

		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	59.27
	B - Lucan Newlands Road	62.53	0.00	25.98	34.15
	C - R113 (S)	97.01	24.94	0.00	30.15
	D - Thomas Omer Way	50.36	5.89	16.06	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	72.95
	B - Lucan Newlands Road	51.31	0.00	25.24	57.19
	C - R113 (S)	86.98	40.46	0.00	41.68
	D - Thomas Omer Way	48.73	11.05	18.60	0.00

Demand (Veh/TS)

16:15 -
16:30

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0.00	34.40	117.98	61.68
	B - Lucan Newlands Road	45.19	0.00	33.03	64.99
	C - R113 (S)	98.48	37.88	0.00	41.90
	D - Thomas Omer Way	40.48	4.94	17.65	0.00

Demand (Veh/TS)

16:30 -
16:45

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0.00	35.58	129.98	62.13
	B - Lucan Newlands Road	32.97	0.00	30.68	59.32
	C - R113 (S)	101.11	28.68	0.00	55.81
	D - Thomas Omer Way	53.16	4.94	20.95	0.00

Demand (Veh/TS)

16:45 -
17:00

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0.00	41.41	146.02	56.02
	B - Lucan Newlands Road	50.58	0.00	38.92	52.03
	C - R113 (S)	110.30	31.99	0.00	54.63
	D - Thomas Omer Way	53.21	7.29	20.95	0.00

Demand (Veh/TS)

17:00 -
17:15

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0.00	48.93	169.00	78.39
	B - Lucan Newlands Road	39.31	0.00	34.90	64.03
	C - R113 (S)	99.78	47.65	0.00	63.26
	D - Thomas Omer Way	48.95	6.11	22.73	0.00

Demand (Veh/TS)

17:15 -
17:30

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0.00	34.62	120.27	74.63
	B - Lucan Newlands Road	39.98	0.00	29.01	70.65
	C - R113 (S)	103.04	41.76	0.00	55.02
	D - Thomas Omer Way	69.92	1.18	26.27	0.00

Demand (Veh/TS)

17:30 -
17:45

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0.00	53.36	163.56	62.63
	B - Lucan Newlands Road	42.84	0.00	20.77	72.05
	C - R113 (S)	91.76	47.87	0.00	69.15
	D - Thomas Omer Way	51.53	7.29	13.31	0.00

17:45 -
18:00

Demand (Veh/TS)

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0.00	56.62	129.42	84.05
	B - Lucan Newlands Road	48.50	0.00	25.48	71.83
	C - R113 (S)	101.41	33.74	0.00	54.07
	D - Thomas Omer Way	65.89	8.47	30.98	0.00

Demand (Veh/TS)

18:00 -
18:15

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0.00	43.77	132.12	74.86
	B - Lucan Newlands Road	52.48	0.00	19.12	68.52
	C - R113 (S)	99.28	23.82	0.00	42.69
	D - Thomas Omer Way	58.37	3.98	16.43	0.00

Demand (Veh/TS)

18:15 -
18:30

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0.00	68.29	144.12	73.45
	B - Lucan Newlands Road	51.53	0.00	19.34	51.81
	C - R113 (S)	80.67	16.76	0.00	49.76
	D - Thomas Omer Way	52.48	2.35	23.50	0.00

Demand (Veh/TS)

18:30 -
18:45

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0.00	63.86	115.14	76.76
	B - Lucan Newlands Road	40.71	0.00	22.65	48.28
	C - R113 (S)	76.91	15.58	0.00	53.29
	D - Thomas Omer Way	44.24	4.71	22.32	0.00

Demand (Veh/TS)

18:45 -
19:00

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0.00	40.01	100.11	44.74
	B - Lucan Newlands Road	41.89	0.00	20.29	34.15
	C - R113 (S)	72.65	17.94	0.00	23.85
	D - Thomas Omer Way	47.55	1.18	12.90	0.00

Vehicle Mix

Heavy Vehicle Percentages

07:00 -
07:15

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0	87	2	7
	B - Lucan Newlands Road	32	0	0	8
	C - R113 (S)	10	0	0	7
	D - Thomas Omer Way	36	0	0	0

Heavy Vehicle Percentages

07:15 -
07:30

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0	88	2	7
	B - Lucan Newlands Road	40	0	0	7
	C - R113 (S)	10	0	0	11
	D - Thomas Omer Way	17	28	0	0

07:30 -
07:45

Heavy Vehicle Percentages

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0	93	7	10
	B - Lucan Newlands Road	41	0	7	8
	C - R113 (S)	11	0	0	20
	D - Thomas Omer Way	19	0	0	0

Heavy Vehicle Percentages

07:45 - 08:00

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0	97	6	9
	B - Lucan Newlands Road	24	0	7	4
	C - R113 (S)	4	16	0	5
	D - Thomas Omer Way	8	23	7	0

Heavy Vehicle Percentages

08:00 - 08:15

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0	86	8	10
	B - Lucan Newlands Road	32	0	10	14
	C - R113 (S)	7	14	0	6
	D - Thomas Omer Way	15	21	3	0

Heavy Vehicle Percentages

08:15 - 08:30

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0	92	8	14
	B - Lucan Newlands Road	26	0	7	0
	C - R113 (S)	10	0	0	0
	D - Thomas Omer Way	5	13	3	0

Heavy Vehicle Percentages

08:30 - 08:45

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0	89	6	9
	B - Lucan Newlands Road	24	0	0	3
	C - R113 (S)	3	0	0	4
	D - Thomas Omer Way	14	19	3	0

Heavy Vehicle Percentages

08:45 - 09:00

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0	85	3	11
	B - Lucan Newlands Road	23	0	0	16
	C - R113 (S)	7	6	0	17
	D - Thomas Omer Way	11	17	0	0

Heavy Vehicle Percentages

09:00 - 09:15

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0	85	6	20
	B - Lucan Newlands Road	27	0	0	0
	C - R113 (S)	11	3	0	5
	D - Thomas Omer Way	14	23	7	0

Heavy Vehicle Percentages

09:15 - 09:30

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0	82	10	16
	B - Lucan Newlands Road	24	0	0	4
	C - R113 (S)	8	0	0	0
	D - Thomas Omer Way	25	19	7	0

09:30 - 09:45

Heavy Vehicle Percentages

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0	78	11	27
	B - Lucan Newlands Road	25	0	0	11
	C - R113 (S)	11	5	0	0
	D - Thomas Omer Way	7	37	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	85	5	13
	B - Lucan Newlands Road	20	0	7	19
	C - R113 (S)	10	7	0	9
	D - Thomas Omer Way	22	0	0	0

09:45 -
10:00

Heavy Vehicle Percentages

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

10:00 -
10:15

Heavy Vehicle Percentages

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0	88	6	21
	B - Lucan Newlands Road	47	0	0	7
	C - R113 (S)	3	0	0	0
	D - Thomas Omer Way	12	54	24	0

10:15 -
10:30

Heavy Vehicle Percentages

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

10:30 -
10:45

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	20
	B - Lucan Newlands Road	11	0	0	8
	C - R113 (S)	2	0	0	0
	D - Thomas Omer Way	12	17	7	0

10:45 -
11:00

Heavy Vehicle Percentages

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0	89	10	17
	B - Lucan Newlands Road	31	0	0	8
	C - R113 (S)	9	0	0	0
	D - Thomas Omer Way	3	28	0	0

11:00 -
11:15

Heavy Vehicle Percentages

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0	89	5	17
	B - Lucan Newlands Road	30	0	0	0
	C - R113 (S)	7	0	0	0
	D - Thomas Omer Way	10	0	0	0

11:15 -
11:30

Heavy Vehicle Percentages

11:30 -
11:45

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0	83	7	4
	B - Lucan Newlands Road	25	0	8	11
	C - R113 (S)	14	0	0	9
	D - Thomas Omer Way	10	44	19	0

Heavy Vehicle Percentages

11:45 - 12:00

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0	91	3	15
	B - Lucan Newlands Road	12	0	7	0
	C - R113 (S)	10	0	0	10
	D - Thomas Omer Way	7	23	10	0

Heavy Vehicle Percentages

12:00 - 12:15

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

Heavy Vehicle Percentages

12:15 - 12:30

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	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

12:30 - 12:45

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0	95	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

12:45 - 13:00

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0	85	3	10
	B - Lucan Newlands Road	17	0	5	3
	C - R113 (S)	6	6	0	0
	D - Thomas Omer Way	8	0	7	0

Heavy Vehicle Percentages

13:00 - 13:15

		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

13:15 - 13:30

		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

13:30 - 13:45

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

13:45 -
14:00

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	29	0	0	7
	C - R113 (S)	3	6	0	0
	D - Thomas Omer Way	15	17	0	0

14:00 -
14:15

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	11
	B - Lucan Newlands Road	13	0	0	11
	C - R113 (S)	6	0	0	7
	D - Thomas Omer Way	18	31	0	0

14:15 -
14:30

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	10
	C - R113 (S)	12	5	0	5
	D - Thomas Omer Way	19	41	9	0

14:30 -
14:45

Heavy Vehicle Percentages

		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

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	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

15:00 -
15:15

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	18
	B - Lucan Newlands Road	19	0	0	10
	C - R113 (S)	7	0	0	0
	D - Thomas Omer Way	14	23	0	0

15:15 -
15:30

Heavy Vehicle Percentages

15:30 -
15:45

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0	88	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

15:45 - 16:00

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
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

16:00 - 16:15

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
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

16:15 - 16:30

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0	90	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

Heavy Vehicle Percentages

16:30 - 16:45

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

16:45 - 17:00

		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

17:00 - 17:15

		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

17:15 - 17:30

		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

17:30 - 17:45

Heavy Vehicle Percentages

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

17:45 -
18:00

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

18:00 -
18:15

Heavy Vehicle Percentages

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	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

18:15 -
18:30

Heavy Vehicle Percentages

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	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

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	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

18:45 -
19:00

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 (N)	41.03	19.4	D	228.93	10988.55
B - Lucan Newlands Road	63.94	16.5	E	103.45	4965.51
C - R113 (S)	43.31	14.8	D	141.59	6796.51
D - Thomas Omer Way	49.96	16.4	D	77.56	3723.09

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 (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	

07:15 - 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 (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	

07:30 - 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 (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	

09:30 - 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)	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 (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	

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)	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 (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	

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)	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 (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	

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)	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	

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)	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	

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)	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	

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)	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	

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)	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	

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)	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	

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)	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	

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/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	

16:30 - 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)	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	

16:45 - 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)	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	

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)	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	

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)	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	

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)	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	

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)	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	

18:00 - 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 (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	

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 (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	

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 (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	

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 (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	

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/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	1	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	
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	1	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	1	1	(A, B, C)	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	
	Exit	1	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	
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	1	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	1	1	(A, B, C)	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 (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	
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	

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 (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	
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	

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	
	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	
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	

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	
	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	
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	

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	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	

08:45 - 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	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	

09:00 - 09:15

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	
	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	
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	

09:15 - 09:30

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	
	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	
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	

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	
		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	
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	

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	
		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	
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	

10:00 - 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	
	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	
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	

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	
	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	
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	

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	
	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	
	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	
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	

10:45 - 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	
	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	
	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	
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	

11:00 - 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	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/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	

11:30 - 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	
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
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	
				1	1		0.00	0.00	0.00	0.0	0.0

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	
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
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	
				1	1		0.00	0.00	0.00	0.0	0.0

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	
	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
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	
				1	1		0.00	0.00	0.00	0.0	0.0

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	
	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
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	
				1	1		0.00	0.00	0.00	0.0	0.0

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	
	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	
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	

13:15 - 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	
	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	
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	

13:30 - 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	
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	
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		

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	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	1	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	
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	1	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	1	1	(A, B, C)	0.00	0.00	0.00	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	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	1	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	
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	1	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	1	1	(A, B, C)	0.00	0.00	0.00	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	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	1	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	
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	1	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	1	1	(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/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	1	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	
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	1	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	1	1	(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	
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	
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	

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	
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	
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	

16:00 - 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	
	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	
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	

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	
	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	
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	

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	
	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	

16:45 - 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	
	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	

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 (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	
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	

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 (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	
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	

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	
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	
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	

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	
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	
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	

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	
	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	
	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	
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		

18:15 - 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	
	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	
	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	
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		

18:30 - 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	
		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	

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	
		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	

Junctions 9

OSCADY 9 - Signalised Intersection Module

Version: 9.5.0.6896
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The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: J3 R113 Signalised junction.j9

Path: W:\UDC-Traffic Files\P22-066\Modelling\Operation Years\With the development

Report generation date: 28/11/2022 16:52:00

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

Summary of junction performance

	Queue (Veh)	Delay (s)	DOS	LOS
[Lane Simulation] - Opening year+Adj+Dev				
A - R113 (N)	13.7	28.35		C
B - Lucan Newlands Road	13.5	54.81		D
C - R113 (S)	12.5	38.27		D
D - Thomas Omer Way	14.2	44.74		D
[Lane Simulation] - +5+Adj+Dev				
A - R113 (N)	16.7	36.29		D
B - Lucan Newlands Road	15.9	68.63		E
C - R113 (S)	13.5	40.49		D
D - Thomas Omer Way	15.4	48.30		D
[Lane Simulation] - +15+Adj+Dev				
A - R113 (N)	29.5	67.95		E
B - Lucan Newlands Road	17.1	78.06		E
C - R113 (S)	14.8	46.01		D
D - Thomas Omer Way	15.9	49.43		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.

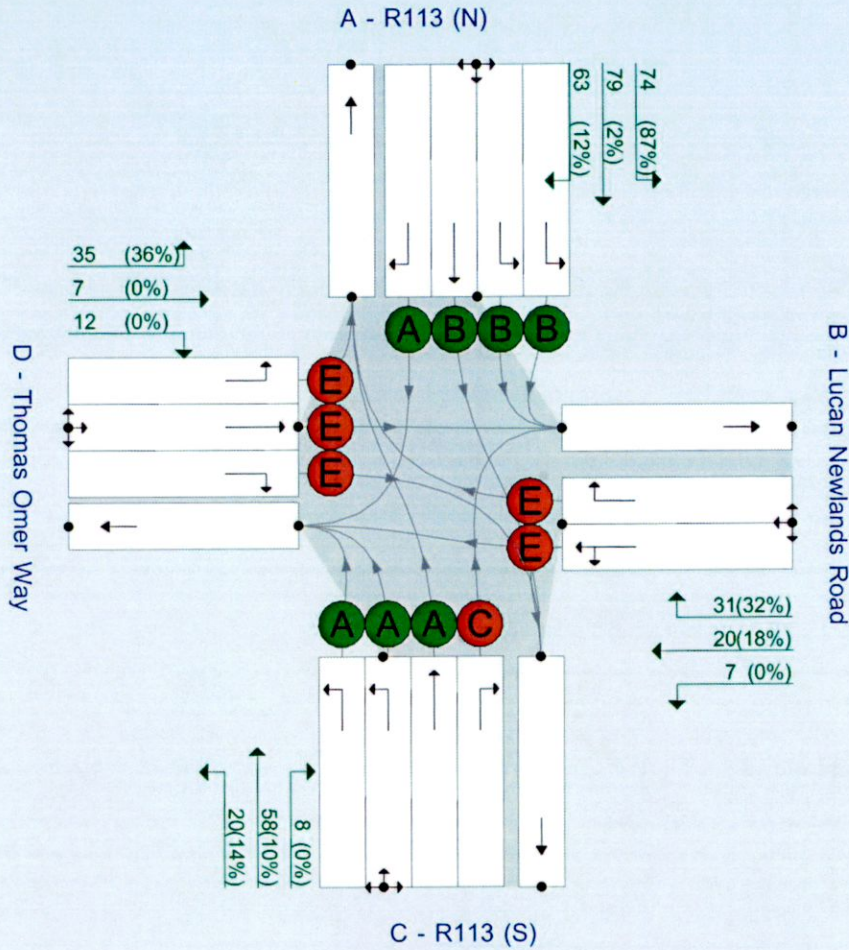
File summary

File Description

Title	
Location	
Site number	
Date	14/04/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	PMCE\papadakisa
Description	

Units

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



Flows show original traffic demand (Veh/TS)
Lane simulation visualisation time: 07:00:00

The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	DOS Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.90	36.00	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	✓			765317224	49	63.74

Demand Set Summary

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

+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		62.25	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
D9	+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	73.96	78.57	62.87
		B - Lucan Newlands Road	31.02	0.00	7.20	20.07
		C - R113 (S)	58.48	7.59	0.00	20.21
		D - Thomas Omer Way	35.00	7.06	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	63.26	79.58
		B - Lucan Newlands Road	35.22	0.00	10.73	23.60
		C - R113 (S)	72.84	7.59	0.00	14.32
		D - Thomas Omer Way	42.34	14.81	23.52	0.00

07:30 - 07:45

Demand (Veh/TS)

		To				
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way	
07:30 - 07:45	From	A - R113 (N)	0.00	87.26	107.73	89.45
		B - Lucan Newlands Road	23.95	0.00	19.20	35.60
		C - R113 (S)	74.24	14.65	0.00	15.73
		D - Thomas Omer Way	51.03	10.60	28.23	0.00

Demand (Veh/TS)

		To				
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way	
07:45 - 08:00	From	A - R113 (N)	0.00	83.73	131.50	119.38
		B - Lucan Newlands Road	23.27	0.00	19.20	44.53
		C - R113 (S)	79.23	17.46	0.00	30.70
		D - Thomas Omer Way	85.90	12.23	42.81	0.00

Demand (Veh/TS)

		To				
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way	
08:00 - 08:15	From	A - R113 (N)	0.00	75.13	140.83	108.54
		B - Lucan Newlands Road	17.39	0.00	28.83	50.09
		C - R113 (S)	82.63	20.24	0.00	30.31
		D - Thomas Omer Way	75.98	13.40	47.13	0.00

Demand (Veh/TS)

		To				
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way	
08:15 - 08:30	From	A - R113 (N)	0.00	62.23	125.29	94.64
		B - Lucan Newlands Road	31.97	0.00	40.60	52.72
		C - R113 (S)	86.62	32.74	0.00	34.80
		D - Thomas Omer Way	87.81	10.82	54.20	0.00

Demand (Veh/TS)

		To				
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way	
08:30 - 08:45	From	A - R113 (N)	0.00	52.19	123.67	77.25
		B - Lucan Newlands Road	35.50	0.00	41.33	54.13
		C - R113 (S)	83.36	40.98	0.00	40.91
		D - Thomas Omer Way	71.05	14.58	50.66	0.00

Demand (Veh/TS)

		To				
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way	
08:45 - 09:00	From	A - R113 (N)	0.00	55.94	104.15	70.14
		B - Lucan Newlands Road	24.45	0.00	30.73	50.58
		C - R113 (S)	98.17	47.32	0.00	28.51
		D - Thomas Omer Way	64.71	16.94	31.60	0.00

Demand (Veh/TS)

		To				
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way	
09:00 - 09:15	From	A - R113 (N)	0.00	46.35	88.83	57.60
		B - Lucan Newlands Road	25.85	0.00	24.56	29.33
		C - R113 (S)	112.82	48.90	0.00	28.74
		D - Thomas Omer Way	50.58	6.11	20.98	0.00

Demand (Veh/TS)

		To				
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way	
09:15 - 09:30	From	A - R113 (N)	0.00	58.30	96.57	45.15
		B - Lucan Newlands Road	35.50	0.00	25.74	34.27
		C - R113 (S)	90.73	22.77	0.00	16.74
		D - Thomas Omer Way	50.31	7.29	20.98	0.00

Demand (Veh/TS)

		To				
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way	
09:30 - 09:45	From	A - R113 (N)	0.00	59.25	85.97	43.48
		B - Lucan Newlands Road	39.26	0.00	19.85	27.43
		C - R113 (S)	86.47	30.07	0.00	17.92
		D - Thomas Omer Way	60.73	7.52	19.58	0.00

09:45 -
10:00

Demand (Veh/TS)

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0.00	72.33	88.60	34.11
	B - Lucan Newlands Road	27.98	0.00	18.90	15.66
	C - R113 (S)	73.07	20.65	0.00	15.79
	D - Thomas Omer Way	50.08	5.89	20.75	0.00

Demand (Veh/TS)

10:00 -
10:15

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0.00	41.19	79.19	28.32
	B - Lucan Newlands Road	40.21	0.00	18.16	22.74
	C - R113 (S)	92.07	19.82	0.00	16.52
	D - Thomas Omer Way	34.60	10.10	14.22	0.00

Demand (Veh/TS)

10:15 -
10:30

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0.00	47.98	73.58	48.06
	B - Lucan Newlands Road	33.09	0.00	15.58	19.43
	C - R113 (S)	85.96	17.24	0.00	10.63
	D - Thomas Omer Way	45.65	7.74	17.25	0.00

Demand (Veh/TS)

10:30 -
10:45

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0.00	64.19	83.45	37.74
	B - Lucan Newlands Road	43.92	0.00	14.40	22.74
	C - R113 (S)	63.81	25.94	0.00	17.70
	D - Thomas Omer Way	43.57	10.32	9.51	0.00

Demand (Veh/TS)

10:45 -
11:00

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0.00	71.43	72.40	28.54
	B - Lucan Newlands Road	26.36	0.00	17.94	18.26
	C - R113 (S)	89.26	11.35	0.00	16.52
	D - Thomas Omer Way	36.00	8.47	21.51	0.00

Demand (Veh/TS)

11:00 -
11:15

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0.00	53.59	88.54	33.60
	B - Lucan Newlands Road	35.95	0.00	6.25	17.30
	C - R113 (S)	64.29	12.61	0.00	16.77
	D - Thomas Omer Way	42.61	4.94	13.12	0.00

Demand (Veh/TS)

11:15 -
11:30

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0.00	52.19	85.51	59.00
	B - Lucan Newlands Road	37.13	0.00	22.73	20.61
	C - R113 (S)	58.18	22.03	0.00	19.12
	D - Thomas Omer Way	43.07	2.35	8.41	0.00

Demand (Veh/TS)

11:30 -
11:45

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0.00	48.93	100.09	39.99
	B - Lucan Newlands Road	44.19	0.00	18.25	26.95
	C - R113 (S)	88.97	25.57	0.00	15.82
	D - Thomas Omer Way	28.71	6.34	14.75	0.00

11:45 -

Demand (Veh/TS)

12:00

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0.00	53.81	100.59	38.31
	B - Lucan Newlands Road	34.82	0.00	20.60	20.61
	C - R113 (S)	87.12	16.15	0.00	14.64
	D - Thomas Omer Way	39.31	6.11	14.52	0.00

Demand (Veh/TS)

12:00 -
12:15

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0.00	69.07	115.53	59.02
	B - Lucan Newlands Road	40.89	0.00	17.56	26.78
	C - R113 (S)	85.29	18.84	0.00	21.96
	D - Thomas Omer Way	37.18	3.76	16.32	0.00

Demand (Veh/TS)

