

## Appendix 13

## Appendix 13-1



14142 / Wayside Killarney

May 2023

Junction Turning Count



14142 / Wayside Killarney

May 2023

Junction Turning Count

Site No. 1  
Location R117(N) / Killarney Reservoir Access / R117(S) / Glenamuck Rd  
Date 2023-05-24

| Time       | A to D - R117(N) to Glenamuck Rd |     |      |      |     |     |     | Veh. Total | A to C - R117(N) to R117(S) |     |      |      |     |     |     | Veh. Total |
|------------|----------------------------------|-----|------|------|-----|-----|-----|------------|-----------------------------|-----|------|------|-----|-----|-----|------------|
|            | CAR                              | LGV | OGV1 | OGV2 | PSV | M/C | P/C |            | CAR                         | LGV | OGV1 | OGV2 | PSV | M/C | P/C |            |
| 07:00      | 11                               | 3   | 0    | 0    | 0   | 0   | 0   | 14         | 8                           | 0   | 1    | 0    | 0   | 0   | 1   | 10         |
| 07:15      | 25                               | 2   | 0    | 0    | 0   | 0   | 0   | 27         | 9                           | 2   | 0    | 0    | 1   | 0   | 3   | 15         |
| 07:30      | 22                               | 5   | 0    | 0    | 1   | 0   | 0   | 28         | 16                          | 2   | 0    | 0    | 2   | 0   | 1   | 21         |
| 07:45      | 36                               | 3   | 0    | 1    | 0   | 0   | 0   | 40         | 25                          | 6   | 1    | 0    | 0   | 0   | 3   | 35         |
| 7 to 8 am  | 94                               | 13  | 0    | 1    | 1   | 0   | 0   | 109        | 58                          | 10  | 2    | 0    | 3   | 0   | 8   | 81         |
| 08:00      | 74                               | 4   | 2    | 0    | 0   | 0   | 1   | 81         | 27                          | 2   | 0    | 0    | 0   | 0   | 2   | 31         |
| 08:15      | 48                               | 3   | 0    | 0    | 0   | 0   | 0   | 51         | 39                          | 4   | 0    | 0    | 1   | 0   | 2   | 46         |
| 08:30      | 69                               | 1   | 0    | 0    | 0   | 1   | 0   | 71         | 89                          | 3   | 1    | 0    | 0   | 0   | 2   | 95         |
| 08:45      | 49                               | 4   | 0    | 0    | 0   | 0   | 0   | 53         | 81                          | 3   | 1    | 0    | 0   | 0   | 1   | 86         |
| 8 to 9 am  | 240                              | 12  | 2    | 0    | 0   | 1   | 1   | 254        | 234                         | 12  | 2    | 0    | 1   | 0   | 7   | 258        |
| 09:00      | 28                               | 2   | 0    | 1    | 0   | 0   | 0   | 31         | 37                          | 3   | 0    | 0    | 0   | 0   | 5   | 45         |
| 09:15      | 18                               | 3   | 1    | 0    | 0   | 0   | 0   | 22         | 26                          | 3   | 0    | 0    | 1   | 0   | 8   | 38         |
| 09:30      | 17                               | 2   | 0    | 0    | 0   | 0   | 0   | 19         | 38                          | 5   | 0    | 0    | 0   | 0   | 3   | 46         |
| 09:45      | 21                               | 3   | 1    | 0    | 0   | 0   | 0   | 25         | 35                          | 6   | 1    | 0    | 0   | 0   | 1   | 41         |
| 9 to 10 am | 84                               | 10  | 2    | 1    | 0   | 0   | 0   | 97         | 134                         | 17  | 1    | 0    | 1   | 0   | 17  | 170        |
| Total      | 418                              | 35  | 4    | 2    | 1   | 1   | 1   | 462        | 428                         | 39  | 5    | 0    | 5   | 0   | 32  | 509        |

Site No. 1  
Location R117(N) / Killarney Reservoir Access / R117(S) / Glenamuck Rd  
Date 2023-05-24

| Time       | A to B - R117(N) to Killarney Reservoir Access |     |      |      |     |     |     | Veh. Total | B to A - Killarney Reservoir Access to R117(N) |     |      |      |     |     |     | Veh. Total |
|------------|------------------------------------------------|-----|------|------|-----|-----|-----|------------|------------------------------------------------|-----|------|------|-----|-----|-----|------------|
|            | CAR                                            | LGV | OGV1 | OGV2 | PSV | M/C | P/C |            | CAR                                            | LGV | OGV1 | OGV2 | PSV | M/C | P/C |            |
| 07:00      | 0                                              | 0   | 0    | 0    | 0   | 0   | 0   | 0          | 0                                              | 0   | 0    | 0    | 0   | 0   | 0   | 0          |
| 07:15      | 1                                              | 0   | 0    | 0    | 0   | 0   | 0   | 1          | 1                                              | 0   | 0    | 0    | 0   | 0   | 0   | 1          |
| 07:30      | 0                                              | 0   | 0    | 0    | 0   | 0   | 0   | 0          | 2                                              | 0   | 0    | 0    | 0   | 0   | 0   | 2          |
| 07:45      | 0                                              | 0   | 0    | 0    | 0   | 0   | 0   | 0          | 3                                              | 0   | 0    | 0    | 0   | 0   | 0   | 3          |
| 7 to 8 am  | 1                                              | 0   | 0    | 0    | 0   | 0   | 0   | 1          | 6                                              | 0   | 0    | 0    | 0   | 0   | 0   | 6          |
| 08:00      | 1                                              | 0   | 0    | 0    | 0   | 0   | 0   | 1          | 0                                              | 0   | 0    | 0    | 0   | 0   | 0   | 0          |
| 08:15      | 0                                              | 0   | 0    | 0    | 0   | 0   | 0   | 0          | 1                                              | 0   | 0    | 0    | 0   | 0   | 0   | 1          |
| 08:30      | 1                                              | 0   | 0    | 0    | 0   | 0   | 0   | 1          | 0                                              | 0   | 0    | 0    | 0   | 0   | 0   | 0          |
| 08:45      | 0                                              | 0   | 0    | 0    | 0   | 0   | 0   | 0          | 0                                              | 0   | 0    | 0    | 0   | 0   | 0   | 0          |
| 8 to 9 am  | 2                                              | 0   | 0    | 0    | 0   | 0   | 0   | 2          | 1                                              | 0   | 0    | 0    | 0   | 0   | 0   | 1          |
| 09:00      | 0                                              | 0   | 0    | 0    | 0   | 0   | 0   | 0          | 1                                              | 0   | 0    | 0    | 0   | 0   | 0   | 1          |
| 09:15      | 0                                              | 0   | 0    | 0    | 0   | 0   | 0   | 0          | 0                                              | 0   | 0    | 0    | 0   | 0   | 0   | 0          |
| 09:30      | 0                                              | 0   | 0    | 0    | 0   | 0   | 0   | 0          | 0                                              | 0   | 0    | 0    | 0   | 0   | 0   | 0          |
| 09:45      | 0                                              | 0   | 0    | 0    | 0   | 0   | 0   | 0          | 0                                              | 0   | 0    | 0    | 0   | 0   | 0   | 0          |
| 9 to 10 am | 0                                              | 0   | 0    | 0    | 0   | 0   | 0   | 0          | 1                                              | 0   | 0    | 0    | 0   | 0   | 0   | 1          |
| Total      | 3                                              | 0   | 0    | 0    | 0   | 0   | 0   | 3          | 8                                              | 0   | 0    | 0    | 0   | 0   | 0   | 8          |

Date 2023-05-24

| Time      | A to D - R117(N) to Glenamuck Rd |     |      |      |     |     |     | Veh. Total | A to C - R117(N) to R117(S) |     |      |      |     |     |     | Veh. Total |
|-----------|----------------------------------|-----|------|------|-----|-----|-----|------------|-----------------------------|-----|------|------|-----|-----|-----|------------|
|           | CAR                              | LGV | OGV1 | OGV2 | PSV | M/C | P/C |            | CAR                         | LGV | OGV1 | OGV2 | PSV | M/C | P/C |            |
| 16:00     | 22                               | 5   | 1    | 0    | 0   | 0   | 0   | 28         | 59                          | 7   | 0    | 0    | 3   | 1   | 0   | 70         |
| 16:15     | 24                               | 0   | 1    | 0    | 0   | 0   | 0   | 25         | 42                          | 11  | 2    | 0    | 0   | 0   | 1   | 56         |
| 16:30     | 23                               | 1   | 1    | 0    | 1   | 0   | 0   | 26         | 47                          | 8   | 2    | 0    | 1   | 3   | 5   | 66         |
| 16:45     | 15                               | 0   | 1    | 0    | 0   | 0   | 0   | 16         | 72                          | 18  | 1    | 0    | 2   | 1   | 4   | 98         |
| 4 to 5 pm | 84                               | 6   | 4    | 0    | 1   | 0   | 0   | 95         | 260                         | 44  | 5    | 0    | 6   | 5   | 10  | 330        |
| 17:00     | 21                               | 1   | 1    | 0    | 0   | 0   | 0   | 23         | 101                         | 9   | 0    | 0    | 0   | 1   | 3   | 114        |
| 17:15     | 27                               | 0   | 0    | 0    | 0   | 0   | 0   | 27         | 89                          | 6   | 1    | 0    | 1   | 0   | 2   | 99         |
| 17:30     | 33                               | 0   | 0    | 0    | 0   | 0   | 0   | 33         | 70                          | 13  | 0    | 0    | 0   | 4   | 4   | 91         |
| 17:45     | 26                               | 1   | 0    | 0    | 0   | 0   | 0   | 27         | 77                          | 5   | 1    | 0    | 0   | 1   | 7   | 91         |
| 5 to 6 pm | 107                              | 2   | 1    | 0    | 0   | 0   | 0   | 110        | 337                         | 33  | 2    | 0    | 1   | 6   | 16  | 395        |
| 18:00     | 25                               | 2   | 0    | 0    | 0   | 0   | 0   | 27         | 75                          | 5   | 0    | 0    | 0   | 2   | 8   | 90         |
| 18:15     | 30                               | 1   | 0    | 0    | 0   | 0   | 0   | 31         | 42                          | 3   | 0    | 0    | 1   | 1   | 6   | 53         |
| 18:30     | 25                               | 0   | 0    | 0    | 0   | 1   | 1   | 27         | 54                          | 7   | 0    | 0    | 0   | 1   | 4   | 66         |
| 18:45     | 41                               | 0   | 0    | 0    | 0   | 0   | 0   | 41         | 39                          | 5   | 0    | 0    | 0   | 0   | 3   | 47         |
| 6 to 7 pm | 121                              | 3   | 0    | 0    | 0   | 1   | 1   | 126        | 230                         | 20  | 0    | 0    | 1   | 4   | 21  | 276        |
| Total     | 312                              | 11  | 5    | 0    | 1   | 1   | 1   | 331        | 827                         | 97  | 7    | 0    | 8   | 15  | 47  | 1001       |

Date 2023-05-24

| Time      | A to B - R117(N) to Killarney Reservoir Access |     |      |      |     |     |     | Veh. Total | B to A - Killarney Reservoir Access to R117(N) |     |      |      |     |     |     | Veh. Total |
|-----------|------------------------------------------------|-----|------|------|-----|-----|-----|------------|------------------------------------------------|-----|------|------|-----|-----|-----|------------|
|           | CAR                                            | LGV | OGV1 | OGV2 | PSV | M/C | P/C |            | CAR                                            | LGV | OGV1 | OGV2 | PSV | M/C | P/C |            |
| 16:00     | 0                                              | 0   | 0    | 0    | 0   | 0   | 0   | 0          | 0                                              | 0   | 0    | 0    | 0   | 0   | 0   | 0          |
| 16:15     | 1                                              | 0   | 0    | 0    | 0   | 0   | 0   | 1          | 1                                              | 0   | 0    | 0    | 0   | 0   | 0   | 1          |
| 16:30     | 1                                              | 0   | 0    | 0    | 0   | 0   | 0   | 1          | 1                                              | 0   | 0    | 0    | 0   | 0   | 0   | 1          |
| 16:45     | 1                                              | 0   | 0    | 0    | 0   | 0   | 0   | 1          | 0                                              | 1   | 0    | 0    | 0   | 0   | 0   | 1          |
| 4 to 5 pm | 3                                              | 0   | 0    | 0    | 0   | 0   | 0   | 3          | 2                                              | 1   | 0    | 0    | 0   | 0   | 0   | 3          |
| 17:00     | 1                                              | 0   | 0    | 0    | 0   | 0   | 0   | 1          | 1                                              | 0   | 0    | 0    | 0   | 0   | 0   | 1          |
| 17:15     | 1                                              | 0   | 0    | 0    | 0   | 0   | 0   | 1          | 0                                              | 0   | 0    | 0    | 0   | 0   | 0   | 0          |
| 17:30     | 0                                              | 0   | 0    | 0    | 0   | 1   | 0   | 1          | 0                                              | 0   | 0    | 0    | 0   | 0   | 0   | 0          |
| 17:45     | 0                                              | 0   | 0    | 0    | 0   | 0   | 0   | 0          | 0                                              | 0   | 0    | 0    | 0   | 0   | 0   | 0          |
| 5 to 6 pm | 2                                              | 0   | 0    | 0    | 0   | 1   | 0   | 3          | 1                                              | 0   | 0    | 0    | 0   | 0   | 0   | 1          |
| 18:00     | 1                                              | 0   | 0    | 0    | 0   | 0   | 0   | 1          | 1                                              | 0   | 0    | 0    | 0   | 0   | 0   | 1          |
| 18:15     | 0                                              | 0   | 0    | 0    | 0   | 0   | 0   | 0          | 1                                              | 0   | 0    | 0    | 0   | 0   | 0   | 1          |
| 18:30     | 0                                              | 0   | 0    | 0    | 0   | 0   | 0   | 0          | 1                                              | 0   | 0    | 0    | 0   | 0   | 0   | 1          |
| 18:45     | 1                                              | 0   | 0    | 0    | 0   | 0   | 0   | 1          | 1                                              | 0   | 0    | 0    | 0   | 0   | 0   | 1          |
| 6 to 7 pm | 2                                              | 0   | 0    | 0    | 0   | 0   | 0   | 2          | 4                                              | 0   | 0    | 0    | 0   | 0   | 0   | 4          |
| Total     | 7                                              | 0   | 0    | 0    | 0   | 1   | 0   | 8          | 7                                              | 1   | 0    | 0    | 0   | 0   | 0   | 8          |



14142 / Wayside Killernan

May 2023

Junction Turning Count



14142 / Wayside Killernan

May 2023

Junction Turning Count

Site No. 1

Location R117(N) / Killernan Reservoir Access / R117(S) / Glenamuck Rd

Date 2023-05-24

| Time       | B to D - Killernan Reservoir Access to Glenamuck Rd |     |      |      |     |     |     | Veh. Total | B to C - Killernan Reservoir Access to R117(S) |     |      |      |     |     |     | Veh. Total |
|------------|-----------------------------------------------------|-----|------|------|-----|-----|-----|------------|------------------------------------------------|-----|------|------|-----|-----|-----|------------|
|            | CAR                                                 | LGV | OGV1 | OGV2 | PSV | M/C | P/C |            | CAR                                            | LGV | OGV1 | OGV2 | PSV | M/C | P/C |            |
| 07:00      | 0                                                   | 0   | 0    | 0    | 0   | 0   | 0   | 0          | 1                                              | 0   | 0    | 0    | 0   | 0   | 0   | 1          |
| 07:15      | 0                                                   | 0   | 0    | 0    | 0   | 0   | 0   | 0          | 0                                              | 0   | 0    | 0    | 0   | 0   | 0   | 0          |
| 07:30      | 1                                                   | 0   | 0    | 0    | 0   | 0   | 0   | 1          | 0                                              | 1   | 0    | 0    | 0   | 0   | 0   | 1          |
| 07:45      | 1                                                   | 0   | 0    | 0    | 0   | 0   | 0   | 1          | 0                                              | 0   | 0    | 0    | 0   | 0   | 0   | 0          |
| 7 to 8 am  | 2                                                   | 0   | 0    | 0    | 0   | 0   | 0   | 2          | 1                                              | 1   | 0    | 0    | 0   | 0   | 0   | 2          |
| 08:00      | 0                                                   | 0   | 0    | 0    | 0   | 0   | 0   | 0          | 0                                              | 0   | 0    | 0    | 0   | 0   | 0   | 0          |
| 08:15      | 4                                                   | 0   | 0    | 0    | 0   | 0   | 0   | 4          | 0                                              | 0   | 0    | 0    | 0   | 0   | 0   | 0          |
| 08:30      | 2                                                   | 0   | 0    | 0    | 0   | 0   | 0   | 2          | 0                                              | 0   | 0    | 0    | 0   | 0   | 0   | 0          |
| 08:45      | 0                                                   | 0   | 0    | 0    | 0   | 0   | 0   | 0          | 0                                              | 0   | 0    | 0    | 0   | 0   | 0   | 0          |
| 8 to 9 am  | 4                                                   | 0   | 0    | 0    | 0   | 0   | 0   | 4          | 0                                              | 0   | 0    | 0    | 0   | 0   | 0   | 0          |
| 09:00      | 1                                                   | 1   | 0    | 0    | 0   | 0   | 0   | 2          | 1                                              | 0   | 0    | 0    | 0   | 0   | 0   | 1          |
| 09:15      | 0                                                   | 0   | 0    | 0    | 0   | 0   | 0   | 0          | 0                                              | 0   | 0    | 0    | 0   | 0   | 0   | 0          |
| 09:30      | 1                                                   | 1   | 0    | 0    | 0   | 0   | 0   | 2          | 0                                              | 0   | 0    | 0    | 0   | 0   | 0   | 0          |
| 09:45      | 0                                                   | 0   | 0    | 0    | 0   | 0   | 0   | 0          | 0                                              | 0   | 0    | 0    | 0   | 0   | 0   | 0          |
| 9 to 10 am | 2                                                   | 2   | 0    | 0    | 0   | 0   | 0   | 4          | 1                                              | 0   | 0    | 0    | 0   | 0   | 0   | 1          |
| Total      | 10                                                  | 2   | 0    | 0    | 0   | 0   | 0   | 12         | 2                                              | 1   | 0    | 0    | 0   | 0   | 0   | 3          |

Date 2023-05-24

| Time      | B to D - Killernan Reservoir Access to Glenamuck Rd |     |      |      |     |     |     | Veh. Total | B to C - Killernan Reservoir Access to R117(S) |     |      |      |     |     |     | Veh. Total |
|-----------|-----------------------------------------------------|-----|------|------|-----|-----|-----|------------|------------------------------------------------|-----|------|------|-----|-----|-----|------------|
|           | CAR                                                 | LGV | OGV1 | OGV2 | PSV | M/C | P/C |            | CAR                                            | LGV | OGV1 | OGV2 | PSV | M/C | P/C |            |
| 16:00     | 0                                                   | 0   | 0    | 0    | 0   | 0   | 0   | 0          | 0                                              | 0   | 0    | 0    | 0   | 0   | 0   | 0          |
| 16:15     | 0                                                   | 0   | 0    | 0    | 0   | 0   | 0   | 0          | 0                                              | 0   | 0    | 0    | 0   | 0   | 0   | 0          |
| 16:30     | 1                                                   | 0   | 0    | 0    | 0   | 0   | 0   | 1          | 1                                              | 2   | 0    | 0    | 0   | 0   | 0   | 3          |
| 16:45     | 2                                                   | 0   | 0    | 0    | 0   | 0   | 0   | 2          | 2                                              | 0   | 0    | 0    | 0   | 0   | 0   | 2          |
| 4 to 5 pm | 3                                                   | 0   | 0    | 0    | 0   | 0   | 0   | 3          | 3                                              | 2   | 0    | 0    | 0   | 0   | 0   | 5          |
| 17:00     | 0                                                   | 0   | 0    | 0    | 0   | 0   | 0   | 0          | 1                                              | 0   | 0    | 0    | 0   | 0   | 0   | 1          |
| 17:15     | 0                                                   | 0   | 0    | 0    | 0   | 0   | 0   | 0          | 2                                              | 0   | 0    | 0    | 0   | 0   | 0   | 2          |
| 17:30     | 1                                                   | 0   | 0    | 0    | 0   | 0   | 0   | 1          | 0                                              | 0   | 0    | 0    | 0   | 0   | 0   | 0          |
| 17:45     | 0                                                   | 0   | 0    | 0    | 0   | 1   | 0   | 1          | 0                                              | 0   | 0    | 0    | 0   | 0   | 0   | 0          |
| 5 to 6 pm | 1                                                   | 0   | 0    | 0    | 0   | 1   | 0   | 2          | 3                                              | 0   | 0    | 0    | 0   | 0   | 0   | 3          |
| 18:00     | 0                                                   | 0   | 0    | 0    | 0   | 0   | 0   | 0          | 0                                              | 0   | 0    | 0    | 0   | 0   | 0   | 0          |
| 18:15     | 1                                                   | 0   | 0    | 0    | 0   | 0   | 0   | 1          | 0                                              | 1   | 0    | 0    | 0   | 0   | 0   | 1          |
| 18:30     | 2                                                   | 0   | 0    | 0    | 0   | 0   | 0   | 2          | 3                                              | 0   | 0    | 0    | 0   | 0   | 0   | 3          |
| 18:45     | 1                                                   | 0   | 0    | 0    | 0   | 0   | 0   | 1          | 0                                              | 0   | 0    | 0    | 0   | 0   | 0   | 0          |
| 6 to 7 pm | 4                                                   | 0   | 0    | 0    | 0   | 0   | 0   | 4          | 3                                              | 1   | 0    | 0    | 0   | 0   | 0   | 4          |
| Total     | 8                                                   | 0   | 0    | 0    | 0   | 1   | 0   | 9          | 9                                              | 3   | 0    | 0    | 0   | 0   | 0   | 12         |

Site No. 1

Location R117(N) / Killernan Reservoir Access / R117(S) / Glenamuck Rd

Date 2023-05-24

| Time       | C to B - R117(S) to Killernan Reservoir Access |     |      |      |     |     |     | Veh. Total | C to A - R117(S) to R117(N) |     |      |      |     |     |     | Veh. Total |
|------------|------------------------------------------------|-----|------|------|-----|-----|-----|------------|-----------------------------|-----|------|------|-----|-----|-----|------------|
|            | CAR                                            | LGV | OGV1 | OGV2 | PSV | M/C | P/C |            | CAR                         | LGV | OGV1 | OGV2 | PSV | M/C | P/C |            |
| 07:00      | 0                                              | 0   | 0    | 0    | 0   | 0   | 0   | 0          | 12                          | 5   | 0    | 0    | 0   | 0   | 0   | 17         |
| 07:15      | 0                                              | 1   | 0    | 0    | 0   | 0   | 0   | 1          | 33                          | 4   | 1    | 0    | 4   | 0   | 4   | 46         |
| 07:30      | 2                                              | 1   | 0    | 0    | 0   | 0   | 0   | 3          | 30                          | 5   | 1    | 0    | 1   | 0   | 8   | 45         |
| 07:45      | 0                                              | 0   | 0    | 0    | 0   | 0   | 0   | 0          | 32                          | 5   | 2    | 0    | 1   | 0   | 3   | 43         |
| 7 to 8 am  | 2                                              | 2   | 0    | 0    | 0   | 0   | 0   | 4          | 107                         | 19  | 4    | 0    | 6   | 0   | 15  | 151        |
| 08:00      | 0                                              | 0   | 0    | 0    | 0   | 0   | 0   | 0          | 26                          | 1   | 0    | 0    | 0   | 0   | 2   | 29         |
| 08:15      | 1                                              | 0   | 0    | 0    | 0   | 0   | 0   | 1          | 40                          | 6   | 0    | 0    | 1   | 1   | 3   | 51         |
| 08:30      | 0                                              | 0   | 0    | 0    | 0   | 0   | 0   | 0          | 46                          | 2   | 1    | 0    | 0   | 0   | 1   | 50         |
| 08:45      | 0                                              | 0   | 0    | 0    | 0   | 0   | 0   | 0          | 37                          | 4   | 2    | 0    | 0   | 0   | 1   | 44         |
| 8 to 9 am  | 1                                              | 0   | 0    | 0    | 0   | 0   | 0   | 1          | 149                         | 13  | 3    | 0    | 1   | 1   | 7   | 174        |
| 09:00      | 0                                              | 0   | 0    | 0    | 0   | 0   | 0   | 0          | 70                          | 5   | 1    | 0    | 0   | 1   | 0   | 77         |
| 09:15      | 0                                              | 0   | 0    | 0    | 0   | 0   | 0   | 0          | 47                          | 4   | 0    | 0    | 0   | 0   | 3   | 54         |
| 09:30      | 0                                              | 0   | 0    | 0    | 0   | 0   | 0   | 0          | 35                          | 0   | 0    | 0    | 1   | 1   | 0   | 37         |
| 09:45      | 0                                              | 0   | 0    | 0    | 0   | 0   | 0   | 0          | 23                          | 7   | 1    | 0    | 0   | 1   | 1   | 33         |
| 9 to 10 am | 0                                              | 0   | 0    | 0    | 0   | 0   | 0   | 0          | 175                         | 16  | 2    | 0    | 1   | 3   | 4   | 201        |
| Total      | 3                                              | 2   | 0    | 0    | 0   | 0   | 0   | 5          | 431                         | 48  | 9    | 0    | 8   | 4   | 26  | 526        |

Date 2023-05-24

| Time      | C to B - R117(S) to Killernan Reservoir Access |     |      |      |     |     |     | Veh. Total | C to A - R117(S) to R117(N) |     |      |      |     |     |     | Veh. Total |
|-----------|------------------------------------------------|-----|------|------|-----|-----|-----|------------|-----------------------------|-----|------|------|-----|-----|-----|------------|
|           | CAR                                            | LGV | OGV1 | OGV2 | PSV | M/C | P/C |            | CAR                         | LGV | OGV1 | OGV2 | PSV | M/C | P/C |            |
| 16:00     | 1                                              | 1   | 0    | 0    | 0   | 0   | 0   | 2          | 24                          | 2   | 2    | 0    | 0   | 0   | 1   | 30         |
| 16:15     | 0                                              | 0   | 0    | 0    | 0   | 0   | 0   | 0          | 42                          | 4   | 0    | 0    | 0   | 0   | 2   | 48         |
| 16:30     | 1                                              | 0   | 0    | 0    | 0   | 0   | 0   | 1          | 41                          | 8   | 0    | 0    | 1   | 0   | 2   | 52         |
| 16:45     | 1                                              | 0   | 0    | 0    | 0   | 0   | 0   | 1          | 34                          | 4   | 1    | 0    | 0   | 0   | 1   | 40         |
| 4 to 5 pm | 3                                              | 1   | 0    | 0    | 0   | 0   | 0   | 4          | 141                         | 18  | 3    | 0    | 1   | 1   | 6   | 170        |
| 17:00     | 0                                              | 0   | 0    | 0    | 0   | 0   | 0   | 0          | 39                          | 2   | 0    | 0    | 0   | 0   | 1   | 44         |
| 17:15     | 1                                              | 0   | 0    | 0    | 0   | 0   | 0   | 1          | 43                          | 4   | 0    | 0    | 0   | 1   | 1   | 49         |
| 17:30     | 0                                              | 0   | 0    | 0    | 0   | 0   | 0   | 0          | 35                          | 3   | 1    | 0    | 0   | 0   | 1   | 40         |
| 17:45     | 0                                              | 1   | 0    | 0    | 0   | 0   | 0   | 1          | 48                          | 1   | 0    | 0    | 1   | 2   | 2   | 54         |
| 5 to 6 pm | 1                                              | 1   | 0    | 0    | 0   | 0   | 0   | 2          | 165                         | 10  | 1    | 0    | 1   | 4   | 6   | 187        |
| 18:00     | 0                                              | 0   | 0    | 0    | 0   | 0   | 0   | 0          | 44                          | 5   | 0    | 0    | 0   | 3   | 11  | 63         |
| 18:15     | 1                                              | 1   | 0    | 0    | 0   | 0   | 0   | 2          | 34                          | 5   | 0    | 0    | 0   | 0   | 5   | 44         |
| 18:30     | 2                                              | 0   | 0    | 0    | 0   | 0   | 0   | 2          | 31                          | 1   | 0    | 0    | 0   | 1   | 6   | 39         |
| 18:45     | 0                                              | 0   | 0    | 0    | 0   | 0   | 0   | 0          | 33                          | 3   | 0    | 0    | 1   | 0   | 4   | 41         |
| 6 to 7 pm | 3                                              | 1   | 0    | 0    | 0   | 0   | 0   | 4          | 142                         | 14  | 0    | 0    | 1   | 4   | 26  | 187        |
| Total     | 7                                              | 3   | 0    | 0    | 0   | 0   | 0   | 10         | 468                         | 42  | 4    | 0    | 3   | 9   | 38  | 544        |



14142 / Wayside Killernan

May 2023

Junction Turning Count



14142 / Wayside Killernan

May 2023

Junction Turning Count

Site No. 1

Location R117(N) / Killernan Reservoir Access / R117(S) / Glenamuck Rd

Date 2023-05-24

| Time       | C to D - R117(S) to Glenamuck Rd |     |      |      |     |     |     | Veh. Total | D to C - Glenamuck Rd to R117(S) |     |      |      |     |     |     | Veh. Total |
|------------|----------------------------------|-----|------|------|-----|-----|-----|------------|----------------------------------|-----|------|------|-----|-----|-----|------------|
|            | CAR                              | LGV | OGV1 | OGV2 | PSV | M/C | P/C |            | CAR                              | LGV | OGV1 | OGV2 | PSV | M/C | P/C |            |
| 07:00      | 17                               | 7   | 0    | 0    | 1   | 0   | 0   | 25         | 12                               | 8   | 0    | 3    | 1   | 0   | 0   | 24         |
| 07:15      | 27                               | 8   | 0    | 0    | 1   | 2   | 0   | 38         | 15                               | 5   | 1    | 1    | 1   | 0   | 0   | 23         |
| 07:30      | 32                               | 4   | 1    | 0    | 0   | 0   | 0   | 37         | 13                               | 8   | 1    | 0    | 1   | 0   | 0   | 23         |
| 07:45      | 38                               | 5   | 1    | 2    | 1   | 2   | 0   | 49         | 21                               | 1   | 2    | 0    | 0   | 0   | 0   | 24         |
| 7 to 8 am  | 114                              | 24  | 2    | 2    | 3   | 4   | 0   | 149        | 61                               | 22  | 4    | 4    | 3   | 0   | 0   | 94         |
| 08:00      | 39                               | 5   | 1    | 0    | 0   | 0   | 1   | 46         | 29                               | 7   | 0    | 3    | 1   | 1   | 0   | 41         |
| 08:15      | 35                               | 2   | 0    | 0    | 1   | 0   | 1   | 39         | 39                               | 10  | 4    | 0    | 0   | 0   | 1   | 54         |
| 08:30      | 46                               | 6   | 2    | 2    | 0   | 0   | 2   | 58         | 39                               | 18  | 0    | 0    | 0   | 0   | 0   | 57         |
| 08:45      | 42                               | 5   | 1    | 0    | 0   | 0   | 0   | 48         | 43                               | 3   | 3    | 0    | 1   | 0   | 0   | 50         |
| 8 to 9 am  | 162                              | 18  | 4    | 2    | 1   | 0   | 4   | 191        | 150                              | 38  | 7    | 3    | 2   | 1   | 1   | 202        |
| 09:00      | 62                               | 8   | 0    | 0    | 1   | 0   | 0   | 71         | 31                               | 5   | 2    | 3    | 0   | 0   | 0   | 41         |
| 09:15      | 46                               | 3   | 2    | 1    | 0   | 1   | 1   | 54         | 27                               | 3   | 1    | 0    | 2   | 0   | 0   | 33         |
| 09:30      | 30                               | 3   | 0    | 2    | 1   | 0   | 0   | 36         | 23                               | 9   | 0    | 0    | 0   | 0   | 1   | 33         |
| 09:45      | 30                               | 3   | 2    | 1    | 0   | 0   | 0   | 36         | 27                               | 5   | 5    | 0    | 1   | 0   | 0   | 38         |
| 9 to 10 am | 168                              | 17  | 4    | 4    | 2   | 1   | 1   | 197        | 108                              | 22  | 8    | 3    | 3   | 0   | 1   | 145        |
| Total      | 444                              | 59  | 10   | 8    | 6   | 5   | 5   | 537        | 319                              | 82  | 19   | 10   | 8   | 1   | 2   | 441        |

