30 - 10:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RPC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3.63	3.63	177.43	0.020	3.63	0.0	0.0	5.190	A
B-A	0.00	0.00	119.08	0.000	0.00	0.0	0.0	0.000	A
C-A	87.32	87.32			87.32				
C-B	0.00	0.00	157.19	0.000	0.00	0.0	0.0	0.000	A
A-B	2.36	2.36			2.36				
A-C	80.97	80.97			80.97				

10:45 - 11:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RPC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3.63	3.63	179.79	0.020	3.63	0.0	0.0	5.108	A
B-A	0.00	0.00	119.70	0.000	0.00	0.0	0.0	0.000	A
C-A	99.32	99.32			99.32				
C-B	0.00	0.00	159.29	0.000	0.00	0.0	0.0	0.000	A
A-B	2.36	2.36			2.36				
A-C	66.11	66.11			66.11				

11:00 - 11:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RPC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3.25	3.25	178.94	0.018	3.25	0.0	0.0	5.124	A
B-A	0.00	0.00	120.58	0.000	0.00	0.0	0.0	0.000	A
C-A	86.43	86.43			86.43				
C-B	0.00	0.00	158.38	0.000	0.00	0.0	0.0	0.000	A
A-B	3.82	3.82			3.82				
A-C	69.90	69.90			69.90				

11:15 - 11:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RPC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3.25	3.25	172.28	0.019	3.25	0.0	0.0	5.323	A
B-A	0.00	0.00	116.64	0.000	0.00	0.0	0.0	0.000	A
C-A	89.81	89.81			89.81				
C-B	0.00	0.00	152.48	0.000	0.00	0.0	0.0	0.000	A
A-B	3.82	3.82			3.82				
A-C	100.97	100.97			100.97				

11:30 - 11:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3.25	3.25	176.25	0.018	3.25	0.0	0.0	5.203	A
B-A	0.00	0.00	119.00	0.000	0.00	0.0	0.0	0.000	A
C-A	75.20	75.20			75.20				
C-B	0.00	0.00	150.00	0.000	0.00	0.0	0.0	0.000	A
A-B	3.82	3.82			3.82				
A-C	84.98	84.98			84.98				

11:45 - 12:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3.25	3.25	177.78	0.018	3.25	0.0	0.0	5.158	A
B-A	0.00	0.00	118.50	0.000	0.00	0.0	0.0	0.000	A
C-A	94.78	94.78			94.78				
C-B	0.00	0.00	157.35	0.000	0.00	0.0	0.0	0.000	A
A-B	3.82	3.82			3.82				
A-C	75.79	75.79			75.79				

12:00 - 12:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3.63	3.63	170.83	0.021	3.63	0.0	0.0	5.388	A
B-A	0.00	0.00	112.63	0.000	0.00	0.0	0.0	0.000	A
C-A	91.04	91.04			91.04				
C-B	0.00	0.00	151.13	0.000	0.00	0.0	0.0	0.000	A
A-B	2.73	2.73			2.73				
A-C	111.22	111.22			111.22				

12:15 - 12:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3.63	3.63	171.43	0.021	3.63	0.0	0.0	5.362	A
B-A	0.00	0.00	112.53	0.000	0.00	0.0	0.0	0.000	A
C-A	101.18	101.18			101.18				
C-B	0.00	0.00	151.84	0.000	0.00	0.0	0.0	0.000	A
A-B	2.73	2.73			2.73				
A-C	101.52	101.52			101.52				

12:30 - 12:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3.63	3.63	165.78	0.022	3.63	0.0	0.0	5.549	A
B-A	0.00	0.00	107.25	0.000	0.00	0.0	0.0	0.000	A
C-A	97.80	97.80			97.80				
C-B	0.00	0.00	148.82	0.000	0.00	0.0	0.0	0.000	A
A-B	2.73	2.73			2.73				
A-C	135.95	135.95			135.95				

12:45 - 13:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3.63	3.63	171.73	0.021	3.63	0.0	0.0	5.355	A
B-A	0.00	0.00	114.31	0.000	0.00	0.0	0.0	0.000	A
C-A	87.05	87.05			87.05				
C-B	0.00	0.00	152.10	0.000	0.00	0.0	0.0	0.000	A
A-B	2.73	2.73			2.73				
A-C	108.41	108.41			108.41				

13:00 - 13:15

Stream	Total Demand (Veh/Ts)	Junction Arrivals (Veh)	Capacity (Veh/Ts)	RFC	Throughput (Veh/Ts)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3.25	3.25	189.55	0.019	3.25	0.0	0.0	5.411	A
B-A	0.00	0.00	111.89	0.000	0.00	0.0	0.0	0.000	A
C-A	87.89	87.89			87.89				
C-B	0.00	0.00	150.03	0.000	0.00	0.0	0.0	0.000	A
A-B	4.00	4.00			4.00				
A-C	117.84	117.84			117.84				