12:15 -
12:30

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0.00	55.49	109.37	44.61
	B - Lucan Newlands Road	36.23	0.00	22.27	30.31
	C - R113 (S)	67.18	28.48	0.00	23.13
	D - Thomas Omer Way	34.60	4.94	17.28	0.00

Demand (Veh/TS)

12:30 -
12:45

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0.00	51.46	111.95	63.95
	B - Lucan Newlands Road	42.29	0.00	28.38	33.62
	C - R113 (S)	83.16	21.19	0.00	34.91
	D - Thomas Omer Way	41.16	10.10	14.92	0.00

Demand (Veh/TS)

12:45 -
13:00

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0.00	46.35	110.60	44.89
	B - Lucan Newlands Road	32.69	0.00	30.73	40.68
	C - R113 (S)	95.89	24.95	0.00	19.38
	D - Thomas Omer Way	34.60	1.18	21.03	0.00

Demand (Veh/TS)

13:00 -
13:15

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0.00	54.31	113.57	54.61
	B - Lucan Newlands Road	40.94	0.00	28.78	41.11
	C - R113 (S)	85.03	15.17	0.00	19.37
	D - Thomas Omer Way	38.81	2.58	15.62	0.00

Demand (Veh/TS)

13:15 -
13:30

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0.00	58.07	101.07	56.74
	B - Lucan Newlands Road	52.66	0.00	29.01	38.75
	C - R113 (S)	69.50	31.88	0.00	38.66
	D - Thomas Omer Way	37.63	4.71	15.62	0.00

Demand (Veh/TS)

13:30 -
13:45

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0.00	52.64	98.26	54.61
	B - Lucan Newlands Road	44.47	0.00	18.19	23.22
	C - R113 (S)	76.57	22.24	0.00	28.79
	D - Thomas Omer Way	28.21	6.11	16.80	0.00

13:45 -
14:00

Demand (Veh/TS)

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0.00	55.27	117.55	53.66
	B - Lucan Newlands Road	36.45	0.00	34.67	60.40
	C - R113 (S)	81.05	41.75	0.00	27.61
	D - Thomas Omer Way	52.71	8.69	13.49	0.00

Demand (Veh/TS)

14:00 -
14:15

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0.00	43.32	120.14	77.98
	B - Lucan Newlands Road	33.37	0.00	34.32	39.26
	C - R113 (S)	88.28	23.40	0.00	44.18
	D - Thomas Omer Way	47.05	8.47	17.67	0.00

Demand (Veh/TS)

14:15 -
14:30

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0.00	51.28	119.24	93.97
	B - Lucan Newlands Road	42.11	0.00	33.15	52.66
	C - R113 (S)	73.20	36.13	0.00	19.68
	D - Thomas Omer Way	39.98	13.63	17.67	0.00

Demand (Veh/TS)

14:30 -
14:45

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0.00	46.57	95.46	65.48
	B - Lucan Newlands Road	49.35	0.00	39.26	44.20
	C - R113 (S)	71.52	25.76	0.00	26.74
	D - Thomas Omer Way	29.16	13.85	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	64.08
	B - Lucan Newlands Road	43.47	0.00	47.00	48.91
	C - R113 (S)	94.84	40.84	0.00	32.41
	D - Thomas Omer Way	51.76	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	51.06	116.92	73.23
	B - Lucan Newlands Road	35.27	0.00	24.57	37.24
	C - R113 (S)	91.85	21.86	0.00	29.40
	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	116.69	61.90
	B - Lucan Newlands Road	43.74	0.00	17.51	48.29
	C - R113 (S)	93.93	33.19	0.00	35.06
	D - Thomas Omer Way	60.23	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	77.66
	B - Lucan Newlands Road	43.52	0.00	21.49	49.69
	C - R113 (S)	84.28	29.65	0.00	18.80
	D - Thomas Omer Way	45.65	8.92	19.59	0.00

15:45 -
16:00

Demand (Veh/TS)

		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	65.44
	B - Lucan Newlands Road	62.53	0.00	25.98	38.19
	C - R113 (S)	97.01	24.94	0.00	32.93
	D - Thomas Omer Way	50.36	5.89	16.06	0.00

Demand (Veh/TS)

		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	75.71
	B - Lucan Newlands Road	51.31	0.00	25.24	59.01
	C - R113 (S)	86.98	40.46	0.00	42.92
	D - Thomas Omer Way	48.73	11.05	18.60	0.00

Demand (Veh/TS)

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0.00	34.40	117.98	64.44
	B - Lucan Newlands Road	45.19	0.00	33.03	66.80
	C - R113 (S)	98.48	37.88	0.00	43.15
	D - Thomas Omer Way	40.48	4.94	17.65	0.00

Demand (Veh/TS)

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0.00	35.58	129.98	64.89
	B - Lucan Newlands Road	32.97	0.00	30.68	61.14
	C - R113 (S)	101.11	28.68	0.00	57.05
	D - Thomas Omer Way	53.16	4.94	20.95	0.00

Demand (Veh/TS)

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0.00	41.41	146.02	58.78
	B - Lucan Newlands Road	50.58	0.00	38.92	53.84
	C - R113 (S)	110.30	31.99	0.00	55.88
	D - Thomas Omer Way	53.21	7.29	20.95	0.00

Demand (Veh/TS)

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0.00	48.93	169.00	79.47
	B - Lucan Newlands Road	39.31	0.00	34.90	64.74
	C - R113 (S)	99.78	47.65	0.00	63.75
	D - Thomas Omer Way	48.95	6.11	22.73	0.00

Demand (Veh/TS)

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0.00	34.62	120.27	75.71
	B - Lucan Newlands Road	39.98	0.00	29.01	71.36
	C - R113 (S)	103.04	41.76	0.00	55.50
	D - Thomas Omer Way	69.92	1.18	26.27	0.00

Demand (Veh/TS)

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0.00	53.36	163.56	63.71
	B - Lucan Newlands Road	42.84	0.00	20.77	72.76
	C - R113 (S)	91.76	47.87	0.00	69.63
	D - Thomas Omer Way	51.53	7.29	13.31	0.00

17:45 - 18:00

Demand (Veh/TS)

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0.00	56.62	129.42	85.13
	B - Lucan Newlands Road	48.50	0.00	25.48	72.53
	C - R113 (S)	101.41	33.74	0.00	54.55
	D - Thomas Omer Way	65.89	8.47	30.98	0.00

Demand (Veh/TS)

18:00 -
18:15

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0.00	43.77	132.12	75.80
	B - Lucan Newlands Road	52.48	0.00	19.12	69.14
	C - R113 (S)	99.28	23.82	0.00	43.12
	D - Thomas Omer Way	58.37	3.98	16.43	0.00

Demand (Veh/TS)

18:15 -
18:30

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0.00	68.29	144.12	74.40
	B - Lucan Newlands Road	51.53	0.00	19.34	52.43
	C - R113 (S)	80.67	16.76	0.00	50.19
	D - Thomas Omer Way	52.48	2.35	23.50	0.00

Demand (Veh/TS)

18:30 -
18:45

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0.00	63.86	115.14	77.71
	B - Lucan Newlands Road	40.71	0.00	22.65	48.90
	C - R113 (S)	76.91	15.58	0.00	53.72
	D - Thomas Omer Way	44.24	4.71	22.32	0.00

Demand (Veh/TS)

18:45 -
19:00

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0.00	40.01	100.11	45.69
	B - Lucan Newlands Road	41.89	0.00	20.29	34.77
	C - R113 (S)	72.65	17.94	0.00	24.28
	D - Thomas Omer Way	47.55	1.18	12.90	0.00

Vehicle Mix

Heavy Vehicle Percentages

07:00 -
07:15

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0	87	2	12
	B - Lucan Newlands Road	32	0	0	18
	C - R113 (S)	10	0	0	14
	D - Thomas Omer Way	36	0	0	0

Heavy Vehicle Percentages

07:15 -
07:30

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0	88	2	11
	B - Lucan Newlands Road	40	0	0	15
	C - R113 (S)	10	0	0	20
	D - Thomas Omer Way	17	28	0	0

07:30 -
07:45

Heavy Vehicle Percentages

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0	93	7	13
	B - Lucan Newlands Road	41	0	7	14
	C - R113 (S)	11	0	0	27
	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	97	6	15
	B - Lucan Newlands Road	24	0	7	15
	C - R113 (S)	4	16	0	17
	D - Thomas Omer Way	8	23	7	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	86	8	22
	B - Lucan Newlands Road	32	0	10	29
	C - R113 (S)	7	14	0	25
	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	92	8	27
	B - Lucan Newlands Road	26	0	7	17
	C - R113 (S)	10	0	0	18
	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	25
	B - Lucan Newlands Road	24	0	0	20
	C - R113 (S)	3	0	0	19
	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	23
	B - Lucan Newlands Road	23	0	0	26
	C - R113 (S)	7	6	0	29
	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	22
	B - Lucan Newlands Road	27	0	0	4
	C - R113 (S)	11	3	0	7
	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	19
	B - Lucan Newlands Road	24	0	0	7
	C - R113 (S)	8	0	0	4
	D - Thomas Omer Way	25	19	7	0

09:15 - 09:30

Heavy Vehicle Percentages

09:30 - 09:45

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0	78	11	30
	B - Lucan Newlands Road	25	0	0	14
	C - R113 (S)	11	5	0	4
	D - Thomas Omer Way	7	37	0	0

Heavy Vehicle Percentages

09:45 - 10:00

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0	85	5	17
	B - Lucan Newlands Road	20	0	7	25
	C - R113 (S)	10	7	0	14
	D - Thomas Omer Way	22	0	0	0

Heavy Vehicle Percentages

10:00 - 10:15

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0	89	12	17
	B - Lucan Newlands Road	21	0	8	2
	C - R113 (S)	5	7	0	2
	D - Thomas Omer Way	8	42	0	0

Heavy Vehicle Percentages

10:15 - 10:30

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0	88	6	22
	B - Lucan Newlands Road	47	0	0	9
	C - R113 (S)	3	0	0	2
	D - Thomas Omer Way	12	54	24	0

Heavy Vehicle Percentages

10:30 - 10:45

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0	74	8	13
	B - Lucan Newlands Road	38	0	0	2
	C - R113 (S)	7	11	0	1
	D - Thomas Omer Way	0	54	0	0

Heavy Vehicle Percentages

10:45 - 11:00

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0	79	6	22
	B - Lucan Newlands Road	11	0	0	10
	C - R113 (S)	2	0	0	2
	D - Thomas Omer Way	12	17	7	0

Heavy Vehicle Percentages

11:00 - 11:15

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0	89	10	19
	B - Lucan Newlands Road	31	0	0	12
	C - R113 (S)	9	0	0	2
	D - Thomas Omer Way	3	28	0	0

Heavy Vehicle Percentages

11:15 - 11:30

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0	89	5	18
	B - Lucan Newlands Road	30	0	0	3
	C - R113 (S)	7	0	0	2
	D - Thomas Omer Way	10	0	0	0

11:30 - 11:45

Heavy Vehicle Percentages

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0	83	7	6
	B - Lucan Newlands Road	25	0	8	13
	C - R113 (S)	14	0	0	11
	D - Thomas Omer Way	10	44	19	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	17
	B - Lucan Newlands Road	12	0	7	3
	C - R113 (S)	10	0	0	12
	D - Thomas Omer Way	7	23	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	4	8
	B - Lucan Newlands Road	31	0	0	12
	C - R113 (S)	7	0	0	8
	D - Thomas Omer Way	11	37	9	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	9	23
	B - Lucan Newlands Road	15	0	0	11
	C - R113 (S)	4	5	0	7
	D - Thomas Omer Way	8	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	95	10	10
	B - Lucan Newlands Road	33	0	5	5
	C - R113 (S)	8	0	0	5
	D - Thomas Omer Way	17	42	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	85	3	11
	B - Lucan Newlands Road	17	0	5	4
	C - R113 (S)	6	6	0	2
	D - Thomas Omer Way	8	0	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	83	4	9
	B - Lucan Newlands Road	14	0	0	8
	C - R113 (S)	8	0	0	2
	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	7
	B - Lucan Newlands Road	24	0	5	9
	C - R113 (S)	8	4	0	8
	D - Thomas Omer Way	19	0	0	0

13:30 -
13:45

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	9
	B - Lucan Newlands Road	13	0	0	9
	C - R113 (S)	7	0	0	1
	D - Thomas Omer Way	25	23	0	0

Heavy Vehicle Percentages

13:45 - 14:00

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0	79	6	12
	B - Lucan Newlands Road	19	0	0	10
	C - R113 (S)	5	10	0	2
	D - Thomas Omer Way	11	32	10	0

Heavy Vehicle Percentages

14:00 - 14:15

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0	81	11	9
	B - Lucan Newlands Road	29	0	0	10
	C - R113 (S)	3	6	0	2
	D - Thomas Omer Way	15	17	0	0

Heavy Vehicle Percentages

14:15 - 14:30

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0	79	6	12
	B - Lucan Newlands Road	13	0	0	13
	C - R113 (S)	6	0	0	11
	D - Thomas Omer Way	18	31	0	0

Heavy Vehicle Percentages

14:30 - 14:45

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0	87	6	15
	B - Lucan Newlands Road	28	0	4	12
	C - R113 (S)	12	5	0	8
	D - Thomas Omer Way	19	41	9	0

Heavy Vehicle Percentages

14:45 - 15:00

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0	79	8	14
	B - Lucan Newlands Road	32	0	12	11
	C - R113 (S)	7	0	0	2
	D - Thomas Omer Way	14	19	5	0

Heavy Vehicle Percentages

15:00 - 15:15

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0	77	10	18
	B - Lucan Newlands Road	20	0	0	15
	C - R113 (S)	2	13	0	14
	D - Thomas Omer Way	19	32	0	0

Heavy Vehicle Percentages

15:15 - 15:30

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0	87	8	26
	B - Lucan Newlands Road	19	0	0	17
	C - R113 (S)	7	0	0	8
	D - Thomas Omer Way	14	23	0	0

15:30 - 15:45

Heavy Vehicle Percentages

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0	88	10	24
	B - Lucan Newlands Road	16	0	13	19
	C - R113 (S)	7	0	0	22
	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	24
	B - Lucan Newlands Road	25	0	5	11
	C - R113 (S)	4	0	0	13
	D - Thomas Omer Way	11	0	0	0

15:45 -
16:00

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	13
	B - Lucan Newlands Road	8	0	11	10
	C - R113 (S)	3	3	0	3
	D - Thomas Omer Way	6	25	0	0

16:00 -
16:15

Heavy Vehicle Percentages

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0	90	5	9
	B - Lucan Newlands Road	6	0	0	5
	C - R113 (S)	9	0	0	6
	D - Thomas Omer Way	7	28	8	0

16:15 -
16:30

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	13
	B - Lucan Newlands Road	0	0	0	8
	C - R113 (S)	3	5	0	2
	D - Thomas Omer Way	16	28	0	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	91	3	12
	B - Lucan Newlands Road	14	0	0	6
	C - R113 (S)	1	0	0	2
	D - Thomas Omer Way	3	19	0	0

16:45 -
17:00

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	7
	B - Lucan Newlands Road	7	0	0	5
	C - R113 (S)	1	0	0	1
	D - Thomas Omer Way	9	23	0	0

17:00 -
17:15

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	5
	B - Lucan Newlands Road	18	0	0	1
	C - R113 (S)	7	0	0	1
	D - Thomas Omer Way	4	0	0	0

17:15 -
17:30

Heavy Vehicle Percentages

17:30 -
17:45

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0	87	3	4
	B - Lucan Newlands Road	7	0	0	3
	C - R113 (S)	3	3	0	1
	D - Thomas Omer Way	11	19	0	0

Heavy Vehicle Percentages

17:45 -
18:00

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0	92	4	5
	B - Lucan Newlands Road	3	0	0	1
	C - R113 (S)	4	4	0	3
	D - Thomas Omer Way	11	17	0	0

Heavy Vehicle Percentages

18:00 -
18:15

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0	87	1	7
	B - Lucan Newlands Road	8	0	0	3
	C - R113 (S)	0	0	0	1
	D - Thomas Omer Way	7	70	0	0

Heavy Vehicle Percentages

18:15 -
18:30

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0	97	2	5
	B - Lucan Newlands Road	11	0	7	1
	C - R113 (S)	2	0	0	1
	D - Thomas Omer Way	8	0	0	0

Heavy Vehicle Percentages

18:30 -
18:45

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0	94	5	3
	B - Lucan Newlands Road	10	0	0	1
	C - R113 (S)	0	0	0	1
	D - Thomas Omer Way	10	0	0	0

Heavy Vehicle Percentages

18:45 -
19:00

		To			
		A - R113 (N)	B - Lucan Newlands Road	C - R113 (S)	D - Thomas Omer Way
From	A - R113 (N)	0	91	0	2
	B - Lucan Newlands Road	10	0	0	2
	C - R113 (S)	4	0	0	2
	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 (N)	67.95	29.5	E	232.49	11159.44
B - Lucan Newlands Road	78.06	17.1	E	105.07	5043.32
C - R113 (S)	46.01	14.8	D	142.54	6841.84
D - Thomas Omer Way	49.43	15.9	D	77.63	3726.21

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 (N)	217.66	217.66	228.90	286.43	0.0	11.0	21.060	C
B - Lucan Newlands Road	58.34	58.34	66.47	69.07	0.0	6.2	40.935	D
C - R113 (S)	88.09	88.09	85.99	94.87	0.0	7.4	26.641	C
D - Thomas Omer Way	54.07	54.07	60.58	65.04	0.0	6.5	42.195	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)	Signalised level of service
A - R113 (N)	234.54	234.54	238.70	324.87	11.0	13.3	23.863	C
B - Lucan Newlands Road	69.18	69.18	77.89	86.70	6.2	7.7	43.110	D
C - R113 (S)	90.90	90.90	91.08	102.73	7.4	6.5	27.214	C
D - Thomas Omer Way	82.19	82.19	92.75	89.86	6.5	9.3	41.178	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)	286.30	286.30	288.61	383.73	13.3	17.9	29.991	C
B - Lucan Newlands Road	79.84	79.84	89.59	95.14	7.7	9.0	42.977	D
C - R113 (S)	105.41	105.41	106.70	116.41	6.5	8.1	28.961	C
D - Thomas Omer Way	90.61	90.61	101.18	98.18	9.3	9.8	42.813	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)	333.25	333.25	331.11	424.84	17.9	27.7	56.675	E
B - Lucan Newlands Road	87.47	87.47	98.86	100.46	9.0	9.2	44.943	D
C - R113 (S)	130.27	130.27	133.27	138.42	8.1	3.0	28.295	C
D - Thomas Omer Way	142.66	142.66	159.43	148.46	9.8	15.9	49.431	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)	324.36	324.36	328.70	422.94	27.7	26.0	67.952	E
B - Lucan Newlands Road	97.34	97.34	108.51	115.30	9.2	11.1	56.921	E
C - R113 (S)	131.36	131.36	142.01	149.92	3.0	3.2	29.027	C
D - Thomas Omer Way	133.84	133.84	148.55	149.17	15.9	14.8	46.708	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)	285.00	285.00	297.25	393.10	26.0	13.8	44.618	D
B - Lucan Newlands Road	124.19	124.19	124.52	138.49	11.1	15.0	68.940	E
C - R113 (S)	153.07	153.07	168.94	169.36	3.2	4.9	31.087	C
D - Thomas Omer Way	150.43	150.43	151.37	155.89	14.8	16.4	48.462	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)	249.54	249.54	254.49	329.73	13.8	8.4	25.093	C
B - Lucan Newlands Road	129.51	129.51	121.37	147.35	15.0	15.9	78.060	E
C - R113 (S)	164.31	164.31	187.27	177.06	4.9	5.7	34.115	C
D - Thomas Omer Way	136.23	136.23	124.05	152.04	16.4	15.2	45.988	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)	229.88	229.88	244.88	297.49	8.4	6.3	22.361	C
B - Lucan Newlands Road	103.88	103.88	89.81	126.84	15.9	11.9	64.403	E
C - R113 (S)	174.80	174.80	191.17	189.57	5.7	8.8	41.926	D
D - Thomas Omer Way	112.23	112.23	90.94	124.84	15.2	12.2	44.065	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)	198.43	198.43	214.73	254.27	6.3	5.6	20.415	C
B - Lucan Newlands Road	79.75	79.75	61.88	93.52	11.9	8.8	43.577	D
C - R113 (S)	192.80	192.80	217.88	205.12	8.8	9.8	46.006	D
D - Thomas Omer Way	76.66	76.66	59.15	88.70	12.2	8.7	41.956	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)	196.01	196.01	218.31	263.75	5.6	6.0	20.352	C
B - Lucan Newlands Road	95.24	95.24	72.11	101.14	8.8	10.2	42.615	D
C - R113 (S)	127.92	127.92	145.78	141.53	9.8	4.9	31.121	C
D - Thomas Omer Way	78.80	78.80	60.61	91.88	8.7	9.6	42.320	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)	196.12	196.12	202.34	260.36	6.0	6.7	20.574	C
B - Lucan Newlands Road	87.40	87.40	67.08	100.36	10.2	9.5	42.190	D
C - R113 (S)	130.59	130.59	137.24	142.48	4.9	6.6	31.882	C
D - Thomas Omer Way	87.94	87.94	66.83	93.43	9.6	10.0	41.979	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)	195.11	195.11	192.18	263.84	6.7	6.4	19.950	B
B - Lucan Newlands Road	62.64	62.64	55.81	78.46	9.5	5.7	40.953	D
C - R113 (S)	109.23	109.23	108.07	118.30	6.6	5.9	30.052	C
D - Thomas Omer Way	76.70	76.70	66.12	92.51	10.0	7.4	41.749	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)	148.45	148.45	140.06	201.12	6.4	5.7	18.675	B
B - Lucan Newlands Road	79.70	79.70	81.72	93.46	5.7	7.1	42.189	D
C - R113 (S)	128.89	128.89	119.10	132.23	5.9	6.4	29.515	C
D - Thomas Omer Way	59.35	59.35	61.84	71.16	7.4	5.7	39.410	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)	170.68	170.68	155.39	223.75	5.7	7.2	19.604	B
B - Lucan Newlands Road	67.99	67.99	72.90	86.96	7.1	6.6	41.496	D
C - R113 (S)	112.67	112.67	101.50	115.95	6.4	6.7	29.185	C
D - Thomas Omer Way	70.81	70.81	76.01	83.89	5.7	6.7	41.855	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)	187.27	187.27	168.58	242.71	7.2	7.4	19.357	B
B - Lucan Newlands Road	80.93	80.93	89.73	99.41	6.6	7.6	43.234	D
C - R113 (S)	105.07	105.07	96.18	113.18	6.7	7.1	30.464	C
D - Thomas Omer Way	61.23	61.23	68.34	68.57	6.7	6.5	39.991	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)	171.90	171.90	153.29	237.16	7.4	7.4	18.927	B
B - Lucan Newlands Road	62.10	62.10	70.05	68.83	7.6	6.0	40.871	D
C - R113 (S)	121.66	121.66	102.69	116.39	7.1	7.3	27.494	C
D - Thomas Omer Way	63.40	63.40	72.11	72.13	6.5	6.3	40.696	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)	173.86	173.86	162.47	242.73	7.4	8.7	19.166	B
B - Lucan Newlands Road	56.96	56.96	63.23	70.87	6.0	5.3	42.196	D
C - R113 (S)	93.83	93.83	81.58	104.76	7.3	7.3	27.366	C
D - Thomas Omer Way	62.42	62.42	70.37	63.06	6.3	5.6	39.471	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)	193.92	193.92	196.55	262.59	8.7	10.4	20.735	C
B - Lucan Newlands Road	82.68	82.68	92.19	92.70	5.3	8.0	42.508	D
C - R113 (S)	98.78	98.78	91.59	105.36	7.3	7.5	28.916	C
D - Thomas Omer Way	55.59	55.59	63.54	58.72	5.6	5.3	41.554	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)	191.31	191.31	200.02	240.28	10.4	9.6	19.218	B
B - Lucan Newlands Road	91.26	91.26	103.12	105.51	8.0	8.5	43.654	D
C - R113 (S)	128.49	128.49	119.93	143.12	7.5	9.5	30.782	C
D - Thomas Omer Way	49.41	49.41	56.35	57.06	5.3	5.0	39.867	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)	195.33	195.33	200.20	253.24	9.6	10.0	19.507	B
B - Lucan Newlands Road	78.68	78.68	89.03	85.16	8.5	7.9	41.614	D
C - R113 (S)	118.52	118.52	115.12	130.60	9.5	9.1	28.868	C
D - Thomas Omer Way	60.18	60.18	67.12	65.67	5.0	5.8	40.857	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)	246.72	246.72	250.88	310.89	10.0	13.2	21.921	C
B - Lucan Newlands Road	83.24	83.24	92.28	99.51	7.9	7.8	42.881	D
C - R113 (S)	127.19	127.19	126.07	132.60	9.1	9.5	28.303	C
D - Thomas Omer Way	56.57	56.57	64.92	63.45	5.8	5.4	41.057	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)	205.19	205.19	209.02	271.96	13.2	7.4	20.741	C
B - Lucan Newlands Road	90.89	90.89	102.47	97.72	7.8	8.7	42.353	D
C - R113 (S)	118.30	118.30	118.53	124.99	9.5	4.1	30.321	C
D - Thomas Omer Way	56.64	56.64	62.71	59.05	5.4	6.3	40.331	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)	227.31	227.31	229.56	293.33	7.4	7.5	21.808	C
B - Lucan Newlands Road	104.64	104.64	118.81	118.55	8.7	10.7	43.792	D
C - R113 (S)	137.35	137.35	147.07	149.89	4.1	3.3	29.055	C
D - Thomas Omer Way	65.76	65.76	74.89	75.72	6.3	7.0	40.648	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)	201.51	201.51	202.30	247.47	7.5	7.5	19.332	B
B - Lucan Newlands Road	107.42	107.42	107.49	112.65	10.7	10.3	43.831	D
C - R113 (S)	138.11	138.11	153.90	148.70	3.3	3.3	30.740	C
D - Thomas Omer Way	56.17	56.17	54.07	63.55	7.0	5.5	40.673	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)	220.01	220.01	223.37	274.84	7.5	8.5	20.588	C
B - Lucan Newlands Road	111.83	111.83	101.60	119.29	10.3	11.0	44.989	D
C - R113 (S)	119.66	119.66	134.21	126.52	3.3	2.4	28.733	C
D - Thomas Omer Way	58.24	58.24	49.12	65.70	5.5	6.1	41.058	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)	216.76	216.76	227.78	271.61	8.5	5.9	20.544	C
B - Lucan Newlands Road	123.11	123.11	102.25	136.69	11.0	12.3	45.362	D
C - R113 (S)	141.69	141.69	156.65	148.94	2.4	4.7	31.141	C
D - Thomas Omer Way	58.92	58.92	47.78	64.89	6.1	6.1	40.732	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)	208.23	208.23	226.74	268.17	5.9	6.4	20.473	C
B - Lucan Newlands Road	88.12	88.12	69.33	98.90	12.3	8.8	40.794	D
C - R113 (S)	126.04	126.04	142.62	133.36	4.7	4.0	29.122	C
D - Thomas Omer Way	53.73	53.73	42.47	60.18	6.1	6.2	39.900	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)	225.62	225.62	252.22	283.06	6.4	6.9	20.794	C
B - Lucan Newlands Road	132.69	132.69	99.22	137.78	8.8	14.7	55.229	E
C - R113 (S)	147.36	147.36	165.40	153.28	4.0	7.4	36.367	D
D - Thomas Omer Way	77.97	77.97	59.53	82.77	6.2	8.1	42.595	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)	248.06	248.06	279.18	300.31	6.9	7.5	22.890	C
B - Lucan Newlands Road	111.33	111.33	85.52	126.07	14.7	11.0	47.357	D
C - R113 (S)	159.65	159.65	178.19	159.63	7.4	6.7	29.049	C
D - Thomas Omer Way	73.61	73.61	54.90	81.45	8.1	7.6	41.253	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)	266.39	266.39	297.76	321.82	7.5	9.9	24.249	C
B - Lucan Newlands Road	127.48	127.48	102.33	139.87	11.0	13.3	50.329	D
C - R113 (S)	125.64	125.64	140.86	135.92	6.7	7.5	33.298	C
D - Thomas Omer Way	74.46	74.46	62.31	85.82	7.6	7.5	41.286	D