Date 2023-05-24

| Time      | C to D - R117(S) to Glenamuck Rd |     |      |      |     |     |     | Veh. Total | D to C - Glenamuck Rd to R117(S) |     |      |      |     |     |     | Veh. Total |
|-----------|----------------------------------|-----|------|------|-----|-----|-----|------------|----------------------------------|-----|------|------|-----|-----|-----|------------|
|           | CAR                              | LGV | OGV1 | OGV2 | PSV | M/C | P/C |            | CAR                              | LGV | OGV1 | OGV2 | PSV | M/C | P/C |            |
| 16:00     | 24                               | 6   | 1    | 0    | 1   | 0   | 0   | 32         | 56                               | 14  | 2    | 0    | 2   | 2   | 0   | 76         |
| 16:15     | 21                               | 3   | 2    | 1    | 0   | 0   | 2   | 29         | 70                               | 17  | 0    | 0    | 0   | 0   | 0   | 87         |
| 16:30     | 30                               | 2   | 0    | 1    | 0   | 2   | 1   | 36         | 76                               | 15  | 1    | 1    | 1   | 1   | 1   | 96         |
| 16:45     | 24                               | 3   | 1    | 1    | 0   | 0   | 1   | 30         | 102                              | 10  | 0    | 0    | 1   | 0   | 0   | 113        |
| 4 to 5 pm | 99                               | 14  | 4    | 3    | 1   | 2   | 4   | 127        | 304                              | 56  | 3    | 1    | 4   | 3   | 1   | 372        |
| 17:00     | 32                               | 3   | 0    | 0    | 1   | 1   | 1   | 38         | 80                               | 14  | 0    | 0    | 1   | 2   | 0   | 97         |
| 17:15     | 28                               | 0   | 0    | 0    | 0   | 0   | 0   | 28         | 76                               | 8   | 0    | 0    | 0   | 1   | 0   | 85         |
| 17:30     | 36                               | 6   | 0    | 0    | 0   | 0   | 0   | 42         | 91                               | 5   | 2    | 0    | 1   | 2   | 0   | 101        |
| 17:45     | 28                               | 4   | 0    | 0    | 1   | 0   | 0   | 33         | 71                               | 13  | 0    | 0    | 0   | 0   | 0   | 84         |
| 5 to 6 pm | 124                              | 13  | 0    | 0    | 2   | 1   | 1   | 141        | 318                              | 40  | 2    | 0    | 2   | 5   | 0   | 367        |
| 18:00     | 35                               | 4   | 0    | 0    | 0   | 0   | 1   | 40         | 55                               | 9   | 1    | 0    | 1   | 1   | 2   | 69         |
| 18:15     | 32                               | 7   | 0    | 0    | 0   | 0   | 2   | 41         | 65                               | 4   | 0    | 0    | 0   | 0   | 0   | 69         |
| 18:30     | 22                               | 3   | 1    | 0    | 1   | 1   | 0   | 28         | 65                               | 3   | 0    | 0    | 1   | 2   | 0   | 71         |
| 18:45     | 29                               | 3   | 0    | 0    | 0   | 0   | 1   | 33         | 50                               | 6   | 0    | 1    | 1   | 0   | 0   | 58         |
| 6 to 7 pm | 118                              | 17  | 1    | 0    | 1   | 1   | 4   | 142        | 235                              | 22  | 1    | 1    | 3   | 3   | 2   | 267        |
| Total     | 341                              | 44  | 5    | 3    | 4   | 4   | 9   | 410        | 857                              | 118 | 6    | 2    | 9   | 11  | 3   | 1006       |

Site No. 1

Location R117(N) / Killernan Reservoir Access / R117(S) / Glenamuck Rd

Date 2023-05-24

| Time       | D to B - Glenamuck Rd to Killernan Reservoir Access |     |      |      |     |     |     | Veh. Total | D to A - Glenamuck Rd to R117(N) |     |      |      |     |     |     | Veh. Total |
|------------|-----------------------------------------------------|-----|------|------|-----|-----|-----|------------|----------------------------------|-----|------|------|-----|-----|-----|------------|
|            | CAR                                                 | LGV | OGV1 | OGV2 | PSV | M/C | P/C |            | CAR                              | LGV | OGV1 | OGV2 | PSV | M/C | P/C |            |
| 07:00      | 0                                                   | 0   | 0    | 0    | 0   | 0   | 0   | 0          | 13                               | 2   | 2    | 0    | 0   | 0   | 0   | 17         |
| 07:15      | 1                                                   | 0   | 0    | 0    | 0   | 0   | 0   | 1          | 9                                | 4   | 0    | 0    | 0   | 0   | 0   | 13         |
| 07:30      | 0                                                   | 0   | 0    | 0    | 0   | 0   | 0   | 0          | 17                               | 4   | 0    | 0    | 0   | 0   | 0   | 21         |
| 07:45      | 0                                                   | 0   | 0    | 0    | 0   | 0   | 0   | 0          | 21                               | 0   | 0    | 0    | 0   | 0   | 0   | 21         |
| 7 to 8 am  | 1                                                   | 0   | 0    | 0    | 0   | 0   | 0   | 1          | 60                               | 10  | 2    | 0    | 0   | 0   | 0   | 72         |
| 08:00      | 0                                                   | 0   | 0    | 0    | 0   | 0   | 0   | 0          | 18                               | 0   | 1    | 1    | 0   | 0   | 0   | 20         |
| 08:15      | 0                                                   | 1   | 0    | 0    | 0   | 0   | 0   | 1          | 38                               | 0   | 0    | 0    | 0   | 0   | 0   | 38         |
| 08:30      | 1                                                   | 0   | 0    | 0    | 0   | 0   | 0   | 1          | 26                               | 1   | 0    | 0    | 0   | 0   | 0   | 27         |
| 08:45      | 1                                                   | 1   | 0    | 0    | 0   | 0   | 0   | 2          | 21                               | 2   | 0    | 0    | 0   | 0   | 0   | 23         |
| 8 to 9 am  | 2                                                   | 2   | 0    | 0    | 0   | 0   | 0   | 4          | 103                              | 3   | 1    | 1    | 0   | 0   | 0   | 108        |
| 09:00      | 0                                                   | 0   | 0    | 0    | 0   | 0   | 0   | 0          | 14                               | 1   | 3    | 0    | 0   | 0   | 1   | 19         |
| 09:15      | 0                                                   | 1   | 0    | 0    | 0   | 0   | 0   | 1          | 23                               | 2   | 2    | 0    | 0   | 0   | 0   | 27         |
| 09:30      | 1                                                   | 0   | 0    | 0    | 0   | 0   | 0   | 1          | 15                               | 3   | 0    | 0    | 0   | 0   | 0   | 18         |
| 09:45      | 1                                                   | 1   | 0    | 0    | 0   | 0   | 0   | 2          | 13                               | 2   | 0    | 0    | 0   | 0   | 0   | 15         |
| 9 to 10 am | 2                                                   | 2   | 0    | 0    | 0   | 0   | 0   | 4          | 65                               | 8   | 5    | 0    | 0   | 0   | 1   | 79         |
| Total      | 5                                                   | 4   | 0    | 0    | 0   | 0   | 0   | 9          | 228                              | 21  | 8    | 1    | 0   | 0   | 1   | 259        |

Date 2023-05-24

| Time      | D to B - Glenamuck Rd to Killernan Reservoir Access |     |      |      |     |     |     | Veh. Total | D to A - Glenamuck Rd to R117(N) |     |      |      |     |     |     | Veh. Total |
|-----------|-----------------------------------------------------|-----|------|------|-----|-----|-----|------------|----------------------------------|-----|------|------|-----|-----|-----|------------|
|           | CAR                                                 | LGV | OGV1 | OGV2 | PSV | M/C | P/C |            | CAR                              | LGV | OGV1 | OGV2 | PSV | M/C | P/C |            |
| 16:00     | 0                                                   | 0   | 0    | 0    | 0   | 0   | 0   | 0          | 36                               | 3   | 0    | 0    | 0   | 0   | 0   | 39         |
| 16:15     | 0                                                   | 0   | 0    | 0    | 0   | 0   | 0   | 0          | 32                               | 5   | 0    | 0    | 0   | 0   | 0   | 37         |
| 16:30     | 1                                                   | 0   | 0    | 0    | 0   | 0   | 0   | 1          | 24                               | 0   | 0    | 0    | 0   | 0   | 1   | 27         |
| 16:45     | 2                                                   | 0   | 0    | 0    | 0   | 0   | 0   | 2          | 28                               | 1   | 0    | 0    | 0   | 0   | 0   | 29         |
| 4 to 5 pm | 3                                                   | 0   | 0    | 0    | 0   | 0   | 0   | 3          | 122                              | 9   | 0    | 0    | 0   | 1   | 0   | 132        |
| 17:00     | 1                                                   | 0   | 0    | 0    | 0   | 0   | 0   | 1          | 33                               | 2   | 0    | 0    | 0   | 1   | 0   | 36         |
| 17:15     | 0                                                   | 0   | 0    | 0    | 0   | 0   | 0   | 0          | 39                               | 2   | 0    | 0    | 0   | 0   | 0   | 41         |
| 17:30     | 0                                                   | 0   | 0    | 0    | 0   | 0   | 0   | 0          | 32                               | 2   | 0    | 0    | 0   | 0   | 0   | 34         |
| 17:45     | 0                                                   | 0   | 0    | 0    | 0   | 0   | 0   | 0          | 37                               | 2   | 0    | 0    | 0   | 0   | 0   | 39         |
| 5 to 6 pm | 1                                                   | 0   | 0    | 0    | 0   | 0   | 0   | 1          | 141                              | 8   | 0    | 0    | 0   | 1   | 0   | 150        |
| 18:00     | 0                                                   | 0   | 0    | 0    | 0   | 0   | 0   | 0          | 26                               | 0   | 0    | 0    | 0   | 2   | 0   | 28         |
| 18:15     | 0                                                   | 1   | 0    | 0    | 0   | 0   | 0   | 1          | 37                               | 3   | 0    | 0    | 0   | 0   | 0   | 40         |
| 18:30     | 0                                                   | 0   | 0    | 0    | 0   | 0   | 0   | 0          | 28                               | 2   | 0    | 0    | 0   | 0   | 0   | 30         |
| 18:45     | 0                                                   | 0   | 0    | 0    | 0   | 0   | 0   | 0          | 49                               | 3   | 0    | 0    | 0   | 0   | 0   | 52         |
| 6 to 7 pm | 0                                                   | 1   | 0    | 0    | 0   | 0   | 0   | 1          | 140                              | 8   | 0    | 0    | 0   | 2   | 0   | 150        |
| Total     | 4                                                   | 1   | 0    | 0    | 0   | 0   | 0   | 5          | 403                              | 25  | 0    | 0    | 0   | 4   | 0   | 432        |



14142 / Wayside Killernan

May 2023

Junction Turning Count



14142 / Wayside Killernan

May 2023

Junction Turning Count

Site No. 1

Location R117(N) / Killernan Reservoir Access / R117(S) / Glenamuck Rd

Date 2023-05-24

| Time       | To Arm A - R117(N) |     |      |      |     |     |     | Veh. Total | From Arm A - R117(N) |     |      |      |     |     |     | Veh. Total |
|------------|--------------------|-----|------|------|-----|-----|-----|------------|----------------------|-----|------|------|-----|-----|-----|------------|
|            | CAR                | LGV | OGV1 | OGV2 | PSV | M/C | P/C |            | CAR                  | LGV | OGV1 | OGV2 | PSV | M/C | P/C |            |
| 07:00      | 25                 | 7   | 2    | 0    | 0   | 0   | 0   | 34         | 19                   | 3   | 1    | 0    | 0   | 0   | 1   | 24         |
| 07:15      | 43                 | 8   | 1    | 0    | 4   | 0   | 4   | 60         | 35                   | 4   | 0    | 0    | 1   | 0   | 3   | 43         |
| 07:30      | 49                 | 9   | 1    | 0    | 1   | 0   | 8   | 68         | 38                   | 7   | 0    | 0    | 3   | 0   | 1   | 49         |
| 07:45      | 56                 | 5   | 2    | 0    | 1   | 0   | 3   | 67         | 61                   | 9   | 1    | 1    | 0   | 0   | 3   | 75         |
| 7 to 8 am  | 173                | 29  | 6    | 0    | 6   | 0   | 15  | 229        | 153                  | 23  | 2    | 1    | 4   | 0   | 8   | 191        |
| 08:00      | 44                 | 1   | 1    | 1    | 0   | 0   | 2   | 49         | 102                  | 6   | 2    | 0    | 0   | 0   | 3   | 113        |
| 08:15      | 79                 | 6   | 0    | 0    | 1   | 1   | 3   | 90         | 87                   | 7   | 0    | 0    | 1   | 0   | 2   | 97         |
| 08:30      | 72                 | 3   | 1    | 0    | 0   | 0   | 1   | 77         | 159                  | 4   | 1    | 0    | 0   | 1   | 2   | 167        |
| 08:45      | 58                 | 6   | 2    | 0    | 0   | 0   | 1   | 67         | 130                  | 7   | 1    | 0    | 0   | 0   | 1   | 139        |
| 8 to 9 am  | 253                | 16  | 4    | 1    | 1   | 1   | 7   | 283        | 479                  | 24  | 4    | 0    | 1   | 1   | 8   | 514        |
| 09:00      | 85                 | 6   | 4    | 0    | 0   | 1   | 1   | 97         | 65                   | 5   | 0    | 1    | 0   | 0   | 5   | 76         |
| 09:15      | 70                 | 6   | 2    | 0    | 0   | 0   | 3   | 81         | 44                   | 6   | 1    | 0    | 1   | 0   | 8   | 60         |
| 09:30      | 50                 | 3   | 0    | 0    | 1   | 1   | 0   | 55         | 55                   | 7   | 0    | 0    | 0   | 0   | 3   | 65         |
| 09:45      | 36                 | 9   | 1    | 0    | 0   | 1   | 1   | 48         | 54                   | 9   | 2    | 0    | 0   | 0   | 1   | 66         |
| 9 to 10 am | 241                | 24  | 7    | 0    | 1   | 3   | 5   | 281        | 218                  | 27  | 3    | 1    | 1   | 0   | 17  | 267        |
| Total      | 667                | 69  | 17   | 1    | 8   | 4   | 27  | 793        | 849                  | 74  | 9    | 2    | 6   | 1   | 33  | 974        |

Site No. 1

Location R117(N) / Killernan Reservoir Access / R117(S) / Glenamuck Rd

Date 2023-05-24

| Time       | To Arm B - Killernan Reservoir Access |     |      |      |     |     |     | Veh. Total | From Arm B - Killernan Reservoir Access |     |      |      |     |     |     | Veh. Total |
|------------|---------------------------------------|-----|------|------|-----|-----|-----|------------|-----------------------------------------|-----|------|------|-----|-----|-----|------------|
|            | CAR                                   | LGV | OGV1 | OGV2 | PSV | M/C | P/C |            | CAR                                     | LGV | OGV1 | OGV2 | PSV | M/C | P/C |            |
| 07:00      | 0                                     | 0   | 0    | 0    | 0   | 0   | 0   | 0          | 1                                       | 0   | 0    | 0    | 0   | 0   | 0   | 1          |
| 07:15      | 2                                     | 1   | 0    | 0    | 0   | 0   | 0   | 3          | 1                                       | 0   | 0    | 0    | 0   | 0   | 0   | 1          |
| 07:30      | 2                                     | 1   | 0    | 0    | 0   | 0   | 0   | 3          | 3                                       | 1   | 0    | 0    | 0   | 0   | 0   | 4          |
| 07:45      | 0                                     | 0   | 0    | 0    | 0   | 0   | 0   | 0          | 4                                       | 0   | 0    | 0    | 0   | 0   | 0   | 4          |
| 7 to 8 am  | 4                                     | 2   | 0    | 0    | 0   | 0   | 0   | 6          | 9                                       | 1   | 0    | 0    | 0   | 0   | 0   | 10         |
| 08:00      | 1                                     | 0   | 0    | 0    | 0   | 0   | 0   | 1          | 0                                       | 0   | 0    | 0    | 0   | 0   | 0   | 0          |
| 08:15      | 1                                     | 1   | 0    | 0    | 0   | 0   | 0   | 2          | 5                                       | 0   | 0    | 0    | 0   | 0   | 0   | 5          |
| 08:30      | 2                                     | 0   | 0    | 0    | 0   | 0   | 0   | 2          | 2                                       | 0   | 0    | 0    | 0   | 0   | 0   | 2          |
| 08:45      | 1                                     | 1   | 0    | 0    | 0   | 0   | 0   | 2          | 0                                       | 0   | 0    | 0    | 0   | 0   | 0   | 0          |
| 8 to 9 am  | 5                                     | 2   | 0    | 0    | 0   | 0   | 0   | 7          | 7                                       | 0   | 0    | 0    | 0   | 0   | 0   | 7          |
| 09:00      | 0                                     | 0   | 0    | 0    | 0   | 0   | 0   | 0          | 3                                       | 1   | 0    | 0    | 0   | 0   | 0   | 4          |
| 09:15      | 0                                     | 1   | 0    | 0    | 0   | 0   | 0   | 1          | 0                                       | 0   | 0    | 0    | 0   | 0   | 0   | 0          |
| 09:30      | 1                                     | 0   | 0    | 0    | 0   | 0   | 0   | 1          | 1                                       | 1   | 0    | 0    | 0   | 0   | 0   | 2          |
| 09:45      | 1                                     | 1   | 0    | 0    | 0   | 0   | 0   | 2          | 0                                       | 0   | 0    | 0    | 0   | 0   | 0   | 0          |
| 9 to 10 am | 2                                     | 2   | 0    | 0    | 0   | 0   | 0   | 4          | 4                                       | 2   | 0    | 0    | 0   | 0   | 0   | 6          |
| Total      | 11                                    | 6   | 0    | 0    | 0   | 0   | 0   | 17         | 20                                      | 3   | 0    | 0    | 0   | 0   | 0   | 23         |

Date 2023-05-24

| Time      | To Arm A - R117(N) |     |      |      |     |     |     | Veh. Total | From Arm A - R117(N) |     |      |      |     |     |     | Veh. Total |
|-----------|--------------------|-----|------|------|-----|-----|-----|------------|----------------------|-----|------|------|-----|-----|-----|------------|
|           | CAR                | LGV | OGV1 | OGV2 | PSV | M/C | P/C |            | CAR                  | LGV | OGV1 | OGV2 | PSV | M/C | P/C |            |
| 16:00     | 60                 | 5   | 2    | 0    | 0   | 1   | 1   | 69         | 81                   | 12  | 1    | 0    | 3   | 1   | 0   | 98         |
| 16:15     | 75                 | 9   | 0    | 0    | 0   | 0   | 2   | 86         | 87                   | 11  | 3    | 0    | 0   | 0   | 1   | 102        |
| 16:30     | 68                 | 8   | 0    | 0    | 1   | 1   | 2   | 80         | 91                   | 9   | 3    | 0    | 2   | 3   | 5   | 113        |
| 16:45     | 62                 | 6   | 1    | 0    | 0   | 0   | 1   | 70         | 88                   | 18  | 2    | 0    | 2   | 1   | 4   | 115        |
| 4 to 5 pm | 265                | 28  | 3    | 0    | 1   | 2   | 6   | 305        | 347                  | 50  | 9    | 0    | 7   | 5   | 10  | 428        |
| 17:00     | 73                 | 4   | 0    | 0    | 0   | 2   | 2   | 81         | 123                  | 10  | 1    | 0    | 0   | 1   | 3   | 138        |
| 17:15     | 82                 | 6   | 0    | 0    | 0   | 1   | 1   | 90         | 117                  | 6   | 1    | 0    | 1   | 0   | 2   | 127        |
| 17:30     | 67                 | 5   | 1    | 0    | 0   | 0   | 1   | 74         | 103                  | 13  | 0    | 0    | 0   | 5   | 4   | 125        |
| 17:45     | 85                 | 3   | 0    | 0    | 1   | 2   | 2   | 93         | 103                  | 6   | 1    | 0    | 0   | 1   | 7   | 118        |
| 5 to 6 pm | 307                | 18  | 1    | 0    | 1   | 5   | 6   | 338        | 446                  | 35  | 3    | 0    | 1   | 7   | 16  | 508        |
| 18:00     | 71                 | 5   | 0    | 0    | 0   | 5   | 11  | 92         | 101                  | 7   | 0    | 0    | 0   | 2   | 8   | 118        |
| 18:15     | 72                 | 8   | 0    | 0    | 0   | 0   | 5   | 85         | 92                   | 4   | 0    | 0    | 1   | 1   | 6   | 104        |
| 18:30     | 60                 | 3   | 0    | 0    | 0   | 1   | 6   | 70         | 79                   | 7   | 0    | 0    | 0   | 2   | 5   | 93         |
| 18:45     | 83                 | 6   | 0    | 0    | 1   | 0   | 4   | 94         | 81                   | 5   | 0    | 0    | 0   | 0   | 3   | 89         |
| 6 to 7 pm | 286                | 22  | 0    | 0    | 1   | 6   | 26  | 341        | 353                  | 23  | 0    | 0    | 1   | 5   | 22  | 404        |
| Total     | 858                | 68  | 4    | 0    | 3   | 13  | 38  | 984        | 1146                 | 108 | 12   | 0    | 9   | 17  | 48  | 1340       |

Date 2023-05-24

| Time      | To Arm B - Killernan Reservoir Access |     |      |      |     |     |     | Veh. Total | From Arm B - Killernan Reservoir Access |     |      |      |     |     |     | Veh. Total |
|-----------|---------------------------------------|-----|------|------|-----|-----|-----|------------|-----------------------------------------|-----|------|------|-----|-----|-----|------------|
|           | CAR                                   | LGV | OGV1 | OGV2 | PSV | M/C | P/C |            | CAR                                     | LGV | OGV1 | OGV2 | PSV | M/C | P/C |            |
| 16:00     | 1                                     | 1   | 0    | 0    | 0   | 0   | 0   | 2          | 0                                       | 0   | 0    | 0    | 0   | 0   | 0   | 0          |
| 16:15     | 1                                     | 0   | 0    | 0    | 0   | 0   | 0   | 1          | 1                                       | 0   | 0    | 0    | 0   | 0   | 0   | 1          |
| 16:30     | 3                                     | 0   | 0    | 0    | 0   | 0   | 0   | 3          | 3                                       | 2   | 0    | 0    | 0   | 0   | 0   | 5          |
| 16:45     | 4                                     | 0   | 0    | 0    | 0   | 0   | 0   | 4          | 4                                       | 1   | 0    | 0    | 0   | 0   | 0   | 5          |
| 4 to 5 pm | 9                                     | 1   | 0    | 0    | 0   | 0   | 0   | 10         | 8                                       | 3   | 0    | 0    | 0   | 0   | 0   | 11         |
| 17:00     | 2                                     | 0   | 0    | 0    | 0   | 0   | 0   | 2          | 2                                       | 0   | 0    | 0    | 0   | 0   | 0   | 2          |
| 17:15     | 2                                     | 0   | 0    | 0    | 0   | 0   | 0   | 2          | 2                                       | 0   | 0    | 0    | 0   | 0   | 0   | 2          |
| 17:30     | 0                                     | 0   | 0    | 0    | 0   | 1   | 0   | 1          | 1                                       | 0   | 0    | 0    | 0   | 0   | 0   | 1          |
| 17:45     | 0                                     | 1   | 0    | 0    | 0   | 0   | 0   | 1          | 0                                       | 0   | 0    | 0    | 0   | 0   | 1   | 0          |
| 5 to 6 pm | 4                                     | 1   | 0    | 0    | 0   | 1   | 0   | 6          | 5                                       | 0   | 0    | 0    | 0   | 0   | 1   | 6          |
| 18:00     | 1                                     | 0   | 0    | 0    | 0   | 0   | 0   | 1          | 1                                       | 0   | 0    | 0    | 0   | 0   | 0   | 1          |
| 18:15     | 1                                     | 2   | 0    | 0    | 0   | 0   | 0   | 3          | 2                                       | 1   | 0    | 0    | 0   | 0   | 0   | 3          |
| 18:30     | 2                                     | 0   | 0    | 0    | 0   | 0   | 0   | 2          | 6                                       | 0   | 0    | 0    | 0   | 0   | 0   | 6          |
| 18:45     | 1                                     | 0   | 0    | 0    | 0   | 0   | 0   | 1          | 2                                       | 0   | 0    | 0    | 0   | 0   | 0   | 2          |
| 6 to 7 pm | 5                                     | 2   | 0    | 0    | 0   | 0   | 0   | 7          | 11                                      | 1   | 0    | 0    | 0   | 0   | 0   | 12         |
| Total     | 18                                    | 4   | 0    | 0    | 0   | 1   | 0   | 23         | 24                                      | 4   | 0    | 0    | 0   | 1   | 0   | 29         |



14142 / Wayside Killernan

May 2023

Junction Turning Count



14142 / Wayside Killernan

May 2023

Junction Turning Count

Site No. 1

Location R117(N) / Killernan Reservoir Access / R117(S) / Glenamuck Rd

Date 2023-05-24

| Time       | To Arm C - R117(S) |     |      |      |     |     |     | Veh. Total | From Arm C - R117(S) |     |      |      |     |     |     | Veh. Total |
|------------|--------------------|-----|------|------|-----|-----|-----|------------|----------------------|-----|------|------|-----|-----|-----|------------|
|            | CAR                | LGV | OGV1 | OGV2 | PSV | M/C | P/C |            | CAR                  | LGV | OGV1 | OGV2 | PSV | M/C | P/C |            |
| 07:00      | 21                 | 8   | 1    | 3    | 1   | 0   | 1   | 35         | 29                   | 12  | 0    | 0    | 1   | 0   | 0   | 42         |
| 07:15      | 24                 | 7   | 1    | 1    | 2   | 0   | 3   | 38         | 60                   | 13  | 1    | 0    | 5   | 2   | 4   | 85         |
| 07:30      | 29                 | 11  | 1    | 0    | 3   | 0   | 1   | 45         | 64                   | 10  | 2    | 0    | 1   | 0   | 8   | 85         |
| 07:45      | 46                 | 7   | 3    | 0    | 0   | 0   | 3   | 59         | 70                   | 10  | 3    | 2    | 2   | 2   | 3   | 92         |
| 7 to 8 am  | 120                | 33  | 6    | 4    | 6   | 0   | 8   | 177        | 223                  | 45  | 6    | 2    | 9   | 4   | 15  | 304        |
| 08:00      | 56                 | 9   | 0    | 3    | 1   | 1   | 2   | 72         | 65                   | 6   | 1    | 0    | 0   | 0   | 3   | 75         |
| 08:15      | 78                 | 14  | 4    | 0    | 1   | 0   | 3   | 100        | 76                   | 8   | 0    | 0    | 2   | 1   | 4   | 91         |
| 08:30      | 128                | 21  | 1    | 0    | 0   | 0   | 2   | 152        | 92                   | 8   | 3    | 2    | 0   | 0   | 3   | 108        |
| 08:45      | 124                | 6   | 4    | 0    | 1   | 0   | 1   | 136        | 79                   | 9   | 3    | 0    | 0   | 0   | 1   | 92         |
| 8 to 9 am  | 364                | 50  | 9    | 3    | 3   | 1   | 8   | 440        | 312                  | 31  | 7    | 2    | 2   | 1   | 11  | 364        |
| 09:00      | 69                 | 8   | 2    | 3    | 0   | 0   | 5   | 87         | 132                  | 13  | 1    | 0    | 1   | 1   | 0   | 148        |
| 09:15      | 53                 | 6   | 1    | 0    | 3   | 0   | 8   | 71         | 93                   | 7   | 2    | 1    | 0   | 1   | 4   | 108        |
| 09:30      | 61                 | 14  | 0    | 0    | 0   | 0   | 4   | 79         | 65                   | 3   | 0    | 2    | 2   | 1   | 0   | 73         |
| 09:45      | 60                 | 11  | 6    | 0    | 1   | 0   | 1   | 79         | 53                   | 10  | 3    | 1    | 0   | 1   | 1   | 69         |
| 9 to 10 am | 243                | 39  | 9    | 3    | 4   | 0   | 18  | 316        | 343                  | 33  | 6    | 4    | 3   | 4   | 5   | 398        |
| Total      | 749                | 122 | 24   | 10   | 13  | 1   | 34  | 953        | 878                  | 109 | 19   | 8    | 14  | 9   | 31  | 1068       |