13:15 - 13:30

Stream	Total Demand (Veh/Ts)	Junction Arrivals (Veh)	Capacity (Veh/Ts)	RFC	Throughput (Veh/Ts)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3.25	3.25	165.53	0.020	3.25	0.0	0.0	5.545	A
B-A	0.00	0.00	107.81	0.000	0.00	0.0	0.0	0.000	A
C-A	94.53	94.53			94.53				
C-B	0.00	0.00	146.46	0.000	0.00	0.0	0.0	0.000	A
A-B	4.00	4.00			4.00				
A-C	136.71	136.71			136.71				

13:30 - 13:45

Stream	Total Demand (Veh/Ts)	Junction Arrivals (Veh)	Capacity (Veh/Ts)	RFC	Throughput (Veh/Ts)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3.25	3.25	171.49	0.019	3.25	0.0	0.0	5.349	A
B-A	0.00	0.00	113.20	0.000	0.00	0.0	0.0	0.000	A
C-A	91.23	91.23			91.23				
C-B	0.00	0.00	151.75	0.000	0.00	0.0	0.0	0.000	A
A-B	4.00	4.00			4.00				
A-C	109.18	109.18			109.18				

13:45 - 14:00

Stream	Total Demand (Veh/Ts)	Junction Arrivals (Veh)	Capacity (Veh/Ts)	RFC	Throughput (Veh/Ts)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3.25	3.25	163.50	0.020	3.25	0.0	0.0	5.615	A
B-A	0.00	0.00	103.93	0.000	0.00	0.0	0.0	0.000	A
C-A	111.47	111.47			111.47				
C-B	0.00	0.00	144.88	0.000	0.00	0.0	0.0	0.000	A
A-B	4.00	4.00			4.00				
A-C	144.22	144.22			144.22				

14:00 - 14:15

Stream	Total Demand (Veh/Ts)	Junction Arrivals (Veh)	Capacity (Veh/Ts)	RFC	Throughput (Veh/Ts)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7.07	7.07	180.34	0.044	7.05	0.0	0.0	5.871	A
B-A	0.00	0.00	101.77	0.000	0.00	0.0	0.0	0.000	A
C-A	107.37	107.37			107.37				
C-B	0.00	0.00	141.51	0.000	0.00	0.0	0.0	0.000	A
A-B	7.27	7.27			7.27				
A-C	161.86	161.86			161.86				

14:15 - 14:30

Stream	Total Demand (Veh/Ts)	Junction Arrivals (Veh)	Capacity (Veh/Ts)	RFC	Throughput (Veh/Ts)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7.07	7.07	157.72	0.045	7.07	0.0	0.0	5.973	A
B-A	0.00	0.00	99.40	0.000	0.00	0.0	0.0	0.000	A
C-A	105.46	105.46			105.46				
C-B	0.00	0.00	139.19	0.000	0.00	0.0	0.0	0.000	A
A-B	7.27	7.27			7.27				
A-C	166.75	166.75			166.75				

14:30 - 14:45

Stream	Total Demand (Veh/TB)	Junction Arrivals (Veh)	Capacity (Veh/TB)	RFC	Throughput (Veh/TB)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7.07	7.07	164.14	0.043	7.07	0.0	0.0	5.729	A
B-A	0.00	0.00	103.37	0.000	0.00	0.0	0.0	0.000	A
C-A	117.69	117.69			117.69				
C-B	0.00	0.00	144.89	0.000	0.00	0.0	0.0	0.000	A
A-B	7.27	7.27			7.27				
A-C	136.86	136.86			136.86				

14:45 - 15:00

Stream	Total Demand (Veh/TB)	Junction Arrivals (Veh)	Capacity (Veh/TB)	RFC	Throughput (Veh/TB)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7.07	7.07	162.93	0.043	7.07	0.0	0.0	5.773	A
B-A	0.00	0.00	102.34	0.000	0.00	0.0	0.0	0.000	A
C-A	121.72	121.72			121.72				
C-B	0.00	0.00	143.82	0.000	0.00	0.0	0.0	0.000	A
A-B	7.27	7.27			7.27				
A-C	145.83	145.83			145.83				