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)	213.87	213.87	219.25	267.47	9.9	8.1	21.360	C
B - Lucan Newlands Road	134.67	134.67	122.02	155.53	13.3	14.0	52.733	D
C - R113 (S)	123.94	123.94	130.92	135.24	7.5	6.6	30.627	C
D - Thomas Omer Way	76.12	76.12	78.25	94.04	7.5	6.8	41.068	D

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)	260.60	260.60	256.23	315.42	8.1	10.4	23.219	C
B - Lucan Newlands Road	136.54	136.54	133.95	162.46	14.0	16.0	69.166	E
C - R113 (S)	166.77	166.77	164.67	172.04	6.6	10.3	33.219	C
D - Thomas Omer Way	87.40	87.40	93.14	96.17	6.8	8.1	41.300	D

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)	244.70	244.70	226.08	304.43	10.4	10.6	22.761	C
B - Lucan Newlands Road	97.08	97.08	106.23	120.48	16.0	8.8	47.464	D
C - R113 (S)	141.29	141.29	130.17	153.12	10.3	7.5	29.310	C
D - Thomas Omer Way	61.57	61.57	67.05	74.58	8.1	5.6	40.397	D

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)	239.02	239.02	211.63	305.59	10.6	11.0	22.283	C
B - Lucan Newlands Road	108.22	108.22	121.01	124.89	8.8	10.3	45.089	D
C - R113 (S)	163.52	163.52	144.25	166.42	7.5	11.1	31.175	C
D - Thomas Omer Way	76.44	76.44	86.46	86.40	5.6	7.2	44.079	D

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)	275.75	275.75	247.52	367.75	11.0	16.2	28.008	C
B - Lucan Newlands Road	111.11	111.11	126.54	131.83	10.3	10.8	47.574	D
C - R113 (S)	131.39	131.39	118.99	146.78	11.1	10.3	31.704	C
D - Thomas Omer Way	74.67	74.67	82.84	82.57	7.2	7.1	41.016	D

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)	212.46	212.46	204.18	272.55	16.2	10.6	21.042	C
B - Lucan Newlands Road	127.81	127.81	143.67	144.88	10.8	12.3	47.522	D
C - R113 (S)	154.84	154.84	148.01	167.14	10.3	12.0	29.676	C
D - Thomas Omer Way	72.94	72.94	84.25	78.14	7.1	7.3	42.472	D

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)	284.96	284.96	283.37	350.14	10.6	15.8	24.768	C
B - Lucan Newlands Road	135.58	135.58	153.98	149.17	12.3	13.5	53.395	D
C - R113 (S)	167.21	167.21	164.17	174.63	12.0	13.2	33.494	C
D - Thomas Omer Way	78.58	78.58	87.22	83.40	7.3	7.4	41.334	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)	212.60	212.60	219.76	264.60	15.8	11.0	20.746	C
B - Lucan Newlands Road	144.18	144.18	160.41	148.46	13.5	14.3	60.528	E
C - R113 (S)	183.25	183.25	172.55	191.05	13.2	14.7	31.872	C
D - Thomas Omer Way	64.12	64.12	72.11	69.33	7.4	6.4	40.497	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)	232.16	232.16	243.94	278.43	11.0	11.9	21.290	C
B - Lucan Newlands Road	122.49	122.49	137.67	129.53	14.3	12.2	55.335	E
C - R113 (S)	183.69	183.69	175.45	192.58	14.7	14.4	29.583	C
D - Thomas Omer Way	80.24	80.24	92.68	89.66	6.4	7.3	42.267	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)	248.77	248.77	257.10	294.67	11.9	8.8	21.766	C
B - Lucan Newlands Road	141.65	141.65	160.88	151.48	12.2	14.0	55.046	E
C - R113 (S)	196.66	196.66	192.83	199.67	14.4	4.5	30.004	C
D - Thomas Omer Way	80.06	80.06	91.26	84.65	7.3	7.7	41.037	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)	294.36	294.36	300.81	343.93	8.8	11.0	25.384	C
B - Lucan Newlands Road	143.39	143.39	158.96	144.36	14.0	15.0	63.065	E
C - R113 (S)	209.35	209.35	209.90	210.14	4.5	7.6	36.296	D
D - Thomas Omer Way	76.27	76.27	87.29	81.37	7.7	7.4	41.542	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)	228.69	228.69	228.87	265.42	11.0	7.2	21.017	C
B - Lucan Newlands Road	140.28	140.28	158.49	146.71	15.0	15.7	69.371	E
C - R113 (S)	198.72	198.72	209.17	211.20	7.6	6.2	33.742	C
D - Thomas Omer Way	98.35	98.35	112.27	99.00	7.4	9.8	44.053	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)	286.19	286.19	280.55	334.80	7.2	11.0	24.375	C
B - Lucan Newlands Road	131.17	131.17	150.14	142.35	15.7	13.3	57.021	E
C - R113 (S)	213.98	213.98	234.06	213.72	6.2	7.7	36.685	D
D - Thomas Omer Way	73.01	73.01	83.86	80.72	9.8	7.8	42.681	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)	268.84	268.84	270.87	334.01	11.0	7.7	23.893	C
B - Lucan Newlands Road	144.25	144.25	147.69	144.59	13.3	14.5	53.801	D
C - R113 (S)	189.87	189.87	208.08	197.92	7.7	5.9	32.166	C
D - Thomas Omer Way	103.19	103.19	105.69	110.47	7.8	10.5	43.262	D

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 (N)	253.70	253.70	265.08	299.22	7.7	7.3	22.056	C
B - Lucan Newlands Road	142.37	142.37	133.52	145.45	14.5	13.8	49.642	D
C - R113 (S)	166.70	166.70	182.06	164.35	5.9	5.1	29.663	C
D - Thomas Omer Way	78.40	78.40	67.12	86.69	10.5	8.3	43.400	D

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 (N)	288.29	288.29	308.21	359.76	7.3	9.1	25.157	C
B - Lucan Newlands Road	122.57	122.57	100.01	131.49	13.8	11.7	44.856	D
C - R113 (S)	147.00	147.00	160.57	149.34	5.1	4.8	27.318	C
D - Thomas Omer Way	74.93	74.93	59.75	82.96	8.3	7.6	41.895	D

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 (N)	258.43	258.43	281.17	324.51	9.1	9.1	23.089	C
B - Lucan Newlands Road	114.29	114.29	85.05	117.25	11.7	10.6	43.367	D
C - R113 (S)	144.43	144.43	158.02	145.92	4.8	5.7	26.612	C
D - Thomas Omer Way	70.86	70.86	52.70	73.76	7.6	6.9	40.198	D

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 (N)	188.96	188.96	205.66	228.57	9.1	6.6	18.916	B
B - Lucan Newlands Road	95.93	95.93	71.13	101.00	10.6	9.3	42.534	D
C - R113 (S)	112.30	112.30	121.77	117.70	5.7	5.7	27.066	C
D - Thomas Omer Way	59.78	59.78	44.75	65.13	6.9	5.9	41.652	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/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	37.12	40.01	68.01	0.0	1.5	13.574	B
			2	B	37.34	39.90	69.52	0.0	1.5	13.761	B
			3	C	79.72	85.23	80.72	0.0	2.9	12.407	B
			4	D	63.54	63.73	68.18	0.0	3.8	22.898	C
	Exit	2	1	(B, C, D)	217.66	217.73	287.54	0.0	1.4	5.293	
B - Lucan Newlands Road	Entry	1	1	C, D	28.69	32.56	30.31	0.0	2.9	37.501	D
			2	A	29.75	33.94	38.76	0.0	3.1	38.723	D
	Exit	1	1	(A, C, D)	58.34	58.45	70.60	0.0	0.2	2.732	
					92.71	92.71	150.76	0.0	0.0	0.000	
C - R113 (S)	Entry	1	1	D	10.63	10.73	11.66	0.0	0.7	20.543	C
			2	D	9.80	9.97	11.05	0.0	0.7	19.011	B
			3	A	60.35	59.89	65.45	0.0	4.6	23.106	C
			4	B	7.27	5.35	6.71	0.0	1.1	45.064	D
	Exit	2	1	(A, B, D)	88.09	88.12	96.06	0.0	0.3	2.513	
					106.87	106.87	99.66	0.0	0.0	0.000	
D - Thomas Omer Way	Entry	1	1	A	36.25	40.61	46.88	0.0	4.1	41.123	D
			2	B	6.58	7.45	6.52	0.0	0.9	37.738	D
			3	C	11.17	12.58	11.64	0.0	1.4	35.119	D
	Exit	2	1	(A, B, C)	54.07	53.96	66.78	0.0	0.2	2.741	
					107.96	107.96	113.90	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	46.59	47.57	85.86	1.5	1.8	14.052	B
			2	B	45.33	45.90	86.42	1.5	1.9	14.159	B
			3	C	64.77	65.60	64.48	2.9	2.5	12.081	B
			4	D	76.99	79.69	88.11	3.8	4.8	23.668	C
	Exit	2	1	(B, C, D)	234.54	233.67	324.90	1.4	2.3	7.063	
B - Lucan Newlands Road	Entry	1	1	C, D	33.61	37.77	36.73	2.9	3.9	38.817	D
			2	A	35.75	40.12	49.96	3.1	3.7	41.563	D
	Exit	2	1	(A, C, D)	69.18	69.36	88.02	0.2	0.2	2.873	
					115.41	115.41	197.12	0.0	0.0	0.000	
C - R113 (S)	Entry	1	1	D	6.83	6.98	8.04	0.7	0.4	20.421	C
			2	D	6.83	7.05	8.59	0.7	0.5	19.141	B
			3	A	70.19	71.86	78.78	4.6	4.3	23.405	C
			4	B	6.80	5.20	7.33	1.1	1.1	46.143	D
	Exit	2	1	(A, B, D)	90.90	90.59	102.41	0.3	0.3	2.576	
					105.87	105.87	99.11	0.0	0.0	0.000	
D - Thomas Omer Way	Entry	1	1	A	42.43	48.18	48.48	4.1	4.7	40.403	D
			2	B	14.71	16.73	17.52	0.9	1.6	36.267	D
			3	C	25.08	27.83	23.86	1.4	2.7	36.854	D
	Exit	2	1	(A, B, C)	82.19	82.23	91.17	0.2	0.2	2.575	
					118.99	118.99	130.70	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 (N)	Entry	1	1	B	42.65	42.69	83.93	1.8	1.5	14.020	B
			2	B	43.19	43.22	84.72	1.9	1.7	14.211	B
			3	C	108.72	109.48	114.93	2.5	4.3	13.918	B
			4	D	89.46	93.34	100.16	4.8	6.0	24.721	C
	2	1	(B, C, D)	286.30	284.02	384.10	2.3	4.4	12.594		
	Exit	1	1		162.47	162.47	174.89	0.0	0.0	0.000	
B - Lucan Newlands Road	Entry	1	1	C, D	56.39	63.75	61.08	3.9	6.1	40.966	D
			2	A	23.39	25.84	34.06	3.7	2.6	38.137	D
	2	1	(A, C, D)	79.84	79.77	95.80	0.2	0.3	2.858		
	Exit	1	1		108.54	108.54	193.49	0.0	0.0	0.000	
C - R113 (S)	Entry	1	1	D	7.41	7.95	10.28	0.4	0.5	20.367	C
			2	D	7.99	8.37	9.82	0.5	0.5	20.337	C
			3	A	75.90	79.70	82.52	4.3	4.7	23.300	C
			4	B	14.39	10.73	13.80	1.1	2.0	47.695	D
	2	1	(A, B, D)	105.41	105.69	117.46	0.3	0.3	2.677		
	Exit	1	1		164.39	164.39	164.31	0.0	0.0	0.000	
D - Thomas Omer Way	Entry	1	1	A	51.58	56.93	58.31	4.7	5.5	42.155	D
			2	B	10.55	11.93	11.05	1.6	1.1	36.953	D
			3	C	28.34	32.24	28.82	2.7	2.9	38.204	D
	2	1	(A, B, C)	90.61	90.47	99.29	0.2	0.3	2.560		
	Exit	1	1		150.54	150.54	160.77	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 (N)	Entry	1	1	B	40.41	39.87	79.20	1.5	1.6	14.468	B
			2	B	40.34	40.23	80.28	1.7	1.7	14.450	B
			3	C	128.64	127.77	132.76	4.3	4.8	14.682	B
			4	D	115.88	123.69	132.60	6.0	0.9	25.782	C
	2	1	(B, C, D)	333.25	325.26	425.69	4.4	18.6	37.972		
	Exit	1	1		208.55	208.55	200.53	0.0	0.0	0.000	
B - Lucan Newlands Road	Entry	1	1	C, D	64.66	73.46	71.43	6.1	6.6	43.329	D
			2	A	23.19	25.48	29.02	2.6	2.4	38.357	D
	2	1	(A, C, D)	87.47	87.83	101.90	0.3	0.3	2.950		
	Exit	1	1		107.53	107.53	194.52	0.0	0.0	0.000	
C - R113 (S)	Entry	1	1	D	14.60	16.05	18.11	0.5	0.0	20.633	C
			2	D	16.17	17.42	17.80	0.5	0.1	19.830	B
			3	A	82.12	87.25	82.52	4.7	0.3	22.737	C
			4	B	17.28	12.54	20.00	2.0	2.1	47.786	D
	2	1	(A, B, D)	130.27	130.16	139.20	0.3	0.4	2.674		
	Exit	1	1		197.82	197.82	197.16	0.0	0.0	0.000	
D - Thomas Omer Way	Entry	1	1	A	86.13	95.86	88.99	5.5	9.7	50.799	D
			2	B	13.27	14.89	15.04	1.1	1.5	36.871	D
			3	C	43.30	48.70	44.43	2.9	4.3	39.363	D
	2	1	(A, B, C)	142.66	142.73	152.39	0.3	0.4	3.364		
	Exit	1	1		209.20	209.20	219.98	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	36.29	35.57	70.25	1.6	1.4	13.869	B
			2	B	37.63	36.51	70.41	1.7	1.5	13.603	B
			3	C	141.43	138.43	148.99	4.8	5.3	15.845	B
			4	D	107.78	118.26	133.29	0.9	0.7	26.270	C
	Exit	1	1	(B, C, D)	324.36	323.25	424.99	18.6	17.0	49.038	
B - Lucan Newlands Road	Entry	1	1	C, D	83.22	89.93	92.31	6.6	8.7	53.257	D
			2	A	16.90	18.58	22.99	2.4	1.7	36.974	D
	Exit	1	1	(A, C, D)	97.34	100.01	118.28	0.3	0.7	6.565	
C - R113 (S)	Entry	1	1	D	14.10	15.61	18.45	0.0	0.1	20.132	C
			2	D	14.06	15.58	18.47	0.1	0.1	20.622	C
			3	A	82.92	90.90	88.52	0.3	0.4	23.428	C
			4	B	19.73	19.92	24.48	2.1	2.1	46.055	D
	Exit	1	1	(A, B, D)	131.36	130.81	148.37	0.4	0.5	2.882	
D - Thomas Omer Way	Entry	1	1	A	74.96	82.32	85.01	9.7	8.1	48.049	D
			2	B	12.63	14.31	15.55	1.5	1.4	36.336	D
			3	C	46.99	51.95	48.60	4.3	5.0	39.183	D
	Exit	1	1	(A, B, C)	133.84	134.57	149.41	0.4	0.3	2.907	
	Exit	1	1		206.82	206.82	232.70	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	33.98	33.40	64.65	1.4	1.3	13.945	B
			2	B	32.28	31.83	63.76	1.5	1.3	14.362	B
			3	C	129.11	126.22	140.25	5.3	5.3	15.328	B
			4	D	93.69	105.80	124.43	0.7	0.5	26.262	C
	Exit	1	1	(B, C, D)	285.00	289.11	394.16	17.0	5.4	25.976	
B - Lucan Newlands Road	Entry	1	1	C, D	94.81	95.93	101.20	8.7	9.7	60.414	E
			2	A	31.63	28.77	37.29	1.7	2.8	39.027	D
	Exit	1	1	(A, C, D)	124.19	126.28	141.33	0.7	2.5	13.811	
C - R113 (S)	Entry	1	1	D	17.93	20.01	20.83	0.1	0.1	19.545	B
			2	D	16.59	18.51	19.89	0.1	0.1	20.232	C
			3	A	87.33	96.36	95.88	0.4	0.5	23.940	C
			4	B	31.63	34.08	32.76	2.1	3.7	47.759	D
	Exit	1	1	(A, B, D)	153.07	153.47	168.93	0.5	0.5	3.047	
D - Thomas Omer Way	Entry	1	1	A	88.40	89.96	89.57	8.1	9.7	50.499	D
			2	B	9.80	8.64	12.01	1.4	1.1	35.759	D
			3	C	52.52	52.77	54.31	5.0	5.2	39.578	D
	Exit	1	1	(A, B, C)	150.43	150.69	158.13	0.3	0.4	2.861	
	Exit	1	1		197.56	197.56	224.93	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	25.59	25.19	49.94	1.3	1.1	13.256	B
			2	B	25.65	25.27	50.77	1.3	1.1	13.264	B
			3	C	121.99	119.05	132.23	5.3	4.1	14.742	B
			4	D	75.72	84.94	96.80	0.5	0.4	24.831	C
	Exit	2	1	(B, C, D)	249.54	248.96	330.33	5.4	1.7	7.697	
B - Lucan Newlands Road	Entry	1	1	C, D	96.65	90.51	103.22	9.7	9.9	64.263	E
			2	A	35.50	30.87	44.13	2.8	3.2	40.008	D
	Exit	2	1	(A, C, D)	129.51	132.21	148.81	2.5	2.8	20.509	
	Exit	1	1		109.81	109.81	159.37	0.0	0.0	0.000	
C - R113 (S)	Entry	1	1	D	20.20	22.88	24.48	0.1	0.1	21.760	C
			2	D	20.67	23.75	25.06	0.1	0.1	21.160	C
			3	A	82.74	93.94	86.37	0.5	0.4	24.330	C
			4	B	41.39	46.70	41.14	3.7	4.6	50.085	D
	Exit	2	1	(A, B, D)	164.31	164.89	177.02	0.5	0.5	3.981	
D - Thomas Omer Way	Entry	1	1	A	72.00	68.40	82.36	9.7	7.8	47.056	D
			2	B	15.22	12.65	17.52	1.1	1.8	37.272	D
			3	C	49.03	43.04	52.16	5.2	5.1	39.099	D
	Exit	2	1	(A, B, C)	136.23	136.30	151.60	0.4	0.5	2.982	
	Exit	1	1		182.67	182.67	208.86	0.0	0.0	0.000	