Site No. 1

Location R117(N) / Killernan Reservoir Access / R117(S) / Glenamuck Rd

Date 2023-05-24

| Time       | To Arm D - Glenamuck Rd |     |      |      |     |     |     | Veh. Total | From Arm D - Glenamuck Rd |     |      |      |     |     |     | Veh. Total |
|------------|-------------------------|-----|------|------|-----|-----|-----|------------|---------------------------|-----|------|------|-----|-----|-----|------------|
|            | CAR                     | LGV | OGV1 | OGV2 | PSV | M/C | P/C |            | CAR                       | LGV | OGV1 | OGV2 | PSV | M/C | P/C |            |
| 07:00      | 28                      | 10  | 0    | 0    | 1   | 0   | 0   | 39         | 25                        | 10  | 2    | 3    | 1   | 0   | 0   | 41         |
| 07:15      | 52                      | 10  | 0    | 0    | 1   | 2   | 0   | 65         | 25                        | 9   | 1    | 1    | 1   | 0   | 0   | 37         |
| 07:30      | 55                      | 9   | 1    | 0    | 1   | 0   | 0   | 66         | 30                        | 12  | 1    | 0    | 1   | 0   | 0   | 44         |
| 07:45      | 75                      | 8   | 1    | 3    | 1   | 2   | 0   | 90         | 42                        | 1   | 2    | 0    | 0   | 0   | 0   | 45         |
| 7 to 8 am  | 210                     | 37  | 2    | 3    | 4   | 4   | 0   | 260        | 122                       | 32  | 6    | 4    | 3   | 0   | 0   | 167        |
| 08:00      | 113                     | 9   | 3    | 0    | 0   | 0   | 2   | 127        | 47                        | 7   | 1    | 4    | 1   | 1   | 0   | 61         |
| 08:15      | 87                      | 5   | 0    | 0    | 1   | 0   | 1   | 94         | 77                        | 11  | 4    | 0    | 0   | 0   | 1   | 93         |
| 08:30      | 117                     | 7   | 2    | 2    | 0   | 1   | 2   | 131        | 66                        | 19  | 0    | 0    | 0   | 0   | 0   | 85         |
| 08:45      | 91                      | 9   | 1    | 0    | 0   | 0   | 0   | 101        | 65                        | 6   | 3    | 0    | 1   | 0   | 0   | 75         |
| 8 to 9 am  | 408                     | 30  | 6    | 2    | 1   | 1   | 5   | 453        | 253                       | 43  | 6    | 4    | 2   | 1   | 1   | 314        |
| 09:00      | 91                      | 11  | 0    | 1    | 1   | 0   | 0   | 104        | 45                        | 6   | 5    | 3    | 0   | 0   | 1   | 60         |
| 09:15      | 64                      | 6   | 3    | 1    | 0   | 1   | 1   | 76         | 50                        | 6   | 3    | 0    | 2   | 0   | 0   | 61         |
| 09:30      | 48                      | 6   | 0    | 2    | 1   | 0   | 0   | 57         | 39                        | 12  | 0    | 0    | 0   | 0   | 1   | 52         |
| 09:45      | 51                      | 6   | 3    | 1    | 0   | 0   | 0   | 61         | 41                        | 8   | 5    | 0    | 1   | 0   | 0   | 55         |
| 9 to 10 am | 254                     | 29  | 6    | 5    | 2   | 1   | 1   | 298        | 175                       | 32  | 13   | 3    | 3   | 0   | 2   | 228        |
| Total      | 872                     | 96  | 14   | 10   | 7   | 6   | 6   | 1011       | 522                       | 107 | 27   | 11   | 8   | 1   | 3   | 709        |

Date 2023-05-24

| Time      | To Arm C - R117(S) |     |      |      |     |     |     | Veh. Total | From Arm C - R117(S) |     |      |      |     |     |     | Veh. Total |
|-----------|--------------------|-----|------|------|-----|-----|-----|------------|----------------------|-----|------|------|-----|-----|-----|------------|
|           | CAR                | LGV | OGV1 | OGV2 | PSV | M/C | P/C |            | CAR                  | LGV | OGV1 | OGV2 | PSV | M/C | P/C |            |
| 16:00     | 115                | 21  | 2    | 0    | 5   | 3   | 0   | 146        | 49                   | 9   | 3    | 0    | 1   | 1   | 1   | 64         |
| 16:15     | 132                | 28  | 2    | 0    | 0   | 0   | 1   | 163        | 63                   | 7   | 2    | 1    | 0   | 0   | 4   | 77         |
| 16:30     | 144                | 25  | 3    | 1    | 2   | 4   | 6   | 185        | 72                   | 10  | 0    | 1    | 1   | 2   | 3   | 89         |
| 16:45     | 174                | 28  | 1    | 0    | 3   | 1   | 4   | 213        | 59                   | 7   | 2    | 1    | 0   | 0   | 2   | 71         |
| 4 to 5 pm | 567                | 102 | 8    | 1    | 10  | 8   | 11  | 707        | 243                  | 33  | 7    | 3    | 2   | 3   | 10  | 301        |
| 17:00     | 182                | 23  | 0    | 0    | 1   | 3   | 3   | 212        | 71                   | 5   | 0    | 0    | 1   | 2   | 3   | 82         |
| 17:15     | 167                | 14  | 1    | 0    | 1   | 1   | 2   | 186        | 72                   | 4   | 0    | 0    | 0   | 1   | 1   | 78         |
| 17:30     | 161                | 18  | 2    | 0    | 1   | 6   | 4   | 192        | 71                   | 9   | 1    | 0    | 0   | 0   | 1   | 82         |
| 17:45     | 148                | 18  | 1    | 0    | 0   | 1   | 7   | 175        | 76                   | 6   | 0    | 0    | 2   | 2   | 2   | 86         |
| 5 to 6 pm | 658                | 73  | 4    | 0    | 3   | 11  | 16  | 765        | 290                  | 24  | 1    | 0    | 3   | 5   | 7   | 330        |
| 18:00     | 130                | 14  | 1    | 0    | 1   | 3   | 10  | 159        | 79                   | 9   | 0    | 0    | 0   | 3   | 12  | 103        |
| 18:15     | 127                | 8   | 0    | 0    | 1   | 1   | 6   | 143        | 67                   | 13  | 0    | 0    | 0   | 0   | 7   | 87         |
| 18:30     | 122                | 10  | 0    | 0    | 1   | 3   | 4   | 140        | 55                   | 4   | 1    | 0    | 1   | 2   | 6   | 69         |
| 18:45     | 89                 | 11  | 0    | 1    | 1   | 0   | 3   | 105        | 62                   | 6   | 0    | 0    | 1   | 0   | 5   | 74         |
| 6 to 7 pm | 468                | 43  | 1    | 1    | 4   | 7   | 23  | 547        | 263                  | 32  | 1    | 0    | 2   | 5   | 30  | 333        |
| Total     | 1693               | 218 | 13   | 2    | 17  | 26  | 50  | 2019       | 796                  | 89  | 9    | 3    | 7   | 13  | 47  | 964        |

Date 2023-05-24

| Time      | To Arm D - Glenamuck Rd |     |      |      |     |     |     | Veh. Total | From Arm D - Glenamuck Rd |     |      |      |     |     |     | Veh. Total |
|-----------|-------------------------|-----|------|------|-----|-----|-----|------------|---------------------------|-----|------|------|-----|-----|-----|------------|
|           | CAR                     | LGV | OGV1 | OGV2 | PSV | M/C | P/C |            | CAR                       | LGV | OGV1 | OGV2 | PSV | M/C | P/C |            |
| 16:00     | 46                      | 11  | 2    | 0    | 1   | 0   | 0   | 60         | 92                        | 17  | 2    | 0    | 2   | 2   | 0   | 115        |
| 16:15     | 45                      | 3   | 3    | 1    | 0   | 0   | 2   | 54         | 102                       | 22  | 0    | 0    | 0   | 0   | 0   | 124        |
| 16:30     | 54                      | 3   | 1    | 1    | 1   | 2   | 1   | 63         | 103                       | 15  | 1    | 1    | 1   | 2   | 1   | 124        |
| 16:45     | 41                      | 3   | 2    | 1    | 0   | 0   | 1   | 48         | 132                       | 11  | 0    | 0    | 1   | 0   | 0   | 144        |
| 4 to 5 pm | 186                     | 20  | 8    | 3    | 2   | 2   | 4   | 225        | 429                       | 65  | 3    | 1    | 4   | 4   | 1   | 507        |
| 17:00     | 53                      | 4   | 1    | 0    | 1   | 1   | 1   | 61         | 114                       | 16  | 0    | 0    | 1   | 3   | 0   | 134        |
| 17:15     | 55                      | 0   | 0    | 0    | 0   | 0   | 0   | 55         | 115                       | 10  | 0    | 0    | 0   | 1   | 0   | 126        |
| 17:30     | 70                      | 6   | 0    | 0    | 0   | 0   | 0   | 76         | 123                       | 7   | 2    | 0    | 1   | 2   | 0   | 135        |
| 17:45     | 54                      | 5   | 0    | 0    | 1   | 1   | 0   | 61         | 108                       | 15  | 0    | 0    | 0   | 0   | 0   | 123        |
| 5 to 6 pm | 232                     | 15  | 1    | 0    | 2   | 2   | 1   | 253        | 460                       | 48  | 2    | 0    | 2   | 6   | 0   | 518        |
| 18:00     | 60                      | 6   | 0    | 0    | 0   | 0   | 1   | 67         | 81                        | 9   | 1    | 0    | 1   | 3   | 2   | 97         |
| 18:15     | 63                      | 8   | 0    | 0    | 0   | 0   | 2   | 73         | 102                       | 8   | 0    | 0    | 0   | 0   | 0   | 110        |
| 18:30     | 49                      | 3   | 1    | 0    | 1   | 2   | 1   | 57         | 93                        | 5   | 0    | 0    | 1   | 2   | 0   | 101        |
| 18:45     | 71                      | 3   | 0    | 0    | 0   | 0   | 1   | 75         | 99                        | 9   | 0    | 1    | 1   | 0   | 0   | 110        |
| 6 to 7 pm | 243                     | 20  | 1    | 0    | 1   | 2   | 5   | 272        | 375                       | 31  | 1    | 1    | 3   | 5   | 2   | 418        |
| Total     | 661                     | 55  | 10   | 3    | 5   | 6   | 10  | 750        | 1244                      | 144 | 6    | 2    | 9   | 15  | 3   | 1443       |



14142 / Wayside Kilternan

May 2023

Junction Turning Count



14142 / Wayside Kilternan

May 2023

Junction Turning Count

Site No. 2  
Location R117(N) / R116 / R117(S) / Circle K Access  
Date 2023-05-24

| Time       | A to D - R117(N) to Circle K Access |     |      |      |     |     |     | Veh. Total | A to C - R117(N) to R117(S) |     |      |      |     |     |     | Veh. Total |
|------------|-------------------------------------|-----|------|------|-----|-----|-----|------------|-----------------------------|-----|------|------|-----|-----|-----|------------|
|            | CAR                                 | LGV | OGV1 | OGV2 | PSV | M/C | P/C |            | CAR                         | LGV | OGV1 | OGV2 | PSV | M/C | P/C |            |
| 07:00      | 1                                   | 2   | 0    | 0    | 0   | 0   | 0   | 3          | 16                          | 3   | 1    | 3    | 1   | 0   | 1   | 25         |
| 07:15      | 4                                   | 4   | 0    | 0    | 0   | 0   | 0   | 8          | 14                          | 3   | 1    | 0    | 0   | 0   | 2   | 20         |
| 07:30      | 8                                   | 3   | 0    | 0    | 0   | 0   | 1   | 12         | 18                          | 6   | 1    | 0    | 1   | 0   | 0   | 26         |
| 07:45      | 1                                   | 2   | 1    | 0    | 0   | 0   | 0   | 4          | 36                          | 5   | 1    | 0    | 0   | 0   | 1   | 43         |
| 7 to 8 am  | 14                                  | 11  | 1    | 0    | 0   | 0   | 1   | 27         | 84                          | 17  | 4    | 3    | 2   | 0   | 4   | 114        |
| 08:00      | 9                                   | 2   | 0    | 0    | 0   | 0   | 0   | 11         | 34                          | 6   | 0    | 1    | 0   | 1   | 2   | 44         |
| 08:15      | 11                                  | 1   | 0    | 0    | 0   | 0   | 2   | 14         | 49                          | 4   | 1    | 0    | 1   | 0   | 1   | 56         |
| 08:30      | 11                                  | 5   | 0    | 0    | 0   | 0   | 0   | 16         | 46                          | 14  | 0    | 0    | 0   | 0   | 5   | 65         |
| 08:45      | 20                                  | 2   | 0    | 0    | 0   | 0   | 0   | 22         | 47                          | 5   | 4    | 0    | 0   | 0   | 2   | 58         |
| 8 to 9 am  | 51                                  | 10  | 0    | 0    | 0   | 0   | 2   | 63         | 176                         | 29  | 5    | 1    | 1   | 1   | 10  | 223        |
| 09:00      | 10                                  | 1   | 1    | 0    | 0   | 0   | 0   | 12         | 39                          | 5   | 0    | 1    | 0   | 0   | 5   | 50         |
| 09:15      | 8                                   | 1   | 1    | 0    | 0   | 0   | 0   | 10         | 31                          | 3   | 1    | 0    | 2   | 0   | 10  | 47         |
| 09:30      | 8                                   | 1   | 0    | 0    | 0   | 0   | 0   | 9          | 44                          | 7   | 0    | 1    | 0   | 0   | 3   | 55         |
| 09:45      | 11                                  | 2   | 1    | 0    | 0   | 0   | 0   | 14         | 45                          | 3   | 2    | 0    | 0   | 0   | 1   | 51         |
| 9 to 10 am | 37                                  | 5   | 3    | 0    | 0   | 0   | 0   | 45         | 159                         | 18  | 3    | 2    | 2   | 0   | 19  | 203        |
| Total      | 102                                 | 26  | 4    | 0    | 0   | 0   | 3   | 135        | 419                         | 64  | 12   | 6    | 5   | 1   | 33  | 540        |

Date 2023-05-24

| Time      | A to D - R117(N) to Circle K Access |     |      |      |     |     |     | Veh. Total | A to C - R117(N) to R117(S) |     |      |      |     |     |     | Veh. Total |
|-----------|-------------------------------------|-----|------|------|-----|-----|-----|------------|-----------------------------|-----|------|------|-----|-----|-----|------------|
|           | CAR                                 | LGV | OGV1 | OGV2 | PSV | M/C | P/C |            | CAR                         | LGV | OGV1 | OGV2 | PSV | M/C | P/C |            |
| 16:00     | 16                                  | 6   | 1    | 0    | 0   | 2   | 0   | 25         | 96                          | 12  | 0    | 0    | 2   | 1   | 0   | 111        |
| 16:15     | 11                                  | 1   | 0    | 0    | 0   | 0   | 0   | 12         | 109                         | 22  | 1    | 0    | 0   | 0   | 2   | 134        |
| 16:30     | 13                                  | 4   | 0    | 0    | 0   | 0   | 0   | 17         | 125                         | 19  | 2    | 0    | 2   | 4   | 5   | 157        |
| 16:45     | 13                                  | 2   | 0    | 0    | 0   | 0   | 1   | 16         | 140                         | 20  | 1    | 0    | 1   | 1   | 3   | 166        |
| 4 to 5 pm | 53                                  | 13  | 1    | 0    | 0   | 2   | 1   | 70         | 470                         | 73  | 4    | 0    | 5   | 6   | 10  | 568        |
| 17:00     | 26                                  | 1   | 0    | 0    | 0   | 0   | 2   | 29         | 148                         | 18  | 1    | 0    | 0   | 1   | 1   | 169        |
| 17:15     | 14                                  | 2   | 0    | 0    | 0   | 0   | 0   | 16         | 147                         | 14  | 1    | 0    | 1   | 1   | 4   | 168        |
| 17:30     | 10                                  | 2   | 0    | 0    | 0   | 0   | 0   | 12         | 143                         | 13  | 2    | 0    | 0   | 3   | 4   | 165        |
| 17:45     | 9                                   | 1   | 0    | 0    | 0   | 1   | 0   | 11         | 128                         | 14  | 1    | 0    | 0   | 0   | 7   | 150        |
| 5 to 6 pm | 59                                  | 6   | 0    | 0    | 0   | 1   | 2   | 68         | 566                         | 59  | 5    | 0    | 1   | 5   | 16  | 652        |
| 18:00     | 9                                   | 2   | 0    | 0    | 0   | 0   | 0   | 11         | 137                         | 11  | 1    | 0    | 0   | 2   | 6   | 157        |
| 18:15     | 13                                  | 1   | 0    | 0    | 0   | 0   | 0   | 14         | 138                         | 15  | 1    | 1    | 1   | 0   | 19  | 175        |
| 18:30     | 14                                  | 3   | 0    | 0    | 0   | 1   | 0   | 18         | 100                         | 7   | 0    | 0    | 0   | 1   | 22  | 130        |
| 18:45     | 10                                  | 0   | 0    | 0    | 0   | 0   | 0   | 10         | 61                          | 6   | 0    | 0    | 0   | 0   | 3   | 70         |
| 6 to 7 pm | 46                                  | 6   | 0    | 0    | 0   | 1   | 0   | 53         | 436                         | 39  | 2    | 1    | 1   | 3   | 30  | 532        |
| Total     | 158                                 | 25  | 1    | 0    | 0   | 4   | 3   | 191        | 1472                        | 171 | 11   | 1    | 7   | 14  | 76  | 1752       |

Site No. 2  
Location R117(N) / R116 / R117(S) / Circle K Access  
Date 2023-05-24

| Time       | A to B - R117(N) to R116 |     |      |      |     |     |     | Veh. Total | B to A - R116 to R117(N) |     |      |      |     |     |     | Veh. Total |
|------------|--------------------------|-----|------|------|-----|-----|-----|------------|--------------------------|-----|------|------|-----|-----|-----|------------|
|            | CAR                      | LGV | OGV1 | OGV2 | PSV | M/C | P/C |            | CAR                      | LGV | OGV1 | OGV2 | PSV | M/C | P/C |            |
| 07:00      | 0                        | 1   | 0    | 0    | 0   | 0   | 0   | 1          | 5                        | 3   | 0    | 0    | 0   | 1   | 0   | 9          |
| 07:15      | 6                        | 2   | 0    | 1    | 0   | 0   | 1   | 10         | 12                       | 3   | 0    | 0    | 0   | 1   | 0   | 16         |
| 07:30      | 3                        | 0   | 1    | 0    | 0   | 0   | 0   | 4          | 11                       | 2   | 0    | 0    | 0   | 0   | 1   | 14         |
| 07:45      | 4                        | 1   | 0    | 0    | 0   | 0   | 1   | 6          | 11                       | 1   | 0    | 0    | 0   | 0   | 1   | 13         |
| 7 to 8 am  | 13                       | 4   | 1    | 1    | 0   | 0   | 2   | 21         | 39                       | 9   | 0    | 0    | 0   | 2   | 2   | 52         |
| 08:00      | 10                       | 0   | 0    | 2    | 0   | 0   | 0   | 12         | 12                       | 0   | 0    | 0    | 0   | 0   | 0   | 12         |
| 08:15      | 19                       | 4   | 1    | 0    | 0   | 0   | 0   | 24         | 10                       | 2   | 0    | 0    | 0   | 0   | 1   | 13         |
| 08:30      | 50                       | 1   | 3    | 0    | 0   | 0   | 0   | 54         | 17                       | 2   | 1    | 2    | 0   | 0   | 0   | 22         |
| 08:45      | 43                       | 0   | 1    | 0    | 0   | 0   | 0   | 44         | 34                       | 0   | 1    | 0    | 0   | 0   | 0   | 35         |
| 8 to 9 am  | 122                      | 5   | 5    | 2    | 0   | 0   | 0   | 134        | 73                       | 4   | 2    | 2    | 0   | 0   | 1   | 82         |
| 09:00      | 22                       | 1   | 0    | 1    | 0   | 0   | 0   | 24         | 59                       | 1   | 0    | 0    | 0   | 0   | 0   | 60         |
| 09:15      | 15                       | 2   | 1    | 0    | 0   | 0   | 0   | 18         | 35                       | 1   | 0    | 0    | 0   | 0   | 0   | 36         |
| 09:30      | 9                        | 3   | 0    | 0    | 0   | 0   | 1   | 13         | 9                        | 0   | 0    | 0    | 0   | 0   | 0   | 9          |
| 09:45      | 2                        | 1   | 3    | 0    | 0   | 0   | 0   | 6          | 14                       | 2   | 0    | 0    | 0   | 0   | 0   | 16         |
| 9 to 10 am | 48                       | 7   | 4    | 1    | 0   | 0   | 1   | 61         | 117                      | 4   | 0    | 0    | 0   | 0   | 0   | 121        |
| Total      | 183                      | 16  | 10   | 4    | 0   | 0   | 3   | 216        | 229                      | 17  | 2    | 2    | 0   | 2   | 3   | 255        |

Date 2023-05-24

| Time      | A to B - R117(N) to R116 |     |      |      |     |     |     | Veh. Total | B to A - R116 to R117(N) |     |      |      |     |     |     | Veh. Total |
|-----------|--------------------------|-----|------|------|-----|-----|-----|------------|--------------------------|-----|------|------|-----|-----|-----|------------|
|           | CAR                      | LGV | OGV1 | OGV2 | PSV | M/C | P/C |            | CAR                      | LGV | OGV1 | OGV2 | PSV | M/C | P/C |            |
| 16:00     | 14                       | 1   | 1    | 0    | 0   | 0   | 1   | 17         | 9                        | 3   | 3    | 0    | 0   | 0   | 2   | 17         |
| 16:15     | 13                       | 1   | 0    | 0    | 0   | 0   | 0   | 14         | 8                        | 1   | 0    | 0    | 0   | 0   | 1   | 10         |
| 16:30     | 13                       | 4   | 0    | 0    | 0   | 0   | 1   | 18         | 6                        | 3   | 0    | 1    | 0   | 0   | 1   | 11         |
| 16:45     | 15                       | 5   | 0    | 0    | 1   | 0   | 0   | 21         | 11                       | 0   | 2    | 0    | 0   | 0   | 1   | 14         |
| 4 to 5 pm | 55                       | 11  | 1    | 0    | 1   | 0   | 2   | 70         | 34                       | 7   | 5    | 1    | 0   | 0   | 5   | 52         |
| 17:00     | 9                        | 1   | 0    | 0    | 0   | 1   | 1   | 12         | 12                       | 1   | 0    | 0    | 0   | 0   | 0   | 13         |
| 17:15     | 12                       | 0   | 0    | 0    | 0   | 0   | 0   | 12         | 10                       | 1   | 0    | 0    | 0   | 0   | 0   | 11         |
| 17:30     | 13                       | 1   | 1    | 0    | 0   | 1   | 0   | 16         | 13                       | 2   | 0    | 0    | 0   | 0   | 0   | 15         |
| 17:45     | 18                       | 1   | 0    | 0    | 0   | 0   | 0   | 19         | 5                        | 1   | 0    | 0    | 0   | 0   | 0   | 6          |
| 5 to 6 pm | 52                       | 3   | 1    | 0    | 0   | 2   | 1   | 59         | 40                       | 5   | 0    | 0    | 0   | 0   | 0   | 45         |
| 18:00     | 12                       | 0   | 1    | 0    | 0   | 0   | 0   | 13         | 5                        | 2   | 0    | 0    | 0   | 0   | 0   | 7          |
| 18:15     | 11                       | 0   | 0    | 0    | 0   | 0   | 0   | 11         | 5                        | 0   | 0    | 0    | 0   | 1   | 2   | 8          |
| 18:30     | 12                       | 1   | 0    | 0    | 0   | 1   | 4   | 18         | 4                        | 1   | 0    | 0    | 0   | 0   | 3   | 8          |
| 18:45     | 19                       | 3   | 0    | 0    | 0   | 0   | 0   | 22         | 11                       | 1   | 0    | 0    | 0   | 0   | 0   | 12         |
| 6 to 7 pm | 54                       | 4   | 1    | 0    | 0   | 1   | 4   | 64         | 25                       | 4   | 0    | 0    | 0   | 1   | 5   | 35         |
| Total     | 161                      | 18  | 3    | 0    | 1   | 3   | 7   | 193        | 99                       | 16  | 5    | 1    | 0   | 1   | 10  | 132        |



14142 / Wayside Kiltarnan

May 2023

Junction Turning Count



14142 / Wayside Kiltarnan

May 2023

Junction Turning Count

Site No. 2  
Location R117(N) / R116 / R117(S) / Circle K Access  
Date 2023-05-24

Site No. 2  
Location R117(N) / R116 / R117(S) / Circle K Access  
Date 2023-05-24

| Time       | B to D - R116 to Circle K Access |     |      |      |     |     |     | Veh. Total | B to C - R116 to R117(S) |     |      |      |     |     |     | Veh. Total | Time       | C to B - R117(S) to R116 |     |      |      |     |     |     | Veh. Total | C to A - R117(S) to R117(N) |     |      |      |     |     |     | Veh. Total |
|------------|----------------------------------|-----|------|------|-----|-----|-----|------------|--------------------------|-----|------|------|-----|-----|-----|------------|------------|--------------------------|-----|------|------|-----|-----|-----|------------|-----------------------------|-----|------|------|-----|-----|-----|------------|
|            | CAR                              | LGV | OGV1 | OGV2 | PSV | M/C | P/C |            | CAR                      | LGV | OGV1 | OGV2 | PSV | M/C | P/C |            |            | CAR                      | LGV | OGV1 | OGV2 | PSV | M/C | P/C |            | CAR                         | LGV | OGV1 | OGV2 | PSV | M/C | P/C |            |
| 07:00      | 0                                | 1   | 0    | 0    | 0   | 0   | 0   | 1          | 3                        | 1   | 0    | 0    | 0   | 0   | 1   | 5          | 07:00      | 2                        | 2   | 0    | 0    | 0   | 0   | 0   | 4          | 22                          | 9   | 0    | 0    | 0   | 0   | 1   | 32         |
| 07:15      | 1                                | 0   | 0    | 0    | 0   | 0   | 0   | 1          | 2                        | 1   | 0    | 0    | 0   | 0   | 0   | 3          | 07:15      | 1                        | 3   | 0    | 0    | 0   | 0   | 0   | 4          | 44                          | 10  | 1    | 0    | 3   | 0   | 3   | 61         |
| 07:30      | 2                                | 0   | 0    | 0    | 0   | 0   | 0   | 2          | 4                        | 1   | 0    | 0    | 0   | 0   | 1   | 6          | 07:30      | 2                        | 0   | 0    | 0    | 0   | 0   | 0   | 2          | 55                          | 6   | 3    | 0    | 1   | 0   | 7   | 72         |
| 07:45      | 0                                | 0   | 0    | 0    | 0   | 0   | 0   | 0          | 2                        | 0   | 0    | 0    | 0   | 0   | 0   | 2          | 07:45      | 5                        | 1   | 0    | 0    | 0   | 0   | 0   | 6          | 53                          | 7   | 3    | 2    | 0   | 1   | 4   | 70         |
| 7 to 8 am  | 3                                | 1   | 0    | 0    | 0   | 0   | 0   | 4          | 11                       | 3   | 0    | 0    | 0   | 0   | 2   | 16         | 7 to 8 am  | 10                       | 6   | 0    | 0    | 0   | 0   | 0   | 16         | 174                         | 32  | 7    | 2    | 4   | 1   | 15  | 235        |
| 08:00      | 2                                | 0   | 0    | 0    | 0   | 0   | 0   | 2          | 4                        | 0   | 0    | 0    | 0   | 0   | 0   | 4          | 08:00      | 4                        | 2   | 0    | 0    | 0   | 1   | 1   | 8          | 49                          | 3   | 1    | 0    | 0   | 0   | 2   | 55         |
| 08:15      | 2                                | 1   | 0    | 0    | 0   | 0   | 0   | 3          | 7                        | 0   | 0    | 0    | 0   | 0   | 4   | 11         | 08:15      | 10                       | 0   | 0    | 0    | 0   | 0   | 0   | 10         | 67                          | 6   | 0    | 0    | 1   | 0   | 5   | 79         |
| 08:30      | 3                                | 0   | 0    | 0    | 0   | 0   | 0   | 3          | 1                        | 0   | 1    | 0    | 0   | 0   | 1   | 5          | 8          | 08:30                    | 8   | 1    | 1    | 0   | 0   | 1   | 0          | 11                          | 63  | 5    | 2    | 0   | 0   | 0   | 70         |
| 08:45      | 5                                | 0   | 0    | 0    | 0   | 0   | 0   | 5          | 8                        | 1   | 0    | 0    | 0   | 0   | 0   | 9          | 8:45       | 9                        | 1   | 0    | 0    | 0   | 0   | 0   | 10         | 48                          | 5   | 1    | 0    | 0   | 0   | 1   | 55         |
| 8 to 9 am  | 12                               | 1   | 0    | 0    | 0   | 0   | 0   | 13         | 20                       | 1   | 1    | 0    | 0   | 1   | 9   | 32         | 8 to 9 am  | 31                       | 4   | 1    | 0    | 0   | 2   | 1   | 39         | 227                         | 19  | 4    | 0    | 1   | 0   | 6   | 259        |
| 09:00      | 3                                | 0   | 0    | 0    | 0   | 0   | 0   | 3          | 15                       | 0   | 0    | 0    | 0   | 0   | 1   | 16         | 09:00      | 9                        | 0   | 1    | 0    | 0   | 0   | 0   | 10         | 35                          | 9   | 1    | 0    | 0   | 1   | 0   | 46         |
| 09:15      | 5                                | 1   | 0    | 0    | 0   | 0   | 0   | 6          | 11                       | 0   | 1    | 0    | 0   | 0   | 0   | 12         | 09:15      | 4                        | 2   | 1    | 0    | 0   | 0   | 0   | 7          | 50                          | 5   | 1    | 1    | 0   | 0   | 3   | 60         |
| 09:30      | 1                                | 0   | 0    | 0    | 0   | 0   | 0   | 1          | 1                        | 0   | 0    | 0    | 0   | 0   | 0   | 1          | 09:30      | 5                        | 1   | 0    | 0    | 0   | 1   | 0   | 7          | 44                          | 2   | 1    | 2    | 1   | 1   | 0   | 51         |
| 09:45      | 4                                | 2   | 1    | 0    | 0   | 0   | 0   | 7          | 3                        | 1   | 0    | 0    | 0   | 0   | 0   | 4          | 09:45      | 1                        | 0   | 0    | 0    | 0   | 1   | 0   | 2          | 33                          | 5   | 2    | 1    | 0   | 1   | 1   | 43         |
| 9 to 10 am | 13                               | 3   | 1    | 0    | 0   | 0   | 0   | 17         | 30                       | 1   | 1    | 0    | 0   | 0   | 1   | 33         | 9 to 10 am | 19                       | 3   | 2    | 0    | 0   | 2   | 0   | 26         | 162                         | 21  | 5    | 4    | 1   | 3   | 4   | 200        |
| Total      | 28                               | 5   | 1    | 0    | 0   | 0   | 0   | 34         | 61                       | 5   | 2    | 0    | 0   | 1   | 12  | 81         | Total      | 60                       | 13  | 3    | 0    | 0   | 4   | 1   | 81         | 563                         | 72  | 16   | 6    | 6   | 4   | 27  | 694        |