15:00 - 15:15

Stream	Total Demand (Veh/TB)	Junction Arrivals (Veh)	Capacity (Veh/TB)	RFC	Throughput (Veh/TB)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	31.54	31.54	164.44	0.192	31.35	0.0	0.2	6.752	A
B-A	0.00	0.00	104.89	0.000	0.00	0.0	0.0	0.000	A
C-A	110.12	110.12			110.12				
C-B	0.00	0.00	143.18	0.000	0.00	0.0	0.0	0.000	A
A-B	25.98	25.98			25.98				
A-C	132.16	132.16			132.16				

15:15 - 15:30

Stream	Total Demand (Veh/TB)	Junction Arrivals (Veh)	Capacity (Veh/TB)	RFC	Throughput (Veh/TB)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	31.54	31.54	162.55	0.194	31.53	0.2	0.2	6.868	A
B-A	0.00	0.00	103.89	0.000	0.00	0.0	0.0	0.000	A
C-A	104.24	104.24			104.24				
C-B	0.00	0.00	141.51	0.000	0.00	0.0	0.0	0.000	A
A-B	25.98	25.98			25.98				
A-C	137.54	137.54			137.54				

15:30 - 15:45

Stream	Total Demand (Veh/TB)	Junction Arrivals (Veh)	Capacity (Veh/TB)	RFC	Throughput (Veh/TB)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	31.54	31.54	161.28	0.196	31.53	0.2	0.2	6.936	A
B-A	0.00	0.00	102.52	0.000	0.00	0.0	0.0	0.000	A
C-A	106.59	106.59			106.59				
C-B	0.00	0.00	140.37	0.000	0.00	0.0	0.0	0.000	A
A-B	25.98	25.98			25.98				
A-C	138.44	138.44			138.44				

15:45 - 16:00

Stream	Total Demand (Veh/TB)	Junction Arrivals (Veh)	Capacity (Veh/TB)	RFC	Throughput (Veh/TB)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	31.54	31.54	164.81	0.191	31.54	0.2	0.2	6.752	A
B-A	0.00	0.00	104.73	0.000	0.00	0.0	0.0	0.000	A
C-A	118.87	118.87			118.87				
C-B	0.00	0.00	143.51	0.000	0.00	0.0	0.0	0.000	A
A-B	25.98	25.98			25.98				
A-C	128.85	128.85			128.85				

16:00 - 16:15

Stream	Total Demand (Veh/Ts)	Junction Arrivals (Veh)	Capacity (Veh/Ts)	RFC	Throughput (Veh/Ts)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	18.92	18.92	156.46	0.121	18.92	0.2	0.1	6.552	A
B-A	0.00	0.00	95.47	0.000	0.00	0.0	0.0	0.000	A
C-A	137.45	137.45			137.45				
C-B	0.00	0.00	137.51	0.000	0.00	0.0	0.0	0.000	A
A-B	11.63	11.63			11.63				
A-C	177.07	177.07			177.07				

16:15 - 16:30

Stream	Total Demand (Veh/Ts)	Junction Arrivals (Veh)	Capacity (Veh/Ts)	RFC	Throughput (Veh/Ts)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	18.92	18.92	158.30	0.120	18.92	0.1	0.1	6.463	A
B-A	0.00	0.00	99.26	0.000	0.00	0.0	0.0	0.000	A
C-A	118.27	118.27			118.27				
C-B	0.00	0.00	139.18	0.000	0.00	0.0	0.0	0.000	A
A-B	11.63	11.63			11.63				
A-C	173.81	173.81			173.81				

16:30 - 16:45

Stream	Total Demand (Veh/Ts)	Junction Arrivals (Veh)	Capacity (Veh/Ts)	RFC	Throughput (Veh/Ts)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	18.92	18.92	155.94	0.121	18.92	0.1	0.1	6.567	A
B-A	0.00	0.00	95.26	0.000	0.00	0.0	0.0	0.000	A
C-A	131.07	131.07			131.07				
C-B	0.00	0.00	137.15	0.000	0.00	0.0	0.0	0.000	A
A-B	11.63	11.63			11.63				
A-C	182.50	182.50			182.50				

16:45 - 17:00

Stream	Total Demand (Veh/Ts)	Junction Arrivals (Veh)	Capacity (Veh/Ts)	RFC	Throughput (Veh/Ts)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	18.92	18.92	159.36	0.119	18.92	0.1	0.1	6.408	A
B-A	0.00	0.00	99.35	0.000	0.00	0.0	0.0	0.000	A
C-A	127.59	127.59			127.59				
C-B	0.00	0.00	140.18	0.000	0.00	0.0	0.0	0.000	A
A-B	11.63	11.63			11.63				
A-C	167.92	167.92			167.92				