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	27.36	28.55	52.16	1.1	0.9	12.821	B
			2	B	28.77	30.14	50.94	1.1	0.9	13.459	B
			3	C	103.77	107.64	108.93	4.1	2.5	13.875	B
			4	D	69.90	78.54	85.47	0.4	0.9	24.682	C
	Exit	2	1	(B, C, D)	229.88	230.10	294.99	1.7	1.2	5.374	
B - Lucan Newlands Road	Entry	1	1	C, D	80.96	70.45	96.45	9.9	8.6	57.392	E
			2	A	24.33	19.34	30.40	3.2	2.3	38.122	D
	Exit	2	1	(A, C, D)	103.88	105.33	124.49	2.8	1.0	11.565	
	Exit	1	1		124.70	124.70	171.06	0.0	0.0	0.000	
C - R113 (S)	Entry	1	1	D	14.60	16.05	18.20	0.1	0.2	22.460	C
			2	D	13.55	15.29	18.07	0.1	0.2	21.341	C
			3	A	96.32	106.75	104.07	0.4	1.5	27.354	C
			4	B	47.13	53.07	49.22	4.6	4.9	56.673	E
	Exit	2	1	(A, B, D)	174.80	171.58	191.77	0.5	1.9	7.290	
D - Thomas Omer Way	Entry	1	1	A	64.95	52.59	73.35	7.8	6.6	44.275	D
			2	B	15.50	12.94	18.75	1.8	1.9	37.654	D
			3	C	31.92	25.45	32.75	5.1	3.4	37.457	D
	Exit	2	1	(A, B, C)	112.23	112.27	123.61	0.5	0.3	2.636	
	Exit	1	1		153.83	153.83	186.28	0.0	0.0	0.000	

09:00 - 09:15

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	24.61	26.49	43.13	0.9	0.7	12.987	B
			2	B	24.58	26.42	43.33	0.9	0.8	13.020	B
			3	C	90.76	96.76	95.64	2.5	2.1	12.983	B
			4	D	57.08	65.06	72.17	0.9	0.8	22.811	C
	Exit	2	1	(B, C, D)	198.43	196.99	252.58	1.2	1.2	4.472	
B - Lucan Newlands Road	Entry	1	1	C, D	53.93	41.50	60.46	8.6	5.7	42.026	D
			2	A	25.48	20.35	33.06	2.3	2.9	37.700	D
	Exit	1	1		79.75	79.41	90.16	1.0	0.3	3.071	
					114.43	114.43	145.66	0.0	0.0	0.000	
C - R113 (S)	Entry	1	1	D	14.16	15.91	14.70	0.2	0.3	22.103	C
			2	D	15.14	17.02	15.27	0.2	0.3	23.115	C
			3	A	113.67	128.86	123.76	1.5	2.6	30.804	C
			4	B	49.52	56.11	51.40	4.9	5.3	56.557	E
	Exit	2	1	(A, B, D)	192.80	192.47	206.89	1.9	1.3	9.714	
D - Thomas Omer Way	Entry	1	1	A	50.49	39.18	59.02	6.6	5.4	40.679	D
			2	B	6.57	5.35	7.81	1.9	0.9	35.673	D
			3	C	19.30	14.58	21.87	3.4	2.2	37.301	D
	Exit	2	1	(A, B, C)	76.66	76.42	86.41	0.3	0.2	2.542	
					120.54	120.54	137.23	0.0	0.0	0.000	

09:15 - 09:30

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	27.54	30.82	51.78	0.7	0.9	13.336	B
			2	B	28.08	31.81	52.37	0.8	0.7	13.283	B
			3	C	94.88	103.88	105.99	2.1	2.4	13.443	B
			4	D	45.99	51.75	53.60	0.8	1.2	22.907	C
	Exit	2	1	(B, C, D)	196.01	196.52	263.95	1.2	0.9	4.741	
B - Lucan Newlands Road	Entry	1	1	C, D	60.54	46.12	60.54	5.7	6.5	40.275	D
			2	A	34.84	25.99	40.60	2.9	3.5	39.595	D
	Exit	1	1		95.24	95.39	103.65	0.3	0.3	2.590	
					94.37	94.37	137.89	0.0	0.0	0.000	
C - R113 (S)	Entry	1	1	D	7.84	9.25	8.78	0.3	0.2	21.104	C
			2	D	8.17	9.47	9.17	0.3	0.2	19.525	B
			3	A	88.48	100.44	98.66	2.6	1.8	24.961	C
			4	B	23.31	26.64	24.92	5.3	2.3	47.256	D
	Exit	2	1	(A, B, D)	127.92	127.77	139.82	1.3	0.4	2.933	
D - Thomas Omer Way	Entry	1	1	A	51.00	39.25	61.22	5.4	5.7	41.532	D
			2	B	6.83	5.08	8.82	0.9	1.0	35.099	D
			3	C	20.93	16.22	21.84	2.2	2.6	36.293	D
	Exit	2	1	(A, B, C)	78.80	78.78	92.92	0.2	0.2	2.768	
					96.25	96.25	106.77	0.0	0.0	0.000	

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	30.36	31.12	53.28	0.9	0.9	13.422	B
			2	B	30.18	30.72	52.36	0.7	0.9	13.425	B
			3	C	91.34	96.17	98.63	2.4	2.5	13.549	B
			4	D	44.15	44.28	56.10	1.2	1.4	22.659	C
	2	1	(B, C, D)	196.12	196.01	260.78	0.9	1.0	4.937		
	Exit	1	1		162.40	162.40	206.31	0.0	0.0	0.000	
B - Lucan Newlands Road	Entry	1	1	C, D	47.96	37.41	51.71	6.5	5.1	39.327	D
			2	A	39.71	29.67	48.65	3.5	4.1	39.634	D
	2	1	(A, C, D)	87.40	87.51	100.17	0.3	0.2	2.723		
	Exit	1	1		100.41	100.41	146.13	0.0	0.0	0.000	
C - R113 (S)	Entry	1	1	D	9.50	8.57	9.16	0.2	0.3	19.953	B
			2	D	9.80	8.75	9.08	0.2	0.4	19.036	B
			3	A	83.15	87.11	93.75	1.8	2.5	24.247	C
			4	B	28.41	32.82	30.49	2.3	3.1	48.489	D
	2	1	(A, B, D)	130.59	130.88	143.99	0.4	0.3	2.892		
	Exit	1	1		127.63	127.63	138.93	0.0	0.0	0.000	
D - Thomas Omer Way	Entry	1	1	A	58.99	45.63	63.92	5.7	6.2	41.272	D
			2	B	7.92	5.86	10.00	1.0	1.2	36.334	D
			3	C	20.86	15.36	19.52	2.6	2.3	35.552	D
	2	1	(A, B, C)	87.94	87.76	94.60	0.2	0.3	2.465		
	Exit	1	1		82.95	82.95	105.27	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	36.69	36.11	66.16	0.9	1.1	13.649	B
			2	B	34.55	34.30	64.36	0.9	1.0	14.051	B
			3	C	91.55	91.84	93.57	2.5	2.1	13.317	B
			4	D	33.54	29.88	39.76	1.4	1.4	22.215	C
	2	1	(B, C, D)	195.11	196.34	264.99	1.0	0.8	4.931		
	Exit	1	1		138.11	138.11	180.57	0.0	0.0	0.000	
B - Lucan Newlands Road	Entry	1	1	C, D	34.85	30.36	41.25	5.1	3.2	38.804	D
			2	A	28.18	25.45	37.20	4.1	2.4	37.715	D
	2	1	(A, C, D)	62.64	63.00	74.01	0.2	0.1	2.630		
	Exit	1	1		99.65	99.65	158.76	0.0	0.0	0.000	
C - R113 (S)	Entry	1	1	D	7.93	7.18	8.87	0.3	0.3	19.615	B
			2	D	8.08	7.12	8.64	0.4	0.3	19.380	B
			3	A	72.90	70.78	79.64	2.5	2.4	23.557	C
			4	B	20.02	22.99	21.16	3.1	2.4	47.828	D
	2	1	(A, B, D)	109.23	108.88	118.07	0.3	0.4	2.638		
	Exit	1	1		126.38	126.38	136.01	0.0	0.0	0.000	
D - Thomas Omer Way	Entry	1	1	A	50.20	41.89	63.72	6.2	4.6	40.644	D
			2	B	5.93	6.25	7.08	1.2	0.4	35.252	D
			3	C	20.49	18.04	21.70	2.3	2.2	36.454	D
	2	1	(A, B, C)	76.70	76.63	89.69	0.3	0.2	2.629		
	Exit	1	1		58.12	58.12	77.77	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	20.35	19.63	39.84	1.1	0.8	12.952	B
			2	B	21.51	20.56	39.88	1.0	0.7	12.708	B
			3	C	80.10	76.74	87.77	2.1	2.3	13.493	B
			4	D	26.82	23.13	33.63	1.4	1.3	21.153	C
	Exit	2	1	(B, C, D)	148.45	148.77	202.08	0.8	0.6	3.955	
B - Lucan Newlands Road	Entry	1	1	C, D	39.11	40.97	43.77	3.2	3.2	38.000	D
			2	A	40.48	40.82	49.69	2.4	3.7	41.214	D
	Exit	2	1	(A, C, D)	79.70	79.54	91.00	0.1	0.2	2.603	
	Exit	1	1		73.55	73.55	115.05	0.0	0.0	0.000	
C - R113 (S)	Entry	1	1	D	8.24	7.08	8.25	0.3	0.4	19.729	B
			2	D	7.37	6.43	8.07	0.3	0.3	19.653	B
			3	A	92.89	83.75	95.00	2.4	3.2	23.946	C
			4	B	20.35	21.83	20.90	2.4	2.1	46.903	D
	Exit	2	1	(A, B, D)	128.89	128.86	134.04	0.4	0.3	2.567	
D - Thomas Omer Way	Entry	1	1	A	32.78	33.94	40.75	4.6	3.0	37.547	D
			2	B	11.01	11.53	14.42	0.4	1.0	37.978	D
			3	C	15.51	16.37	15.99	2.2	1.4	35.244	D
	Exit	2	1	(A, B, C)	59.35	59.26	65.63	0.2	0.2	2.427	
	Exit	1	1		59.17	59.17	73.52	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	24.69	22.84	44.66	0.8	1.0	13.740	B
			2	B	24.22	22.81	44.76	0.7	0.9	13.608	B
			3	C	73.52	69.04	77.89	2.3	2.1	12.430	B
			4	D	47.71	40.70	56.43	1.3	2.4	22.124	C
	Exit	2	1	(B, C, D)	170.68	170.13	226.37	0.6	0.8	4.110	
B - Lucan Newlands Road	Entry	1	1	C, D	36.11	38.67	37.89	3.2	3.2	37.493	D
			2	A	31.99	34.23	49.07	3.7	3.2	39.753	D
	Exit	2	1	(A, C, D)	67.99	68.10	85.72	0.2	0.1	2.884	
	Exit	1	1		73.41	73.41	118.77	0.0	0.0	0.000	
C - R113 (S)	Entry	1	1	D	4.92	4.19	5.29	0.4	0.3	21.069	C
			2	D	5.24	4.55	5.53	0.3	0.3	19.355	B
			3	A	86.86	74.20	87.98	3.2	3.8	23.507	C
			4	B	15.94	18.54	17.16	2.1	2.0	47.496	D
	Exit	2	1	(A, B, D)	112.67	112.95	115.82	0.3	0.3	2.412	
D - Thomas Omer Way	Entry	1	1	A	46.16	48.97	51.17	3.0	4.2	40.250	D
			2	B	8.24	9.22	12.19	1.0	0.7	37.163	D
			3	C	16.39	17.78	20.53	1.4	1.6	36.960	D
	Exit	2	1	(A, B, C)	70.81	70.81	84.13	0.2	0.1	2.699	
	Exit	1	1		70.14	70.14	89.28	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	32.93	30.25	55.41	1.0	1.2	13.094	B
			2	B	31.84	28.95	54.90	0.9	1.1	13.473	B
			3	C	84.69	77.89	90.17	2.1	2.3	13.296	B
			4	D	37.70	31.45	42.23	2.4	2.0	21.428	C
	2	1	(B, C, D)	187.27	187.16	244.27	0.8	0.8	4.460		
	Exit	1	1		147.43	147.43	173.55	0.0	0.0	0.000	
B - Lucan Newlands Road	Entry	1	1	C, D	38.20	42.28	37.90	3.2	3.4	37.337	D
			2	A	42.94	47.39	61.51	3.2	4.0	42.696	D
	2	1	(A, C, D)	80.93	81.14	99.19	0.1	0.2	3.010		
	Exit	1	1		99.00	99.00	153.27	0.0	0.0	0.000	
C - R113 (S)	Entry	1	1	D	8.89	7.45	8.48	0.3	0.5	19.621	B
			2	D	8.71	7.19	8.78	0.3	0.6	20.215	C
			3	A	63.14	52.70	68.98	3.8	3.3	22.682	C
			4	B	24.61	28.81	26.94	2.0	2.5	46.885	D
	2	1	(A, B, D)	105.07	105.36	113.67	0.3	0.2	2.588		
	Exit	1	1		104.58	104.58	114.45	0.0	0.0	0.000	
D - Thomas Omer Way	Entry	1	1	A	42.69	47.35	43.07	4.2	4.5	38.015	D
			2	B	9.72	10.96	16.01	0.7	0.9	37.023	D
			3	C	9.07	10.12	9.48	1.6	0.9	36.590	D
	2	1	(A, B, C)	61.23	61.48	68.02	0.1	0.2	2.369		
	Exit	1	1		71.86	71.86	82.60	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	34.92	31.46	62.66	1.2	1.3	13.378	B
			2	B	35.66	32.15	63.45	1.1	1.4	13.487	B
			3	C	72.69	65.72	75.94	2.3	2.2	12.622	B
			4	D	28.37	23.98	35.11	2.0	1.5	21.240	C
	2	1	(B, C, D)	171.90	171.65	238.37	0.8	1.0	4.584		
	Exit	1	1		144.40	144.40	158.27	0.0	0.0	0.000	
B - Lucan Newlands Road	Entry	1	1	C, D	36.47	41.06	38.82	3.4	3.3	38.450	D
			2	A	25.70	28.99	30.01	4.0	2.5	38.216	D
	2	1	(A, C, D)	62.10	62.15	68.54	0.2	0.2	2.337		
	Exit	1	1		85.19	85.19	147.84	0.0	0.0	0.000	
C - R113 (S)	Entry	1	1	D	8.60	6.90	8.05	0.5	0.6	19.552	B
			2	D	8.60	6.80	8.01	0.6	0.6	20.296	C
			3	A	93.51	76.44	88.24	3.3	4.5	23.593	C
			4	B	11.02	12.54	12.08	2.5	1.3	44.532	D
	2	1	(A, B, D)	121.66	121.74	117.81	0.2	0.3	2.392		
	Exit	1	1		109.88	109.88	116.60	0.0	0.0	0.000	
D - Thomas Omer Way	Entry	1	1	A	34.55	38.96	40.01	4.5	3.6	39.125	D
			2	B	7.84	9.00	9.65	0.9	0.6	35.418	D
			3	C	21.21	24.12	22.47	0.9	2.1	37.453	D
	2	1	(A, B, C)	63.40	63.81	72.08	0.2	0.1	2.445		
	Exit	1	1		58.66	58.66	71.80	0.0	0.0	0.000	

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	25.80	24.80	52.51	1.3	0.9	13.317	B
			2	B	25.81	25.05	52.70	1.4	1.1	13.151	B
			3	C	89.82	84.43	96.99	2.2	3.7	13.068	B
			4	D	32.13	28.09	40.54	1.5	2.1	21.469	C
	Exit	2	1	(B, C, D)	173.86	173.60	240.01	1.0	0.8	4.458	
B - Lucan Newlands Road	Entry	1	1	C, D	21.61	24.27	24.63	3.3	2.0	37.593	D
			2	A	35.20	38.89	46.24	2.5	3.1	40.655	D
	Exit	2	1	(A, C, D)	56.96	56.80	71.60	0.2	0.2	2.742	
	Exit	1	1		65.19	65.19	124.08	0.0	0.0	0.000	
C - R113 (S)	Entry	1	1	D	9.43	9.07	9.81	0.6	0.7	19.243	B
			2	D	8.82	8.64	9.19	0.6	0.6	19.175	B
			3	A	63.22	54.14	73.53	4.5	4.2	22.311	C
			4	B	12.33	9.72	12.23	1.3	1.6	46.406	D
	Exit	2	1	(A, B, D)	93.83	93.71	101.75	0.3	0.2	2.446	
D - Thomas Omer Way	Entry	1	1	A	44.31	49.81	43.64	3.6	4.0	38.036	D
			2	B	4.94	5.62	6.65	0.6	0.4	35.100	D
			3	C	13.19	14.93	12.77	2.1	1.1	35.070	D
	Exit	2	1	(A, B, C)	62.42	62.49	63.43	0.1	0.1	2.280	
	Exit	1	1		63.58	63.58	77.77	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	24.87	25.99	49.45	0.9	1.2	13.213	B
			2	B	26.17	27.65	50.69	1.1	1.1	13.312	B
			3	C	85.52	88.92	92.18	3.7	3.1	12.794	B
			4	D	57.87	53.93	70.28	2.1	4.1	23.271	C
	Exit	2	1	(B, C, D)	193.92	194.39	258.31	0.8	0.9	4.661	
B - Lucan Newlands Road	Entry	1	1	C, D	44.10	49.66	43.88	2.0	4.2	39.247	D
			2	A	38.39	42.47	48.82	3.1	3.6	40.613	D
	Exit	2	1	(A, C, D)	82.68	82.57	93.57	0.2	0.2	2.630	
	Exit	1	1		72.69	72.69	123.33	0.0	0.0	0.000	
C - R113 (S)	Entry	1	1	D	9.90	9.94	10.11	0.7	0.7	18.830	B
			2	D	9.33	9.33	9.69	0.6	0.6	19.036	B
			3	A	58.46	55.99	64.61	4.2	3.6	21.607	C
			4	B	21.14	16.34	20.95	1.6	2.3	46.305	D
	Exit	2	1	(A, B, D)	98.78	98.75	103.45	0.2	0.3	2.445	
D - Thomas Omer Way	Entry	1	1	A	44.57	50.46	48.01	4.0	4.0	40.075	D
			2	B	2.24	2.71	2.24	0.4	0.3	38.537	D
			3	C	8.82	10.37	8.47	1.1	0.8	34.983	C
	Exit	2	1	(A, B, C)	55.59	55.63	58.96	0.1	0.1	2.335	
	Exit	1	1		96.43	96.43	111.52	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	24.51	26.24	43.47	1.2	1.0	13.683	B
			2	B	25.56	27.14	44.70	1.1	1.1	13.477	B
			3	C	100.41	106.55	108.30	3.1	3.7	13.386	B
			4	D	39.76	40.10	43.81	4.1	2.8	21.454	C
	Exit	1	1	(B, C, D)	191.31	190.26	238.49	0.9	1.1	4.094	
B - Lucan Newlands Road	Entry	1	1	C, D	46.36	52.25	50.28	4.2	4.3	39.555	D
			2	A	45.14	50.89	55.23	3.6	4.1	42.191	D
	Exit	1	1	(A, C, D)	91.26	91.48	106.25	0.2	0.1	2.837	
C - R113 (S)	Entry	1	1	D	8.64	8.64	9.40	0.7	0.5	19.656	B
			2	D	7.84	7.92	9.10	0.6	0.5	19.867	B
			3	A	87.90	85.01	99.65	3.6	5.5	24.434	C
			4	B	23.46	18.36	24.98	2.3	2.5	45.693	D
	Exit	1	1	(A, B, D)	128.49	127.84	143.71	0.3	0.5	2.849	
D - Thomas Omer Way	Entry	1	1	A	28.81	32.57	31.55	4.0	2.8	37.684	D
			2	B	5.96	6.65	8.65	0.3	0.6	35.120	D
			3	C	14.67	17.06	16.86	0.8	1.4	37.667	D
	Exit	1	1	(A, B, C)	49.41	49.45	57.65	0.1	0.1	2.517	

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	27.25	27.69	52.29	1.0	1.2	13.268	B
			2	B	27.54	28.08	51.70	1.1	1.2	13.628	B
			3	C	101.36	104.60	104.82	3.7	4.1	13.201	B
			4	D	38.93	39.78	44.43	2.8	2.4	21.654	C
	Exit	1	1	(B, C, D)	195.33	195.11	252.83	1.1	1.1	4.564	
B - Lucan Newlands Road	Entry	1	1	C, D	41.64	48.07	44.25	4.3	4.3	39.108	D
			2	A	36.83	40.92	40.90	4.1	3.5	39.265	D
	Exit	1	1	(A, C, D)	78.68	78.47	84.94	0.1	0.2	2.426	
C - R113 (S)	Entry	1	1	D	7.39	7.63	7.90	0.5	0.5	20.005	C
			2	D	7.63	7.92	8.47	0.5	0.5	19.334	B
			3	A	87.36	87.90	97.40	5.5	5.8	23.465	C
			4	B	16.05	11.67	16.83	2.5	1.9	46.312	D
	Exit	1	1	(A, B, D)	118.52	118.48	129.60	0.5	0.3	2.678	
D - Thomas Omer Way	Entry	1	1	A	39.25	43.48	41.80	2.8	3.7	39.161	D
			2	B	5.22	6.25	7.65	0.6	0.6	36.020	D
			3	C	15.68	17.41	16.23	1.4	1.5	37.807	D
	Exit	1	1	(A, B, C)	60.18	60.22	66.34	0.1	0.1	2.373	