Date 2023-05-24

| Time      | B to D - R116 to Circle K Access |     |      |      |     |     |     | Veh. Total | B to C - R116 to R117(S) |     |      |      |     |     |     | Veh. Total | Time      | C to B - R117(S) to R116 |     |      |      |     |     |     | Veh. Total | C to A - R117(S) to R117(N) |     |      |      |     |     |     | Veh. Total |
|-----------|----------------------------------|-----|------|------|-----|-----|-----|------------|--------------------------|-----|------|------|-----|-----|-----|------------|-----------|--------------------------|-----|------|------|-----|-----|-----|------------|-----------------------------|-----|------|------|-----|-----|-----|------------|
|           | CAR                              | LGV | OGV1 | OGV2 | PSV | M/C | P/C |            | CAR                      | LGV | OGV1 | OGV2 | PSV | M/C | P/C |            |           | CAR                      | LGV | OGV1 | OGV2 | PSV | M/C | P/C |            | CAR                         | LGV | OGV1 | OGV2 | PSV | M/C | P/C |            |
| 16:00     | 2                                | 0   | 0    | 0    | 0   | 0   | 0   | 2          | 3                        | 2   | 0    | 0    | 0   | 0   | 0   | 5          | 16:00     | 6                        | 1   | 0    | 0    | 0   | 0   | 2   | 9          | 42                          | 8   | 2    | 0    | 0   | 0   | 1   | 53         |
| 16:15     | 3                                | 0   | 0    | 0    | 0   | 0   | 0   | 3          | 5                        | 2   | 1    | 0    | 0   | 0   | 1   | 9          | 16:15     | 8                        | 0   | 0    | 0    | 0   | 0   | 0   | 8          | 46                          | 4   | 0    | 1    | 0   | 0   | 1   | 52         |
| 16:30     | 1                                | 1   | 0    | 0    | 0   | 0   | 0   | 2          | 9                        | 0   | 0    | 0    | 0   | 0   | 0   | 9          | 16:30     | 8                        | 0   | 0    | 0    | 0   | 0   | 0   | 8          | 57                          | 7   | 0    | 0    | 1   | 2   | 2   | 69         |
| 16:45     | 2                                | 1   | 0    | 0    | 0   | 0   | 0   | 3          | 5                        | 0   | 0    | 0    | 0   | 1   | 0   | 6          | 16:45     | 12                       | 4   | 0    | 0    | 0   | 0   | 0   | 16         | 45                          | 4   | 0    | 1    | 0   | 0   | 1   | 51         |
| 4 to 5 pm | 8                                | 2   | 0    | 0    | 0   | 0   | 0   | 10         | 22                       | 4   | 1    | 0    | 0   | 1   | 1   | 29         | 4 to 5 pm | 34                       | 5   | 0    | 0    | 0   | 0   | 2   | 41         | 190                         | 23  | 2    | 2    | 1   | 2   | 5   | 225        |
| 17:00     | 2                                | 0   | 1    | 0    | 0   | 0   | 0   | 3          | 5                        | 0   | 0    | 0    | 0   | 0   | 1   | 6          | 17:00     | 9                        | 2   | 0    | 0    | 0   | 0   | 1   | 12         | 51                          | 4   | 1    | 0    | 0   | 2   | 4   | 62         |
| 17:15     | 2                                | 0   | 0    | 0    | 0   | 0   | 0   | 2          | 4                        | 3   | 0    | 0    | 0   | 0   | 1   | 8          | 17:15     | 13                       | 1   | 0    | 0    | 0   | 0   | 0   | 14         | 59                          | 3   | 0    | 0    | 0   | 1   | 1   | 64         |
| 17:30     | 1                                | 0   | 0    | 0    | 0   | 0   | 0   | 1          | 6                        | 1   | 0    | 0    | 0   | 0   | 0   | 7          | 17:30     | 7                        | 2   | 0    | 0    | 0   | 0   | 2   | 11         | 58                          | 5   | 0    | 0    | 0   | 0   | 2   | 65         |
| 17:45     | 1                                | 0   | 0    | 0    | 0   | 0   | 0   | 1          | 5                        | 1   | 1    | 0    | 0   | 0   | 1   | 9          | 17:45     | 9                        | 5   | 0    | 0    | 0   | 0   | 1   | 15         | 71                          | 4   | 0    | 0    | 1   | 2   | 2   | 80         |
| 5 to 6 pm | 6                                | 0   | 1    | 0    | 0   | 0   | 0   | 7          | 20                       | 5   | 1    | 0    | 0   | 1   | 3   | 30         | 5 to 6 pm | 38                       | 10  | 0    | 0    | 0   | 0   | 4   | 52         | 239                         | 16  | 1    | 0    | 1   | 5   | 9   | 271        |
| 18:00     | 0                                | 0   | 0    | 0    | 0   | 0   | 0   | 0          | 7                        | 0   | 1    | 0    | 0   | 0   | 0   | 8          | 18:00     | 5                        | 2   | 0    | 0    | 0   | 0   | 0   | 7          | 56                          | 2   | 0    | 0    | 0   | 1   | 10  | 69         |
| 18:15     | 6                                | 1   | 0    | 0    | 0   | 1   | 0   | 8          | 2                        | 0   | 0    | 1    | 0   | 0   | 0   | 3          | 18:15     | 2                        | 2   | 0    | 0    | 0   | 0   | 2   | 6          | 57                          | 4   | 0    | 0    | 0   | 0   | 3   | 64         |
| 18:30     | 2                                | 0   | 0    | 0    | 0   | 0   | 0   | 2          | 3                        | 1   | 0    | 0    | 1   | 0   | 0   | 5          | 18:30     | 3                        | 1   | 0    | 0    | 0   | 0   | 0   | 4          | 43                          | 2   | 1    | 0    | 0   | 2   | 5   | 53         |
| 18:45     | 4                                | 0   | 0    | 0    | 0   | 0   | 0   | 4          | 4                        | 1   | 0    | 0    | 0   | 0   | 1   | 6          | 18:45     | 8                        | 0   | 0    | 0    | 0   | 0   | 1   | 9          | 41                          | 5   | 1    | 0    | 0   | 0   | 3   | 50         |
| 6 to 7 pm | 12                               | 1   | 0    | 0    | 0   | 1   | 0   | 14         | 16                       | 2   | 1    | 1    | 1   | 0   | 1   | 22         | 6 to 7 pm | 18                       | 5   | 0    | 0    | 0   | 0   | 3   | 26         | 197                         | 13  | 2    | 0    | 0   | 3   | 21  | 236        |
| Total     | 26                               | 3   | 1    | 0    | 0   | 1   | 0   | 31         | 58                       | 11  | 3    | 1    | 1   | 2   | 5   | 81         | Total     | 90                       | 20  | 0    | 0    | 0   | 0   | 9   | 119        | 626                         | 52  | 5    | 2    | 2   | 10  | 35  | 732        |



14142 / Wayside Kiltarnan

May 2023

Junction Turning Count



14142 / Wayside Kiltarnan

May 2023

Junction Turning Count

Site No. 2  
Location R117(N) / R116 / R117(S) / Circle K Access  
Date 2023-05-24

Site No. 2  
Location R117(N) / R116 / R117(S) / Circle K Access  
Date 2023-05-24

| Time       | C to D - R117[S] to Circle K Access |     |      |      |     |     |     | Veh. Total | D to C - Circle K Access to R117[S] |     |      |      |     |     |     | Veh. Total | Time | D to B - Circle K Access to R116 |     |      |      |     |     |     | Veh. Total | D to A - Circle K Access to R117[N] |     |      |      |     |     |     | Veh. Total |    |
|------------|-------------------------------------|-----|------|------|-----|-----|-----|------------|-------------------------------------|-----|------|------|-----|-----|-----|------------|------|----------------------------------|-----|------|------|-----|-----|-----|------------|-------------------------------------|-----|------|------|-----|-----|-----|------------|----|
|            | CAR                                 | LGV | OGV1 | OGV2 | PSV | M/C | P/C |            | CAR                                 | LGV | OGV1 | OGV2 | PSV | M/C | P/C |            |      | CAR                              | LGV | OGV1 | OGV2 | PSV | M/C | P/C |            | CAR                                 | LGV | OGV1 | OGV2 | PSV | M/C | P/C |            |    |
| 07:00      | 1                                   | 0   | 0    | 0    | 0   | 0   | 0   | 2          | 0                                   | 0   | 0    | 0    | 0   | 0   | 0   | 0          | 0    | 0                                | 0   | 0    | 0    | 0   | 1   | 0   | 0          | 0                                   | 0   | 0    | 0    | 0   | 1   |     |            |    |
| 07:15      | 0                                   | 1   | 0    | 0    | 0   | 0   | 0   | 1          | 0                                   | 1   | 0    | 0    | 0   | 0   | 0   | 0          | 1    | 0                                | 0   | 0    | 0    | 0   | 0   | 0   | 0          | 0                                   | 0   | 0    | 0    | 0   | 0   |     |            |    |
| 07:30      | 0                                   | 0   | 0    | 0    | 0   | 0   | 0   | 0          | 1                                   | 0   | 0    | 0    | 0   | 0   | 0   | 0          | 0    | 0                                | 0   | 0    | 0    | 0   | 0   | 0   | 0          | 0                                   | 0   | 0    | 0    | 0   | 1   |     |            |    |
| 07:45      | 0                                   | 0   | 1    | 0    | 0   | 0   | 0   | 1          | 0                                   | 1   | 0    | 0    | 0   | 0   | 0   | 0          | 1    | 0                                | 0   | 0    | 0    | 0   | 0   | 1   | 2          | 0                                   | 0   | 0    | 0    | 0   | 2   |     |            |    |
| 7 to 8 am  | 1                                   | 1   | 2    | 0    | 0   | 0   | 0   | 4          | 1                                   | 2   | 0    | 0    | 0   | 0   | 0   | 0          | 3    | 0                                | 1   | 0    | 0    | 0   | 0   | 0   | 1          | 4                                   | 0   | 0    | 0    | 0   | 0   | 4   |            |    |
| 08:00      | 2                                   | 0   | 0    | 0    | 0   | 0   | 0   | 2          | 2                                   | 0   | 0    | 0    | 0   | 0   | 0   | 0          | 2    | 0                                | 1   | 0    | 0    | 0   | 0   | 0   | 1          | 1                                   | 0   | 0    | 0    | 0   | 0   | 1   |            |    |
| 08:15      | 1                                   | 0   | 0    | 0    | 0   | 0   | 0   | 1          | 0                                   | 1   | 0    | 0    | 0   | 0   | 0   | 0          | 1    | 0                                | 0   | 0    | 0    | 0   | 0   | 0   | 3          | 0                                   | 0   | 0    | 0    | 0   | 0   | 3   |            |    |
| 08:30      | 4                                   | 0   | 0    | 0    | 0   | 0   | 0   | 4          | 0                                   | 0   | 0    | 0    | 0   | 0   | 0   | 0          | 0    | 0                                | 1   | 0    | 0    | 0   | 0   | 0   | 1          | 2                                   | 0   | 0    | 0    | 0   | 0   | 2   |            |    |
| 08:45      | 3                                   | 0   | 0    | 0    | 0   | 0   | 0   | 3          | 0                                   | 0   | 0    | 0    | 0   | 0   | 0   | 0          | 0    | 0                                | 1   | 0    | 0    | 0   | 0   | 1   | 2          | 3                                   | 1   | 0    | 0    | 0   | 0   | 4   |            |    |
| 8 to 9 am  | 10                                  | 0   | 0    | 0    | 0   | 0   | 0   | 10         | 2                                   | 1   | 0    | 0    | 0   | 0   | 0   | 0          | 3    | 0                                | 2   | 1    | 0    | 0   | 0   | 0   | 1          | 4                                   | 9   | 1    | 0    | 0   | 0   | 0   | 10         |    |
| 09:00      | 2                                   | 1   | 0    | 0    | 0   | 0   | 0   | 3          | 0                                   | 0   | 0    | 0    | 0   | 0   | 0   | 0          | 0    | 0                                | 0   | 0    | 0    | 0   | 0   | 0   | 8          | 0                                   | 0   | 0    | 0    | 0   | 0   | 8   |            |    |
| 09:15      | 0                                   | 0   | 0    | 0    | 0   | 0   | 0   | 0          | 0                                   | 0   | 0    | 0    | 0   | 0   | 0   | 0          | 0    | 0                                | 0   | 0    | 0    | 0   | 0   | 0   | 5          | 1                                   | 0   | 0    | 0    | 0   | 0   | 6   |            |    |
| 09:30      | 1                                   | 0   | 0    | 0    | 0   | 0   | 0   | 1          | 0                                   | 0   | 0    | 0    | 0   | 0   | 0   | 0          | 0    | 0                                | 0   | 0    | 0    | 0   | 0   | 0   | 2          | 0                                   | 0   | 0    | 0    | 0   | 0   | 2   |            |    |
| 09:45      | 1                                   | 1   | 0    | 0    | 0   | 0   | 0   | 2          | 0                                   | 0   | 0    | 0    | 0   | 0   | 0   | 0          | 0    | 0                                | 0   | 0    | 0    | 0   | 0   | 0   | 5          | 1                                   | 0   | 0    | 0    | 0   | 0   | 6   |            |    |
| 9 to 10 am | 4                                   | 2   | 0    | 0    | 0   | 0   | 0   | 6          | 0                                   | 0   | 0    | 0    | 0   | 0   | 0   | 0          | 0    | 0                                | 0   | 0    | 0    | 0   | 0   | 0   | 20         | 2                                   | 0   | 0    | 0    | 0   | 0   | 22  |            |    |
| Total      | 15                                  | 3   | 2    | 0    | 0   | 0   | 0   | 20         | 3                                   | 3   | 0    | 0    | 0   | 0   | 0   | 0          | 6    | Total                            | 2   | 2    | 0    | 0   | 0   | 0   | 0          | 1                                   | 5   | 33   | 3    | 0   | 0   | 0   | 0          | 36 |

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| Time      | C to D - R117(S) to Circle K Access |     |      |      |     |     |     | Veh. Total | D to C - Circle K Access to R117(S) |     |      |      |     |     |     | Veh. Total | Time      | D to B - Circle K Access to R116 |     |      |      |     |     |     | Veh. Total | D to A - Circle K Access to R117(N) |     |      |      |     |     |     | Veh. Total |
|-----------|-------------------------------------|-----|------|------|-----|-----|-----|------------|-------------------------------------|-----|------|------|-----|-----|-----|------------|-----------|----------------------------------|-----|------|------|-----|-----|-----|------------|-------------------------------------|-----|------|------|-----|-----|-----|------------|
|           | CAR                                 | LGV | OGV1 | OGV2 | PSV | M/C | P/C |            | CAR                                 | LGV | OGV1 | OGV2 | PSV | M/C | P/C |            |           | CAR                              | LGV | OGV1 | OGV2 | PSV | M/C | P/C |            | CAR                                 | LGV | OGV1 | OGV2 | PSV | M/C | P/C |            |
| 16:00     | 2                                   | 1   | 0    | 0    | 0   | 0   | 0   | 3          | 2                                   | 0   | 0    | 0    | 0   | 0   | 0   | 2          | 16:00     | 0                                | 0   | 0    | 0    | 0   | 0   | 0   | 0          | 3                                   | 0   | 0    | 0    | 0   | 1   | 0   | 4          |
| 16:15     | 1                                   | 0   | 0    | 0    | 0   | 0   | 0   | 1          | 1                                   | 0   | 0    | 0    | 0   | 0   | 0   | 1          | 16:15     | 1                                | 0   | 0    | 0    | 0   | 0   | 0   | 0          | 4                                   | 0   | 0    | 0    | 0   | 0   | 1   | 5          |
| 16:30     | 3                                   | 0   | 0    | 0    | 0   | 0   | 0   | 3          | 0                                   | 0   | 0    | 0    | 0   | 0   | 0   | 0          | 16:30     | 1                                | 0   | 0    | 0    | 0   | 0   | 0   | 1          | 3                                   | 0   | 0    | 0    | 0   | 0   | 0   | 3          |
| 16:45     | 1                                   | 0   | 0    | 0    | 0   | 0   | 0   | 1          | 1                                   | 0   | 0    | 0    | 0   | 0   | 0   | 1          | 16:45     | 0                                | 0   | 0    | 0    | 0   | 0   | 0   | 0          | 2                                   | 0   | 0    | 0    | 0   | 0   | 0   | 2          |
| 4 to 5 pm | 7                                   | 1   | 0    | 0    | 0   | 0   | 0   | 8          | 4                                   | 0   | 0    | 0    | 0   | 0   | 0   | 4          | 4 to 5 pm | 2                                | 0   | 0    | 0    | 0   | 0   | 0   | 2          | 12                                  | 0   | 0    | 0    | 0   | 1   | 1   | 14         |
| 17:00     | 2                                   | 0   | 0    | 0    | 0   | 1   | 0   | 3          | 1                                   | 0   | 0    | 0    | 0   | 0   | 0   | 1          | 17:00     | 1                                | 1   | 0    | 0    | 0   | 0   | 0   | 2          | 1                                   | 0   | 0    | 0    | 0   | 0   | 0   | 1          |
| 17:15     | 3                                   | 0   | 1    | 0    | 0   | 0   | 0   | 4          | 4                                   | 0   | 0    | 0    | 0   | 0   | 0   | 4          | 17:15     | 0                                | 0   | 0    | 0    | 0   | 0   | 0   | 0          | 1                                   | 0   | 0    | 0    | 0   | 0   | 0   | 1          |
| 17:30     | 1                                   | 1   | 0    | 0    | 0   | 0   | 0   | 2          | 0                                   | 0   | 0    | 0    | 0   | 0   | 0   | 0          | 17:30     | 0                                | 0   | 0    | 0    | 0   | 0   | 0   | 0          | 3                                   | 0   | 0    | 0    | 0   | 0   | 0   | 3          |
| 17:45     | 4                                   | 0   | 0    | 0    | 0   | 0   | 0   | 4          | 0                                   | 0   | 0    | 0    | 0   | 0   | 0   | 0          | 17:45     | 0                                | 0   | 0    | 0    | 0   | 1   | 0   | 1          | 2                                   | 0   | 0    | 0    | 0   | 0   | 0   | 2          |
| 5 to 6 pm | 10                                  | 1   | 1    | 0    | 0   | 1   | 0   | 13         | 5                                   | 0   | 0    | 0    | 0   | 0   | 0   | 5          | 5 to 6 pm | 1                                | 1   | 0    | 0    | 0   | 1   | 0   | 3          | 7                                   | 0   | 0    | 0    | 0   | 0   | 0   | 7          |
| 18:00     | 2                                   | 1   | 0    | 0    | 0   | 0   | 0   | 3          | 0                                   | 0   | 0    | 0    | 0   | 0   | 0   | 0          | 18:00     | 0                                | 0   | 0    | 0    | 0   | 0   | 0   | 0          | 5                                   | 0   | 0    | 0    | 0   | 0   | 0   | 5          |
| 18:15     | 1                                   | 2   | 0    | 0    | 0   | 0   | 0   | 3          | 2                                   | 0   | 0    | 0    | 0   | 0   | 0   | 2          | 18:15     | 1                                | 0   | 0    | 0    | 0   | 0   | 0   | 1          | 2                                   | 0   | 0    | 0    | 0   | 0   | 0   | 2          |
| 18:30     | 2                                   | 0   | 0    | 0    | 0   | 0   | 0   | 2          | 2                                   | 0   | 0    | 0    | 0   | 0   | 0   | 2          | 18:30     | 2                                | 0   | 0    | 0    | 0   | 0   | 0   | 2          | 2                                   | 0   | 0    | 0    | 0   | 0   | 0   | 2          |
| 18:45     | 2                                   | 1   | 0    | 0    | 0   | 0   | 0   | 3          | 0                                   | 0   | 0    | 0    | 0   | 0   | 0   | 0          | 18:45     | 0                                | 0   | 0    | 0    | 0   | 0   | 0   | 0          | 5                                   | 0   | 0    | 0    | 0   | 0   | 0   | 5          |
| 6 to 7 pm | 7                                   | 4   | 0    | 0    | 0   | 0   | 0   | 11         | 4                                   | 0   | 0    | 0    | 0   | 0   | 0   | 4          | 6 to 7 pm | 3                                | 0   | 0    | 0    | 0   | 0   | 0   | 3          | 14                                  | 0   | 0    | 0    | 0   | 0   | 0   | 14         |
| Total     | 24                                  | 6   | 1    | 0    | 0   | 1   | 0   | 32         | 13                                  | 0   | 0    | 0    | 0   | 0   | 0   | 13         | Total     | 6                                | 1   | 0    | 0    | 0   | 1   | 0   | 8          | 33                                  | 0   | 0    | 0    | 0   | 1   | 1   | 35         |

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| Time      | D to B - Circle K Access to R116 |     |      |      |     |     |     | Veh. Total | D to A - Circle K Access to R117(N) |     |      |      |     |     |     | Veh. Total |
|-----------|----------------------------------|-----|------|------|-----|-----|-----|------------|-------------------------------------|-----|------|------|-----|-----|-----|------------|
|           | CAR                              | LGV | OGV1 | OGV2 | PSV | M/C | P/C |            | CAR                                 | LGV | OGV1 | OGV2 | PSV | M/C | P/C |            |
| 16:00     | 0                                | 0   | 0    | 0    | 0   | 0   | 0   | 0          | 3                                   | 0   | 0    | 0    | 0   | 0   | 0   | 4          |
| 16:15     | 1                                | 0   | 0    | 0    | 0   | 0   | 0   | 1          | 4                                   | 0   | 0    | 0    | 0   | 0   | 1   | 5          |
| 16:30     | 1                                | 0   | 0    | 0    | 0   | 0   | 0   | 1          | 3                                   | 0   | 0    | 0    | 0   | 0   | 0   | 3          |
| 16:45     | 0                                | 0   | 0    | 0    | 0   | 0   | 0   | 0          | 2                                   | 0   | 0    | 0    | 0   | 0   | 0   | 2          |
| 4 to 5 pm | 2                                | 0   | 0    | 0    | 0   | 0   | 0   | 2          | 12                                  | 0   | 0    | 0    | 0   | 1   | 1   | 14         |
| 17:00     | 1                                | 1   | 0    | 0    | 0   | 0   | 0   | 2          | 1                                   | 0   | 0    | 0    | 0   | 0   | 0   | 1          |
| 17:15     | 0                                | 0   | 0    | 0    | 0   | 0   | 0   | 0          | 1                                   | 0   | 0    | 0    | 0   | 0   | 0   | 1          |
| 17:30     | 0                                | 0   | 0    | 0    | 0   | 0   | 0   | 0          | 3                                   | 0   | 0    | 0    | 0   | 0   | 0   | 3          |
| 17:45     | 0                                | 0   | 0    | 0    | 0   | 1   | 0   | 1          | 2                                   | 0   | 0    | 0    | 0   | 0   | 0   | 2          |
| 5 to 6 pm | 1                                | 1   | 0    | 0    | 0   | 1   | 0   | 3          | 7                                   | 0   | 0    | 0    | 0   | 0   | 0   | 7          |
| 18:00     | 0                                | 0   | 0    | 0    | 0   | 0   | 0   | 0          | 5                                   | 0   | 0    | 0    | 0   | 0   | 0   | 5          |
| 18:15     | 1                                | 0   | 0    | 0    | 0   | 0   | 0   | 1          | 2                                   | 0   | 0    | 0    | 0   | 0   | 0   | 2          |
| 18:30     | 2                                | 0   | 0    | 0    | 0   | 0   | 0   | 2          | 2                                   | 0   | 0    | 0    | 0   | 0   | 0   | 2          |
| 18:45     | 0                                | 0   | 0    | 0    | 0   | 0   | 0   | 0          | 5                                   | 0   | 0    | 0    | 0   | 0   | 0   | 5          |
| 6 to 7 pm | 3                                | 0   | 0    | 0    | 0   | 0   | 0   | 3          | 14                                  | 0   | 0    | 0    | 0   | 0   | 0   | 14         |
| Total     | 6                                | 1   | 0    | 0    | 0   | 1   | 0   | 8          | 33                                  | 0   | 0    | 0    | 0   | 1   | 1   | 35         |



14142 / Wayside Kiltarnan

May 2023

Junction Turning Count



14142 / Wayside Kiltarnan

May 2023\*

Junction Turning Count

Site No. 2  
Location R117[N] / R116 / R117[S] / Circle K Access  
Date 2023-05-24

Site No. 2  
Location R117[N] / R116 / R117[S] / Circle K Access  
Date 2023-05-24

| Time       | To Arm A - R117[N] |     |      |      |     |     |     | Veh. Total | From Arm A - R117[N] |     |      |      |     |     |     | Veh. Total | Time       | To Arm B - R116 |     |      |      |     |     |     | Veh. Total | From Arm B - R116 |     |      |      |     |     |     | Veh. Total |
|------------|--------------------|-----|------|------|-----|-----|-----|------------|----------------------|-----|------|------|-----|-----|-----|------------|------------|-----------------|-----|------|------|-----|-----|-----|------------|-------------------|-----|------|------|-----|-----|-----|------------|
|            | CAR                | LGV | OGV1 | OGV2 | PSV | M/C | P/C |            | CAR                  | LGV | OGV1 | OGV2 | PSV | M/C | P/C |            |            | CAR             | LGV | OGV1 | OGV2 | PSV | M/C | P/C |            | CAR               | LGV | OGV1 | OGV2 | PSV | M/C | P/C |            |
| 07:00      | 28                 | 12  | 0    | 0    | 0   | 1   | 1   | 42         | 17                   | 6   | 1    | 3    | 1   | 0   | 1   | 29         | 07:00      | 2               | 3   | 0    | 0    | 0   | 0   | 0   | 5          | 8                 | 5   | 0    | 0    | 0   | 1   | 1   | 15         |
| 07:15      | 56                 | 13  | 1    | 0    | 3   | 1   | 3   | 77         | 24                   | 9   | 1    | 1    | 0   | 0   | 3   | 38         | 07:15      | 7               | 5   | 0    | 1    | 0   | 0   | 1   | 14         | 15                | 4   | 0    | 0    | 0   | 1   | 0   | 20         |
| 07:30      | 67                 | 8   | 3    | 0    | 1   | 0   | 8   | 87         | 29                   | 9   | 2    | 0    | 1   | 0   | 1   | 42         | 07:30      | 5               | 0   | 1    | 0    | 0   | 0   | 0   | 6          | 17                | 3   | 0    | 0    | 0   | 0   | 2   | 22         |
| 07:45      | 66                 | 8   | 3    | 2    | 0   | 1   | 5   | 85         | 41                   | 8   | 2    | 0    | 0   | 0   | 2   | 53         | 07:45      | 9               | 3   | 0    | 0    | 0   | 0   | 1   | 13         | 13                | 1   | 0    | 0    | 0   | 0   | 1   | 15         |
| 7 to 8 am  | 217                | 41  | 7    | 2    | 4   | 3   | 17  | 291        | 111                  | 32  | 6    | 4    | 2   | 0   | 7   | 162        | 7 to 8 am  | 23              | 11  | 1    | 1    | 0   | 0   | 2   | 38         | 53                | 13  | 0    | 0    | 0   | 2   | 4   | 72         |
| 08:00      | 62                 | 3   | 1    | 0    | 0   | 0   | 2   | 68         | 53                   | 8   | 0    | 3    | 0   | 1   | 2   | 67         | 08:00      | 15              | 2   | 0    | 2    | 0   | 1   | 1   | 21         | 18                | 0   | 0    | 0    | 0   | 0   | 0   | 18         |
| 08:15      | 80                 | 8   | 0    | 0    | 1   | 0   | 6   | 95         | 79                   | 9   | 2    | 0    | 1   | 0   | 3   | 94         | 08:15      | 29              | 4   | 1    | 0    | 0   | 0   | 0   | 34         | 19                | 3   | 0    | 0    | 0   | 0   | 5   | 27         |
| 08:30      | 82                 | 7   | 3    | 2    | 0   | 0   | 0   | 94         | 107                  | 20  | 3    | 0    | 0   | 0   | 5   | 135        | 08:30      | 58              | 3   | 4    | 0    | 0   | 1   | 0   | 66         | 21                | 2   | 2    | 2    | 0   | 1   | 5   | 33         |
| 08:45      | 85                 | 6   | 2    | 0    | 0   | 0   | 1   | 94         | 110                  | 7   | 5    | 0    | 0   | 0   | 2   | 124        | 08:45      | 53              | 1   | 1    | 0    | 0   | 0   | 1   | 56         | 47                | 1   | 1    | 0    | 0   | 0   | 0   | 49         |
| 8 to 9 am  | 309                | 24  | 6    | 2    | 1   | 0   | 9   | 351        | 349                  | 44  | 10   | 3    | 1   | 1   | 12  | 420        | 8 to 9 am  | 155             | 10  | 6    | 2    | 0   | 2   | 2   | 177        | 105               | 6   | 3    | 2    | 0   | 1   | 10  | 127        |
| 09:00      | 102                | 10  | 1    | 0    | 0   | 1   | 0   | 114        | 71                   | 7   | 1    | 2    | 0   | 0   | 5   | 86         | 09:00      | 31              | 1   | 1    | 1    | 0   | 0   | 0   | 34         | 77                | 1   | 0    | 0    | 0   | 0   | 1   | 79         |
| 09:15      | 90                 | 7   | 1    | 1    | 0   | 0   | 3   | 102        | 54                   | 6   | 3    | 0    | 2   | 0   | 10  | 75         | 09:15      | 19              | 4   | 2    | 0    | 0   | 0   | 0   | 25         | 51                | 2   | 1    | 0    | 0   | 0   | 0   | 54         |
| 09:30      | 55                 | 2   | 1    | 2    | 1   | 1   | 0   | 62         | 61                   | 11  | 0    | 1    | 0   | 0   | 4   | 77         | 09:30      | 14              | 4   | 0    | 0    | 0   | 1   | 1   | 20         | 11                | 0   | 0    | 0    | 0   | 0   | 0   | 11         |
| 09:45      | 52                 | 8   | 2    | 1    | 0   | 1   | 1   | 65         | 58                   | 6   | 6    | 0    | 0   | 0   | 1   | 71         | 09:45      | 3               | 1   | 3    | 0    | 0   | 1   | 0   | 8          | 21                | 5   | 1    | 0    | 0   | 0   | 0   | 27         |
| 9 to 10 am | 299                | 27  | 5    | 4    | 1   | 3   | 4   | 343        | 244                  | 30  | 10   | 3    | 2   | 0   | 20  | 309        | 9 to 10 am | 67              | 10  | 6    | 1    | 0   | 2   | 1   | 87         | 160               | 8   | 2    | 0    | 0   | 0   | 1   | 171        |
| Total      | 825                | 92  | 18   | 8    | 6   | 6   | 30  | 985        | 704                  | 106 | 26   | 10   | 5   | 1   | 39  | 891        | Total      | 245             | 31  | 13   | 4    | 0   | 4   | 5   | 302        | 318               | 27  | 5    | 2    | 0   | 3   | 15  | 370        |