17:00 - 17:15

Stream	Total Demand (Veh/Ts)	Junction Arrivals (Veh)	Capacity (Veh/Ts)	RFC	Throughput (Veh/Ts)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	29.79	29.79	151.05	0.197	29.68	0.1	0.2	7.409	A
B-A	0.00	0.00	92.21	0.000	0.00	0.0	0.0	0.000	A
C-A	123.99	123.99			123.99				
C-B	0.00	0.00	133.56	0.000	0.00	0.0	0.0	0.000	A
A-B	4.54	4.54			4.54				
A-C	211.65	211.65			211.65				

17:15 - 17:30

Stream	Total Demand (Veh/Ts)	Junction Arrivals (Veh)	Capacity (Veh/Ts)	RFC	Throughput (Veh/Ts)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	29.79	29.79	152.93	0.196	29.79	0.2	0.2	7.308	A
B-A	0.00	0.00	91.67	0.000	0.00	0.0	0.0	0.000	A
C-A	147.09	147.09			147.09				
C-B	0.00	0.00	135.23	0.000	0.00	0.0	0.0	0.000	A
A-B	4.54	4.54			4.54				
A-C	206.28	206.28			206.28				

17:30 - 17:45

Stream	Total Demand (Veh/T8)	Junction Arrivals (Veh)	Capacity (Veh/T8)	RFC	Throughput (Veh/T8)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	29.79	29.79	152.24	0.198	29.79	0.2	0.2	7.349	A
B-A	0.00	0.00	94.08	0.000	0.00	0.0	0.0	0.000	A
C-A	114.79	114.79			114.79				
C-B	0.00	0.00	134.81	0.000	0.00	0.0	0.0	0.000	A
A-B	4.54	4.54			4.54				
A-C	209.79	209.79			209.79				

17:45 - 18:00

Stream	Total Demand (Veh/T8)	Junction Arrivals (Veh)	Capacity (Veh/T8)	RFC	Throughput (Veh/T8)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	29.79	29.79	150.76	0.198	29.79	0.2	0.2	7.438	A
B-A	0.00	0.00	86.81	0.000	0.00	0.0	0.0	0.000	A
C-A	169.18	169.18			169.18				
C-B	0.00	0.00	133.30	0.000	0.00	0.0	0.0	0.000	A
A-B	4.54	4.54			4.54				
A-C	215.90	215.90			215.90				

18:00 - 18:15

Stream	Total Demand (Veh/T8)	Junction Arrivals (Veh)	Capacity (Veh/T8)	RFC	Throughput (Veh/T8)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2.10	2.10	156.28	0.013	2.33	0.2	0.0	5.856	A
B-A	0.00	0.00	97.69	0.000	0.00	0.0	0.0	0.000	A
C-A	113.90	113.90			113.90				
C-B	0.00	0.00	138.25	0.000	0.00	0.0	0.0	0.000	A
A-B	4.00	4.00			4.00				
A-C	186.63	186.63			186.63				

18:15 - 18:30

Stream	Total Demand (Veh/T8)	Junction Arrivals (Veh)	Capacity (Veh/T8)	RFC	Throughput (Veh/T8)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2.10	2.10	159.00	0.013	2.10	0.0	0.0	5.738	A
B-A	0.00	0.00	100.28	0.000	0.00	0.0	0.0	0.000	A
C-A	114.63	114.63			114.63				
C-B	0.00	0.00	140.67	0.000	0.00	0.0	0.0	0.000	A
A-B	4.00	4.00			4.00				
A-C	175.59	175.59			175.59				

18:30 - 18:45

Stream	Total Demand (Veh/T8)	Junction Arrivals (Veh)	Capacity (Veh/T8)	RFC	Throughput (Veh/T8)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2.10	2.10	156.82	0.013	2.10	0.0	0.0	5.751	A
B-A	0.00	0.00	96.57	0.000	0.00	0.0	0.0	0.000	A
C-A	118.16	118.16			118.16				
C-B	0.00	0.00	140.34	0.000	0.00	0.0	0.0	0.000	A
A-B	4.00	4.00			4.00				
A-C	178.89	178.89			178.89				

18:45 - 19:00

Stream	Total Demand (Veh/T8)	Junction Arrivals (Veh)	Capacity (Veh/T8)	RFC	Throughput (Veh/T8)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2.10	2.10	173.74	0.012	2.10	0.0	0.0	5.245	A
B-A	0.00	0.00	113.52	0.000	0.00	0.0	0.0	0.000	A
C-A	112.05	112.05			112.05				
C-B	0.00	0.00	153.75	0.000	0.00	0.0	0.0	0.000	A
A-B	4.00	4.00			4.00				
A-C	103.31	103.31			103.31				