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	36.00	36.00	63.63	1.2	1.6	13.469	B
			2	B	35.02	35.15	63.86	1.2	1.6	13.594	B
			3	C	114.07	114.94	119.01	4.1	4.5	14.116	B
			4	D	61.70	64.81	64.40	2.4	3.9	22.316	C
	Exit	2	1	(B, C, D)	246.72	246.76	311.04	1.1	1.7	5.945	
		1	1		174.87	174.87	185.23	0.0	0.0	0.000	
B - Lucan Newlands Road	Entry	1	1	C, D	42.80	47.57	46.18	4.3	3.7	38.725	D
			2	A	40.23	44.71	53.33	3.5	3.9	41.556	D
	Exit	2	1	(A, C, D)	83.24	83.02	101.14	0.2	0.2	2.788	
		1	1		90.54	90.54	150.82	0.0	0.0	0.000	
C - R113 (S)	Entry	1	1	D	10.90	11.26	12.06	0.5	0.7	18.822	B
			2	D	11.82	12.47	11.89	0.5	0.9	19.665	B
			3	A	83.20	86.78	90.25	5.8	5.1	22.684	C
			4	B	20.82	15.47	18.40	1.9	2.3	46.890	D
	Exit	2	1	(A, B, D)	127.19	126.79	132.60	0.3	0.4	2.585	
		1	1		152.13	152.13	153.41	0.0	0.0	0.000	
D - Thomas Omer Way	Entry	1	1	A	38.02	43.37	41.65	3.7	3.5	39.173	D
			2	B	3.43	3.88	4.94	0.6	0.4	35.373	D
			3	C	15.51	17.60	16.86	1.5	1.4	38.043	D
	Exit	2	1	(A, B, C)	56.57	56.96	63.53	0.1	0.1	2.444	
		1	1		116.60	116.60	116.99	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	26.53	26.42	49.95	1.6	1.1	13.352	B
			2	B	26.96	26.78	50.20	1.6	1.1	13.194	B
			3	C	108.40	108.14	117.22	4.5	4.0	14.131	B
			4	D	44.31	47.71	54.59	3.9	0.2	22.324	C
	Exit	2	1	(B, C, D)	205.19	206.17	272.19	1.7	1.0	5.052	
		1	1		151.45	151.45	150.12	0.0	0.0	0.000	
B - Lucan Newlands Road	Entry	1	1	C, D	54.14	60.29	54.63	3.7	5.2	40.400	D
			2	A	37.23	42.18	43.10	3.9	3.3	38.975	D
	Exit	2	1	(A, C, D)	90.69	91.37	98.07	0.2	0.2	2.565	
		1	1		80.05	80.05	135.00	0.0	0.0	0.000	
C - R113 (S)	Entry	1	1	D	11.45	12.29	12.46	0.7	0.0	19.218	B
			2	D	11.57	12.33	12.29	0.9	0.1	20.229	C
			3	A	66.98	72.07	71.25	5.1	0.2	22.417	C
			4	B	28.05	21.83	28.99	2.3	3.3	46.604	D
	Exit	2	1	(A, B, D)	118.30	118.01	125.78	0.4	0.4	2.685	
		1	1		155.42	155.42	155.92	0.0	0.0	0.000	
D - Thomas Omer Way	Entry	1	1	A	33.72	37.23	35.77	3.5	3.5	38.997	D
			2	B	4.66	4.99	5.86	0.4	0.7	36.269	D
			3	C	18.18	20.49	17.42	1.4	2.0	36.632	D
	Exit	2	1	(A, B, C)	56.64	56.56	59.51	0.1	0.2	2.312	
		1	1		105.83	105.83	112.69	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	25.66	25.41	49.67	1.1	0.9	13.520	B
			2	B	25.70	25.34	50.90	1.1	0.9	13.181	B
			3	C	110.75	108.40	121.45	4.0	4.0	14.311	B
			4	D	65.35	70.41	71.30	0.2	0.3	22.609	C
		2	1	(B, C, D)	227.31	227.46	294.69	1.0	1.4	5.357	
	Exit	1	1		185.04	185.04	192.46	0.0	0.0	0.000	
B - Lucan Newlands Road	Entry	1	1	C, D	61.01	69.80	63.43	5.2	6.5	41.249	D
			2	A	43.99	48.96	55.12	3.3	4.0	40.255	D
		2	1	(A, C, D)	104.64	105.04	120.17	0.2	0.2	2.952	
	Exit	1	1		82.87	82.87	137.88	0.0	0.0	0.000	
C - R113 (S)	Entry	1	1	D	16.88	18.80	18.39	0.0	0.1	20.253	C
			2	D	16.95	18.58	18.06	0.1	0.1	20.249	C
			3	A	81.51	89.02	89.81	0.2	0.4	23.954	C
			4	B	21.43	20.67	23.64	3.3	2.3	45.833	D
		2	1	(A, B, D)	137.35	136.74	147.76	0.4	0.4	2.672	
	Exit	1	1		155.45	155.45	163.84	0.0	0.0	0.000	
D - Thomas Omer Way	Entry	1	1	A	41.67	46.95	47.53	3.5	4.1	39.796	D
			2	B	10.34	11.49	13.66	0.7	1.3	35.860	D
			3	C	13.92	16.45	14.53	2.0	1.4	34.475	C
		2	1	(A, B, C)	65.76	66.00	76.92	0.2	0.2	2.621	
	Exit	1	1		147.00	147.00	143.31	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	23.70	23.02	41.84	0.9	1.0	13.088	B
			2	B	22.95	22.45	43.33	0.9	1.0	12.794	B
			3	C	109.95	108.14	112.61	4.0	4.4	13.607	B
			4	D	44.24	48.69	49.69	0.3	0.1	21.310	C
		2	1	(B, C, D)	201.51	200.86	248.47	1.4	1.0	4.176	
	Exit	1	1		170.45	170.45	180.87	0.0	0.0	0.000	
B - Lucan Newlands Road	Entry	1	1	C, D	73.95	75.61	72.84	6.5	6.7	42.390	D
			2	A	33.43	31.88	39.81	4.0	3.2	38.570	D
		2	1	(A, C, D)	107.42	107.65	113.64	0.2	0.4	2.671	
	Exit	1	1		72.69	72.69	113.30	0.0	0.0	0.000	
C - R113 (S)	Entry	1	1	D	10.45	11.71	10.48	0.1	0.0	19.606	B
			2	D	9.47	10.88	10.04	0.1	0.0	21.682	C
			3	A	94.30	105.04	102.10	0.4	0.5	24.702	C
			4	B	23.60	26.25	26.08	2.3	2.4	46.836	D
		2	1	(A, B, D)	138.11	137.82	147.96	0.4	0.4	2.755	
	Exit	1	1		160.30	160.30	166.86	0.0	0.0	0.000	
D - Thomas Omer Way	Entry	1	1	A	34.12	33.58	38.96	4.1	3.1	38.629	D
			2	B	1.08	0.98	2.05	1.3	0.1	38.768	D
			3	C	21.04	19.52	22.54	1.4	2.1	37.875	D
		2	1	(A, B, C)	56.17	56.23	63.36	0.2	0.2	2.338	
	Exit	1	1		114.25	114.25	111.35	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	28.05	26.93	49.59	1.0	1.4	13.271	B
			2	B	26.64	26.13	48.87	1.0	1.2	13.482	B
			3	C	110.75	108.72	116.04	4.4	4.4	13.998	B
			4	D	54.79	61.59	60.35	0.1	0.3	22.479	C
	Exit	2	1	(B, C, D)	220.01	220.26	277.01	1.0	1.3	4.619	
B - Lucan Newlands Road	Entry	1	1	C, D	70.01	66.68	73.93	6.7	6.8	43.154	D
			2	A	41.68	34.88	45.36	3.2	3.9	40.559	D
	Exit	2	1	(A, C, D)	111.83	111.79	120.42	0.4	0.3	2.805	
	Exit	1	1		70.55	70.55	116.78	0.0	0.0	0.000	
C - R113 (S)	Entry	1	1	D	9.80	11.02	9.87	0.0	0.1	19.602	B
			2	D	9.25	10.23	9.48	0.0	0.0	19.530	B
			3	A	86.31	97.59	92.54	0.5	0.4	24.115	C
			4	B	13.99	15.36	14.63	2.4	1.6	46.142	D
	Exit	2	1	(A, B, D)	119.66	119.35	126.51	0.4	0.3	2.561	
D - Thomas Omer Way	Entry	1	1	A	37.70	32.96	45.67	3.1	3.8	39.494	D
			2	B	2.48	2.04	3.70	0.1	0.3	37.355	D
			3	C	17.67	14.06	16.33	2.1	1.8	36.541	D
	Exit	2	1	(A, B, C)	58.24	57.87	66.33	0.2	0.2	2.504	
	Exit	1	1		122.42	122.42	124.51	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	28.08	29.40	51.60	1.4	0.7	13.176	B
			2	B	28.10	28.93	51.28	1.2	0.8	13.555	B
			3	C	102.36	103.66	107.69	4.4	2.5	13.673	B
			4	D	58.23	65.75	61.05	0.3	0.6	22.386	C
	Exit	2	1	(B, C, D)	216.76	216.76	269.92	1.3	1.3	4.646	
B - Lucan Newlands Road	Entry	1	1	C, D	68.72	58.70	73.28	6.8	6.5	42.234	D
			2	A	54.03	43.59	63.41	3.9	5.2	42.154	D
	Exit	2	1	(A, C, D)	123.11	122.78	138.69	0.3	0.5	3.182	
	Exit	1	1		97.52	97.52	139.96	0.0	0.0	0.000	
C - R113 (S)	Entry	1	1	D	20.86	23.10	21.81	0.1	0.2	20.110	C
			2	D	19.32	21.61	20.90	0.0	0.2	21.475	C
			3	A	69.18	76.34	73.53	0.4	0.6	22.407	C
			4	B	32.24	35.57	32.70	1.6	3.2	49.327	D
	Exit	2	1	(A, B, D)	141.69	141.61	149.89	0.3	0.4	3.049	
D - Thomas Omer Way	Entry	1	1	A	38.77	31.12	44.73	3.8	3.6	39.711	D
			2	B	4.12	3.61	4.39	0.3	0.6	34.995	C
			3	C	15.87	12.98	15.77	1.8	1.7	35.642	D
	Exit	2	1	(A, B, C)	58.92	58.77	65.33	0.2	0.2	2.495	
	Exit	1	1		142.95	142.95	146.42	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	26.02	28.55	52.36	0.7	0.9	13.532	B
			2	B	27.29	29.49	52.13	0.8	0.8	13.302	B
			3	C	100.95	107.75	103.07	2.5	2.6	13.341	B
			4	D	53.75	60.94	60.60	0.6	0.9	22.448	C
	Exit	2	1	(B, C, D)	208.23	208.01	266.16	1.3	1.2	4.666	
	Exit	1	1		145.51	145.51	170.89	0.0	0.0	0.000	
B - Lucan Newlands Road	Entry	1	1	C, D	41.07	32.78	46.29	6.5	3.9	37.119	D
			2	A	46.88	36.43	52.61	5.2	4.6	39.277	D
	Exit	2	1	(A, C, D)	88.12	87.94	95.86	0.5	0.3	2.567	
	Exit	1	1		88.08	88.08	134.34	0.0	0.0	0.000	
C - R113 (S)	Entry	1	1	D	14.13	15.79	14.67	0.2	0.3	19.666	B
			2	D	14.26	16.27	14.19	0.2	0.1	19.468	B
			3	A	74.93	84.94	81.31	0.6	1.1	22.904	C
			4	B	22.70	25.52	23.18	3.2	2.2	47.294	D
	Exit	2	1	(A, B, D)	126.04	126.04	133.95	0.4	0.3	2.560	
	Exit	1	1		136.05	136.05	138.69	0.0	0.0	0.000	
D - Thomas Omer Way	Entry	1	1	A	30.36	24.00	36.96	3.6	3.2	38.889	D
			2	B	5.95	4.52	6.66	0.6	0.9	35.936	D
			3	C	17.49	13.95	16.55	1.7	1.9	35.362	D
	Exit	2	1	(A, B, C)	53.73	53.79	60.00	0.2	0.2	2.499	
	Exit	1	1		111.43	111.43	116.70	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	26.31	29.71	48.31	0.9	0.8	13.242	B
			2	B	26.92	30.40	48.92	0.8	0.9	13.625	B
			3	C	118.17	130.19	126.29	2.6	2.8	14.277	B
			4	D	54.69	61.92	59.54	0.9	1.2	22.064	C
	Exit	2	1	(B, C, D)	225.62	226.12	283.47	1.2	1.3	4.842	
	Exit	1	1		159.14	159.14	183.78	0.0	0.0	0.000	
B - Lucan Newlands Road	Entry	1	1	C, D	92.75	71.96	93.24	3.9	9.7	52.374	D
			2	A	36.76	27.33	44.54	4.6	3.3	39.382	D
	Exit	2	1	(A, C, D)	132.69	129.51	143.78	0.3	1.8	6.596	
	Exit	1	1		113.57	113.57	151.58	0.0	0.0	0.000	
C - R113 (S)	Entry	1	1	D	13.08	15.04	13.51	0.3	0.4	20.793	C
			2	D	13.12	14.93	13.86	0.1	0.3	20.785	C
			3	A	80.28	89.39	82.47	1.1	1.7	24.268	C
			4	B	40.77	46.05	43.45	2.2	4.4	52.850	D
	Exit	2	1	(A, B, D)	147.36	147.25	155.31	0.3	0.6	4.816	
	Exit	1	1		165.59	165.59	173.76	0.0	0.0	0.000	
D - Thomas Omer Way	Entry	1	1	A	55.55	42.43	56.77	3.2	5.3	41.263	D
			2	B	9.76	7.41	10.90	0.9	1.2	37.128	D
			3	C	12.76	9.69	15.10	1.9	1.3	36.929	D
	Exit	2	1	(A, B, C)	77.97	78.07	85.71	0.2	0.2	2.575	
	Exit	1	1		138.07	138.07	147.77	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	21.76	24.58	40.48	0.8	0.6	12.998	B
			2	B	21.65	23.95	39.48	0.9	0.7	13.176	B
			3	C	123.58	137.39	134.73	2.8	3.0	14.739	B
			4	D	82.95	93.33	85.61	1.2	2.1	23.791	C
	Exit	2	1	(B, C, D)	248.06	249.94	301.35	1.3	1.1	5.437	
B - Lucan Newlands Road	Entry	1	1	C, D	75.58	57.25	81.53	9.7	7.0	45.699	D
			2	A	35.78	28.19	44.54	3.3	3.7	39.547	D
	Exit	2	1	(A, C, D)	111.33	111.36	124.17	1.8	0.3	3.618	
	Exit	1	1		82.26	82.26	116.73	0.0	0.0	0.000	
C - R113 (S)	Entry	1	1	D	22.30	24.94	22.10	0.4	0.7	20.326	C
			2	D	21.90	24.51	21.28	0.3	0.7	20.414	C
			3	A	90.54	101.39	89.58	1.7	2.2	23.315	C
			4	B	24.81	27.40	26.67	4.4	2.4	47.907	D
	Exit	2	1	(A, B, D)	159.65	159.58	160.42	0.6	0.6	2.679	
D - Thomas Omer Way	Entry	1	1	A	47.28	34.73	54.07	5.3	4.3	39.810	D
			2	B	8.82	6.33	10.10	1.2	1.2	37.991	D
			3	C	17.71	13.73	17.28	1.3	1.9	36.402	D
	Exit	2	1	(A, B, C)	73.61	73.84	82.06	0.2	0.2	2.505	
	Exit	1	1		173.78	173.78	176.65	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	25.77	29.39	45.36	0.6	0.8	13.201	B
			2	B	25.75	29.35	46.70	0.7	0.7	13.138	B
			3	C	119.02	133.34	125.02	3.0	3.2	14.676	B
			4	D	94.77	105.72	104.73	2.1	2.9	24.714	C
	Exit	2	1	(B, C, D)	266.39	265.34	324.52	1.1	2.3	6.270	
B - Lucan Newlands Road	Entry	1	1	C, D	83.64	68.14	91.41	7.0	8.3	49.549	D
			2	A	40.96	34.27	48.46	3.7	3.8	39.252	D
	Exit	2	1	(A, C, D)	127.48	124.63	140.54	0.3	1.3	4.304	
	Exit	1	1		110.68	110.68	146.07	0.0	0.0	0.000	
C - R113 (S)	Entry	1	1	D	9.83	11.57	11.80	0.7	0.3	20.460	C
			2	D	10.12	11.70	11.31	0.7	0.3	20.101	C
			3	A	69.90	78.07	77.12	2.2	2.6	24.078	C
			4	B	35.67	39.54	35.69	2.4	3.8	48.924	D
	Exit	2	1	(A, B, D)	125.64	125.53	136.28	0.6	0.4	2.874	
D - Thomas Omer Way	Entry	1	1	A	41.06	34.19	49.04	4.3	3.9	40.188	D
			2	B	14.44	12.37	18.33	1.2	1.4	37.773	D
			3	C	18.54	15.69	18.46	1.9	1.9	36.105	D
	Exit	2	1	(A, B, C)	74.46	74.02	84.35	0.2	0.2	2.620	
	Exit	1	1		170.67	170.67	185.55	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	24.40	24.58	44.57	0.8	0.9	13.199	B
			2	B	23.93	24.04	43.31	0.7	0.7	13.199	B
			3	C	99.11	104.13	102.82	3.2	2.8	13.887	B
			4	D	65.89	66.51	76.77	2.9	2.4	23.334	C
	2	1	(B, C, D)	213.87	213.33	267.70	2.3	1.2	4.753		
	Exit	1	1		154.12	154.12	180.43	0.0	0.0	0.000	
B - Lucan Newlands Road	Entry	1	1	C, D	82.73	74.53	91.86	8.3	8.1	49.491	D
			2	A	49.41	47.45	63.67	3.8	4.6	42.634	D
	2	1	(A, C, D)	134.67	132.04	152.37	1.3	1.3	5.623		
	Exit	1	1		93.72	93.72	136.19	0.0	0.0	0.000	
C - R113 (S)	Entry	1	1	D	13.34	11.92	14.01	0.3	0.6	20.298	C
			2	D	13.73	12.14	14.33	0.3	0.6	20.408	C
			3	A	71.00	76.37	79.10	2.6	2.3	23.610	C
			4	B	26.02	30.47	27.81	3.8	2.7	47.372	D
	2	1	(A, B, D)	123.94	124.16	135.52	0.4	0.3	2.738		
	Exit	1	1		172.77	172.77	179.48	0.0	0.0	0.000	
D - Thomas Omer Way	Entry	1	1	A	30.28	30.40	37.66	3.9	2.8	38.876	D
			2	B	13.37	14.64	20.51	1.4	1.1	37.718	D
			3	C	32.22	33.22	35.87	1.9	2.6	38.280	D
	2	1	(A, B, C)	76.12	75.87	88.95	0.2	0.2	2.684		
	Exit	1	1		129.69	129.69	156.17	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	26.42	24.94	46.17	0.9	0.9	13.206	B
			2	B	26.42	24.72	45.27	0.7	0.9	13.176	B
			3	C	143.75	146.89	152.01	2.8	3.9	16.187	B
			4	D	64.35	59.64	71.98	2.4	2.8	22.933	C
	2	1	(B, C, D)	260.60	260.93	318.10	1.2	1.9	5.980		
	Exit	1	1		188.06	188.06	215.43	0.0	0.0	0.000	
B - Lucan Newlands Road	Entry	1	1	C, D	90.65	90.54	104.27	8.1	9.4	60.146	E
			2	A	39.61	43.46	58.19	4.6	3.3	41.404	D
	2	1	(A, C, D)	136.54	130.23	160.65	1.3	3.3	14.315		
	Exit	1	1		103.41	103.41	139.24	0.0	0.0	0.000	
C - R113 (S)	Entry	1	1	D	17.06	14.56	16.25	0.6	0.9	20.111	C
			2	D	17.13	15.11	16.96	0.6	0.7	19.856	B
			3	A	94.19	89.71	99.66	2.3	4.1	24.770	C
			4	B	39.33	45.29	39.16	2.7	4.1	49.982	D
	2	1	(A, B, D)	166.77	167.71	175.29	0.3	0.5	3.403		
	Exit	1	1		221.17	221.17	232.78	0.0	0.0	0.000	
D - Thomas Omer Way	Entry	1	1	A	52.30	54.88	57.58	2.8	4.8	40.170	D
			2	B	7.62	8.46	8.65	1.1	0.7	37.333	D
			3	C	27.33	29.78	29.94	2.6	2.3	36.658	D
	2	1	(A, B, C)	87.40	87.25	95.60	0.2	0.3	2.551		
	Exit	1	1		135.36	135.36	158.63	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	25.08	23.13	44.64	0.9	0.9	12,930	B
			2	B	24.76	22.95	45.27	0.9	1.0	12,896	B
			3	C	122.06	117.07	129.16	3.9	3.4	14,545	B
			4	D	72.90	62.93	85.37	2.8	3.7	24,269	C
	Exit	2	1	(B, C, D)	244.70	244.81	306.47	1.9	1.6	5,638	
B - Lucan Newlands Road	Entry	1	1	C, D	62.67	68.31	75.75	9.4	5.5	45,835	D
			2	A	34.55	37.92	44.73	3.3	3.0	39,197	D
	Exit	2	1	(A, C, D)	97.08	97.23	114.43	3.3	0.3	5,118	
C - R113 (S)	Entry	1	1	D	14.71	12.69	17.25	0.9	0.7	20,161	C
			2	D	14.93	12.87	17.43	0.7	0.7	20,008	C
			3	A	91.59	81.22	93.77	4.1	3.5	23,913	C
			4	B	20.02	23.49	24.66	4.1	2.2	47,224	D
	Exit	2	1	(A, B, D)	141.29	141.35	152.28	0.5	0.4	2,753	
D - Thomas Omer Way	Entry	1	1	A	36.22	39.43	45.12	4.8	3.2	38,369	D
			2	B	9.44	10.37	11.86	0.7	0.9	35,898	D
			3	C	15.83	17.20	17.60	2.3	1.4	37,254	D
	Exit	2	1	(A, B, C)	61.57	61.48	73.99	0.3	0.2	2,572	

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	28.73	25.68	50.90	0.9	1.1	13,712	B
			2	B	27.11	23.96	51.49	1.0	1.3	13,415	B
			3	C	118.45	109.16	126.19	3.4	3.5	14,285	B
			4	D	64.23	52.92	77.00	3.7	3.5	23,391	C
	Exit	2	1	(B, C, D)	239.02	238.52	307.76	1.6	1.6	5,814	
B - Lucan Newlands Road	Entry	1	1	C, D	63.18	71.35	71.70	5.5	6.0	42,844	D
			2	A	45.33	49.66	53.19	3.0	3.9	40,036	D
	Exit	2	1	(A, C, D)	108.22	108.50	124.81	0.3	0.4	3,188	
C - R113 (S)	Entry	1	1	D	18.03	14.64	18.14	0.7	1.1	19,789	B
			2	D	18.07	14.57	17.60	0.7	1.2	19,566	B
			3	A	94.34	78.87	98.87	3.5	4.6	24,648	C
			4	B	33.11	36.22	31.81	2.2	3.7	47,467	D
	Exit	2	1	(A, B, D)	163.52	163.63	169.71	0.4	0.4	2,942	
D - Thomas Omer Way	Entry	1	1	A	60.07	67.66	67.87	3.2	5.3	42,459	D
			2	B	5.96	6.75	7.45	0.9	0.6	37,115	D
			3	C	10.45	12.04	11.08	1.4	1.0	37,249	D
	Exit	2	1	(A, B, C)	76.44	76.41	86.41	0.2	0.3	2,544	