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| Time      | To Arm A - R117[N] |     |      |      |     |     |     | Veh. Total | From Arm A - R117[N] |     |      |      |     |     |     | Veh. Total | Time      | To Arm B - R116 |     |      |      |     |     |     | Veh. Total | From Arm B - R116 |     |      |      |     |     |     | Veh. Total |
|-----------|--------------------|-----|------|------|-----|-----|-----|------------|----------------------|-----|------|------|-----|-----|-----|------------|-----------|-----------------|-----|------|------|-----|-----|-----|------------|-------------------|-----|------|------|-----|-----|-----|------------|
|           | CAR                | LGV | OGV1 | OGV2 | PSV | M/C | P/C |            | CAR                  | LGV | OGV1 | OGV2 | PSV | M/C | P/C |            |           | CAR             | LGV | OGV1 | OGV2 | PSV | M/C | P/C |            | CAR               | LGV | OGV1 | OGV2 | PSV | M/C | P/C |            |
| 16:00     | 54                 | 11  | 5    | 0    | 0   | 1   | 3   | 74         | 126                  | 19  | 2    | 0    | 2   | 3   | 1   | 153        | 16:00     | 20              | 2   | 1    | 0    | 0   | 0   | 3   | 26         | 14                | 5   | 3    | 0    | 0   | 0   | 2   | 24         |
| 16:15     | 58                 | 5   | 0    | 1    | 0   | 0   | 3   | 67         | 133                  | 24  | 1    | 0    | 0   | 0   | 2   | 160        | 16:15     | 22              | 1   | 0    | 0    | 0   | 0   | 0   | 23         | 16                | 3   | 1    | 0    | 0   | 0   | 2   | 22         |
| 16:30     | 66                 | 10  | 0    | 1    | 1   | 2   | 3   | 83         | 151                  | 27  | 2    | 0    | 2   | 4   | 6   | 192        | 16:30     | 22              | 4   | 0    | 0    | 0   | 0   | 1   | 27         | 16                | 4   | 0    | 1    | 0   | 0   | 1   | 22         |
| 16:45     | 58                 | 4   | 2    | 1    | 0   | 0   | 2   | 67         | 168                  | 27  | 1    | 0    | 2   | 1   | 4   | 203        | 16:45     | 27              | 9   | 0    | 0    | 1   | 0   | 0   | 37         | 18                | 1   | 2    | 0    | 0   | 1   | 1   | 23         |
| 4 to 5 pm | 236                | 30  | 7    | 3    | 1   | 3   | 11  | 291        | 578                  | 97  | 6    | 0    | 6   | 8   | 13  | 708        | 4 to 5 pm | 91              | 16  | 1    | 0    | 1   | 0   | 4   | 113        | 64                | 13  | 6    | 1    | 0   | 1   | 6   | 91         |
| 17:00     | 64                 | 5   | 1    | 0    | 0   | 2   | 4   | 76         | 183                  | 20  | 1    | 0    | 0   | 2   | 4   | 210        | 17:00     | 19              | 4   | 0    | 0    | 0   | 1   | 2   | 26         | 19                | 1   | 1    | 0    | 0   | 0   | 1   | 22         |
| 17:15     | 70                 | 4   | 0    | 0    | 0   | 1   | 1   | 76         | 173                  | 16  | 1    | 0    | 1   | 1   | 4   | 196        | 17:15     | 25              | 1   | 0    | 0    | 0   | 0   | 0   | 26         | 16                | 4   | 0    | 0    | 0   | 0   | 1   | 21         |
| 17:30     | 74                 | 7   | 0    | 0    | 0   | 0   | 2   | 83         | 166                  | 16  | 3    | 0    | 0   | 4   | 4   | 193        | 17:30     | 20              | 3   | 1    | 0    | 0   | 1   | 2   | 27         | 20                | 3   | 0    | 0    | 0   | 0   | 0   | 23         |
| 17:45     | 78                 | 5   | 0    | 0    | 1   | 2   | 2   | 88         | 155                  | 16  | 1    | 0    | 0   | 1   | 7   | 180        | 17:45     | 27              | 6   | 0    | 0    | 0   | 1   | 1   | 35         | 11                | 2   | 1    | 0    | 0   | 1   | 1   | 16         |
| 5 to 6 pm | 286                | 21  | 1    | 0    | 1   | 5   | 9   | 323        | 677                  | 68  | 6    | 0    | 1   | 8   | 19  | 779        | 5 to 6 pm | 91              | 14  | 1    | 0    | 0   | 3   | 5   | 114        | 66                | 10  | 2    | 0    | 0   | 1   | 3   | 82         |
| 18:00     | 66                 | 4   | 0    | 0    | 0   | 1   | 10  | 81         | 158                  | 13  | 2    | 0    | 0   | 2   | 6   | 181        | 18:00     | 17              | 2   | 1    | 0    | 0   | 0   | 0   | 20         | 12                | 2   | 1    | 0    | 0   | 0   | 0   | 15         |
| 18:15     | 64                 | 4   | 0    | 0    | 0   | 1   | 5   | 74         | 162                  | 16  | 1    | 1    | 1   | 0   | 19  | 200        | 18:15     | 14              | 2   | 0    | 0    | 0   | 0   | 2   | 18         | 13                | 1   | 0    | 1    | 0   | 2   | 2   | 19         |
| 18:30     | 49                 | 3   | 1    | 0    | 0   | 2   | 8   | 63         | 126                  | 11  | 0    | 0    | 0   | 3   | 26  | 166        | 18:30     | 17              | 2   | 0    | 0    | 0   | 1   | 4   | 24         | 9                 | 2   | 0    | 0    | 1   | 0   | 3   | 15         |
| 18:45     | 57                 | 6   | 1    | 0    | 0   | 0   | 3   | 67         | 90                   | 9   | 0    | 0    | 0   | 0   | 3   | 102        | 18:45     | 27              | 3   | 0    | 0    | 0   | 0   | 1   | 31         | 19                | 2   | 0    | 0    | 0   | 0   | 1   | 22         |
| 6 to 7 pm | 236                | 17  | 2    | 0    | 0   | 4   | 26  | 285        | 536                  | 49  | 3    | 1    | 1   | 5   | 54  | 649        | 6 to 7 pm | 75              | 9   | 1    | 0    | 0   | 1   | 7   | 93         | 53                | 7   | 1    | 1    | 1   | 2   | 6   | 71         |
| Total     | 758                | 68  | 10   | 3    | 2   | 12  | 46  | 899        | 1791                 | 214 | 15   | 1    | 8   | 21  | 86  | 2136       | Total     | 257             | 39  | 3    | 0    | 1   | 4   | 16  | 320        | 183               | 30  | 9    | 2    | 1   | 4   | 15  | 244        |



14142 / Wayside Kiltarnan

May 2023

Junction Turning Count



14142 / Wayside Kiltarnan

May 2023

Junction Turning Count

Site No. 2

Location R117[N] / R116 / R117[S] / Circle K Access

Date 2023-05-24

| Time       | To Arm C - R117[S] |     |      |      |     |     |     | Veh. Total | From Arm C - R117[S] |     |      |      |     |     |     | Veh. Total |
|------------|--------------------|-----|------|------|-----|-----|-----|------------|----------------------|-----|------|------|-----|-----|-----|------------|
|            | CAR                | LGV | OGV1 | OGV2 | PSV | M/C | P/C |            | CAR                  | LGV | OGV1 | OGV2 | PSV | M/C | P/C |            |
| 07:00      | 19                 | 4   | 1    | 3    | 1   | 0   | 2   | 30         | 25                   | 11  | 1    | 0    | 0   | 0   | 1   | 38         |
| 07:15      | 16                 | 5   | 1    | 0    | 0   | 0   | 2   | 24         | 45                   | 14  | 1    | 0    | 3   | 0   | 3   | 66         |
| 07:30      | 23                 | 7   | 1    | 0    | 1   | 0   | 1   | 33         | 57                   | 6   | 3    | 0    | 1   | 0   | 7   | 74         |
| 07:45      | 38                 | 6   | 1    | 0    | 0   | 0   | 1   | 46         | 58                   | 8   | 4    | 2    | 0   | 1   | 4   | 77         |
| 7 to 8 am  | 96                 | 22  | 4    | 3    | 2   | 0   | 6   | 133        | 185                  | 39  | 9    | 2    | 4   | 1   | 15  | 255        |
| 08:00      | 40                 | 6   | 0    | 1    | 0   | 1   | 2   | 50         | 55                   | 5   | 1    | 0    | 0   | 1   | 3   | 65         |
| 08:15      | 56                 | 5   | 1    | 0    | 1   | 0   | 5   | 68         | 78                   | 6   | 0    | 0    | 1   | 0   | 5   | 90         |
| 08:30      | 47                 | 14  | 1    | 0    | 0   | 1   | 10  | 73         | 75                   | 6   | 3    | 0    | 0   | 1   | 0   | 85         |
| 08:45      | 55                 | 6   | 4    | 0    | 0   | 0   | 2   | 67         | 60                   | 6   | 1    | 0    | 0   | 0   | 1   | 68         |
| 8 to 9 am  | 198                | 31  | 6    | 1    | 1   | 2   | 19  | 258        | 268                  | 23  | 5    | 0    | 1   | 2   | 9   | 308        |
| 09:00      | 54                 | 5   | 0    | 1    | 0   | 0   | 6   | 66         | 46                   | 10  | 2    | 0    | 0   | 1   | 0   | 59         |
| 09:15      | 42                 | 3   | 2    | 0    | 2   | 0   | 10  | 59         | 54                   | 7   | 2    | 1    | 0   | 0   | 3   | 67         |
| 09:30      | 45                 | 7   | 0    | 1    | 0   | 0   | 3   | 56         | 50                   | 3   | 1    | 2    | 1   | 2   | 0   | 59         |
| 09:45      | 48                 | 4   | 2    | 0    | 0   | 0   | 1   | 55         | 35                   | 6   | 2    | 1    | 0   | 2   | 1   | 47         |
| 9 to 10 am | 189                | 19  | 4    | 2    | 2   | 0   | 20  | 236        | 185                  | 26  | 7    | 4    | 1   | 5   | 4   | 232        |
| Total      | 483                | 72  | 14   | 6    | 5   | 2   | 45  | 627        | 638                  | 88  | 21   | 6    | 6   | 8   | 28  | 795        |

Date 2023-05-24

| Time      | To Arm C - R117[S] |     |      |      |     |     |     | Veh. Total | From Arm C - R117[S] |     |      |      |     |     |     | Veh. Total |
|-----------|--------------------|-----|------|------|-----|-----|-----|------------|----------------------|-----|------|------|-----|-----|-----|------------|
|           | CAR                | LGV | OGV1 | OGV2 | PSV | M/C | P/C |            | CAR                  | LGV | OGV1 | OGV2 | PSV | M/C | P/C |            |
| 16:00     | 101                | 14  | 0    | 0    | 2   | 1   | 0   | 118        | 50                   | 10  | 2    | 0    | 0   | 0   | 3   | 65         |
| 16:15     | 115                | 24  | 2    | 0    | 0   | 0   | 3   | 144        | 55                   | 4   | 0    | 1    | 0   | 0   | 1   | 61         |
| 16:30     | 134                | 19  | 2    | 0    | 2   | 4   | 5   | 166        | 68                   | 7   | 0    | 0    | 1   | 2   | 2   | 80         |
| 16:45     | 146                | 20  | 1    | 0    | 1   | 2   | 3   | 173        | 58                   | 8   | 0    | 1    | 0   | 0   | 1   | 68         |
| 4 to 5 pm | 496                | 77  | 5    | 0    | 5   | 7   | 11  | 601        | 231                  | 29  | 2    | 2    | 1   | 2   | 7   | 274        |
| 17:00     | 154                | 18  | 1    | 0    | 0   | 1   | 2   | 176        | 62                   | 6   | 1    | 0    | 0   | 3   | 5   | 77         |
| 17:15     | 155                | 17  | 1    | 0    | 1   | 1   | 5   | 180        | 75                   | 4   | 1    | 0    | 0   | 1   | 1   | 82         |
| 17:30     | 149                | 14  | 2    | 0    | 0   | 3   | 4   | 172        | 66                   | 8   | 0    | 0    | 0   | 0   | 4   | 78         |
| 17:45     | 133                | 15  | 2    | 0    | 0   | 1   | 8   | 159        | 84                   | 9   | 0    | 0    | 1   | 2   | 3   | 99         |
| 5 to 6 pm | 591                | 64  | 6    | 0    | 1   | 6   | 19  | 687        | 287                  | 27  | 2    | 0    | 1   | 6   | 13  | 336        |
| 18:00     | 144                | 11  | 2    | 0    | 0   | 2   | 6   | 165        | 63                   | 5   | 0    | 0    | 0   | 1   | 10  | 79         |
| 18:15     | 142                | 15  | 1    | 2    | 1   | 0   | 19  | 180        | 60                   | 8   | 0    | 0    | 0   | 0   | 5   | 73         |
| 18:30     | 105                | 8   | 0    | 0    | 1   | 1   | 22  | 137        | 48                   | 3   | 1    | 0    | 0   | 2   | 5   | 59         |
| 18:45     | 65                 | 7   | 0    | 0    | 0   | 0   | 4   | 76         | 51                   | 6   | 1    | 0    | 0   | 0   | 4   | 62         |
| 6 to 7 pm | 456                | 41  | 3    | 2    | 2   | 3   | 51  | 558        | 222                  | 22  | 2    | 0    | 0   | 3   | 24  | 273        |
| Total     | 1543               | 182 | 14   | 2    | 8   | 16  | 81  | 1846       | 740                  | 78  | 6    | 2    | 2   | 11  | 44  | 883        |

Site No. 2

Location R117[N] / R116 / R117[S] / Circle K Access

Date 2023-05-24

| Time       | To Arm D - Circle K Access |     |      |      |     |     |     | Veh. Total | From Arm D - Circle K Access |     |      |      |     |     |     | Veh. Total |
|------------|----------------------------|-----|------|------|-----|-----|-----|------------|------------------------------|-----|------|------|-----|-----|-----|------------|
|            | CAR                        | LGV | OGV1 | OGV2 | PSV | M/C | P/C |            | CAR                          | LGV | OGV1 | OGV2 | PSV | M/C | P/C |            |
| 07:00      | 2                          | 3   | 1    | 0    | 0   | 0   | 0   | 6          | 1                            | 0   | 0    | 0    | 0   | 0   | 0   | 1          |
| 07:15      | 5                          | 5   | 0    | 0    | 0   | 0   | 0   | 10         | 0                            | 1   | 0    | 0    | 0   | 0   | 0   | 1          |
| 07:30      | 10                         | 3   | 0    | 0    | 0   | 0   | 1   | 14         | 2                            | 0   | 0    | 0    | 0   | 0   | 0   | 2          |
| 07:45      | 1                          | 2   | 2    | 0    | 0   | 0   | 0   | 5          | 2                            | 2   | 0    | 0    | 0   | 0   | 0   | 4          |
| 7 to 8 am  | 18                         | 13  | 3    | 0    | 0   | 0   | 1   | 35         | 5                            | 3   | 0    | 0    | 0   | 0   | 0   | 8          |
| 08:00      | 13                         | 2   | 0    | 0    | 0   | 0   | 0   | 15         | 4                            | 0   | 0    | 0    | 0   | 0   | 0   | 4          |
| 08:15      | 14                         | 2   | 0    | 0    | 0   | 0   | 2   | 18         | 3                            | 1   | 0    | 0    | 0   | 0   | 0   | 4          |
| 08:30      | 18                         | 5   | 0    | 0    | 0   | 0   | 0   | 23         | 2                            | 1   | 0    | 0    | 0   | 0   | 0   | 3          |
| 08:45      | 28                         | 2   | 0    | 0    | 0   | 0   | 0   | 30         | 4                            | 1   | 0    | 0    | 0   | 0   | 1   | 6          |
| 8 to 9 am  | 73                         | 11  | 0    | 0    | 0   | 0   | 2   | 86         | 13                           | 3   | 0    | 0    | 0   | 0   | 1   | 17         |
| 09:00      | 15                         | 2   | 1    | 0    | 0   | 0   | 0   | 18         | 8                            | 0   | 0    | 0    | 0   | 0   | 0   | 8          |
| 09:15      | 13                         | 2   | 1    | 0    | 0   | 0   | 0   | 16         | 5                            | 1   | 0    | 0    | 0   | 0   | 0   | 6          |
| 09:30      | 10                         | 1   | 0    | 0    | 0   | 0   | 0   | 11         | 2                            | 0   | 0    | 0    | 0   | 0   | 0   | 2          |
| 09:45      | 16                         | 5   | 2    | 0    | 0   | 0   | 0   | 23         | 5                            | 1   | 0    | 0    | 0   | 0   | 0   | 6          |
| 9 to 10 am | 54                         | 10  | 4    | 0    | 0   | 0   | 0   | 68         | 20                           | 2   | 0    | 0    | 0   | 0   | 0   | 22         |
| Total      | 145                        | 34  | 7    | 0    | 0   | 0   | 3   | 189        | 38                           | 8   | 0    | 0    | 0   | 0   | 1   | 47         |

Date 2023-05-24

| Time      | To Arm D - Circle K Access |     |      |      |     |     |     | Veh. Total | From Arm D - Circle K Access |     |      |      |     |     |     | Veh. Total |
|-----------|----------------------------|-----|------|------|-----|-----|-----|------------|------------------------------|-----|------|------|-----|-----|-----|------------|
|           | CAR                        | LGV | OGV1 | OGV2 | PSV | M/C | P/C |            | CAR                          | LGV | OGV1 | OGV2 | PSV | M/C | P/C |            |
| 16:00     | 20                         | 7   | 1    | 0    | 0   | 2   | 0   | 30         | 5                            | 0   | 0    | 0    | 0   | 1   | 0   | 6          |
| 16:15     | 15                         | 1   | 0    | 0    | 0   | 0   | 0   | 16         | 6                            | 0   | 0    | 0    | 0   | 0   | 1   | 7          |
| 16:30     | 17                         | 5   | 0    | 0    | 0   | 0   | 0   | 22         | 4                            | 0   | 0    | 0    | 0   | 0   | 0   | 4          |
| 16:45     | 16                         | 3   | 0    | 0    | 0   | 0   | 1   | 20         | 3                            | 0   | 0    | 0    | 0   | 0   | 0   | 3          |
| 4 to 5 pm | 68                         | 16  | 1    | 0    | 0   | 2   | 1   | 88         | 18                           | 0   | 0    | 0    | 0   | 1   | 1   | 20         |
| 17:00     | 30                         | 1   | 1    | 0    | 0   | 1   | 2   | 35         | 3                            | 1   | 0    | 0    | 0   | 0   | 0   | 4          |
| 17:15     | 19                         | 2   | 1    | 0    | 0   | 0   | 0   | 22         | 5                            | 0   | 0    | 0    | 0   | 0   | 0   | 5          |
| 17:30     | 12                         | 3   | 0    | 0    | 0   | 0   | 0   | 15         | 3                            | 0   | 0    | 0    | 0   | 0   | 0   | 3          |
| 17:45     | 14                         | 1   | 0    | 0    | 0   | 1   | 0   | 16         | 2                            | 0   | 0    | 0    | 0   | 1   | 0   | 3          |
| 5 to 6 pm | 75                         | 7   | 2    | 0    | 0   | 2   | 2   | 88         | 13                           | 1   | 0    | 0    | 0   | 1   | 0   | 15         |
| 18:00     | 11                         | 3   | 0    | 0    | 0   | 0   | 0   | 14         | 5                            | 0   | 0    | 0    | 0   | 0   | 0   | 5          |
| 18:15     | 20                         | 4   | 0    | 0    | 0   | 1   | 0   | 25         | 5                            | 0   | 0    | 0    | 0   | 0   | 0   | 5          |
| 18:30     | 18                         | 3   | 0    | 0    | 0   | 1   | 0   | 22         | 6                            | 0   | 0    | 0    | 0   | 0   | 0   | 6          |
| 18:45     | 16                         | 1   | 0    | 0    | 0   | 0   | 0   | 17         | 5                            | 0   | 0    | 0    | 0   | 0   | 0   | 5          |
| 6 to 7 pm | 65                         | 11  | 0    | 0    | 0   | 2   | 0   | 78         | 21                           | 0   | 0    | 0    | 0   | 0   | 0   | 21         |
| Total     | 208                        | 34  | 3    | 0    | 0   | 6   | 3   | 254        | 52                           | 1   | 0    | 0    | 0   | 2   | 1   | 56         |



14142 / Wayside Kiltiernan

May 2023

Junction Turning Count



14142 / Wayside Kiltiernan

May 2023

Junction Turning Count

Site No. 3  
Location R117(N) / R117(S) / R116  
Date 2023-05-24

| Time       | A to C - R117(N) to R116 |     |      |      |     |     |     | Veh. Total | A to B - R117(N) to R117(S) |     |      |      |     |     |     | Veh. Total |
|------------|--------------------------|-----|------|------|-----|-----|-----|------------|-----------------------------|-----|------|------|-----|-----|-----|------------|
|            | CAR                      | LGV | OGV1 | OGV2 | PSV | M/C | P/C |            | CAR                         | LGV | OGV1 | OGV2 | PSV | M/C | P/C |            |
| 07:00      | 8                        | 2   | 0    | 0    | 0   | 0   | 1   | 11         | 14                          | 3   | 1    | 3    | 1   | 0   | 1   | 23         |
| 07:15      | 3                        | 1   | 1    | 0    | 0   | 0   | 0   | 5          | 17                          | 4   | 1    | 0    | 0   | 0   | 2   | 24         |
| 07:30      | 6                        | 2   | 1    | 0    | 0   | 0   | 1   | 10         | 18                          | 7   | 0    | 0    | 1   | 0   | 0   | 26         |
| 07:45      | 20                       | 5   | 1    | 0    | 0   | 0   | 1   | 27         | 19                          | 1   | 1    | 0    | 0   | 0   | 1   | 22         |
| 7 to 8 am  | 37                       | 10  | 3    | 0    | 0   | 0   | 3   | 53         | 68                          | 15  | 3    | 3    | 2   | 0   | 4   | 95         |
| 08:00      | 19                       | 1   | 0    | 0    | 0   | 1   | 1   | 22         | 24                          | 6   | 0    | 1    | 0   | 0   | 1   | 32         |
| 08:15      | 28                       | 1   | 1    | 0    | 0   | 0   | 3   | 33         | 35                          | 3   | 0    | 0    | 1   | 0   | 4   | 43         |
| 08:30      | 21                       | 4   | 0    | 0    | 0   | 0   | 6   | 31         | 29                          | 11  | 1    | 0    | 0   | 1   | 0   | 42         |
| 08:45      | 24                       | 2   | 2    | 0    | 0   | 0   | 1   | 29         | 34                          | 4   | 2    | 0    | 0   | 0   | 3   | 43         |
| 8 to 9 am  | 92                       | 8   | 3    | 0    | 0   | 1   | 11  | 115        | 122                         | 24  | 3    | 1    | 1   | 1   | 8   | 160        |
| 09:00      | 20                       | 1   | 0    | 0    | 0   | 0   | 1   | 22         | 42                          | 5   | 0    | 1    | 0   | 0   | 5   | 53         |
| 09:15      | 12                       | 3   | 1    | 0    | 0   | 0   | 0   | 16         | 35                          | 1   | 1    | 0    | 2   | 0   | 8   | 47         |
| 09:30      | 13                       | 3   | 0    | 0    | 0   | 0   | 0   | 16         | 37                          | 5   | 0    | 1    | 0   | 0   | 1   | 44         |
| 09:45      | 10                       | 3   | 0    | 0    | 0   | 0   | 2   | 15         | 42                          | 1   | 2    | 0    | 0   | 0   | 1   | 46         |
| 9 to 10 am | 55                       | 10  | 1    | 0    | 0   | 0   | 3   | 69         | 156                         | 12  | 3    | 2    | 2   | 0   | 15  | 190        |
| Total      | 184                      | 28  | 7    | 0    | 0   | 1   | 17  | 237        | 346                         | 51  | 9    | 6    | 5   | 1   | 27  | 445        |

Site No. 3  
Location R117(N) / R117(S) / R116  
Date 2023-05-24

| Time       | B to A - R117(S) to R117(N) |     |      |      |     |     |     | Veh. Total | B to C - R117(S) to R116 |     |      |      |     |     |     | Veh. Total |
|------------|-----------------------------|-----|------|------|-----|-----|-----|------------|--------------------------|-----|------|------|-----|-----|-----|------------|
|            | CAR                         | LGV | OGV1 | OGV2 | PSV | M/C | P/C |            | CAR                      | LGV | OGV1 | OGV2 | PSV | M/C | P/C |            |
| 07:00      | 21                          | 5   | 1    | 0    | 0   | 0   | 1   | 28         | 3                        | 1   | 0    | 0    | 0   | 0   | 0   | 4          |
| 07:15      | 37                          | 9   | 1    | 0    | 3   | 0   | 2   | 52         | 2                        | 0   | 0    | 0    | 0   | 0   | 0   | 2          |
| 07:30      | 41                          | 4   | 2    | 0    | 0   | 0   | 5   | 52         | 3                        | 1   | 0    | 0    | 0   | 0   | 0   | 4          |
| 07:45      | 37                          | 5   | 4    | 2    | 0   | 2   | 4   | 54         | 10                       | 0   | 0    | 0    | 0   | 0   | 0   | 10         |
| 7 to 8 am  | 136                         | 23  | 8    | 2    | 3   | 2   | 12  | 186        | 18                       | 2   | 0    | 0    | 0   | 0   | 0   | 20         |
| 08:00      | 37                          | 3   | 1    | 0    | 0   | 0   | 1   | 42         | 12                       | 0   | 0    | 0    | 0   | 0   | 0   | 12         |
| 08:15      | 46                          | 4   | 0    | 0    | 1   | 0   | 3   | 54         | 6                        | 1   | 0    | 0    | 0   | 0   | 0   | 7          |
| 08:30      | 40                          | 2   | 1    | 0    | 0   | 0   | 0   | 43         | 5                        | 0   | 0    | 0    | 0   | 0   | 0   | 5          |
| 08:45      | 26                          | 2   | 1    | 0    | 0   | 0   | 1   | 30         | 4                        | 0   | 0    | 0    | 0   | 0   | 0   | 4          |
| 8 to 9 am  | 149                         | 11  | 3    | 0    | 1   | 0   | 5   | 169        | 27                       | 1   | 0    | 0    | 0   | 0   | 0   | 28         |
| 09:00      | 22                          | 9   | 0    | 0    | 0   | 1   | 0   | 32         | 5                        | 0   | 0    | 0    | 0   | 1   | 0   | 6          |
| 09:15      | 29                          | 3   | 1    | 1    | 0   | 0   | 2   | 36         | 5                        | 2   | 0    | 0    | 0   | 0   | 0   | 7          |
| 09:30      | 32                          | 2   | 1    | 2    | 1   | 1   | 0   | 39         | 4                        | 0   | 0    | 0    | 0   | 0   | 0   | 4          |
| 09:45      | 18                          | 4   | 2    | 1    | 0   | 2   | 1   | 28         | 5                        | 0   | 0    | 0    | 0   | 0   | 0   | 5          |
| 9 to 10 am | 101                         | 18  | 4    | 4    | 1   | 4   | 3   | 135        | 19                       | 2   | 0    | 0    | 0   | 1   | 0   | 22         |
| Total      | 386                         | 52  | 15   | 6    | 5   | 6   | 20  | 490        | 64                       | 5   | 0    | 0    | 0   | 1   | 0   | 70         |

Date 2023-05-24

| Time      | A to C - R117(N) to R116 |     |      |      |     |     |     | Veh. Total | A to B - R117(N) to R117(S) |     |      |      |     |     |     | Veh. Total |
|-----------|--------------------------|-----|------|------|-----|-----|-----|------------|-----------------------------|-----|------|------|-----|-----|-----|------------|
|           | CAR                      | LGV | OGV1 | OGV2 | PSV | M/C | P/C |            | CAR                         | LGV | OGV1 | OGV2 | PSV | M/C | P/C |            |
| 16:00     | 23                       | 7   | 0    | 0    | 0   | 0   | 0   | 30         | 80                          | 14  | 0    | 0    | 2   | 2   | 0   | 98         |
| 16:15     | 31                       | 7   | 0    | 0    | 0   | 0   | 0   | 38         | 89                          | 15  | 2    | 0    | 0   | 0   | 2   | 108        |
| 16:30     | 31                       | 4   | 0    | 0    | 0   | 1   | 1   | 37         | 108                         | 20  | 2    | 0    | 1   | 4   | 3   | 138        |
| 16:45     | 26                       | 1   | 0    | 0    | 1   | 1   | 0   | 29         | 123                         | 20  | 1    | 0    | 1   | 1   | 7   | 153        |
| 4 to 5 pm | 111                      | 19  | 0    | 0    | 1   | 2   | 1   | 134        | 400                         | 69  | 5    | 0    | 4   | 7   | 12  | 497        |
| 17:00     | 30                       | 3   | 0    | 0    | 0   | 1   | 1   | 35         | 121                         | 17  | 2    | 0    | 0   | 1   | 2   | 143        |
| 17:15     | 33                       | 5   | 0    | 0    | 0   | 1   | 1   | 40         | 137                         | 14  | 0    | 0    | 1   | 0   | 4   | 156        |
| 17:30     | 46                       | 3   | 0    | 0    | 0   | 0   | 0   | 49         | 108                         | 13  | 2    | 0    | 0   | 3   | 4   | 130        |
| 17:45     | 30                       | 5   | 0    | 0    | 0   | 0   | 2   | 37         | 107                         | 11  | 1    | 0    | 0   | 1   | 6   | 126        |
| 5 to 6 pm | 139                      | 16  | 0    | 0    | 0   | 2   | 4   | 161        | 473                         | 55  | 5    | 0    | 1   | 5   | 16  | 555        |
| 18:00     | 23                       | 3   | 1    | 0    | 0   | 0   | 2   | 29         | 79                          | 9   | 1    | 0    | 0   | 2   | 7   | 98         |
| 18:15     | 30                       | 1   | 0    | 0    | 0   | 2   | 1   | 34         | 93                          | 8   | 0    | 0    | 1   | 0   | 5   | 107        |
| 18:30     | 30                       | 4   | 1    | 0    | 0   | 1   | 0   | 36         | 62                          | 3   | 0    | 0    | 0   | 1   | 8   | 74         |
| 18:45     | 28                       | 2   | 0    | 0    | 0   | 0   | 3   | 33         | 45                          | 3   | 0    | 0    | 1   | 0   | 5   | 54         |
| 6 to 7 pm | 111                      | 10  | 2    | 0    | 0   | 3   | 6   | 132        | 279                         | 23  | 1    | 0    | 2   | 3   | 25  | 333        |
| Total     | 361                      | 45  | 2    | 0    | 1   | 7   | 11  | 427        | 1152                        | 147 | 11   | 0    | 7   | 15  | 53  | 1385       |