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	34.08	31.27	65.33	1.1	1.4	13.619	B
			2	B	34.70	31.88	65.12	1.3	1.5	14.002	B
			3	C	129.60	116.71	140.05	3.5	5.3	15.110	B
			4	D	80.64	67.66	97.25	3.5	5.1	24.766	C
	2	1	(B, C, D)	275.75	279.07	370.10	1.6	2.9	10.529		
	Exit	1	1		164.57	164.57	192.48	0.0	0.0	0.000	
B - Lucan Newlands Road	Entry	1	1	C, D	70.25	79.88	81.72	6.0	6.8	46.772	D
			2	A	40.81	46.64	50.11	3.9	3.5	39.359	D
	2	1	(A, C, D)	111.11	111.11	132.57	0.4	0.5	3.603		
	Exit	1	1		106.77	106.77	173.14	0.0	0.0	0.000	
C - R113 (S)	Entry	1	1	D	9.43	8.86	12.45	1.1	0.6	20.061	C
			2	D	9.14	8.50	12.22	1.2	0.6	19.545	B
			3	A	81.36	67.63	91.22	4.6	5.4	23.913	C
			4	B	31.70	33.98	30.90	3.7	3.4	47.780	D
	2	1	(A, B, D)	131.39	131.64	143.92	0.4	0.3	2.825		
	Exit	1	1		164.33	164.33	183.43	0.0	0.0	0.000	
D - Thomas Omer Way	Entry	1	1	A	45.36	50.35	51.16	5.3	4.2	39.634	D
			2	B	8.67	9.63	11.80	0.6	0.8	37.095	D
			3	C	20.60	22.92	19.61	1.0	1.9	36.683	D
	2	1	(A, B, C)	74.67	74.64	83.04	0.3	0.2	2.521		
	Exit	1	1		140.17	140.17	179.87	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	16.41	16.34	32.27	1.4	0.6	12.456	B
			2	B	16.01	16.23	32.28	1.5	0.6	12.053	B
			3	C	117.33	113.64	122.81	5.3	4.4	13.847	B
			4	D	63.14	57.98	85.20	5.1	4.2	23.771	C
	2	1	(B, C, D)	212.46	212.60	261.60	2.9	0.8	4.385		
	Exit	1	1		215.09	215.09	235.52	0.0	0.0	0.000	
B - Lucan Newlands Road	Entry	1	1	C, D	63.40	72.18	69.34	6.8	5.9	43.095	D
			2	A	64.12	71.64	75.54	3.5	5.9	44.493	D
	2	1	(A, C, D)	127.81	127.48	146.30	0.5	0.5	3.760		
	Exit	1	1		68.35	68.35	95.61	0.0	0.0	0.000	
C - R113 (S)	Entry	1	1	D	17.04	16.95	19.29	0.6	1.1	19.642	B
			2	D	16.48	16.48	19.07	0.6	1.1	19.956	B
			3	A	97.30	86.10	103.64	5.4	6.7	24.387	C
			4	B	24.54	28.48	25.14	3.4	2.7	46.508	D
	2	1	(A, B, D)	154.84	155.35	165.04	0.3	0.5	2.820		
	Exit	1	1		162.00	162.00	165.65	0.0	0.0	0.000	
D - Thomas Omer Way	Entry	1	1	A	49.52	57.65	56.34	4.2	4.7	41.628	D
			2	B	6.94	7.30	5.93	0.8	0.7	34.347	C
			3	C	16.63	19.37	15.88	1.9	1.7	37.360	D
	2	1	(A, B, C)	72.94	73.12	78.53	0.2	0.2	2.409		
	Exit	1	1		134.60	134.60	165.94	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	27.52	28.45	53.81	0.6	1.2	13.648	B
			2	B	30.14	31.12	55.57	0.6	1.1	13.305	B
			3	C	149.88	150.29	153.51	4.4	5.8	15.728	B
			4	D	76.26	73.52	87.27	4.2	5.2	23.752	C
	2	1	(B, C, D)	284.96	283.75	349.23	0.8	2.6	7.434		
	Exit	1	1		194.47	194.47	197.83	0.0	0.0	0.000	
B - Lucan Newlands Road	Entry	1	1	C, D	84.98	95.35	92.01	5.9	8.6	52.290	D
			2	A	51.72	58.63	57.16	5.9	4.6	40.355	D
	2	1	(A, C, D)	135.58	136.70	151.12	0.5	0.3	5.710		
	Exit	1	1		108.36	108.36	163.92	0.0	0.0	0.000	
C - R113 (S)	Entry	1	1	D	21.94	21.94	22.02	1.1	1.5	21.353	C
			2	D	23.08	23.17	22.16	1.1	1.5	21.425	C
			3	A	84.76	82.23	90.10	6.7	5.4	24.229	C
			4	B	38.96	36.87	40.35	2.7	4.3	50.648	D
	2	1	(A, B, D)	167.21	168.72	172.94	0.5	0.6	3.642		
	Exit	1	1		199.48	199.48	199.67	0.0	0.0	0.000	
D - Thomas Omer Way	Entry	1	1	A	48.59	53.60	50.58	4.7	4.4	39.602	D
			2	B	10.52	11.93	14.19	0.7	0.9	37.323	D
			3	C	19.37	21.69	18.63	1.7	1.8	38.015	D
	2	1	(A, B, C)	78.58	78.47	84.17	0.2	0.3	2.411		
	Exit	1	1		186.43	186.43	195.92	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	18.04	18.54	33.84	1.2	0.8	12.975	B
			2	B	16.08	16.99	33.54	1.1	0.7	12.436	B
			3	C	116.24	121.81	125.78	5.8	4.4	14.236	B
			4	D	62.39	62.42	71.43	5.2	4.0	22.462	C
	2	1	(B, C, D)	212.60	212.71	261.96	2.6	1.1	4.250		
	Exit	1	1		195.22	195.22	199.47	0.0	0.0	0.000	
B - Lucan Newlands Road	Entry	1	1	C, D	99.61	109.81	100.29	8.6	9.7	57.668	E
			2	A	46.08	50.60	48.17	4.6	3.8	39.202	D
	2	1	(A, C, D)	144.18	145.87	150.45	0.3	0.8	8.694		
Exit	1	1		70.48	70.48	111.12	0.0	0.0	0.000		
C - R113 (S)	Entry	1	1	D	22.86	22.77	23.70	1.5	1.6	20.467	C
			2	D	21.58	21.69	22.59	1.5	1.4	20.071	C
			3	A	100.88	98.53	107.55	5.4	6.6	25.129	C
			4	B	38.46	29.60	37.20	4.3	4.3	47.865	D
	2	1	(A, B, D)	183.25	183.69	191.10	0.6	0.8	3.250		
	Exit	1	1		180.94	180.94	177.28	0.0	0.0	0.000	
D - Thomas Omer Way	Entry	1	1	A	41.53	46.08	43.75	4.4	4.0	39.072	D
			2	B	4.77	5.33	6.53	0.9	0.5	35.355	D
			3	C	17.68	20.67	19.05	1.8	1.8	36.830	D
	2	1	(A, B, C)	64.12	63.98	69.33	0.3	0.2	2.382		
	Exit	1	1		178.19	178.19	185.57	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	17.89	18.98	33.01	0.8	0.8	13.318	B
			2	B	18.22	19.19	33.83	0.7	0.8	13.374	B
			3	C	128.57	138.11	138.20	4.4	4.7	14.814	B
			4	D	67.19	67.66	73.39	4.0	4.4	22.329	C
	Exit	1	1	(B, C, D)	232.16	231.87	278.33	1.1	1.2	4.566	
B - Lucan Newlands Road	Entry	1	1	C, D	88.77	100.37	96.05	9.7	8.6	54.136	D
			2	A	33.58	37.30	33.48	3.8	3.1	36.407	D
	Exit	1	1	(A, C, D)	122.49	122.35	128.20	0.8	0.6	5.905	
C - R113 (S)	Entry	1	1	D	27.61	27.94	29.24	1.6	1.8	20.471	C
			2	D	27.58	27.79	28.94	1.4	1.9	20.301	C
			3	A	100.55	99.54	103.89	6.6	6.8	24.345	C
			4	B	27.92	20.20	30.51	4.3	3.1	46.715	D
	Exit	1	1	(A, B, D)	183.69	183.61	191.55	0.8	0.7	2.995	
D - Thomas Omer Way	Entry	1	1	A	53.06	60.87	60.87	4.0	4.6	41.204	D
			2	B	5.34	6.07	6.64	0.5	0.6	37.012	D
			3	C	22.27	25.73	22.16	1.8	1.9	36.889	D
	Exit	1	1	(A, B, C)	80.24	80.64	91.04	0.2	0.1	2.555	
	Exit	1	1		188.84	188.84	196.96	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	21.04	21.22	38.49	0.8	0.7	13.598	B
			2	B	20.71	20.93	39.17	0.8	0.8	13.132	B
			3	C	147.43	154.45	151.27	4.7	5.7	15.750	B
			4	D	59.13	60.51	65.75	4.4	0.2	21.830	C
	Exit	1	1	(B, C, D)	248.77	248.31	294.71	1.2	1.5	4.925	
B - Lucan Newlands Road	Entry	1	1	C, D	93.57	103.95	95.98	8.6	9.2	53.469	D
			2	A	49.70	56.93	55.51	3.1	4.3	40.661	D
	Exit	1	1	(A, C, D)	141.65	143.28	153.51	0.6	0.5	6.071	
C - R113 (S)	Entry	1	1	D	27.85	28.68	28.66	1.8	0.1	20.044	C
			2	D	28.08	28.84	28.73	1.9	0.1	19.725	B
			3	A	110.46	113.01	111.55	6.8	0.5	24.740	C
			4	B	30.22	22.27	30.72	3.1	3.2	48.224	D
	Exit	1	1	(A, B, D)	196.66	196.63	199.73	0.7	0.6	2.952	
D - Thomas Omer Way	Entry	1	1	A	52.52	59.47	55.08	4.6	4.8	39.582	D
			2	B	7.04	7.76	8.01	0.6	0.8	36.773	D
			3	C	20.57	24.04	21.55	1.9	1.9	37.188	D
	Exit	1	1	(A, B, C)	80.06	80.13	84.70	0.1	0.2	2.324	
	Exit	1	1		178.63	178.63	181.43	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 (N)	Entry	1	1	B	24.69	24.05	44.13	0.7	1.2	13.618	B
			2	B	24.85	24.51	45.24	0.8	1.0	13.274	B
			3	C	169.41	170.89	171.40	5.7	6.6	17.521	B
			4	D	77.06	81.26	83.16	0.2	0.3	23.541	C
	Exit	2	1	(B, C, D)	294.36	295.99	345.94	1.5	1.9	6.961	
	Exit	1	1		205.77	205.77	195.71	0.0	0.0	0.000	
B - Lucan Newlands Road	Entry	1	1	C, D	104.39	113.10	101.63	9.2	10.1	59.326	E
			2	A	42.58	45.87	42.73	4.3	3.5	37.750	D
	Exit	2	1	(A, C, D)	143.39	146.96	146.13	0.5	1.4	9.767	
	Exit	1	1		95.39	95.39	142.98	0.0	0.0	0.000	
C - R113 (S)	Entry	1	1	D	30.76	32.66	31.67	0.1	0.1	21.406	C
			2	D	30.03	31.84	31.31	0.1	0.1	21.632	C
			3	A	99.58	105.39	100.65	0.5	0.5	26.195	C
			4	B	47.06	39.98	46.51	3.2	4.8	52.501	D
	Exit	2	1	(A, B, D)	209.35	207.43	210.53	0.6	2.1	5.428	
	Exit	1	1		238.19	238.19	229.06	0.0	0.0	0.000	
D - Thomas Omer Way	Entry	1	1	A	47.83	54.51	52.33	4.8	4.7	40.687	D
			2	B	6.07	6.86	7.10	0.8	0.6	36.302	D
			3	C	22.52	25.92	21.95	1.9	2.0	36.499	D
	Exit	2	1	(A, B, C)	76.27	76.45	82.18	0.2	0.2	2.398	
	Exit	1	1		217.55	217.55	212.06	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 (N)	Entry	1	1	B	15.74	14.96	32.05	1.2	0.7	12.816	B
			2	B	16.16	15.83	32.19	1.0	0.7	13.383	B
			3	C	119.71	115.48	120.53	6.6	4.5	13.839	B
			4	D	77.64	82.55	80.65	0.3	0.4	23.057	C
	Exit	2	1	(B, C, D)	228.69	229.30	265.52	1.9	0.9	4.224	
	Exit	1	1		237.47	237.47	228.89	0.0	0.0	0.000	
B - Lucan Newlands Road	Entry	1	1	C, D	103.88	112.19	100.78	10.1	10.0	59.575	E
			2	A	43.01	46.30	45.93	3.5	3.9	38.762	D
	Exit	2	1	(A, C, D)	140.28	146.89	147.64	1.4	1.8	15.725	
	Exit	1	1		73.37	73.37	109.73	0.0	0.0	0.000	
C - R113 (S)	Entry	1	1	D	26.96	28.77	27.53	0.1	0.1	21.043	C
			2	D	27.65	29.35	28.22	0.1	0.2	20.425	C
			3	A	102.18	109.72	111.61	0.5	0.5	26.175	C
			4	B	41.35	41.20	43.84	4.8	4.3	49.602	D
	Exit	2	1	(A, B, D)	198.72	198.14	208.87	2.1	1.2	4.372	
	Exit	1	1		178.16	178.16	177.07	0.0	0.0	0.000	
D - Thomas Omer Way	Entry	1	1	A	70.74	81.18	71.35	4.7	6.6	43.585	D
			2	B	1.12	1.37	1.65	0.6	0.2	34.906	C
			3	C	26.89	29.64	26.00	2.0	2.8	37.036	D
	Exit	2	1	(A, B, C)	98.35	98.75	100.20	0.2	0.2	2.377	
	Exit	1	1		219.87	219.87	206.64	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	26.29	24.80	50.67	0.7	1.1	13.183	B
			2	B	26.89	25.59	49.39	0.7	1.2	13.341	B
			3	C	168.51	159.25	167.41	4.5	6.6	17.072	B
			4	D	65.49	70.92	67.33	0.4	0.3	21.626	C
		2	1	(B, C, D)	286.19	287.28	338.54	0.9	1.8	6.949	
	Exit	1	1		210.87	210.87	198.73	0.0	0.0	0.000	
B - Lucan Newlands Road	Entry	1	1	C, D	93.47	103.45	96.67	10.0	8.7	53.861	D
			2	A	41.62	46.70	45.67	3.9	3.8	38.249	D
		2	1	(A, C, D)	131.17	135.14	141.29	1.8	0.8	8.119	
	Exit	1	1		111.00	111.00	157.43	0.0	0.0	0.000	
C - R113 (S)	Entry	1	1	D	36.11	39.72	35.24	0.1	0.1	22.036	C
			2	D	34.12	37.81	34.57	0.2	0.2	22.644	C
			3	A	94.67	104.28	94.54	0.5	0.6	25.819	C
			4	B	47.64	52.30	49.37	4.3	5.0	53.346	D
		2	1	(A, B, D)	213.98	212.54	213.16	1.2	1.8	5.379	
	Exit	1	1		199.12	199.12	203.51	0.0	0.0	0.000	
D - Thomas Omer Way	Entry	1	1	A	52.44	59.94	58.52	6.6	5.1	41.713	D
			2	B	7.41	8.31	8.00	0.2	0.9	34.930	C
			3	C	13.55	15.65	14.20	2.8	1.6	37.335	D
		2	1	(A, B, C)	73.01	73.37	80.30	0.2	0.1	2.471	
	Exit	1	1		227.67	227.67	211.92	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	27.00	26.57	53.49	1.1	0.8	13.187	B
			2	B	28.27	27.58	55.04	1.2	0.7	13.098	B
			3	C	131.45	125.28	136.34	6.6	3.6	14.805	B
			4	D	83.24	91.45	89.14	0.3	0.8	23.897	C
		2	1	(B, C, D)	268.84	269.93	333.16	1.8	1.8	6.534	
	Exit	1	1		226.84	226.84	223.61	0.0	0.0	0.000	
B - Lucan Newlands Road	Entry	1	1	C, D	99.65	100.66	96.53	8.7	9.2	52.237	D
			2	A	48.87	47.02	48.06	3.8	4.5	39.778	D
		2	1	(A, C, D)	144.25	148.52	146.73	0.8	0.8	5.693	
	Exit	1	1		97.73	97.73	154.78	0.0	0.0	0.000	
C - R113 (S)	Entry	1	1	D	26.60	29.46	28.29	0.1	0.2	20.696	C
			2	D	28.28	31.01	28.16	0.2	0.3	20.962	C
			3	A	100.58	110.67	104.94	0.6	1.0	25.432	C
			4	B	34.25	36.94	36.53	5.0	3.8	49.787	D
		2	1	(A, B, D)	189.87	189.79	198.69	1.8	0.6	3.921	
	Exit	1	1		181.48	181.48	191.11	0.0	0.0	0.000	
D - Thomas Omer Way	Entry	1	1	A	64.23	69.14	70.61	5.1	6.4	42.863	D
			2	B	8.19	6.66	9.72	0.9	1.0	34.378	C
			3	C	30.80	29.86	30.13	1.6	2.9	38.073	D
		2	1	(A, B, C)	103.19	103.19	112.88	0.1	0.2	2.529	
	Exit	1	1		226.16	226.16	217.48	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	21.72	22.52	40.80	0.8	0.7	13.273	B
			2	B	22.09	23.16	42.05	0.7	0.6	12.945	B
			3	C	132.09	134.67	135.02	3.6	3.3	14.598	B
			4	D	78.11	84.76	81.35	0.8	1.2	23.859	C
	Exit	2	1	(B, C, D)	253.70	254.02	296.11	1.8	1.4	4.939	
	Exit	1	1		206.24	206.24	217.04	0.0	0.0	0.000	
B - Lucan Newlands Road	Entry	1	1	C, D	90.77	85.16	88.98	9.2	8.2	48.822	D
			2	A	53.46	48.36	56.47	4.5	5.0	39.795	D
	Exit	2	1	(A, C, D)	142.37	144.25	145.72	0.8	0.6	4.330	
	Exit	1	1		75.11	75.11	113.11	0.0	0.0	0.000	
C - R113 (S)	Entry	1	1	D	22.48	24.25	21.42	0.2	0.4	21.207	C
			2	D	23.35	25.48	21.98	0.3	0.3	20.004	C
			3	A	96.54	106.01	97.63	1.0	1.5	25.144	C
			4	B	24.54	26.31	23.33	3.8	2.5	47.348	D
	Exit	2	1	(A, B, D)	166.70	166.91	165.36	0.6	0.4	2.626	
	Exit	1	1		165.58	165.58	170.75	0.0	0.0	0.000	
D - Thomas Omer Way	Entry	1	1	A	58.58	51.87	62.94	6.4	5.8	42.334	D
			2	B	3.94	3.14	6.94	1.0	0.6	39.298	D
			3	C	15.98	12.11	16.81	2.9	1.7	36.292	D
	Exit	2	1	(A, B, C)	78.40	78.51	85.66	0.2	0.2	2.471	
	Exit	1	1		200.86	200.86	194.81	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	34.37	36.43	68.72	0.7	0.9	13.631	B
			2	B	34.16	36.29	67.64	0.6	0.9	14.089	B
			3	C	144.54	152.64	145.30	3.3	3.6	14.962	B
			4	D	76.23	82.84	78.10	1.2	1.3	23.066	C
	Exit	2	1	(B, C, D)	288.29	289.30	359.89	1.4	2.4	8.220	
	Exit	1	1		168.22	168.22	195.45	0.0	0.0	0.000	
B - Lucan Newlands Road	Entry	1	1	C, D	71.57	59.71	75.63	8.2	6.6	43.546	D
			2	A	51.18	40.21	55.87	5.0	4.7	39.808	D
	Exit	2	1	(A, C, D)	122.57	122.78	131.01	0.6	0.4	2.834	
	Exit	1	1		93.33	93.33	156.42	0.0	0.0	0.000	
C - R113 (S)	Entry	1	1	D	25.12	27.14	24.99	0.4	0.6	19.553	B
			2	D	24.79	27.11	24.99	0.3	0.4	19.937	B
			3	A	80.18	87.18	82.04	1.5	1.6	22.884	C
			4	B	16.66	19.16	17.33	2.5	1.8	47.897	D
	Exit	2	1	(A, B, D)	147.00	146.75	149.65	0.4	0.5	2.567	
	Exit	1	1		186.14	186.14	188.89	0.0	0.0	0.000	
D - Thomas Omer Way	Entry	1	1	A	50.17	40.77	57.54	5.8	4.6	40.737	D
			2	B	2.02	1.45	2.73	0.6	0.4	32.944	C
			3	C	22.66	17.53	22.69	1.7	2.4	37.492	D
	Exit	2	1	(A, B, C)	74.93	74.83	82.87	0.2	0.2	2.373	
	Exit	1	1		180.83	180.83	182.80	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	32.20	35.17	62.42	0.9	0.9	13.804	B
			2	B	31.70	34.22	61.96	0.9	0.9	13.806	B
			3	C	116.10	126.36	120.61	3.6	3.4	13.992	B
			4	D	79.19	85.41	79.51	1.3	2.2	22.743	C
	Exit	2	1	(B, C, D)	258.43	259.19	324.58	2.4	1.7	6.461	
B - Lucan Newlands Road	Entry	1	1	C, D	72.43	54.49	71.96	6.6	6.3	41.598	D
			2	A	41.40	30.54	45.29	4.7	3.8	39.465	D
	Exit	2	1	(A, C, D)	114.29	113.82	116.90	0.4	0.4	2.583	
	Exit	1	1		89.28	89.28	144.54	0.0	0.0	0.000	
C - R113 (S)	Entry	1	1	D	26.24	28.95	27.36	0.6	0.8	19.885	B
			2	D	26.35	29.17	26.98	0.4	0.7	20.591	C
			3	A	76.34	83.10	75.76	1.6	2.1	22.557	C
			4	B	15.69	16.81	15.82	1.8	1.7	44.944	D
	Exit	2	1	(A, B, D)	144.43	144.61	146.95	0.5	0.4	2.525	
D - Thomas Omer Way	Entry	1	1	A	45.58	33.65	48.28	4.6	4.1	38.701	D
			2	B	3.83	3.07	4.34	0.4	0.5	36.776	D
			3	C	21.33	15.90	21.14	2.4	2.1	36.325	D
	Exit	2	1	(A, B, C)	70.86	70.70	74.19	0.2	0.2	2.353	
	Exit	1	1		180.90	180.90	183.25	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	21.25	23.10	40.16	0.9	0.7	13.446	B
			2	B	21.14	22.81	39.02	0.9	0.7	14.034	B
			3	C	99.94	109.59	100.45	3.4	2.6	13.514	B
			4	D	46.26	50.17	48.94	2.2	1.7	20.719	C
	Exit	2	1	(B, C, D)	188.96	188.69	228.66	1.7	0.9	3.842	
B - Lucan Newlands Road	Entry	1	1	C, D	55.66	40.81	56.12	6.3	5.3	40.680	D
			2	A	40.63	30.33	44.88	3.8	3.8	39.117	D
	Exit	2	1	(A, C, D)	95.93	96.29	99.45	0.4	0.2	2.427	
	Exit	1	1		64.88	64.88	97.45	0.0	0.0	0.000	
C - R113 (S)	Entry	1	1	D	12.94	13.45	12.41	0.8	0.5	18.068	B
			2	D	12.22	13.08	12.30	0.7	0.5	19.142	B
			3	A	70.77	76.95	75.86	2.1	2.4	21.932	C
			4	B	16.70	18.22	17.13	1.7	2.0	45.333	D
	Exit	2	1	(A, B, D)	112.30	112.63	117.94	0.4	0.2	2.441	
D - Thomas Omer Way	Entry	1	1	A	45.43	33.87	49.90	4.1	4.3	39.990	D
			2	B	1.08	0.76	1.13	0.5	0.1	39.657	D
			3	C	13.16	10.12	14.10	2.1	1.2	36.814	D
	Exit	2	1	(A, B, C)	59.78	59.73	63.90	0.2	0.2	2.268	
	Exit	1	1		102.11	102.11	109.51	0.0	0.0	0.000	

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.0.6896
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The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: J4 Access junction.j9

Path: W:\UDC-Traffic Files\P22-066\Modelling\Decant Year\With Decant

Report generation date: 28/11/2022 15:34:19

«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	12.99	0.03	B

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

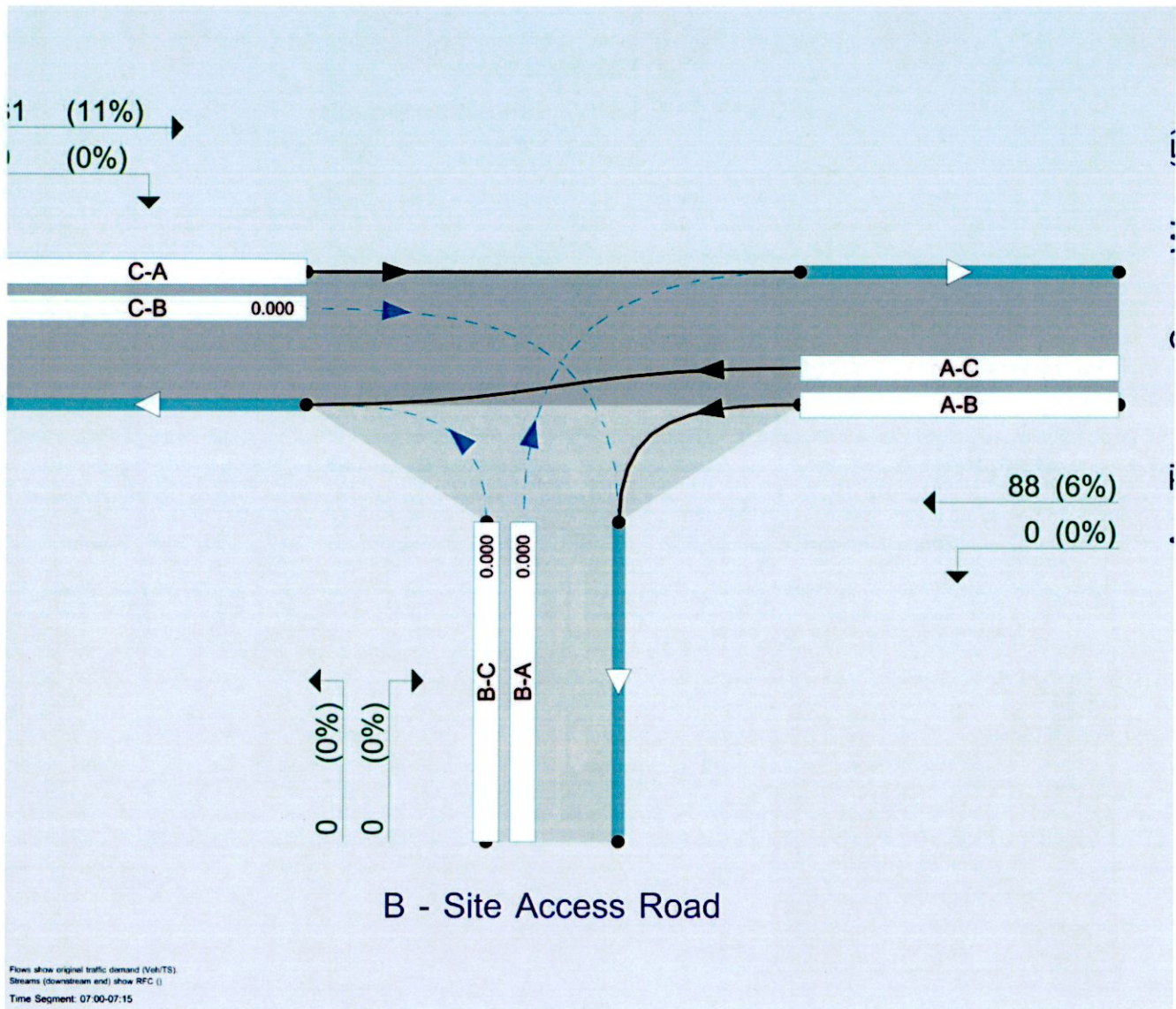
File summary

File Description

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

Units

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



B - Site Access Road

Flows show original traffic demand (Veh/TS)
Streams (downstream end) show RFC (0)

The junction diagram reflects the last run of Junctions.

Analysis Options

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

Analysis Set Details

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

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.0.6896
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Filename: J4 Access junction.j9

Path: W:\UDC-Traffic Files\P22-066\Modelling\Operation Years\With the development

Report generation date: 28/11/2022 17:03:27

»Opening Year + Dev + Adj, 12hrs

»+5 + Dev + Adj, 12hrs

»+15 + Dev + Adj, 12hrs

Summary of junction performance

	12hrs			
	Queue (Veh)	Delay (s)	RFC	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	0.2	7.79	0.14	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	0.2	7.95	0.14	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	0.2	8.09	0.15	A

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

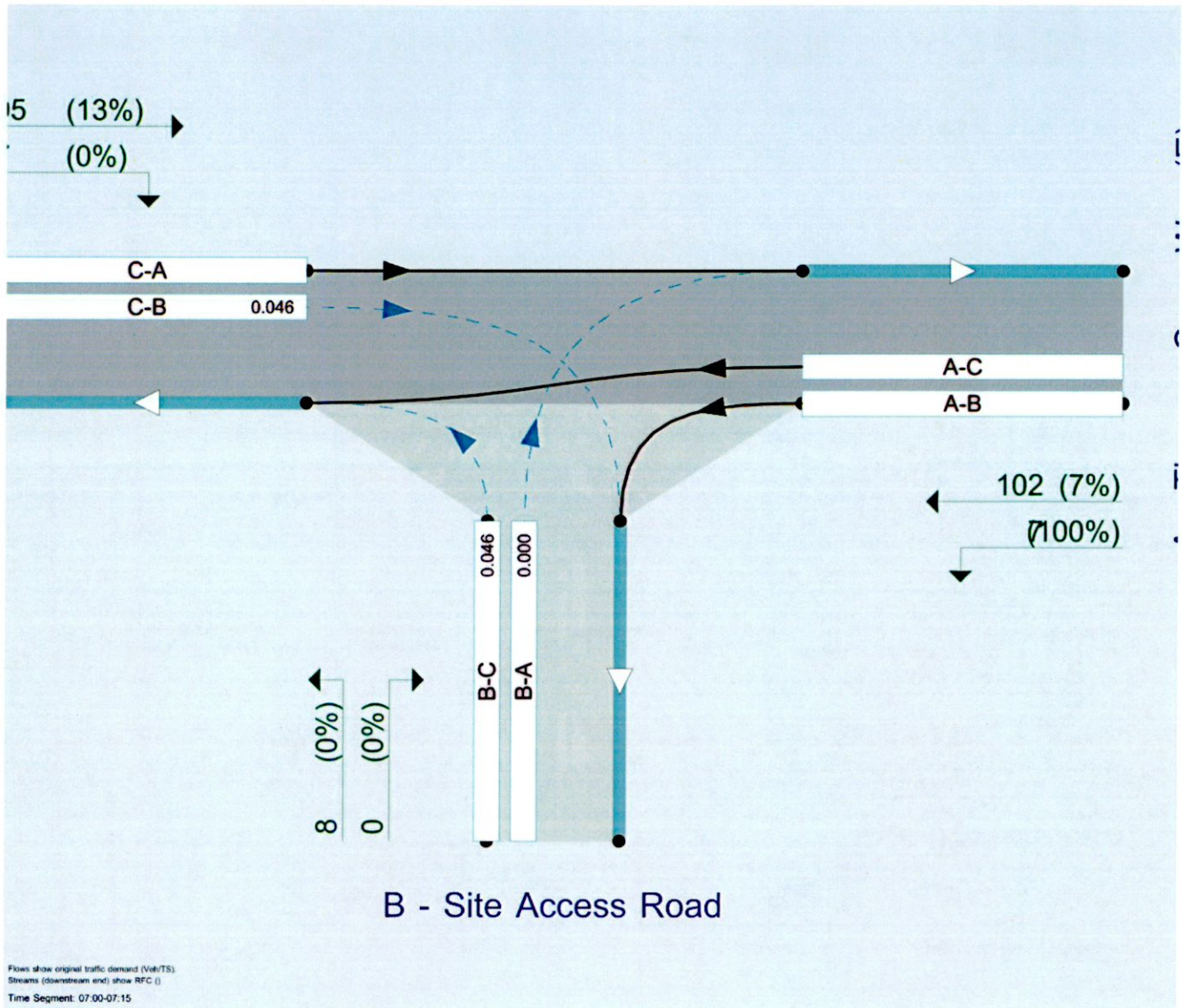
File summary

File Description

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

Units

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



B - Site Access Road

Analysis Options

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

Demand Set Summary

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

Analysis Set Details

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

+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		0.44	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
D9	+15 + Dev + Adj	12hrs	DIRECT	07:00	19:00	720	15	✓	Simple	D4+D5+D6

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - 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	6.99	102.06
	B - Site Access Road	0.00	0.00	7.84
	C - Thomas Omer Way (W)	94.89	6.99	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	6.99	116.41
	B - Site Access Road	0.00	0.00	7.84
	C - Thomas Omer Way (W)	115.86	6.99	0.00

Demand (Veh/TS)

		To		
		A - Thomas Omer Way (E)	B - Site Access Road	C - Thomas Omer Way (W)
07:30 - 07:45	From			
	A - Thomas Omer Way (E)	0.00	6.99	139.69
	B - Site Access Road	0.00	0.00	7.84
	C - Thomas Omer Way (W)	156.84	6.99	0.00

07:45 - 08:00

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	17.49	183.03
	B - Site Access Road	0.00	0.00	7.84
	C - Thomas Omer Way (W)	199.68	6.99	0.00

Demand (Veh/TS)

08:00 - 08:15

		To		
		A - Thomas Omer Way (E)	B - Site Access Road	C - Thomas Omer Way (W)
From	A - Thomas Omer Way (E)	0.00	29.40	168.75
	B - Site Access Road	0.00	0.00	28.67
	C - Thomas Omer Way (W)	204.05	18.90	0.00

Demand (Veh/TS)

08:15 - 08:30

		To		
		A - Thomas Omer Way (E)	B - Site Access Road	C - Thomas Omer Way (W)
From	A - Thomas Omer Way (E)	0.00	29.40	161.96
	B - Site Access Road	0.00	0.00	28.67
	C - Thomas Omer Way (W)	209.76	18.90	0.00

Demand (Veh/TS)

08:30 - 08:45

		To		
		A - Thomas Omer Way (E)	B - Site Access Road	C - Thomas Omer Way (W)
From	A - Thomas Omer Way (E)	0.00	29.40	152.09
	B - Site Access Road	0.00	0.00	28.67
	C - Thomas Omer Way (W)	223.84	18.90	0.00

Demand (Veh/TS)

08:45 - 09:00

		To		
		A - Thomas Omer Way (E)	B - Site Access Road	C - Thomas Omer Way (W)
From	A - Thomas Omer Way (E)	0.00	18.90	139.54
	B - Site Access Road	0.00	0.00	28.67
	C - Thomas Omer Way (W)	187.84	18.90	0.00

Demand (Veh/TS)

09:00 - 09:15

		To		
		A - Thomas Omer Way (E)	B - Site Access Road	C - Thomas Omer Way (W)
From	A - Thomas Omer Way (E)	0.00	3.45	117.89
	B - Site Access Road	0.00	0.00	6.31
	C - Thomas Omer Way (W)	143.02	3.45	0.00

Demand (Veh/TS)

09:15 - 09:30

		To		
		A - Thomas Omer Way (E)	B - Site Access Road	C - Thomas Omer Way (W)
From	A - Thomas Omer Way (E)	0.00	3.45	98.37
	B - Site Access Road	0.00	0.00	6.31
	C - Thomas Omer Way (W)	145.10	3.45	0.00

Demand (Veh/TS)

09:30 - 09:45

		To		
		A - Thomas Omer Way (E)	B - Site Access Road	C - Thomas Omer Way (W)
From	A - Thomas Omer Way (E)	0.00	3.45	91.03
	B - Site Access Road	0.00	0.00	6.31
	C - Thomas Omer Way (W)	139.04	3.45	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	3.45	67.76
	B - Site Access Road	0.00	0.00	6.31
	C - Thomas Omer Way (W)	119.70	3.45	0.00

10:00 - 10:15

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	1.18	70.37
	B - Site Access Road	0.00	0.00	3.63
	C - Thomas Omer Way (W)	86.37	1.18	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	1.18	80.92
	B - Site Access Road	0.00	0.00	3.63
	C - Thomas Omer Way (W)	99.27	1.18	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	1.18	80.97
	B - Site Access Road	0.00	0.00	3.63
	C - Thomas Omer Way (W)	87.32	1.18	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	1.18	66.11
	B - Site Access Road	0.00	0.00	3.63
	C - Thomas Omer Way (W)	99.32	1.18	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	1.91	69.90
	B - Site Access Road	0.00	0.00	3.25
	C - Thomas Omer Way (W)	88.43	1.91	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	1.91	100.97
	B - Site Access Road	0.00	0.00	3.25
	C - Thomas Omer Way (W)	69.81	1.91	0.00

Demand (Veh/TS)

11:30 - 11:45

		To		
		A - Thomas Omer Way (E)	B - Site Access Road	C - Thomas Omer Way (W)
From	A - Thomas Omer Way (E)	0.00	1.91	84.98
	B - Site Access Road	0.00	0.00	3.25
	C - Thomas Omer Way (W)	75.20	1.91	0.00

Demand (Veh/TS)

11:45 - 12:00

		To		
		A - Thomas Omer Way (E)	B - Site Access Road	C - Thomas Omer Way (W)
From	A - Thomas Omer Way (E)	0.00	1.91	75.79
	B - Site Access Road	0.00	0.00	3.25
	C - Thomas Omer Way (W)	94.76	1.91	0.00

Demand (Veh/TS)

12:00 - 12:15

		To		
		A - Thomas Omer Way (E)	B - Site Access Road	C - Thomas Omer Way (W)
From	A - Thomas Omer Way (E)	0.00	1.36	111.22
	B - Site Access Road	0.00	0.00	3.63
	C - Thomas Omer Way (W)	91.04	1.36	0.00

12:15 - 12:30

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	1.36	101.52
	B - Site Access Road	0.00	0.00	3.63
	C - Thomas Omer Way (W)	101.18	1.36	0.00

Demand (Veh/TS)

12:30 - 12:45

		To		
		A - Thomas Omer Way (E)	B - Site Access Road	C - Thomas Omer Way (W)
From	A - Thomas Omer Way (E)	0.00	1.36	135.95
	B - Site Access Road	0.00	0.00	3.63
	C - Thomas Omer Way (W)	97.60	1.36	0.00

Demand (Veh/TS)

12:45 - 13:00

		To		
		A - Thomas Omer Way (E)	B - Site Access Road	C - Thomas Omer Way (W)
From	A - Thomas Omer Way (E)	0.00	1.36	108.41
	B - Site Access Road	0.00	0.00	3.63
	C - Thomas Omer Way (W)	87.05	1.36	0.00

Demand (Veh/TS)

13:00 - 13:15

		To		
		A - Thomas Omer Way (E)	B - Site Access Road	C - Thomas Omer Way (W)
From	A - Thomas Omer Way (E)	0.00	2.00	117.64
	B - Site Access Road	0.00	0.00	3.25
	C - Thomas Omer Way (W)	87.69	2.00	0.00

Demand (Veh/TS)

13:15 - 13:30

		To		
		A - Thomas Omer Way (E)	B - Site Access Road	C - Thomas Omer Way (W)
From	A - Thomas Omer Way (E)	0.00	2.00	136.71
	B - Site Access Road	0.00	0.00	3.25
	C - Thomas Omer Way (W)	94.53	2.00	0.00

Demand (Veh/TS)

13:30 - 13:45

		To		
		A - Thomas Omer Way (E)	B - Site Access Road	C - Thomas Omer Way (W)
From	A - Thomas Omer Way (E)	0.00	2.00	109.17
	B - Site Access Road	0.00	0.00	3.25
	C - Thomas Omer Way (W)	91.23	2.00	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	2.00	144.22
	B - Site Access Road	0.00	0.00	3.25
	C - Thomas Omer Way (W)	111.47	2.00	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	3.63	161.86
	B - Site Access Road	0.00	0.00	7.07
	C - Thomas Omer Way (W)	107.37	3.63	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	3.63	166.75
	B - Site Access Road	0.00	0.00	7.07
	C - Thomas Omer Way (W)	105.46	3.63	0.00

14:30 - 14:45

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	3.63	136.86
	B - Site Access Road	0.00	0.00	7.07
	C - Thomas Omer Way (W)	117.69	3.63	0.00

Demand (Veh/TS)

		To		
		A - Thomas Omer Way (E)	B - Site Access Road	C - Thomas Omer Way (W)
14:45 - 15:00	From	A - Thomas Omer Way (E)	0.00	145.83
		B - Site Access Road	0.00	7.07
		C - Thomas Omer Way (W)	121.72	3.63

Demand (Veh/TS)

		To		
		A - Thomas Omer Way (E)	B - Site Access Road	C - Thomas Omer Way (W)
15:00 - 15:15	From	A - Thomas Omer Way (E)	0.00	132.16
		B - Site Access Road	0.00	31.54
		C - Thomas Omer Way (W)	110.12	12.99

Demand (Veh/TS)

		To		
		A - Thomas Omer Way (E)	B - Site Access Road	C - Thomas Omer Way (W)
15:15 - 15:30	From	A - Thomas Omer Way (E)	0.00	137.54
		B - Site Access Road	0.00	31.54
		C - Thomas Omer Way (W)	104.24	12.99

Demand (Veh/TS)

		To		
		A - Thomas Omer Way (E)	B - Site Access Road	C - Thomas Omer Way (W)
15:30 - 15:45	From	A - Thomas Omer Way (E)	0.00	138.44
		B - Site Access Road	0.00	31.54
		C - Thomas Omer Way (W)	106.59	12.99

Demand (Veh/TS)

		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)	0.00	128.85
		B - Site Access Road	0.00	31.54
		C - Thomas Omer Way (W)	118.87	12.99

Demand (Veh/TS)

		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)	0.00	177.07
		B - Site Access Road	0.00	18.92
		C - Thomas Omer Way (W)	137.46	5.81

Demand (Veh/TS)

		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)	0.00	173.81
		B - Site Access Road	0.00	18.92
		C - Thomas Omer Way (W)	116.27	5.81

Demand (Veh/TS)

		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)	0.00	182.50
		B - Site Access Road	0.00	18.92
		C - Thomas Omer Way (W)	131.07	5.81

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	5.81	167.92
	B - Site Access Road	0.00	0.00	18.92
	C - Thomas Omer Way (W)	127.59	5.81	0.00

Demand (Veh/TS)

17:00 - 17:15

		To		
		A - Thomas Omer Way (E)	B - Site Access Road	C - Thomas Omer Way (W)
From	A - Thomas Omer Way (E)	0.00	2.27	211.64
	B - Site Access Road	0.00	0.00	29.79
	C - Thomas Omer Way (W)	123.99	2.27	0.00

Demand (Veh/TS)

17:15 - 17:30

		To		
		A - Thomas Omer Way (E)	B - Site Access Road	C - Thomas Omer Way (W)
From	A - Thomas Omer Way (E)	0.00	2.27	206.26
	B - Site Access Road	0.00	0.00	29.79
	C - Thomas Omer Way (W)	147.09	2.27	0.00

Demand (Veh/TS)

17:30 - 17:45

		To		
		A - Thomas Omer Way (E)	B - Site Access Road	C - Thomas Omer Way (W)
From	A - Thomas Omer Way (E)	0.00	2.27	209.79
	B - Site Access Road	0.00	0.00	29.79
	C - Thomas Omer Way (W)	114.79	2.27	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	2.27	215.90
	B - Site Access Road	0.00	0.00	29.79
	C - Thomas Omer Way (W)	169.18	2.27	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	2.00	186.63
	B - Site Access Road	0.00	0.00	2.10
	C - Thomas Omer Way (W)	113.90	2.00	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	2.00	175.59
	B - Site Access Road	0.00	0.00	2.10
	C - Thomas Omer Way (W)	114.63	2.00	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	2.00	178.89
	B - Site Access Road	0.00	0.00	2.10
	C - Thomas Omer Way (W)	118.16	2.00	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	2.00	103.31
	B - Site Access Road	0.00	0.00	2.10
	C - Thomas Omer Way (W)	112.05	2.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		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	7
		B - Site Access Road	0	0
		C - Thomas Omer Way (W)	13	0

Heavy Vehicle Percentages

		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	7
		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)
07:30 - 07:45	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)
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)	8	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	100	9
		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)	
09:30 - 09:45	From				
		A - Thomas Omer Way (E)	0	100	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	100	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	100	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	100	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	100	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	100	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	100	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	100	10
		B - Site Access Road	0	0	0
		C - Thomas Omer Way (W)	6	0	0