Date 2023-05-24

| Time      | B to A - R117(S) to R117(N) |     |      |      |     |     |     | Veh. Total | B to C - R117(S) to R116 |     |      |      |     |     |     | Veh. Total |
|-----------|-----------------------------|-----|------|------|-----|-----|-----|------------|--------------------------|-----|------|------|-----|-----|-----|------------|
|           | CAR                         | LGV | OGV1 | OGV2 | PSV | M/C | P/C |            | CAR                      | LGV | OGV1 | OGV2 | PSV | M/C | P/C |            |
| 16:00     | 26                          | 7   | 2    | 0    | 0   | 0   | 0   | 35         | 4                        | 1   | 0    | 0    | 0   | 1   | 0   | 6          |
| 16:15     | 40                          | 3   | 0    | 0    | 0   | 0   | 1   | 44         | 4                        | 1   | 0    | 0    | 0   | 1   | 0   | 6          |
| 16:30     | 35                          | 3   | 0    | 0    | 1   | 0   | 1   | 40         | 10                       | 3   | 0    | 0    | 0   | 0   | 0   | 13         |
| 16:45     | 40                          | 3   | 0    | 1    | 0   | 1   | 0   | 45         | 7                        | 1   | 0    | 0    | 0   | 0   | 1   | 9          |
| 4 to 5 pm | 141                         | 16  | 2    | 1    | 1   | 1   | 2   | 164        | 25                       | 6   | 0    | 0    | 0   | 0   | 2   | 34         |
| 17:00     | 35                          | 3   | 1    | 0    | 0   | 1   | 2   | 42         | 11                       | 1   | 0    | 0    | 0   | 0   | 0   | 12         |
| 17:15     | 43                          | 0   | 1    | 0    | 0   | 1   | 1   | 46         | 24                       | 1   | 0    | 0    | 0   | 0   | 1   | 26         |
| 17:30     | 45                          | 4   | 0    | 0    | 0   | 0   | 2   | 51         | 14                       | 0   | 0    | 1    | 0   | 0   | 1   | 16         |
| 17:45     | 45                          | 5   | 0    | 0    | 1   | 2   | 3   | 56         | 5                        | 0   | 0    | 0    | 0   | 0   | 0   | 5          |
| 5 to 6 pm | 168                         | 12  | 2    | 0    | 1   | 4   | 8   | 195        | 54                       | 2   | 0    | 1    | 0   | 0   | 2   | 59         |
| 18:00     | 52                          | 4   | 0    | 0    | 0   | 1   | 6   | 63         | 7                        | 1   | 1    | 0    | 0   | 0   | 0   | 9          |
| 18:15     | 38                          | 3   | 0    | 0    | 0   | 0   | 6   | 47         | 8                        | 0   | 0    | 0    | 0   | 0   | 1   | 9          |
| 18:30     | 47                          | 2   | 1    | 0    | 0   | 2   | 4   | 56         | 8                        | 0   | 0    | 0    | 0   | 0   | 1   | 9          |
| 18:45     | 39                          | 3   | 1    | 0    | 1   | 1   | 3   | 48         | 10                       | 0   | 0    | 0    | 0   | 0   | 0   | 10         |
| 6 to 7 pm | 176                         | 12  | 2    | 0    | 1   | 4   | 19  | 214        | 33                       | 1   | 1    | 0    | 0   | 0   | 2   | 37         |
| Total     | 485                         | 40  | 6    | 1    | 3   | 9   | 29  | 573        | 112                      | 9   | 1    | 1    | 0   | 2   | 5   | 130        |



14142 / Wayside Kiltarnan

May 2023

Junction Turning Count



14142 / Wayside Kiltarnan

May 2023

Junction Turning Count

Site No. 3  
Location R117(N) / R117(S) / R116  
Date 2023-05-24

Site No. 3  
Location R117(N) / R117(S) / R116  
Date 2023-05-24

| Time       | C to B - R116 to R117(S) |     |      |      |     |     |     | Veh. Total | C to A - R116 to R117(N) |     |      |      |     |     |     | Veh. Total | Time       | To Arm A - R117(N) |     |      |      |     |     |     | Veh. Total | From Arm A - R117(N) |     |      |      |     |     |     | Veh. Total |    |
|------------|--------------------------|-----|------|------|-----|-----|-----|------------|--------------------------|-----|------|------|-----|-----|-----|------------|------------|--------------------|-----|------|------|-----|-----|-----|------------|----------------------|-----|------|------|-----|-----|-----|------------|----|
|            | CAR                      | LGW | OGV1 | OGV2 | PSV | M/C | P/C |            | CAR                      | LGW | OGV1 | OGV2 | PSV | M/C | P/C |            |            | CAR                | LGW | OGV1 | OGV2 | PSV | M/C | P/C |            | CAR                  | LGW | OGV1 | OGV2 | PSV | M/C | P/C |            |    |
| 07:00      | 3                        | 0   | 0    | 0    | 0   | 0   | 0   | 3          | 1                        | 1   | 0    | 0    | 0   | 0   | 0   | 2          | 07:00      | 22                 | 6   | 1    | 0    | 0   | 0   | 1   | 30         | 22                   | 5   | 1    | 3    | 1   | 0   | 2   | 34         |    |
| 07:15      | 5                        | 1   | 1    | 0    | 0   | 0   | 0   | 7          | 10                       | 1   | 0    | 0    | 0   | 0   | 1   | 12         | 07:15      | 47                 | 10  | 1    | 0    | 3   | 0   | 3   | 64         | 20                   | 5   | 2    | 0    | 0   | 0   | 2   | 29         |    |
| 07:30      | 7                        | 0   | 2    | 0    | 0   | 0   | 0   | 9          | 13                       | 3   | 1    | 0    | 1   | 0   | 1   | 19         | 07:30      | 54                 | 7   | 3    | 0    | 1   | 0   | 6   | 71         | 24                   | 9   | 1    | 0    | 1   | 0   | 1   | 36         |    |
| 07:45      | 2                        | 0   | 0    | 0    | 0   | 0   | 0   | 2          | 18                       | 2   | 0    | 0    | 0   | 0   | 0   | 20         | 07:45      | 55                 | 7   | 4    | 2    | 0   | 2   | 4   | 74         | 39                   | 6   | 2    | 0    | 0   | 0   | 2   | 49         |    |
| 7 to 8 am  | 17                       | 1   | 3    | 0    | 0   | 0   | 0   | 21         | 42                       | 7   | 1    | 0    | 1   | 0   | 2   | 53         | 7 to 8 am  | 178                | 30  | 9    | 2    | 4   | 2   | 14  | 239        | 105                  | 25  | 6    | 3    | 2   | 0   | 7   | 148        |    |
| 08:00      | 7                        | 0   | 0    | 0    | 0   | 0   | 1   | 8          | 18                       | 1   | 0    | 0    | 0   | 1   | 2   | 22         | 08:00      | 55                 | 4   | 1    | 0    | 0   | 1   | 3   | 64         | 43                   | 7   | 0    | 1    | 0   | 1   | 2   | 54         |    |
| 08:15      | 14                       | 0   | 0    | 0    | 0   | 0   | 0   | 14         | 30                       | 2   | 0    | 0    | 0   | 0   | 2   | 34         | 08:15      | 76                 | 6   | 0    | 0    | 1   | 0   | 5   | 88         | 63                   | 4   | 1    | 0    | 1   | 0   | 7   | 76         |    |
| 08:30      | 12                       | 0   | 0    | 0    | 0   | 0   | 0   | 12         | 25                       | 4   | 1    | 0    | 0   | 0   | 1   | 31         | 08:30      | 65                 | 6   | 2    | 0    | 0   | 0   | 1   | 74         | 50                   | 15  | 1    | 0    | 0   | 1   | 6   | 73         |    |
| 08:45      | 11                       | 1   | 0    | 0    | 0   | 0   | 0   | 12         | 25                       | 2   | 0    | 0    | 0   | 0   | 1   | 28         | 08:45      | 51                 | 4   | 1    | 0    | 0   | 0   | 2   | 58         | 58                   | 6   | 4    | 0    | 0   | 0   | 0   | 4          | 72 |
| 8 to 9 am  | 44                       | 1   | 0    | 0    | 0   | 0   | 1   | 46         | 98                       | 9   | 1    | 0    | 0   | 1   | 6   | 115        | 8 to 9 am  | 247                | 20  | 4    | 0    | 1   | 1   | 11  | 284        | 214                  | 32  | 6    | 1    | 1   | 2   | 19  | 275        |    |
| 09:00      | 10                       | 0   | 0    | 0    | 0   | 0   | 0   | 10         | 16                       | 2   | 2    | 0    | 0   | 0   | 0   | 20         | 09:00      | 38                 | 11  | 2    | 0    | 0   | 1   | 0   | 52         | 62                   | 6   | 0    | 1    | 0   | 0   | 6   | 75         |    |
| 09:15      | 10                       | 0   | 1    | 0    | 0   | 0   | 0   | 11         | 18                       | 2   | 1    | 0    | 0   | 0   | 1   | 22         | 09:15      | 47                 | 5   | 2    | 1    | 0   | 0   | 3   | 58         | 47                   | 4   | 2    | 0    | 2   | 0   | 8   | 63         |    |
| 09:30      | 14                       | 2   | 0    | 0    | 0   | 0   | 0   | 16         | 12                       | 1   | 0    | 0    | 0   | 0   | 1   | 14         | 09:30      | 44                 | 3   | 1    | 2    | 1   | 1   | 1   | 53         | 50                   | 8   | 0    | 1    | 0   | 0   | 1   | 60         |    |
| 09:45      | 10                       | 1   | 1    | 0    | 0   | 0   | 4   | 16         | 12                       | 2   | 0    | 0    | 0   | 0   | 1   | 15         | 09:45      | 30                 | 6   | 2    | 1    | 0   | 0   | 2   | 43         | 52                   | 4   | 2    | 0    | 0   | 0   | 3   | 61         |    |
| 9 to 10 am | 44                       | 3   | 2    | 0    | 0   | 0   | 4   | 53         | 58                       | 7   | 3    | 0    | 0   | 0   | 3   | 71         | 9 to 10 am | 159                | 25  | 7    | 4    | 1   | 4   | 6   | 206        | 211                  | 22  | 4    | 2    | 2   | 0   | 18  | 259        |    |
| Total      | 105                      | 5   | 5    | 0    | 0   | 0   | 5   | 120        | 198                      | 23  | 5    | 0    | 1   | 1   | 11  | 239        | Total      | 584                | 75  | 20   | 6    | 6   | 7   | 31  | 729        | 530                  | 79  | 16   | 6    | 5   | 2   | 44  | 682        |    |

Date 2023-05-24

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| Time      | C to B - R116 to R117(S) |     |      |      |     |     |     | Veh. Total | C to A - R116 to R117(N) |     |      |      |     |     |     | Veh. Total | Time      | To Arm A - R117(N) |     |      |      |     |     |     | Veh. Total | From Arm A - R117(N) |     |      |      |     |     |     | Veh. Total |
|-----------|--------------------------|-----|------|------|-----|-----|-----|------------|--------------------------|-----|------|------|-----|-----|-----|------------|-----------|--------------------|-----|------|------|-----|-----|-----|------------|----------------------|-----|------|------|-----|-----|-----|------------|
|           | CAR                      | LGW | OGV1 | OGV2 | PSV | M/C | P/C |            | CAR                      | LGW | OGV1 | OGV2 | PSV | M/C | P/C |            |           | CAR                | LGW | OGV1 | OGV2 | PSV | M/C | P/C |            | CAR                  | LGW | OGV1 | OGV2 | PSV | M/C | P/C |            |
| 16:00     | 12                       | 3   | 0    | 0    | 0   | 0   | 0   | 15         | 15                       | 1   | 0    | 0    | 0   | 0   | 4   | 20         | 16:00     | 41                 | 8   | 2    | 0    | 0   | 0   | 4   | 55         | 103                  | 21  | 0    | 0    | 2   | 2   | 0   | 128        |
| 16:15     | 9                        | 1   | 0    | 0    | 0   | 1   | 2   | 13         | 14                       | 1   | 0    | 1    | 0   | 2   | 0   | 18         | 16:15     | 54                 | 4   | 0    | 1    | 0   | 2   | 1   | 62         | 120                  | 22  | 2    | 0    | 0   | 0   | 2   | 146        |
| 16:30     | 13                       | 2   | 0    | 0    | 0   | 0   | 0   | 15         | 22                       | 3   | 0    | 0    | 0   | 0   | 1   | 26         | 16:30     | 57                 | 6   | 0    | 0    | 1   | 0   | 2   | 66         | 139                  | 24  | 2    | 0    | 1   | 5   | 4   | 175        |
| 16:45     | 10                       | 2   | 1    | 0    | 0   | 0   | 0   | 13         | 13                       | 3   | 0    | 0    | 0   | 1   | 1   | 18         | 16:45     | 53                 | 6   | 0    | 1    | 0   | 2   | 1   | 63         | 149                  | 21  | 1    | 0    | 2   | 2   | 7   | 182        |
| 4 to 5 pm | 44                       | 8   | 1    | 0    | 0   | 1   | 2   | 56         | 64                       | 8   | 0    | 1    | 0   | 3   | 6   | 82         | 4 to 5 pm | 205                | 24  | 2    | 2    | 1   | 4   | 8   | 246        | 511                  | 88  | 5    | 0    | 5   | 9   | 13  | 631        |
| 17:00     | 6                        | 4   | 2    | 0    | 0   | 0   | 0   | 12         | 15                       | 4   | 0    | 0    | 0   | 0   | 4   | 23         | 17:00     | 50                 | 7   | 1    | 0    | 0   | 1   | 6   | 65         | 151                  | 20  | 2    | 0    | 0   | 2   | 3   | 178        |
| 17:15     | 13                       | 1   | 0    | 0    | 0   | 0   | 1   | 15         | 24                       | 2   | 0    | 0    | 0   | 0   | 0   | 26         | 17:15     | 67                 | 2   | 1    | 0    | 0   | 1   | 1   | 72         | 170                  | 19  | 0    | 0    | 1   | 1   | 5   | 196        |
| 17:30     | 9                        | 0   | 0    | 0    | 0   | 1   | 0   | 10         | 15                       | 4   | 0    | 0    | 0   | 0   | 2   | 21         | 17:30     | 60                 | 8   | 0    | 0    | 0   | 0   | 4   | 72         | 154                  | 16  | 2    | 0    | 0   | 3   | 4   | 179        |
| 17:45     | 14                       | 1   | 0    | 0    | 0   | 0   | 0   | 15         | 35                       | 3   | 0    | 0    | 0   | 0   | 1   | 39         | 17:45     | 80                 | 8   | 0    | 0    | 1   | 2   | 4   | 95         | 137                  | 16  | 1    | 0    | 0   | 1   | 8   | 163        |
| 5 to 6 pm | 42                       | 6   | 2    | 0    | 0   | 1   | 1   | 52         | 89                       | 13  | 0    | 0    | 0   | 0   | 7   | 109        | 5 to 6 pm | 257                | 25  | 2    | 0    | 1   | 4   | 15  | 304        | 612                  | 71  | 5    | 0    | 1   | 7   | 20  | 716        |
| 18:00     | 9                        | 1   | 0    | 1    | 0   | 0   | 2   | 13         | 18                       | 3   | 0    | 0    | 0   | 2   | 5   | 28         | 18:00     | 70                 | 7   | 0    | 0    | 0   | 3   | 11  | 91         | 102                  | 12  | 2    | 0    | 0   | 2   | 9   | 127        |
| 18:15     | 7                        | 0   | 0    | 0    | 0   | 0   | 3   | 10         | 21                       | 7   | 0    | 0    | 0   | 0   | 2   | 30         | 18:15     | 59                 | 10  | 0    | 0    | 0   | 0   | 8   | 77         | 123                  | 9   | 0    | 0    | 1   | 2   | 6   | 141        |
| 18:30     | 7                        | 1   | 0    | 0    | 0   | 1   | 1   | 10         | 21                       | 1   | 0    | 0    | 0   | 0   | 1   | 23         | 18:30     | 68                 | 3   | 1    | 0    | 0   | 2   | 5   | 79         | 92                   | 7   | 1    | 0    | 0   | 2   | 8   | 110        |
| 18:45     | 7                        | 0   | 0    | 0    | 0   | 0   | 0   | 7          | 24                       | 2   | 0    | 0    | 0   | 0   | 0   | 26         | 18:45     | 63                 | 5   | 1    | 0    | 1   | 1   | 3   | 74         | 73                   | 5   | 0    | 0    | 1   | 0   | 8   | 87         |
| 6 to 7 pm | 30                       | 2   | 0    | 1    | 0   | 1   | 6   | 40         | 84                       | 13  | 0    | 0    | 0   | 2   | 8   | 107        | 6 to 7 pm | 240                | 25  | 2    | 0    | 1   | 6   | 27  | 321        | 390                  | 33  | 3    | 0    | 2   | 6   | 31  | 465        |
| Total     | 116                      | 16  | 3    | 1    | 0   | 3   | 9   | 148        | 237                      | 34  | 0    | 1    | 0   | 5   | 21  | 298        | Total     | 722                | 74  | 6    | 2    | 3   | 14  | 30  | 871        | 1513                 | 192 | 13   | 0    | 8   | 22  | 64  | 1812       |



14142 / Wayside Kilternan

May 2023

Junction Turning Count



14142 / Wayside Kilternan

May 2023

Junction Turning Count

Site No. 3

Location R117(N) / R117(S) / R116

Date 2023-05-24

Site No. 3

Location R117(N) / R117(S) / R116

Date 2023-05-24

| Time       | To Arm B - R117(S) |     |      |      |     |     |     | Veh. Total | From Arm B - R117(S) |     |      |      |     |     |     | Veh. Total | Time       | To Arm C - R116 |     |      |      |     |     |     | Veh. Total | From Arm C - R116 |     |      |      |     |     |     | Veh. Total |
|------------|--------------------|-----|------|------|-----|-----|-----|------------|----------------------|-----|------|------|-----|-----|-----|------------|------------|-----------------|-----|------|------|-----|-----|-----|------------|-------------------|-----|------|------|-----|-----|-----|------------|
|            | CAR                | LGV | OGV1 | OGV2 | PSV | M/C | P/C |            | CAR                  | LGV | OGV1 | OGV2 | PSV | M/C | P/C |            |            | CAR             | LGV | OGV1 | OGV2 | PSV | M/C | P/C |            | CAR               | LGV | OGV1 | OGV2 | PSV | M/C | P/C |            |
| 07:00      | 17                 | 3   | 1    | 3    | 1   | 0   | 1   | 26         | 24                   | 6   | 1    | 0    | 0   | 0   | 1   | 32         | 07:00      | 11              | 3   | 0    | 0    | 0   | 0   | 1   | 15         | 4                 | 1   | 0    | 0    | 0   | 0   | 0   | 5          |
| 07:15      | 22                 | 5   | 2    | 0    | 0   | 0   | 2   | 31         | 39                   | 9   | 1    | 0    | 3   | 0   | 2   | 54         | 07:15      | 5               | 1   | 1    | 0    | 0   | 0   | 0   | 7          | 15                | 2   | 1    | 0    | 0   | 0   | 1   | 19         |
| 07:30      | 25                 | 7   | 2    | 0    | 1   | 0   | 0   | 35         | 44                   | 5   | 2    | 0    | 0   | 0   | 5   | 56         | 07:30      | 9               | 3   | 1    | 0    | 0   | 0   | 1   | 14         | 20                | 3   | 3    | 0    | 1   | 0   | 1   | 28         |
| 07:45      | 21                 | 1   | 1    | 0    | 0   | 0   | 1   | 24         | 47                   | 5   | 4    | 2    | 0   | 2   | 4   | 64         | 07:45      | 30              | 5   | 1    | 0    | 0   | 0   | 1   | 37         | 20                | 2   | 0    | 0    | 0   | 0   | 0   | 22         |
| 7 to 8 am  | 85                 | 16  | 6    | 3    | 2   | 0   | 4   | 116        | 154                  | 25  | 8    | 2    | 3   | 2   | 12  | 206        | 7 to 8 am  | 55              | 12  | 3    | 0    | 0   | 0   | 3   | 73         | 59                | 8   | 4    | 0    | 1   | 0   | 2   | 74         |
| 08:00      | 31                 | 6   | 0    | 1    | 0   | 0   | 2   | 40         | 49                   | 3   | 1    | 0    | 0   | 0   | 1   | 54         | 08:00      | 31              | 1   | 0    | 0    | 0   | 1   | 1   | 34         | 25                | 1   | 0    | 0    | 0   | 1   | 3   | 30         |
| 08:15      | 49                 | 3   | 0    | 0    | 1   | 0   | 4   | 57         | 52                   | 5   | 0    | 0    | 1   | 0   | 3   | 61         | 08:15      | 34              | 2   | 1    | 0    | 0   | 0   | 3   | 40         | 44                | 2   | 0    | 0    | 0   | 0   | 2   | 48         |
| 08:30      | 41                 | 11  | 1    | 0    | 0   | 1   | 0   | 54         | 45                   | 2   | 1    | 0    | 0   | 0   | 0   | 48         | 08:30      | 26              | 4   | 0    | 0    | 0   | 0   | 6   | 36         | 37                | 4   | 1    | 0    | 0   | 0   | 1   | 43         |
| 08:45      | 45                 | 5   | 2    | 0    | 0   | 0   | 3   | 55         | 30                   | 2   | 1    | 0    | 0   | 0   | 1   | 34         | 08:45      | 28              | 2   | 2    | 0    | 0   | 0   | 1   | 33         | 36                | 3   | 0    | 0    | 0   | 0   | 1   | 40         |
| 8 to 9 am  | 166                | 25  | 3    | 1    | 1   | 1   | 9   | 206        | 176                  | 12  | 3    | 0    | 1   | 0   | 5   | 197        | 8 to 9 am  | 119             | 9   | 3    | 0    | 0   | 1   | 11  | 143        | 142               | 10  | 1    | 0    | 0   | 1   | 7   | 161        |
| 09:00      | 52                 | 5   | 0    | 1    | 0   | 0   | 5   | 63         | 27                   | 9   | 0    | 0    | 0   | 2   | 0   | 38         | 09:00      | 25              | 1   | 0    | 0    | 0   | 1   | 1   | 28         | 26                | 2   | 2    | 0    | 0   | 0   | 0   | 30         |
| 09:15      | 45                 | 1   | 2    | 0    | 2   | 0   | 8   | 58         | 34                   | 5   | 1    | 1    | 0   | 0   | 2   | 43         | 09:15      | 17              | 5   | 1    | 0    | 0   | 0   | 0   | 23         | 28                | 2   | 2    | 0    | 0   | 0   | 1   | 33         |
| 09:30      | 51                 | 7   | 0    | 1    | 0   | 0   | 1   | 60         | 36                   | 2   | 1    | 2    | 1   | 1   | 0   | 43         | 09:30      | 17              | 3   | 0    | 0    | 0   | 0   | 0   | 20         | 26                | 3   | 0    | 0    | 0   | 0   | 1   | 30         |
| 09:45      | 52                 | 2   | 3    | 0    | 0   | 0   | 5   | 62         | 23                   | 4   | 2    | 1    | 0   | 2   | 1   | 33         | 09:45      | 15              | 3   | 0    | 0    | 0   | 0   | 2   | 20         | 22                | 3   | 1    | 0    | 0   | 0   | 5   | 31         |
| 9 to 10 am | 200                | 15  | 5    | 2    | 2   | 0   | 19  | 243        | 120                  | 20  | 4    | 4    | 1   | 5   | 3   | 157        | 9 to 10 am | 74              | 12  | 1    | 0    | 0   | 1   | 3   | 91         | 102               | 10  | 5    | 0    | 0   | 0   | 7   | 124        |
| Total      | 451                | 56  | 14   | 6    | 5   | 1   | 32  | 565        | 450                  | 57  | 15   | 6    | 5   | 7   | 20  | 560        | Total      | 248             | 33  | 7    | 0    | 0   | 2   | 17  | 307        | 303               | 28  | 10   | 0    | 1   | 1   | 16  | 359        |

Date 2023-05-24

| Time      | To Arm B - R117(S) |     |      |      |     |     |     | Veh. Total | From Arm B - R117(S) |     |      |      |     |     |     | Veh. Total | Time      | To Arm C - R116 |     |      |      |     |     |     | Veh. Total | From Arm C - R116 |     |      |      |     |     |     | Veh. Total |
|-----------|--------------------|-----|------|------|-----|-----|-----|------------|----------------------|-----|------|------|-----|-----|-----|------------|-----------|-----------------|-----|------|------|-----|-----|-----|------------|-------------------|-----|------|------|-----|-----|-----|------------|
|           | CAR                | LGV | OGV1 | OGV2 | PSV | M/C | P/C |            | CAR                  | LGV | OGV1 | OGV2 | PSV | M/C | P/C |            |           | CAR             | LGV | OGV1 | OGV2 | PSV | M/C | P/C |            | CAR               | LGV | OGV1 | OGV2 | PSV | M/C | P/C |            |
| 16:00     | 92                 | 17  | 0    | 0    | 2   | 2   | 0   | 113        | 30                   | 8   | 2    | 0    | 0   | 1   | 0   | 41         | 16:00     | 27              | 8   | 0    | 0    | 0   | 1   | 0   | 36         | 27                | 4   | 0    | 0    | 0   | 0   | 4   | 35         |
| 16:15     | 98                 | 16  | 2    | 0    | 0   | 1   | 4   | 121        | 44                   | 4   | 0    | 0    | 0   | 1   | 1   | 50         | 16:15     | 35              | 8   | 0    | 0    | 0   | 1   | 0   | 44         | 23                | 2   | 0    | 1    | 0   | 3   | 2   | 31         |
| 16:30     | 121                | 22  | 2    | 0    | 1   | 4   | 3   | 153        | 45                   | 6   | 0    | 0    | 1   | 0   | 1   | 53         | 16:30     | 41              | 7   | 0    | 0    | 0   | 1   | 1   | 50         | 35                | 5   | 0    | 0    | 0   | 0   | 1   | 41         |
| 16:45     | 133                | 22  | 2    | 0    | 1   | 1   | 7   | 166        | 47                   | 4   | 0    | 1    | 0   | 1   | 1   | 54         | 16:45     | 33              | 2   | 0    | 0    | 1   | 1   | 1   | 38         | 23                | 5   | 1    | 0    | 0   | 1   | 1   | 31         |
| 4 to 5 pm | 444                | 77  | 6    | 0    | 4   | 8   | 14  | 553        | 166                  | 22  | 2    | 1    | 1   | 3   | 3   | 198        | 4 to 5 pm | 136             | 25  | 0    | 0    | 1   | 4   | 2   | 168        | 108               | 16  | 1    | 1    | 0   | 4   | 8   | 138        |
| 17:00     | 127                | 21  | 4    | 0    | 0   | 1   | 2   | 155        | 46                   | 4   | 1    | 0    | 0   | 1   | 2   | 54         | 17:00     | 41              | 4   | 0    | 0    | 0   | 1   | 1   | 47         | 21                | 8   | 2    | 0    | 0   | 0   | 4   | 35         |
| 17:15     | 150                | 15  | 0    | 0    | 1   | 0   | 5   | 171        | 67                   | 1   | 1    | 0    | 0   | 1   | 2   | 72         | 17:15     | 57              | 6   | 0    | 0    | 0   | 1   | 2   | 66         | 37                | 3   | 0    | 0    | 0   | 0   | 1   | 41         |
| 17:30     | 117                | 13  | 2    | 0    | 0   | 4   | 4   | 140        | 59                   | 4   | 0    | 1    | 0   | 0   | 3   | 67         | 17:30     | 60              | 3   | 0    | 1    | 0   | 0   | 1   | 65         | 24                | 4   | 0    | 0    | 0   | 1   | 2   | 31         |
| 17:45     | 121                | 12  | 1    | 0    | 0   | 1   | 6   | 141        | 50                   | 5   | 0    | 0    | 1   | 2   | 3   | 61         | 17:45     | 35              | 5   | 0    | 0    | 0   | 0   | 2   | 42         | 49                | 4   | 0    | 0    | 0   | 0   | 1   | 54         |
| 5 to 6 pm | 515                | 61  | 7    | 0    | 1   | 6   | 17  | 607        | 222                  | 14  | 2    | 1    | 1   | 4   | 10  | 254        | 5 to 6 pm | 193             | 18  | 0    | 1    | 0   | 2   | 6   | 220        | 131               | 19  | 2    | 0    | 0   | 1   | 8   | 161        |
| 18:00     | 88                 | 10  | 1    | 1    | 0   | 2   | 9   | 111        | 59                   | 5   | 1    | 0    | 0   | 1   | 6   | 72         | 18:00     | 30              | 4   | 2    | 0    | 0   | 0   | 2   | 38         | 27                | 4   | 0    | 1    | 0   | 2   | 7   | 41         |
| 18:15     | 100                | 8   | 0    | 0    | 1   | 0   | 8   | 117        | 46                   | 3   | 0    | 0    | 0   | 0   | 7   | 56         | 18:15     | 38              | 1   | 0    | 0    | 0   | 2   | 2   | 43         | 28                | 7   | 0    | 0    | 0   | 0   | 5   | 40         |
| 18:30     | 69                 | 4   | 0    | 0    | 0   | 2   | 9   | 84         | 55                   | 2   | 1    | 0    | 0   | 2   | 5   | 65         | 18:30     | 38              | 4   | 1    | 0    | 0   | 1   | 1   | 45         | 28                | 2   | 0    | 0    | 0   | 1   | 2   | 33         |
| 18:45     | 52                 | 3   | 0    | 0    | 1   | 0   | 5   | 61         | 49                   | 3   | 1    | 0    | 1   | 1   | 3   | 58         | 18:45     | 38              | 2   | 0    | 0    | 0   | 0   | 3   | 43         | 31                | 2   | 0    | 0    | 0   | 0   | 0   | 33         |
| 6 to 7 pm | 309                | 25  | 1    | 1    | 2   | 4   | 31  | 373        | 209                  | 13  | 3    | 0    | 1   | 4   | 21  | 251        | 6 to 7 pm | 144             | 11  | 3    | 0    | 0   | 3   | 8   | 169        | 114               | 15  | 0    | 1    | 0   | 3   | 14  | 147        |
| Total     | 1268               | 163 | 14   | 1    | 7   | 18  | 62  | 1533       | 597                  | 49  | 7    | 2    | 3   | 11  | 34  | 703        | Total     | 473             | 54  | 3    | 1    | 1   | 9   | 16  | 557        | 353               | 50  | 3    | 2    | 0   | 8   | 30  | 446        |

## Appendix 13-2

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

Calculation Factor: 1 DWELLS

Count Type: TOTAL PEOPLE

| Time Range        | ARRIVALS    |                |              | DEPARTURES  |                |              | TOTALS      |                |              |
|-------------------|-------------|----------------|--------------|-------------|----------------|--------------|-------------|----------------|--------------|
|                   | No.<br>Days | Ave.<br>DWELLS | Trip<br>Rate | No.<br>Days | Ave.<br>DWELLS | Trip<br>Rate | No.<br>Days | Ave.<br>DWELLS | Trip<br>Rate |
| 00:00-01:00       |             |                |              |             |                |              |             |                |              |
| 01:00-02:00       |             |                |              |             |                |              |             |                |              |
| 02:00-03:00       |             |                |              |             |                |              |             |                |              |
| 03:00-04:00       |             |                |              |             |                |              |             |                |              |
| 04:00-05:00       |             |                |              |             |                |              |             |                |              |
| 05:00-06:00       |             |                |              |             |                |              |             |                |              |
| 06:00-07:00       |             |                |              |             |                |              |             |                |              |
| 07:00-08:00       | 65          | 125            | 0.112        | 65          | 125            | 0.458        | 65          | 125            | 0.57         |
| 08:00-09:00       | 65          | 125            | 0.236        | 65          | 125            | 0.792        | 65          | 125            | 1.028        |
| 09:00-10:00       | 65          | 125            | 0.22         | 65          | 125            | 0.28         | 65          | 125            | 0.5          |
| 10:00-11:00       | 65          | 125            | 0.188        | 65          | 125            | 0.232        | 65          | 125            | 0.42         |
| 11:00-12:00       | 65          | 125            | 0.202        | 65          | 125            | 0.232        | 65          | 125            | 0.434        |
| 12:00-13:00       | 65          | 125            | 0.249        | 65          | 125            | 0.228        | 65          | 125            | 0.477        |
| 13:00-14:00       | 65          | 125            | 0.247        | 65          | 125            | 0.238        | 65          | 125            | 0.485        |
| 14:00-15:00       | 65          | 125            | 0.267        | 65          | 125            | 0.296        | 65          | 125            | 0.563        |
| 15:00-16:00       | 65          | 125            | 0.576        | 65          | 125            | 0.295        | 65          | 125            | 0.871        |
| 16:00-17:00       | 65          | 125            | 0.502        | 65          | 125            | 0.282        | 65          | 125            | 0.784        |
| 17:00-18:00       | 65          | 125            | 0.579        | 65          | 125            | 0.295        | 65          | 125            | 0.874        |
| 18:00-19:00       | 65          | 125            | 0.459        | 65          | 125            | 0.282        | 65          | 125            | 0.741        |
| 19:00-20:00       |             |                |              |             |                |              |             |                |              |
| 20:00-21:00       |             |                |              |             |                |              |             |                |              |
| 21:00-22:00       |             |                |              |             |                |              |             |                |              |
| 22:00-23:00       |             |                |              |             |                |              |             |                |              |
| 23:00-24:00       |             |                |              |             |                |              |             |                |              |
| Daily Trip Rates: |             |                | 3.837        |             |                | 3.91         |             |                | 7.747        |

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

Calculation Factor: 1 DWELLS

Count Type: TOTAL PEOPLE

| Time Range        | ARRIVALS    |                |              | DEPARTURES  |                |              | TOTALS      |                |              |
|-------------------|-------------|----------------|--------------|-------------|----------------|--------------|-------------|----------------|--------------|
|                   | No.<br>Days | Ave.<br>DWELLS | Trip<br>Rate | No.<br>Days | Ave.<br>DWELLS | Trip<br>Rate | No.<br>Days | Ave.<br>DWELLS | Trip<br>Rate |
| 00:00-01:00       |             |                |              |             |                |              |             |                |              |
| 01:00-02:00       |             |                |              |             |                |              |             |                |              |
| 02:00-03:00       |             |                |              |             |                |              |             |                |              |
| 03:00-04:00       |             |                |              |             |                |              |             |                |              |
| 04:00-05:00       |             |                |              |             |                |              |             |                |              |
| 05:00-06:00       |             |                |              |             |                |              |             |                |              |
| 06:00-07:00       |             |                |              |             |                |              |             |                |              |
| 07:00-08:00       | 3           | 34             | 0.03         | 3           | 34             | 0.218        | 3           | 34             | 0.248        |
| 08:00-09:00       | 3           | 34             | 0.099        | 3           | 34             | 0.376        | 3           | 34             | 0.475        |
| 09:00-10:00       | 3           | 34             | 0.307        | 3           | 34             | 0.386        | 3           | 34             | 0.693        |
| 10:00-11:00       | 3           | 34             | 0.366        | 3           | 34             | 0.287        | 3           | 34             | 0.653        |
| 11:00-12:00       | 3           | 34             | 0.158        | 3           | 34             | 0.386        | 3           | 34             | 0.544        |
| 12:00-13:00       | 3           | 34             | 0.248        | 3           | 34             | 0.287        | 3           | 34             | 0.535        |
| 13:00-14:00       | 3           | 34             | 0.267        | 3           | 34             | 0.178        | 3           | 34             | 0.445        |
| 14:00-15:00       | 3           | 34             | 0.416        | 3           | 34             | 0.317        | 3           | 34             | 0.733        |
| 15:00-16:00       | 3           | 34             | 0.317        | 3           | 34             | 0.267        | 3           | 34             | 0.584        |
| 16:00-17:00       | 3           | 34             | 0.218        | 3           | 34             | 0.158        | 3           | 34             | 0.376        |
| 17:00-18:00       | 3           | 34             | 0.317        | 3           | 34             | 0.109        | 3           | 34             | 0.426        |
| 18:00-19:00       | 3           | 34             | 0.228        | 3           | 34             | 0.129        | 3           | 34             | 0.357        |
| 19:00-20:00       |             |                |              |             |                |              |             |                |              |
| 20:00-21:00       |             |                |              |             |                |              |             |                |              |
| 21:00-22:00       |             |                |              |             |                |              |             |                |              |
| 22:00-23:00       |             |                |              |             |                |              |             |                |              |
| 23:00-24:00       |             |                |              |             |                |              |             |                |              |
| Daily Trip Rates: |             |                | 2.971        |             |                | 3.098        |             |                | 6.069        |

|                                                          |          |          |           |          |          |           |          |          |          |
|----------------------------------------------------------|----------|----------|-----------|----------|----------|-----------|----------|----------|----------|
| TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE |          |          |           |          |          |           |          |          |          |
| Count Type: TOTAL VEHICLES                               |          |          |           |          |          |           |          |          |          |
| Calculation factor: 100 sqm                              |          |          |           |          |          |           |          |          |          |
| BOLD print indicates peak (busiest) period               |          |          |           |          |          |           |          |          |          |
| Time Range                                               | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | TripRate |
| 07:00 - 08:00                                            | 18       | 419      | 3.661     | 18       | 419      | 3.423     | 18       | 419      | 7.084    |
| 08:00 - 09:00                                            | 18       | 419      | 5.001     | 18       | 419      | 4.895     | 18       | 419      | 9.896    |
| 09:00 - 10:00                                            | 18       | 419      | 4.338     | 18       | 419      | 4.099     | 18       | 419      | 8.437    |
| 10:00 - 11:00                                            | 18       | 419      | 4.152     | 18       | 419      | 3.768     | 18       | 419      | 7.92     |
| 11:00 - 12:00                                            | 18       | 419      | 4.564     | 18       | 419      | 4.457     | 18       | 419      | 9.021    |
| 12:00 - 13:00                                            | 18       | 419      | 5.267     | 18       | 419      | 5.227     | 18       | 419      | 10.494   |
| 13:00 - 14:00                                            | 18       | 419      | 4.776     | 18       | 419      | 4.55      | 18       | 419      | 9.326    |
| 14:00 - 15:00                                            | 18       | 419      | 4.829     | 18       | 419      | 5.081     | 18       | 419      | 9.91     |
| 15:00 - 16:00                                            | 18       | 419      | 5.32      | 18       | 419      | 5.028     | 18       | 419      | 10.348   |
| 16:00 - 17:00                                            | 18       | 419      | 5.744     | 18       | 419      | 5.439     | 18       | 419      | 11.183   |
| 17:00 - 18:00                                            | 18       | 419      | 6.248     | 18       | 419      | 6.673     | 18       | 419      | 12.921   |
| 18:00 - 19:00                                            | 18       | 419      | 6.129     | 18       | 419      | 6.089     | 18       | 419      | 12.218   |

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

Count Type: TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range    | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | TripRate |
|---------------|----------|----------|-----------|----------|----------|-----------|----------|----------|----------|
| 07:00 - 08:00 | 2        | 1610     | 0.248     | 2        | 1610     | 0.155     | 2        | 1610     | 0.403    |
| 08:00 - 09:00 | 2        | 1610     | 1.646     | 2        | 1610     | 0.994     | 2        | 1610     | 2.64     |
| 09:00 - 10:00 | 2        | 1610     | 2.391     | 2        | 1610     | 1.553     | 2        | 1610     | 3.944    |
| 10:00 - 11:00 | 2        | 1610     | 3.571     | 2        | 1610     | 2.857     | 2        | 1610     | 6.428    |
| 11:00 - 12:00 | 2        | 1610     | 2.826     | 2        | 1610     | 3.106     | 2        | 1610     | 5.932    |
| 12:00 - 13:00 | 2        | 1610     | 3.571     | 2        | 1610     | 3.416     | 2        | 1610     | 6.987    |
| 13:00 - 14:00 | 2        | 1610     | 4.193     | 2        | 1610     | 4.379     | 2        | 1610     | 8.572    |
| 14:00 - 15:00 | 2        | 1610     | 3.385     | 2        | 1610     | 3.447     | 2        | 1610     | 6.832    |
| 15:00 - 16:00 | 2        | 1610     | 3.447     | 2        | 1610     | 3.571     | 2        | 1610     | 7.018    |
| 16:00 - 17:00 | 2        | 1610     | 3.882     | 2        | 1610     | 3.82      | 2        | 1610     | 7.702    |
| 17:00 - 18:00 | 2        | 1610     | 3.23      | 2        | 1610     | 3.944     | 2        | 1610     | 7.174    |
| 18:00 - 19:00 | 2        | 1610     | 2.733     | 2        | 1610     | 2.64      | 2        | 1610     | 5.373    |

|                                                     |          |          |           |          |          |           |          |          |          |  |
|-----------------------------------------------------|----------|----------|-----------|----------|----------|-----------|----------|----------|----------|--|
| TRIP RATE for La FOOD & DRINK/K - CAFÉ & RESTAURANT |          |          |           |          |          |           |          |          |          |  |
| Count Type: TOTAL VEHICLES                          |          |          |           |          |          |           |          |          |          |  |
| Calculation Factor: 100 sqm                         |          |          |           |          |          |           |          |          |          |  |
| BOLD print indicates peak (busiest) period          |          |          |           |          |          |           |          |          |          |  |
| Time Range                                          | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | TripRate |  |
| 07:00 - 08:00                                       | 1        | 320      | 1.875     | 1        | 320      | 1.25      | 1        | 320      | 3.125    |  |
| 08:00 - 09:00                                       | 2        | 255      | 1.373     | 2        | 255      | 0.98      | 2        | 255      | 2.353    |  |
| 09:00 - 10:00                                       | 3        | 190      | 4.386     | 3        | 190      | 3.509     | 3        | 190      | 7.895    |  |
| 10:00 - 11:00                                       | 3        | 190      | 5.088     | 3        | 190      | 5.439     | 3        | 190      | 10.527   |  |
| 11:00 - 12:00                                       | 3        | 190      | 5.263     | 3        | 190      | 4.737     | 3        | 190      | 10       |  |
| 12:00 - 13:00                                       | 3        | 190      | 5.614     | 3        | 190      | 5.439     | 3        | 190      | 11.053   |  |
| 13:00 - 14:00                                       | 3        | 190      | 6.491     | 3        | 190      | 6.14      | 3        | 190      | 12.631   |  |
| 14:00 - 15:00                                       | 3        | 190      | 5.088     | 3        | 190      | 5.789     | 3        | 190      | 10.877   |  |
| 15:00 - 16:00                                       | 3        | 190      | 3.684     | 3        | 190      | 3.86      | 3        | 190      | 7.544    |  |
| 16:00 - 17:00                                       | 3        | 190      | 2.456     | 3        | 190      | 2.807     | 3        | 190      | 5.263    |  |
| 17:00 - 18:00                                       | 2        | 190      | 2.105     | 2        | 190      | 2.895     | 2        | 190      | 5        |  |

|                                                   |          |          |           |          |          |           |          |          |          |
|---------------------------------------------------|----------|----------|-----------|----------|----------|-----------|----------|----------|----------|
| TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY |          |          |           |          |          |           |          |          |          |
| Count Type: TOTAL VEHICLES                        |          |          |           |          |          |           |          |          |          |
| Calculation factor: 100 sqm                       |          |          |           |          |          |           |          |          |          |
| BOLD print indicates peak (busiest) period        |          |          |           |          |          |           |          |          |          |
| Time Range                                        | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | TripRate |
| 07:00 - 08:00                                     | 2        | 925      | 0.919     | 2        | 925      | 0.324     | 2        | 925      | 1.243    |
| 08:00 - 09:00                                     | 2        | 925      | 1.892     | 2        | 925      | 0.973     | 2        | 925      | 2.865    |
| 09:00 - 10:00                                     | 2        | 925      | 0.541     | 2        | 925      | 0.595     | 2        | 925      | 1.136    |
| 10:00 - 11:00                                     | 2        | 925      | 0.162     | 2        | 925      | 0.108     | 2        | 925      | 0.27     |
| 11:00 - 12:00                                     | 2        | 925      | 0.054     | 2        | 925      | 0.054     | 2        | 925      | 0.108    |
| 12:00 - 13:00                                     | 2        | 925      | 0.811     | 2        | 925      | 1.081     | 2        | 925      | 1.892    |
| 13:00 - 14:00                                     | 2        | 925      | 0.973     | 2        | 925      | 1.297     | 2        | 925      | 2.27     |
| 14:00 - 15:00                                     | 2        | 925      | 0.162     | 2        | 925      | 0.27      | 2        | 925      | 0.432    |
| 15:00 - 16:00                                     | 2        | 925      | 0.486     | 2        | 925      | 0.486     | 2        | 925      | 0.972    |
| 16:00 - 17:00                                     | 2        | 925      | 0.919     | 2        | 925      | 0.811     | 2        | 925      | 1.73     |
| 17:00 - 18:00                                     | 2        | 925      | 1.243     | 2        | 925      | 1.568     | 2        | 925      | 2.811    |
| 18:00 - 19:00                                     | 2        | 925      | 0.108     | 2        | 925      | 0.757     | 2        | 925      | 0.865    |

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE

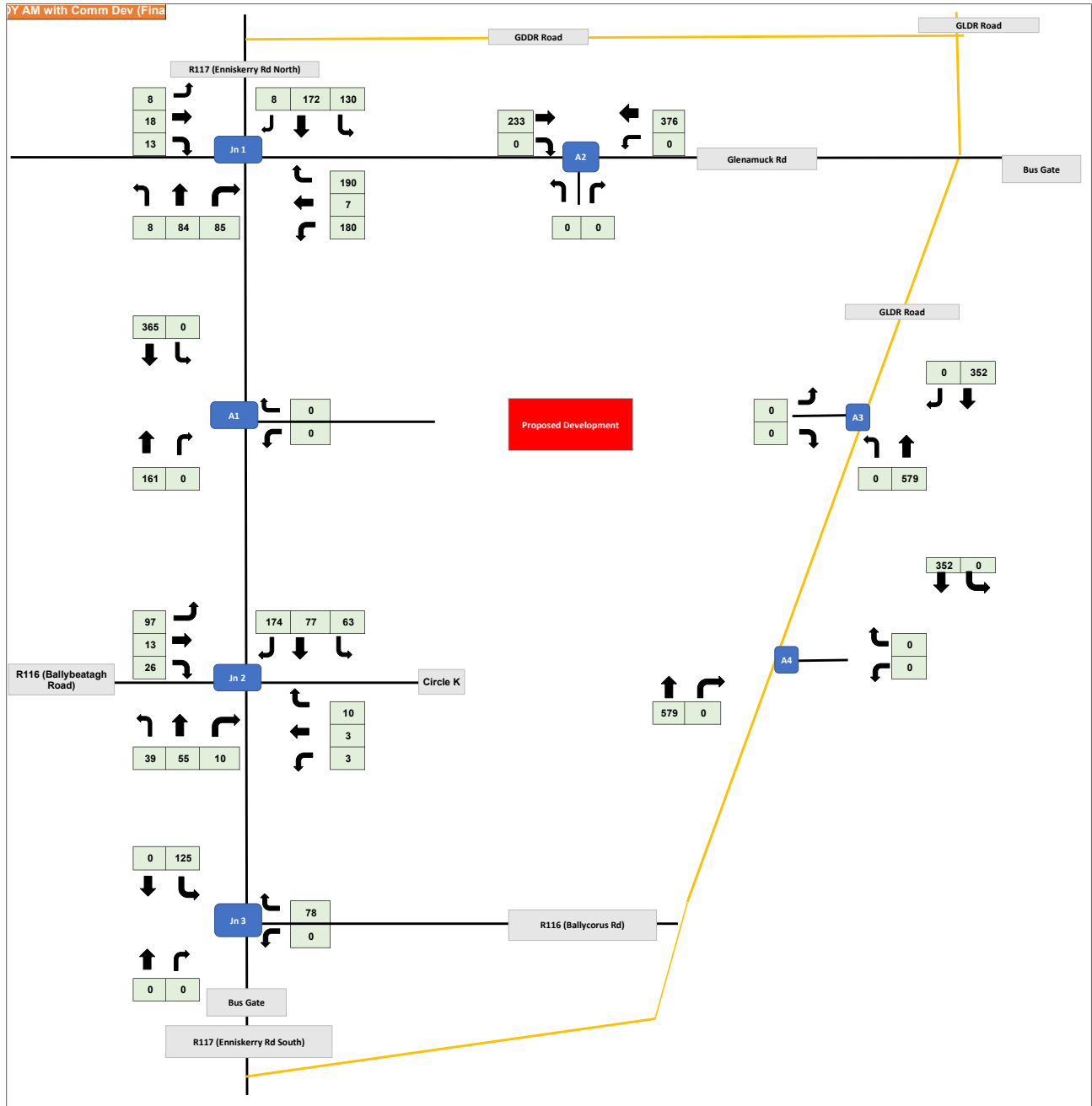
Count Type: TOTAL VEHICLES

Calculation Factor: 100 sqm

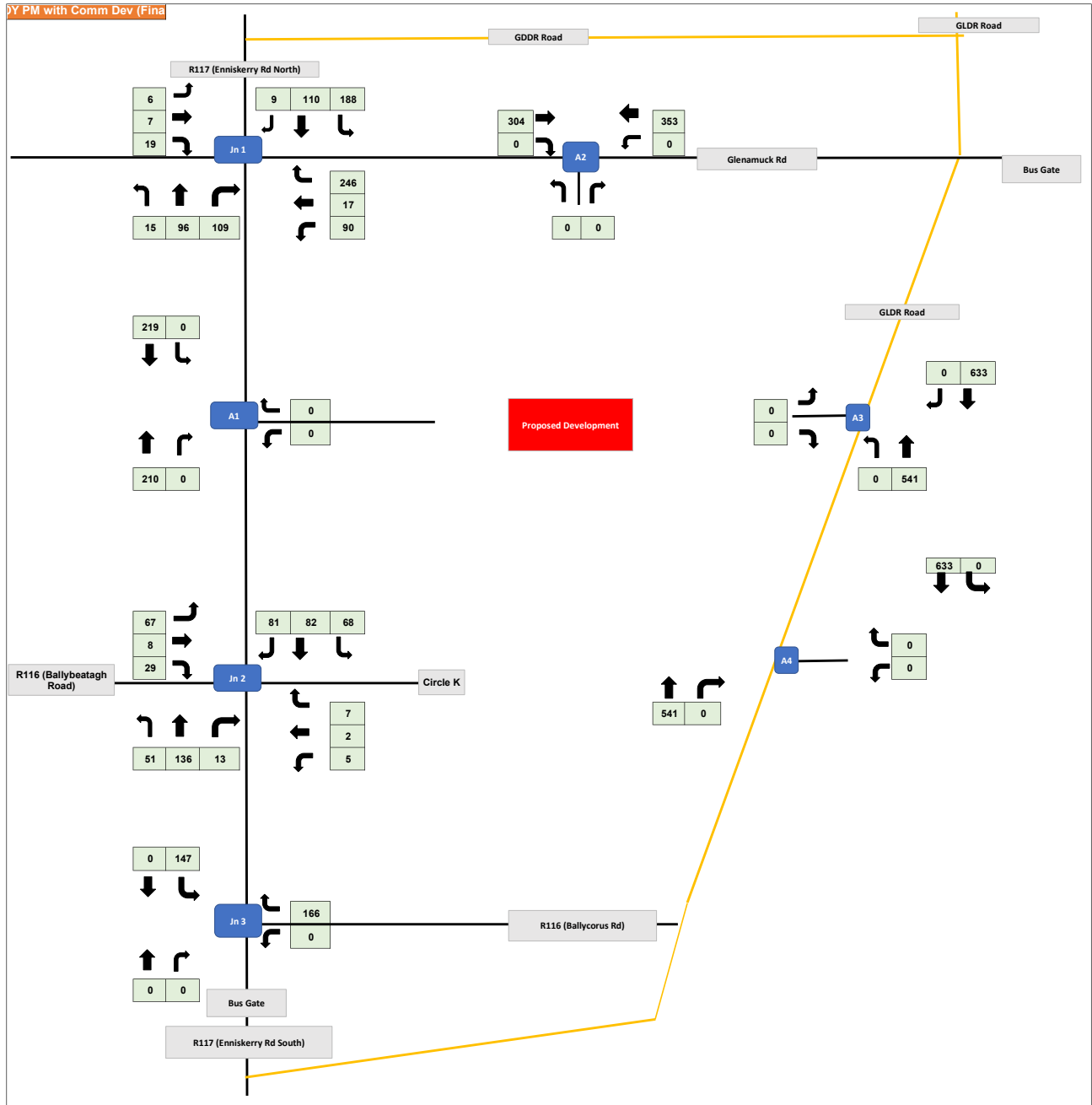
BOLD print indicates peak (busiest) period

| Time Range    | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | TripRate |
|---------------|----------|----------|-----------|----------|----------|-----------|----------|----------|----------|
| 07:00 - 08:00 | 2        | 208      | 0.481     | 2        | 208      | 0         | 2        | 208      | 0.481    |
| 08:00 - 09:00 | 3        | 192      | 0.521     | 3        | 192      | 0.347     | 3        | 192      | 0.868    |
| 09:00 - 10:00 | 3        | 192      | 0.694     | 3        | 192      | 0         | 3        | 192      | 0.694    |
| 10:00 - 11:00 | 3        | 192      | 0.174     | 3        | 192      | 0.347     | 3        | 192      | 0.521    |
| 11:00 - 12:00 | 3        | 192      | 0.347     | 3        | 192      | 0.174     | 3        | 192      | 0.521    |
| 12:00 - 13:00 | 3        | 192      | 0.347     | 3        | 192      | 0.694     | 3        | 192      | 1.041    |
| 13:00 - 14:00 | 3        | 192      | 0.174     | 3        | 192      | 0.174     | 3        | 192      | 0.348    |
| 14:00 - 15:00 | 3        | 192      | 0.694     | 3        | 192      | 0.521     | 3        | 192      | 1.215    |
| 15:00 - 16:00 | 3        | 192      | 1.563     | 3        | 192      | 1.215     | 3        | 192      | 2.777    |
| 16:00 - 17:00 | 2        | 130      | 0.385     | 2        | 130      | 1.923     | 2        | 130      | 2.308    |
| 17:00 - 18:00 | 2        | 130      | 0         | 2        | 130      | 1.538     | 2        | 130      | 1.538    |
| 18:00 - 19:00 | 2        | 130      | 3.077     | 2        | 130      | 0         | 2        | 130      | 3.077    |

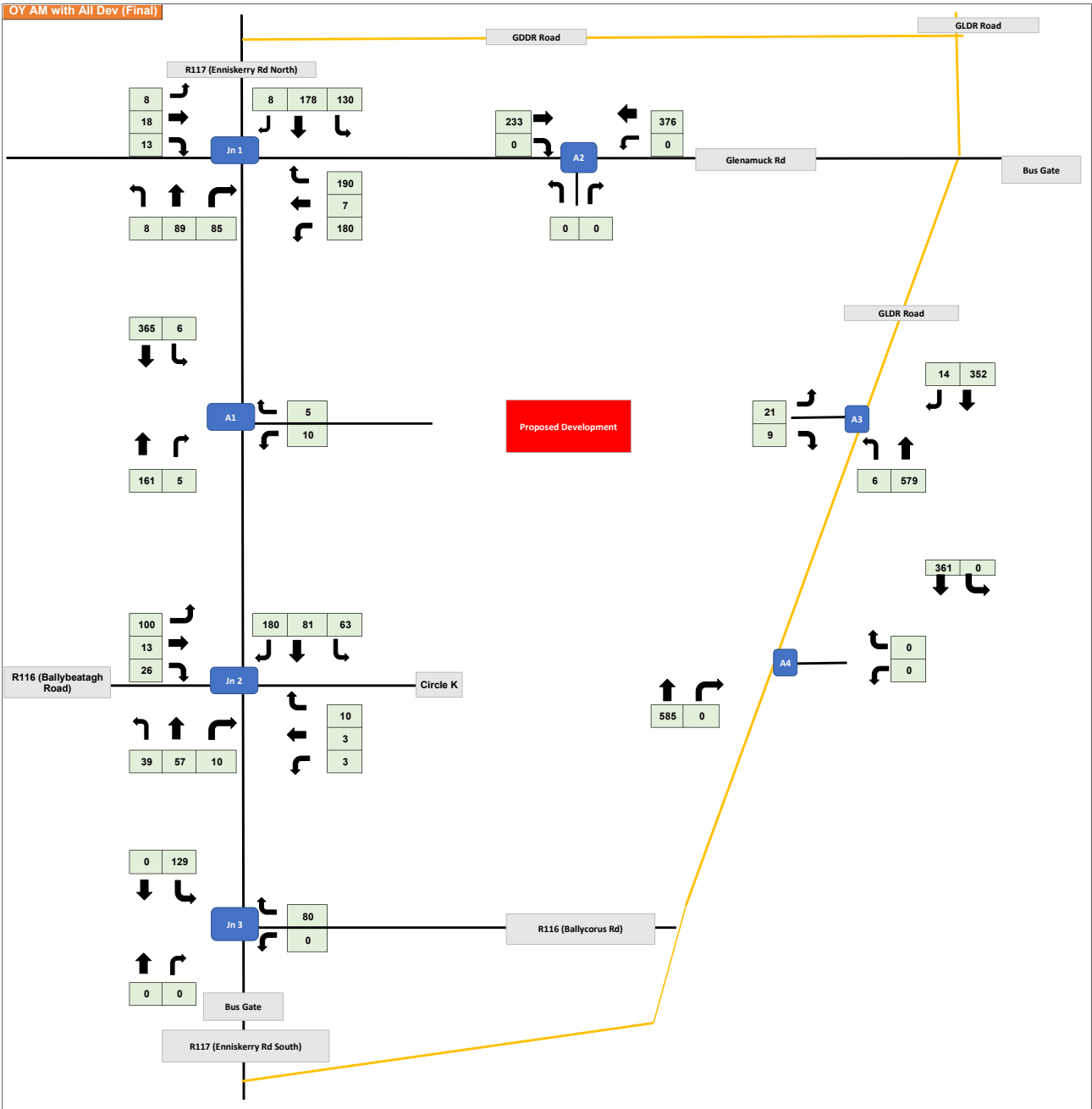
## Appendix 13-3



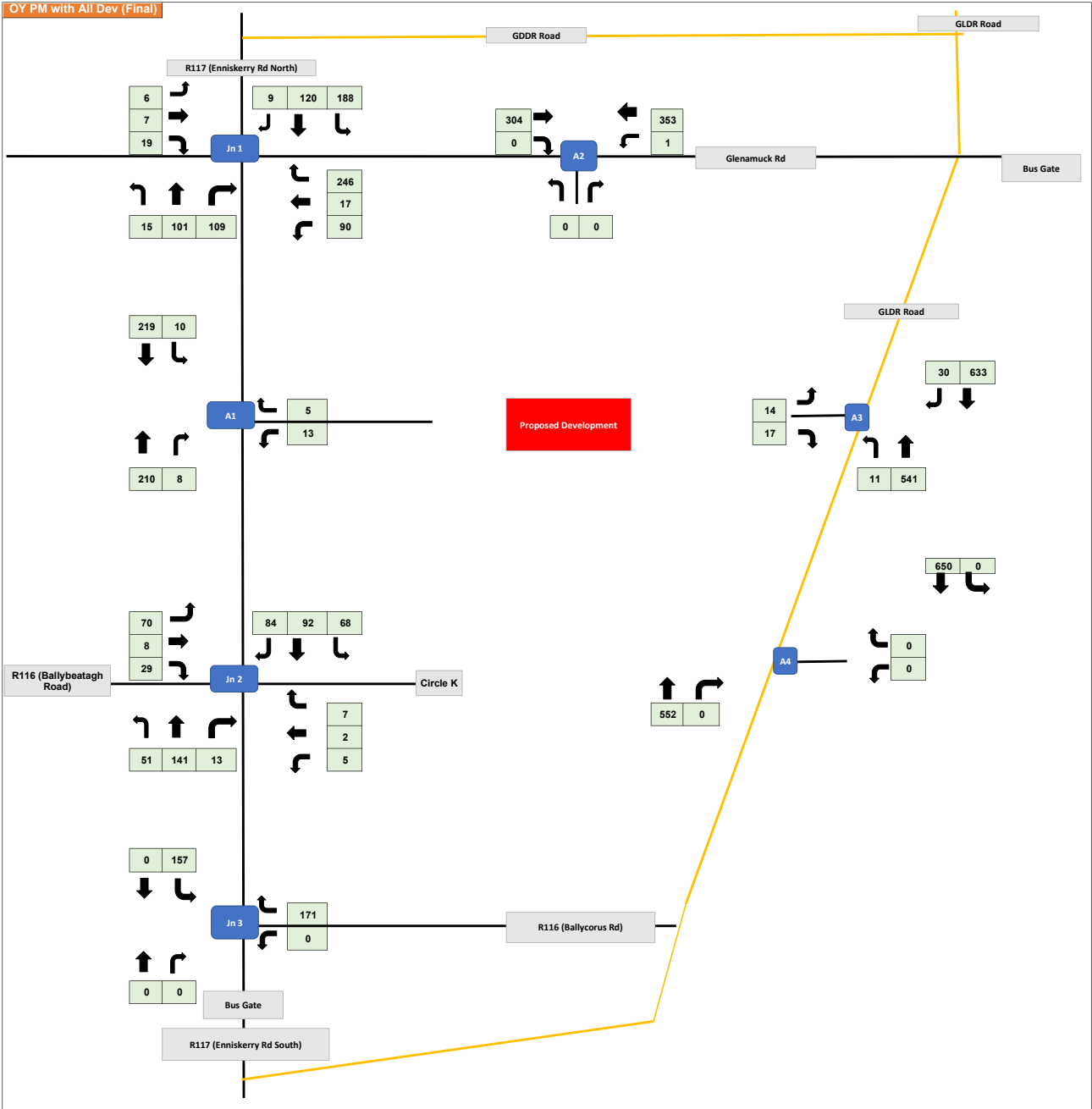
0Y PM with Comm Dev (Fina



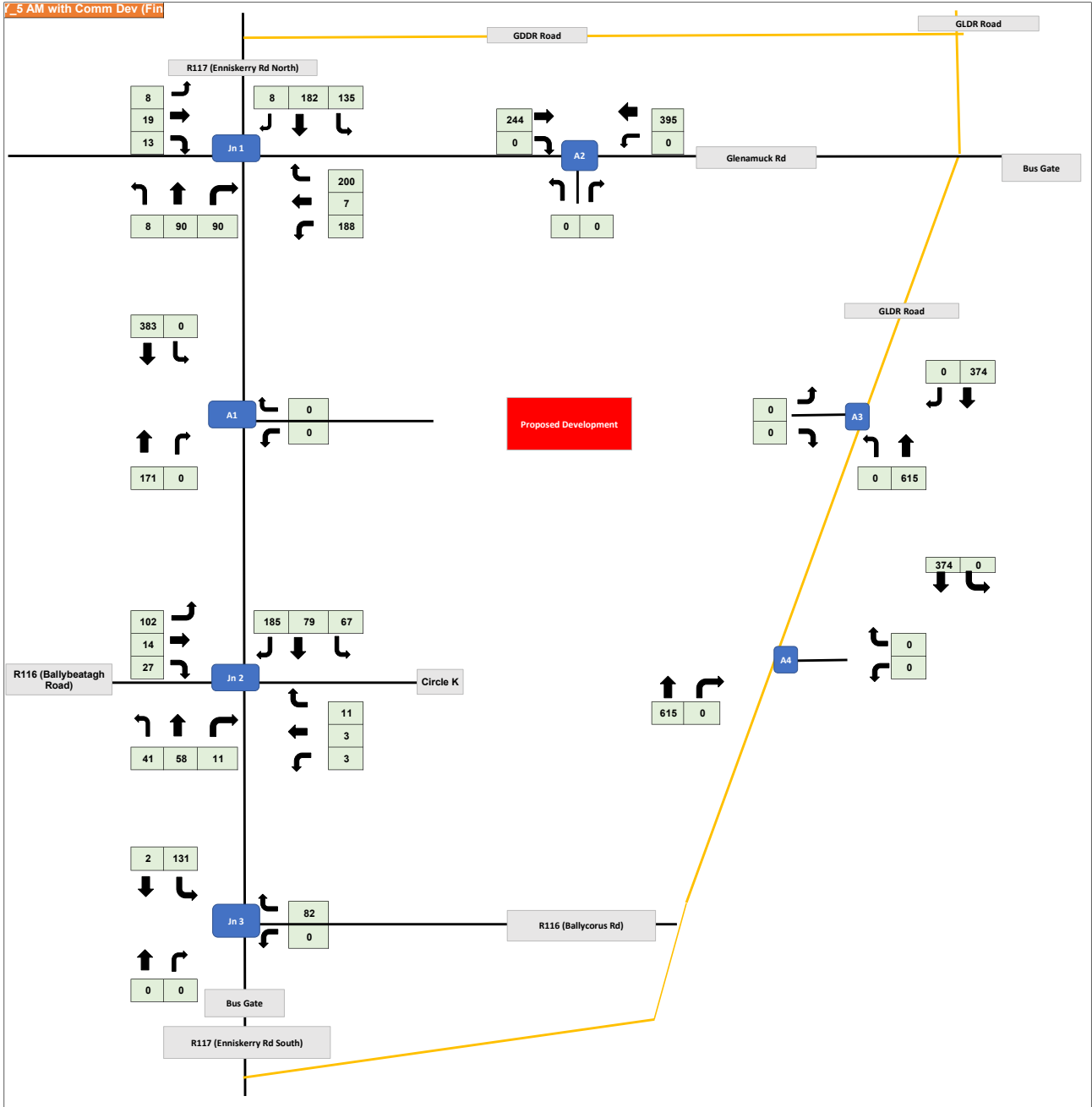
OY AM with All Dev (Final)