11:30 -

Heavy Vehicle Percentages

11:45

		To		
		A - Thomas Omer Way (E)	B - Site Access Road	C - Thomas Omer Way (W)
From	A - Thomas Omer Way (E)	0	100	7
	B - Site Access Road	0	0	0
	C - Thomas Omer Way (W)	11	0	0

Heavy Vehicle Percentages

11:45 - 12:00

		To		
		A - Thomas Omer Way (E)	B - Site Access Road	C - Thomas Omer Way (W)
From	A - Thomas Omer Way (E)	0	100	9
	B - Site Access Road	0	0	0
	C - Thomas Omer Way (W)	6	0	0

Heavy Vehicle Percentages

12:00 - 12:15

		To		
		A - Thomas Omer Way (E)	B - Site Access Road	C - Thomas Omer Way (W)
From	A - Thomas Omer Way (E)	0	100	8
	B - Site Access Road	0	0	0
	C - Thomas Omer Way (W)	8	0	0

Heavy Vehicle Percentages

12:15 - 12:30

		To		
		A - Thomas Omer Way (E)	B - Site Access Road	C - Thomas Omer Way (W)
From	A - Thomas Omer Way (E)	0	100	14
	B - Site Access Road	0	0	0
	C - Thomas Omer Way (W)	4	0	0

Heavy Vehicle Percentages

12:30 - 12:45

		To		
		A - Thomas Omer Way (E)	B - Site Access Road	C - Thomas Omer Way (W)
From	A - Thomas Omer Way (E)	0	100	6
	B - Site Access Road	0	0	0
	C - Thomas Omer Way (W)	11	0	0

Heavy Vehicle Percentages

12:45 - 13:00

		To		
		A - Thomas Omer Way (E)	B - Site Access Road	C - Thomas Omer Way (W)
From	A - Thomas Omer Way (E)	0	100	5
	B - Site Access Road	0	0	0
	C - Thomas Omer Way (W)	5	0	0

Heavy Vehicle Percentages

13:00 - 13:15

		To		
		A - Thomas Omer Way (E)	B - Site Access Road	C - Thomas Omer Way (W)
From	A - Thomas Omer Way (E)	0	100	6
	B - Site Access Road	0	0	0
	C - Thomas Omer Way (W)	10	0	0

Heavy Vehicle Percentages

13:15 - 13:30

		To		
		A - Thomas Omer Way (E)	B - Site Access Road	C - Thomas Omer Way (W)
From	A - Thomas Omer Way (E)	0	100	6
	B - Site Access Road	0	0	0
	C - Thomas Omer Way (W)	7	0	0

Heavy Vehicle Percentages

13:30 - 13:45

		To		
		A - Thomas Omer Way (E)	B - Site Access Road	C - Thomas Omer Way (W)
From	A - Thomas Omer Way (E)	0	100	5
	B - Site Access Road	0	0	0
	C - Thomas Omer Way (W)	9	0	0

13:45 - 14:00

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	100	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	100	5
	B - Site Access Road	0	0	0
	C - Thomas Omer Way (W)	8	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	100	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	100	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	100	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	100	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	100	10
	B - Site Access Road	0	0	0
	C - Thomas Omer Way (W)	9	0	0

Heavy Vehicle Percentages

15:30 - 15:45

		To		
		A - Thomas Omer Way (E)	B - Site Access Road	C - Thomas Omer Way (W)
From	A - Thomas Omer Way (E)	0	100	14
	B - Site Access Road	0	0	0
	C - Thomas Omer Way (W)	9	0	0

Heavy Vehicle Percentages

15:45 - 16:00

		To		
		A - Thomas Omer Way (E)	B - Site Access Road	C - Thomas Omer Way (W)
From	A - Thomas Omer Way (E)	0	100	9
	B - Site Access Road	0	0	0
	C - Thomas Omer Way (W)	5	0	0

16:00 - 16:15

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	100	6
	B - Site Access Road	0	0	0
	C - Thomas Omer Way (W)	4	0	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	100	3
		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)	
16:30 - 16:45	From	A - Thomas Omer Way (E)	0	100	5
		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)	
16:45 - 17:00	From	A - Thomas Omer Way (E)	0	100	3
		B - Site Access Road	0	0	0
		C - Thomas Omer Way (W)	2	0	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	100	3
		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)	
17:15 - 17:30	From	A - Thomas Omer Way (E)	0	100	1
		B - Site Access Road	0	0	0
		C - Thomas Omer Way (W)	2	0	0

Heavy Vehicle Percentages

		To			
		A - Thomas Omer Way (E)	B - Site Access Road	C - Thomas Omer Way (W)	
17:30 - 17:45	From	A - Thomas Omer Way (E)	0	100	1
		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)	
17:45 - 18:00	From	A - Thomas Omer Way (E)	0	100	2
		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)	
18:00 - 18:15	From	A - Thomas Omer Way (E)	0	100	3
		B - Site Access Road	0	0	0
		C - Thomas Omer Way (W)	6	0	0

18:15 - 18:30

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	100	2
	B - Site Access Road	0	0	0
	C - Thomas Omer Way (W)	4	0	0

Heavy Vehicle Percentages

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	100	1
	B - Site Access Road	0	0	0
	C - Thomas Omer Way (W)	4	0	0

Heavy Vehicle Percentages

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	100	0
	B - Site Access Road	0	0	0
	C - Thomas Omer Way (W)	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-C	0.20	7.44	0.2	A	12.17	584.00
B-A	0.00	0.00	0.0	A	0.00	0.00
C-A					121.25	5820.11
C-B	0.15	8.09	0.2	A	5.21	250.00
A-B					6.08	292.00
A-C					134.81	6471.01

Main Results for each time segment

07:00 - 07:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7.84	7.84	171.83	0.046	7.79	0.0	0.0	5.485	A
B-A	0.00	0.00	110.95	0.000	0.00	0.0	0.0	0.000	A
C-A	94.89	94.89			94.89				
C-B	6.99	6.99	151.00	0.046	6.95	0.0	0.0	6.246	A
A-B	6.99	6.99			6.99				
A-C	102.06	102.06			102.06				

07:15 - 07:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7.84	7.84	168.74	0.046	7.84	0.0	0.0	5.592	A
B-A	0.00	0.00	106.14	0.000	0.00	0.0	0.0	0.000	A
C-A	115.86	115.86			115.86				
C-B	6.99	6.99	148.26	0.047	6.99	0.0	0.0	6.370	A
A-B	6.99	6.99			6.99				
A-C	116.41	116.41			116.41				

07:30 - 07:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7.84	7.84	163.07	0.048	7.83	0.0	0.1	5.797	A
B-A	0.00	0.00	96.96	0.000	0.00	0.0	0.0	0.000	A
C-A	156.84	156.84			156.84				
C-B	6.99	6.99	143.22	0.049	6.99	0.0	0.1	6.605	A
A-B	6.99	6.99			6.99				
A-C	139.69	139.69			139.69				

07:45 - 08:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7.84	7.84	153.20	0.051	7.83	0.1	0.1	6.190	A
B-A	0.00	0.00	83.48	0.000	0.00	0.0	0.0	0.000	A
C-A	199.68	199.68			199.68				
C-B	6.99	6.99	132.26	0.053	6.99	0.1	0.1	7.183	A
A-B	17.49	17.49			17.49				
A-C	183.03	183.03			183.03				

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	28.67	28.67	153.33	0.187	28.50	0.1	0.2	7.199	A
B-A	0.00	0.00	79.92	0.000	0.00	0.0	0.0	0.000	A
C-A	204.05	204.05			204.05				
C-B	18.90	18.90	129.87	0.146	18.78	0.1	0.2	8.094	A
A-B	29.40	29.40			29.40				
A-C	168.75	168.75			168.75				

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	28.67	28.67	155.76	0.184	28.67	0.2	0.2	7.083	A
B-A	0.00	0.00	82.30	0.000	0.00	0.0	0.0	0.000	A
C-A	209.76	209.76			209.76				
C-B	18.90	18.90	132.03	0.143	18.90	0.2	0.2	7.955	A
A-B	29.40	29.40			29.40				
A-C	161.96	161.96			161.96				

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	28.67	28.67	158.25	0.181	28.67	0.2	0.2	6.945	A
B-A	0.00	0.00	82.20	0.000	0.00	0.0	0.0	0.000	A
C-A	223.84	223.84			223.84				
C-B	18.90	18.90	134.24	0.141	18.90	0.2	0.2	7.804	A
A-B	29.40	29.40			29.40				
A-C	152.09	152.09			152.09				

08:45 - 09:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	28.67	28.67	160.42	0.179	28.67	0.2	0.2	6.830	A
B-A	0.00	0.00	88.40	0.000	0.00	0.0	0.0	0.000	A
C-A	187.84	187.84			187.84				
C-B	18.90	18.90	138.37	0.137	18.90	0.2	0.2	7.535	A
A-B	18.90	18.90			18.90				
A-C	139.54	139.54			139.54				

09:00 - 09:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6.31	6.31	168.17	0.038	6.49	0.2	0.0	5.574	A
B-A	0.00	0.00	103.72	0.000	0.00	0.0	0.0	0.000	A
C-A	143.02	143.02			143.02				
C-B	3.45	3.45	148.50	0.023	3.59	0.2	0.0	6.217	A
A-B	3.45	3.45			3.45				
A-C	117.89	117.89			117.89				

09:15 - 09:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6.31	6.31	172.83	0.036	6.31	0.0	0.0	5.406	A
B-A	0.00	0.00	106.98	0.000	0.00	0.0	0.0	0.000	A
C-A	145.10	145.10			145.10				
C-B	3.45	3.45	152.64	0.023	3.45	0.0	0.0	6.032	A
A-B	3.45	3.45			3.45				
A-C	98.37	98.37			98.37				

09:30 - 09:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6.31	6.31	173.17	0.036	6.31	0.0	0.0	5.393	A
B-A	0.00	0.00	108.83	0.000	0.00	0.0	0.0	0.000	A
C-A	139.04	139.04			139.04				
C-B	3.45	3.45	152.94	0.023	3.45	0.0	0.0	6.019	A
A-B	3.45	3.45			3.45				
A-C	91.03	91.03			91.03				

09:45 - 10:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6.31	6.31	178.84	0.035	6.31	0.0	0.0	5.215	A
B-A	0.00	0.00	115.38	0.000	0.00	0.0	0.0	0.000	A
C-A	119.70	119.70			119.70				
C-B	3.45	3.45	157.97	0.022	3.45	0.0	0.0	5.826	A
A-B	3.45	3.45			3.45				
A-C	67.76	67.76			67.76				

10:00 - 10:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3.63	3.63	179.51	0.020	3.63	0.0	0.0	5.117	A
B-A	0.00	0.00	120.55	0.000	0.00	0.0	0.0	0.000	A
C-A	86.37	86.37			86.37				
C-B	1.18	1.18	159.04	0.007	1.20	0.0	0.0	5.703	A
A-B	1.18	1.18			1.18				
A-C	70.37	70.37			70.37				

10:15 - 10:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3.63	3.63	176.06	0.021	3.63	0.0	0.0	5.219	A
B-A	0.00	0.00	115.42	0.000	0.00	0.0	0.0	0.000	A
C-A	99.27	99.27			99.27				
C-B	1.18	1.18	155.98	0.008	1.18	0.0	0.0	5.813	A
A-B	1.18	1.18			1.18				
A-C	80.92	80.92			80.92				

10:30 - 10:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3.63	3.63	177.43	0.020	3.63	0.0	0.0	5.180	A
B-A	0.00	0.00	118.79	0.000	0.00	0.0	0.0	0.000	A
C-A	87.32	87.32			87.32				
C-B	1.18	1.18	157.19	0.008	1.18	0.0	0.0	5.768	A
A-B	1.18	1.18			1.18				
A-C	80.97	80.97			80.97				

10:45 - 11:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3.63	3.63	179.79	0.020	3.63	0.0	0.0	5.108	A
B-A	0.00	0.00	119.41	0.000	0.00	0.0	0.0	0.000	A
C-A	99.32	99.32			99.32				
C-B	1.18	1.18	159.29	0.007	1.18	0.0	0.0	5.691	A
A-B	1.18	1.18			1.18				
A-C	66.11	66.11			66.11				

11:00 - 11:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3.25	3.25	178.94	0.018	3.25	0.0	0.0	5.124	A
B-A	0.00	0.00	120.11	0.000	0.00	0.0	0.0	0.000	A
C-A	88.43	88.43			88.43				
C-B	1.91	1.91	158.38	0.012	1.90	0.0	0.0	5.751	A
A-B	1.91	1.91			1.91				
A-C	69.90	69.90			69.90				

11:15 - 11:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3.25	3.25	172.28	0.019	3.25	0.0	0.0	5.323	A
B-A	0.00	0.00	116.17	0.000	0.00	0.0	0.0	0.000	A
C-A	69.81	69.81			69.81				
C-B	1.91	1.91	152.48	0.013	1.91	0.0	0.0	5.976	A
A-B	1.91	1.91			1.91				
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	5.201	A
B-A	0.00	0.00	118.59	0.000	0.00	0.0	0.0	0.000	A
C-A	75.20	75.20			75.20				
C-B	1.91	1.91	156.00	0.012	1.91	0.0	0.0	5.842	A
A-B	1.91	1.91			1.91				
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	118.12	0.000	0.00	0.0	0.0	0.000	A
C-A	94.76	94.76			94.76				
C-B	1.91	1.91	157.35	0.012	1.91	0.0	0.0	5.791	A
A-B	1.91	1.91			1.91				
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	170.63	0.021	3.63	0.0	0.0	5.388	A
B-A	0.00	0.00	112.29	0.000	0.00	0.0	0.0	0.000	A
C-A	91.04	91.04			91.04				
C-B	1.36	1.36	151.13	0.009	1.37	0.0	0.0	6.011	A
A-B	1.36	1.36			1.36				
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	112.20	0.000	0.00	0.0	0.0	0.000	A
C-A	101.18	101.18			101.18				
C-B	1.36	1.36	151.84	0.009	1.36	0.0	0.0	5.982	A
A-B	1.36	1.36			1.36				
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	106.91	0.000	0.00	0.0	0.0	0.000	A
C-A	97.60	97.60			97.60				
C-B	1.36	1.36	146.82	0.009	1.36	0.0	0.0	6.186	A
A-B	1.36	1.36			1.36				
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	113.98	0.000	0.00	0.0	0.0	0.000	A
C-A	87.05	87.05			87.05				
C-B	1.36	1.36	152.10	0.009	1.36	0.0	0.0	5.969	A
A-B	1.36	1.36			1.36				
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	169.55	0.019	3.25	0.0	0.0	5.411	A
B-A	0.00	0.00	111.40	0.000	0.00	0.0	0.0	0.000	A
C-A	87.69	87.69			87.69				
C-B	2.00	2.00	150.03	0.013	1.99	0.0	0.0	6.079	A
A-B	2.00	2.00			2.00				
A-C	117.64	117.64			117.64				

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	107.32	0.000	0.00	0.0	0.0	0.000	A
C-A	94.53	94.53			94.53				
C-B	2.00	2.00	146.46	0.014	2.00	0.0	0.0	6.229	A
A-B	2.00	2.00			2.00				
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	112.71	0.000	0.00	0.0	0.0	0.000	A
C-A	91.23	91.23			91.23				
C-B	2.00	2.00	151.75	0.013	2.00	0.0	0.0	6.009	A
A-B	2.00	2.00			2.00				
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	103.44	0.000	0.00	0.0	0.0	0.000	A
C-A	111.47	111.47			111.47				
C-B	2.00	2.00	144.66	0.014	2.00	0.0	0.0	6.307	A
A-B	2.00	2.00			2.00				
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	160.34	0.044	7.05	0.0	0.0	5.871	A
B-A	0.00	0.00	100.88	0.000	0.00	0.0	0.0	0.000	A
C-A	107.37	107.37			107.37				
C-B	3.63	3.63	141.51	0.026	3.62	0.0	0.0	6.526	A
A-B	3.63	3.63			3.63				
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	98.51	0.000	0.00	0.0	0.0	0.000	A
C-A	105.46	105.46			105.46				
C-B	3.63	3.63	139.19	0.026	3.63	0.0	0.0	6.638	A
A-B	3.63	3.63			3.63				
A-C	166.75	166.75			166.75				

14:30 - 14:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7.07	7.07	164.14	0.043	7.07	0.0	0.0	5.729	A
B-A	0.00	0.00	102.48	0.000	0.00	0.0	0.0	0.000	A
C-A	117.69	117.69			117.69				
C-B	3.63	3.63	144.89	0.025	3.63	0.0	0.0	6.370	A
A-B	3.63	3.63			3.63				
A-C	136.86	136.86			136.86				

14:45 - 15:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7.07	7.07	162.93	0.043	7.07	0.0	0.0	5.773	A
B-A	0.00	0.00	101.44	0.000	0.00	0.0	0.0	0.000	A
C-A	121.72	121.72			121.72				
C-B	3.63	3.63	143.82	0.025	3.63	0.0	0.0	6.419	A
A-B	3.63	3.63			3.63				
A-C	145.83	145.83			145.83				

15:00 - 15:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	31.54	31.54	164.44	0.192	31.35	0.0	0.2	6.752	A
B-A	0.00	0.00	101.72	0.000	0.00	0.0	0.0	0.000	A
C-A	110.12	110.12			110.12				
C-B	12.99	12.99	143.18	0.091	12.92	0.0	0.1	6.906	A
A-B	12.99	12.99			12.99				
A-C	132.16	132.16			132.16				

15:15 - 15:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	31.54	31.54	162.55	0.194	31.53	0.2	0.2	6.868	A
B-A	0.00	0.00	100.69	0.000	0.00	0.0	0.0	0.000	A
C-A	104.24	104.24			104.24				
C-B	12.99	12.99	141.51	0.092	12.99	0.1	0.1	7.001	A
A-B	12.99	12.99			12.99				
A-C	137.54	137.54			137.54				

15:30 - 15:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	31.54	31.54	161.28	0.196	31.53	0.2	0.2	6.936	A
B-A	0.00	0.00	99.33	0.000	0.00	0.0	0.0	0.000	A
C-A	106.59	106.59			106.59				
C-B	12.99	12.99	140.37	0.093	12.99	0.1	0.1	7.064	A
A-B	12.99	12.99			12.99				
A-C	138.44	138.44			138.44				

15:45 - 16:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	31.54	31.54	164.81	0.191	31.54	0.2	0.2	6.752	A
B-A	0.00	0.00	101.54	0.000	0.00	0.0	0.0	0.000	A
C-A	118.87	118.87			118.87				
C-B	12.99	12.99	143.51	0.091	12.99	0.1	0.1	6.894	A
A-B	12.99	12.99			12.99				
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	19.02	0.2	0.1	6.554	A
B-A	0.00	0.00	94.03	0.000	0.00	0.0	0.0	0.000	A
C-A	137.46	137.46			137.46				
C-B	5.81	5.81	137.61	0.042	5.87	0.1	0.0	6.833	A
A-B	5.81	5.81			5.81				
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	158.20	0.120	18.92	0.1	0.1	6.463	A
B-A	0.00	0.00	97.83	0.000	0.00	0.0	0.0	0.000	A
C-A	116.27	116.27			116.27				
C-B	5.81	5.81	139.16	0.042	5.81	0.0	0.0	6.751	A
A-B	5.81	5.81			5.81				
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	93.83	0.000	0.00	0.0	0.0	0.000	A
C-A	131.07	131.07			131.07				
C-B	5.81	5.81	137.15	0.042	5.81	0.0	0.0	6.851	A
A-B	5.81	5.81			5.81				
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	97.92	0.000	0.00	0.0	0.0	0.000	A
C-A	127.59	127.59			127.59				
C-B	5.81	5.81	140.18	0.041	5.81	0.0	0.0	6.699	A
A-B	5.81	5.81			5.81				
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	91.65	0.000	0.00	0.0	0.0	0.000	A
C-A	123.99	123.99			123.99				
C-B	2.27	2.27	133.56	0.017	2.30	0.0	0.0	6.857	A
A-B	2.27	2.27			2.27				
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	0.195	29.79	0.2	0.2	7.308	A
B-A	0.00	0.00	91.11	0.000	0.00	0.0	0.0	0.000	A
C-A	147.09	147.09			147.09				
C-B	2.27	2.27	135.23	0.017	2.27	0.0	0.0	6.768	A
A-B	2.27	2.27			2.27				
A-C	206.26	206.26			206.26				

17:30 - 17:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	29.79	29.79	152.24	0.196	29.79	0.2	0.2	7.349	A
B-A	0.00	0.00	93.53	0.000	0.00	0.0	0.0	0.000	A
C-A	114.79	114.79			114.79				
C-B	2.27	2.27	134.61	0.017	2.27	0.0	0.0	6.802	A
A-B	2.27	2.27			2.27				
A-C	209.79	209.79			209.79				

17:45 - 18:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	29.79	29.79	150.76	0.198	29.79	0.2	0.2	7.438	A
B-A	0.00	0.00	86.25	0.000	0.00	0.0	0.0	0.000	A
C-A	169.18	169.18			169.18				
C-B	2.27	2.27	133.30	0.017	2.27	0.0	0.0	6.867	A
A-B	2.27	2.27			2.27				
A-C	215.90	215.90			215.90				

18:00 - 18:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2.10	2.10	156.28	0.013	2.33	0.2	0.0	5.856	A
B-A	0.00	0.00	97.20	0.000	0.00	0.0	0.0	0.000	A
C-A	113.90	113.90			113.90				
C-B	2.00	2.00	138.25	0.014	2.00	0.0	0.0	6.607	A
A-B	2.00	2.00			2.00				
A-C	186.63	186.63			186.63				

18:15 - 18:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2.10	2.10	159.00	0.013	2.10	0.0	0.0	5.738	A
B-A	0.00	0.00	99.79	0.000	0.00	0.0	0.0	0.000	A
C-A	114.63	114.63			114.63				
C-B	2.00	2.00	140.67	0.014	2.00	0.0	0.0	6.489	A
A-B	2.00	2.00			2.00				
A-C	175.59	175.59			175.59				

18:30 - 18:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2.10	2.10	158.62	0.013	2.10	0.0	0.0	5.749	A
B-A	0.00	0.00	99.08	0.000	0.00	0.0	0.0	0.000	A
C-A	118.16	118.16			118.16				
C-B	2.00	2.00	140.34	0.014	2.00	0.0	0.0	6.505	A
A-B	2.00	2.00			2.00				
A-C	178.89	178.89			178.89				

18:45 - 19:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2.10	2.10	173.74	0.012	2.10	0.0	0.0	5.245	A
B-A	0.00	0.00	113.03	0.000	0.00	0.0	0.0	0.000	A
C-A	112.05	112.05			112.05				
C-B	2.00	2.00	153.75	0.013	2.00	0.0	0.0	5.932	A
A-B	2.00	2.00			2.00				
A-C	103.31	103.31			103.31				