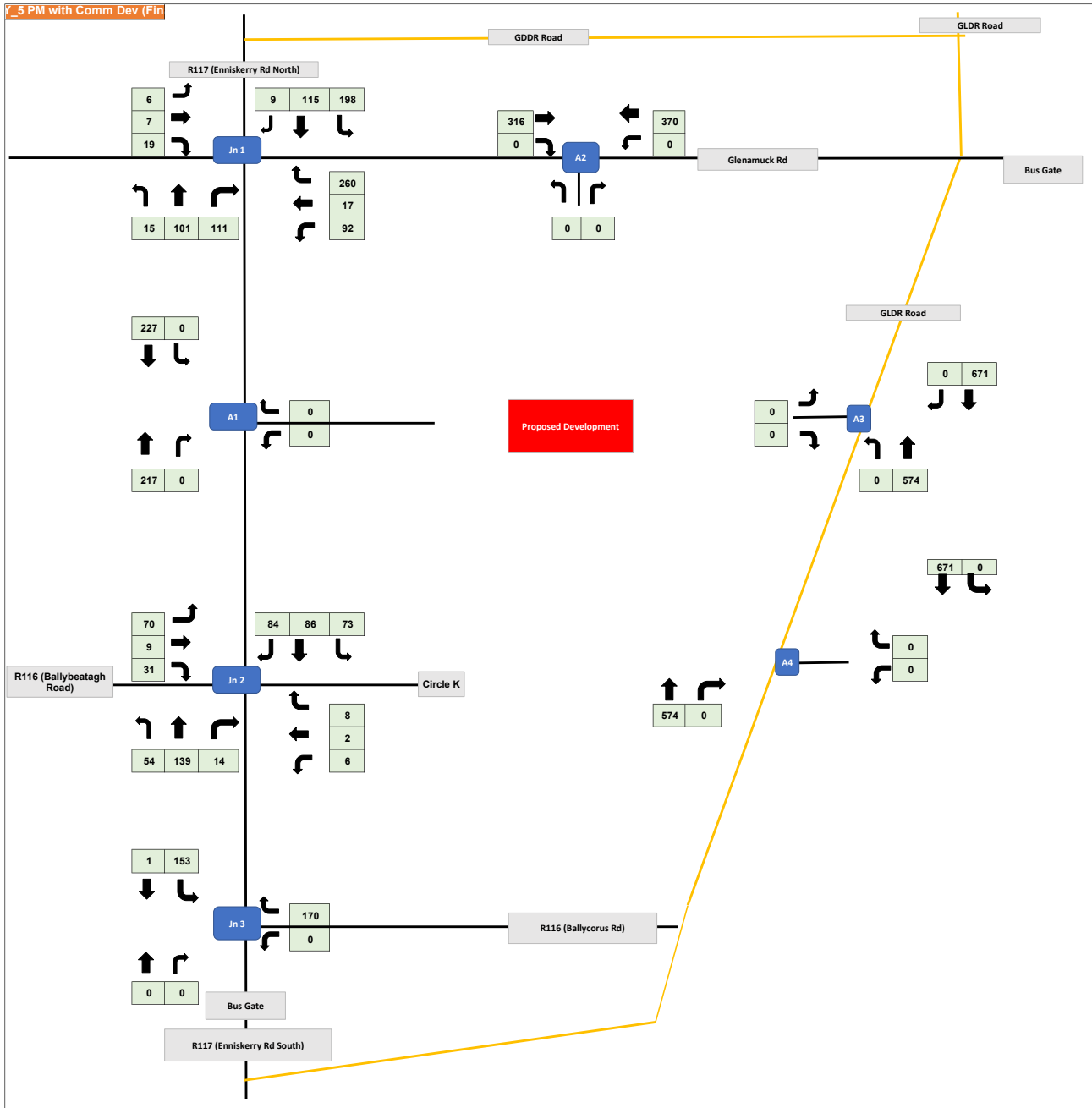
OY PM with All Dev (Final)

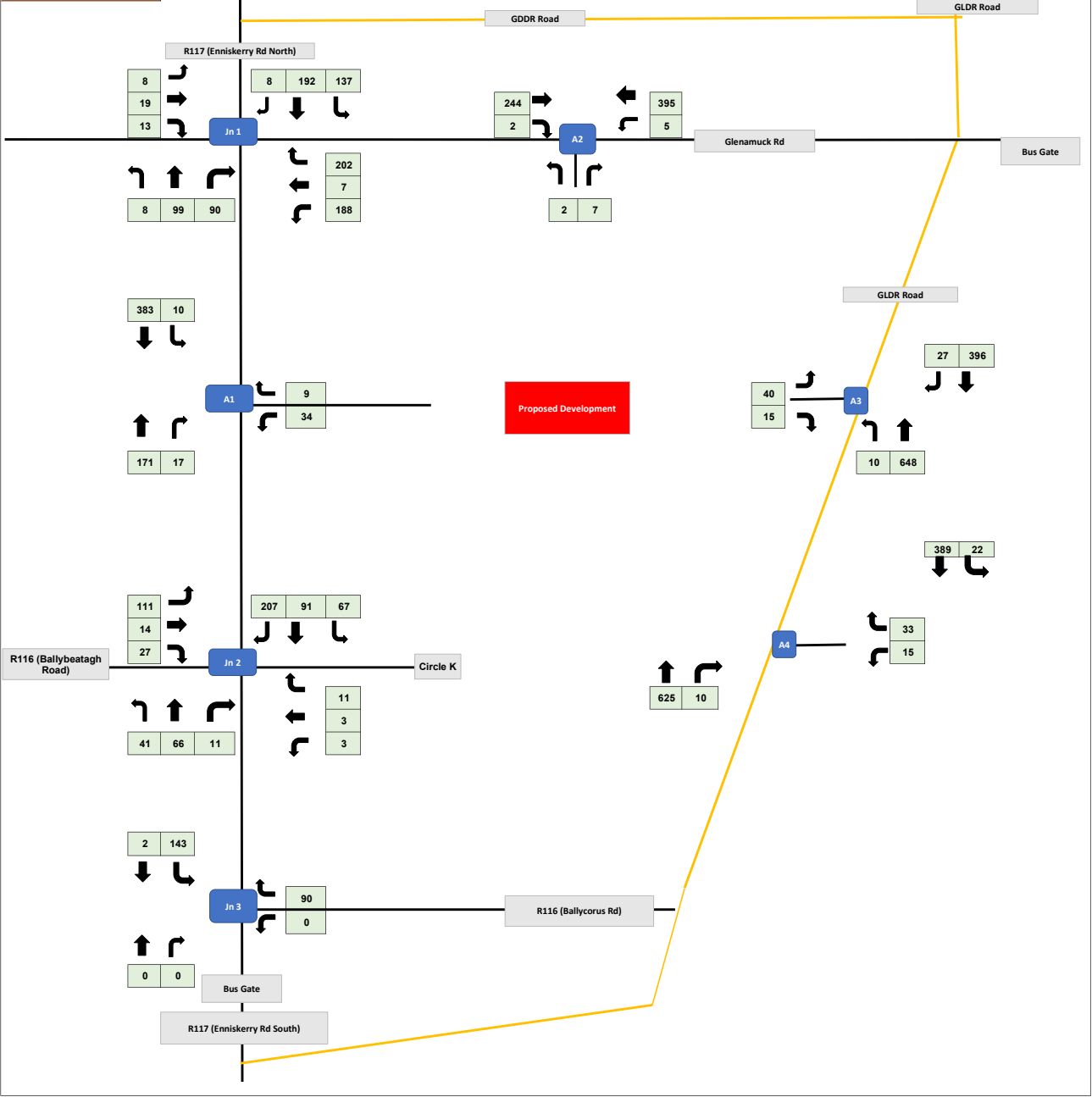


7\_5 AM with Comm Dev (Fin)

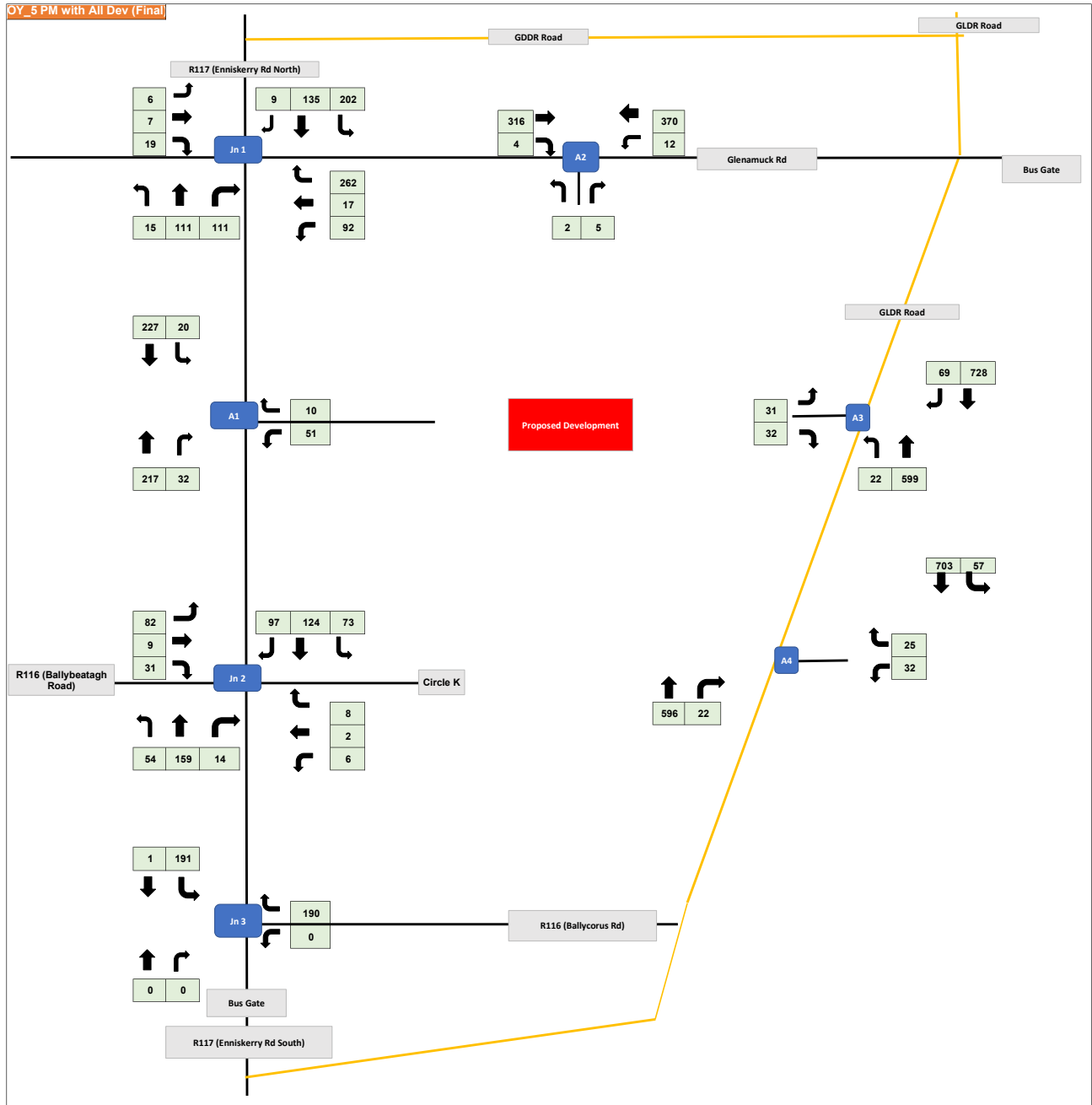


V\_5 PM with Comm Dev (Fin)

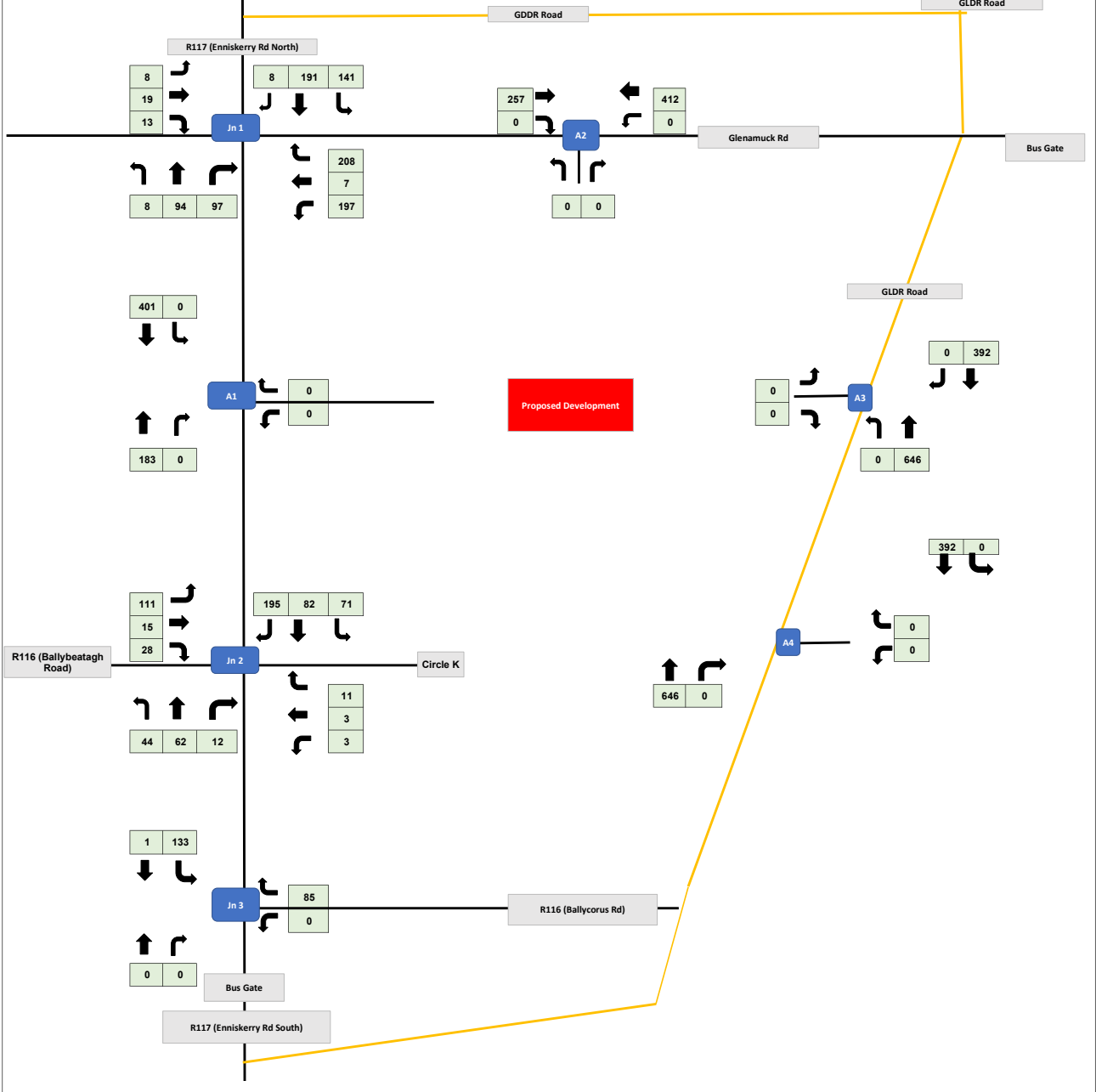




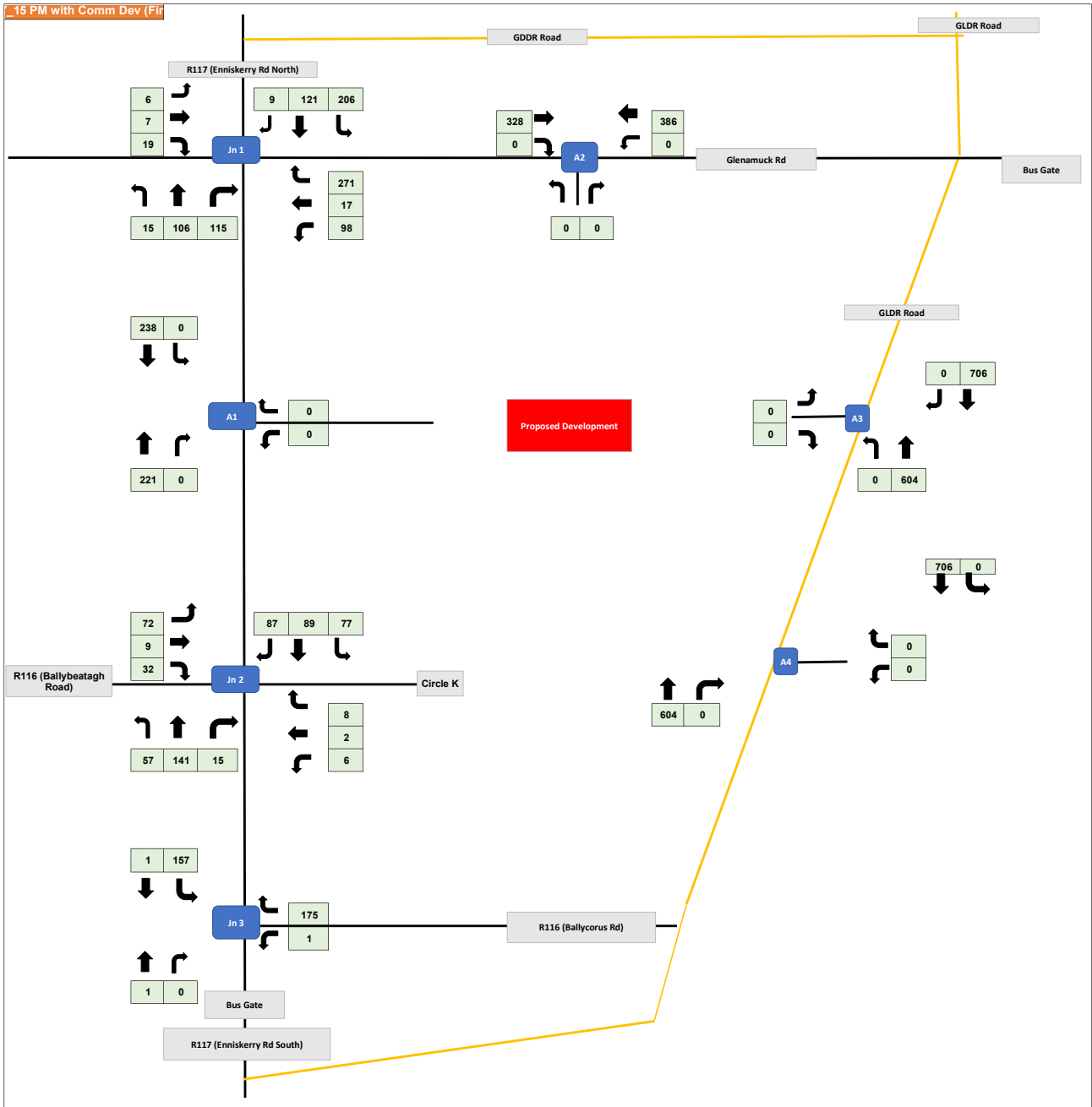
OY\_5 PM with All Dev (Final)

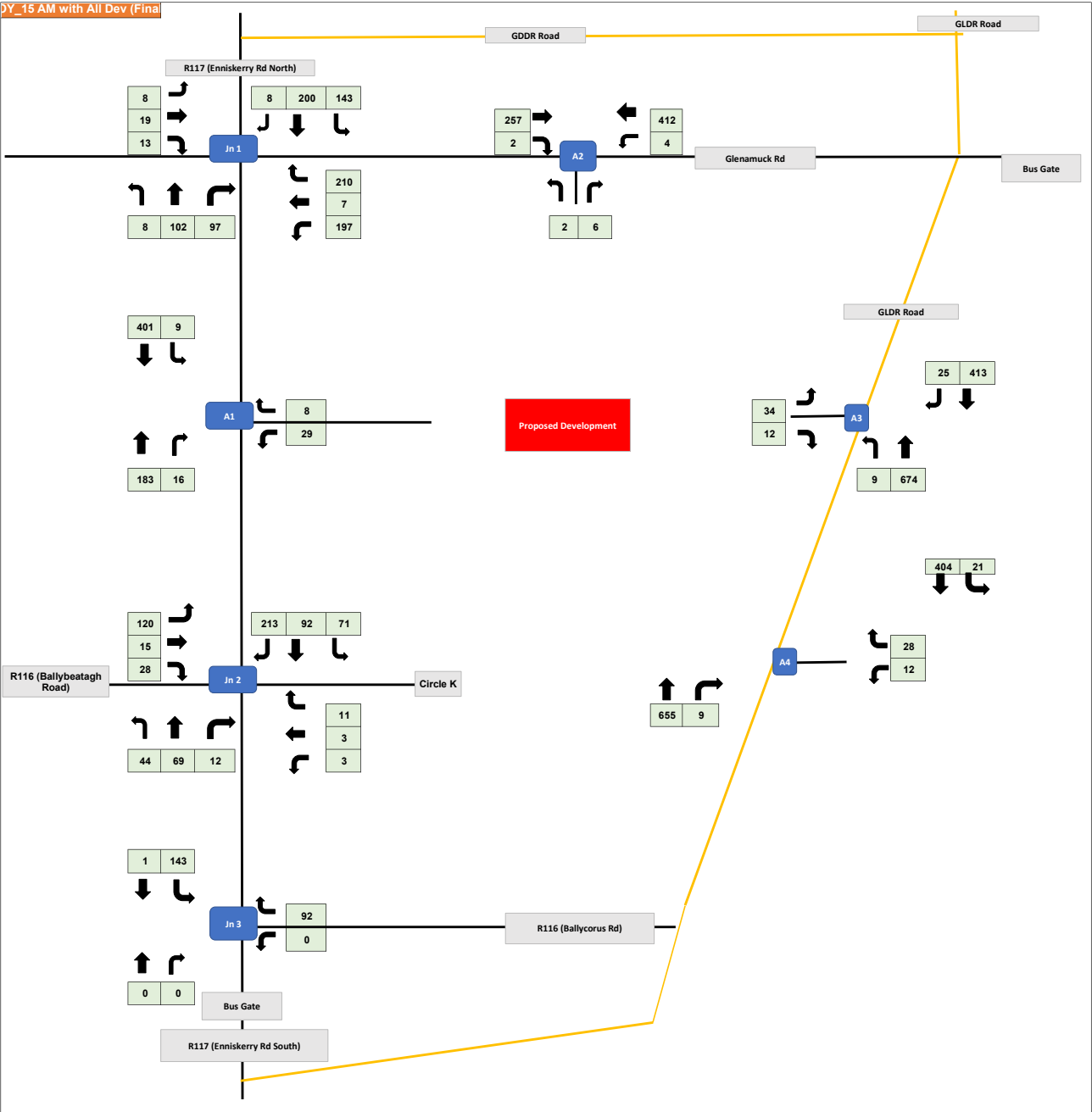


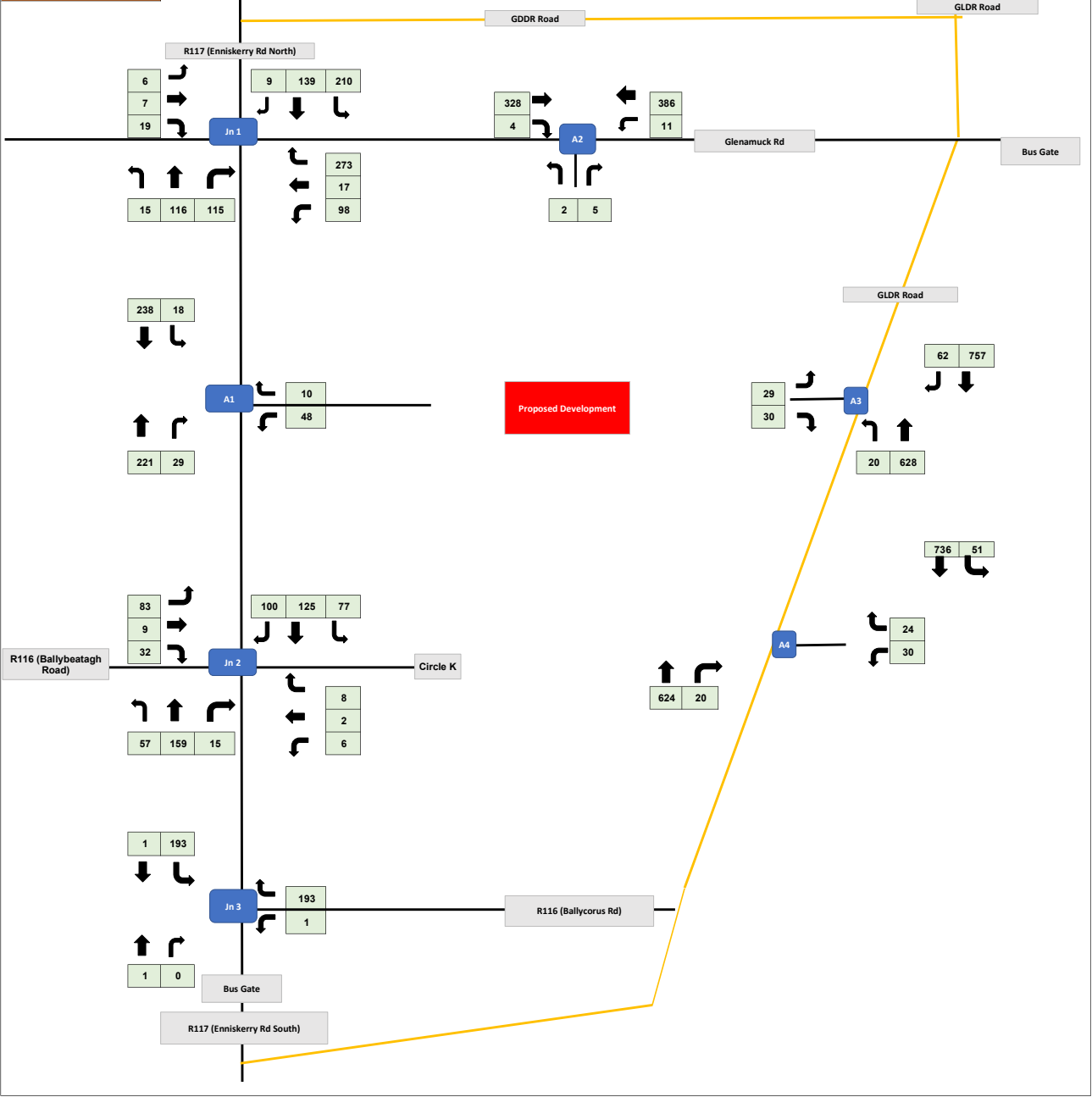
15 AM with Comm Dev (Fir)

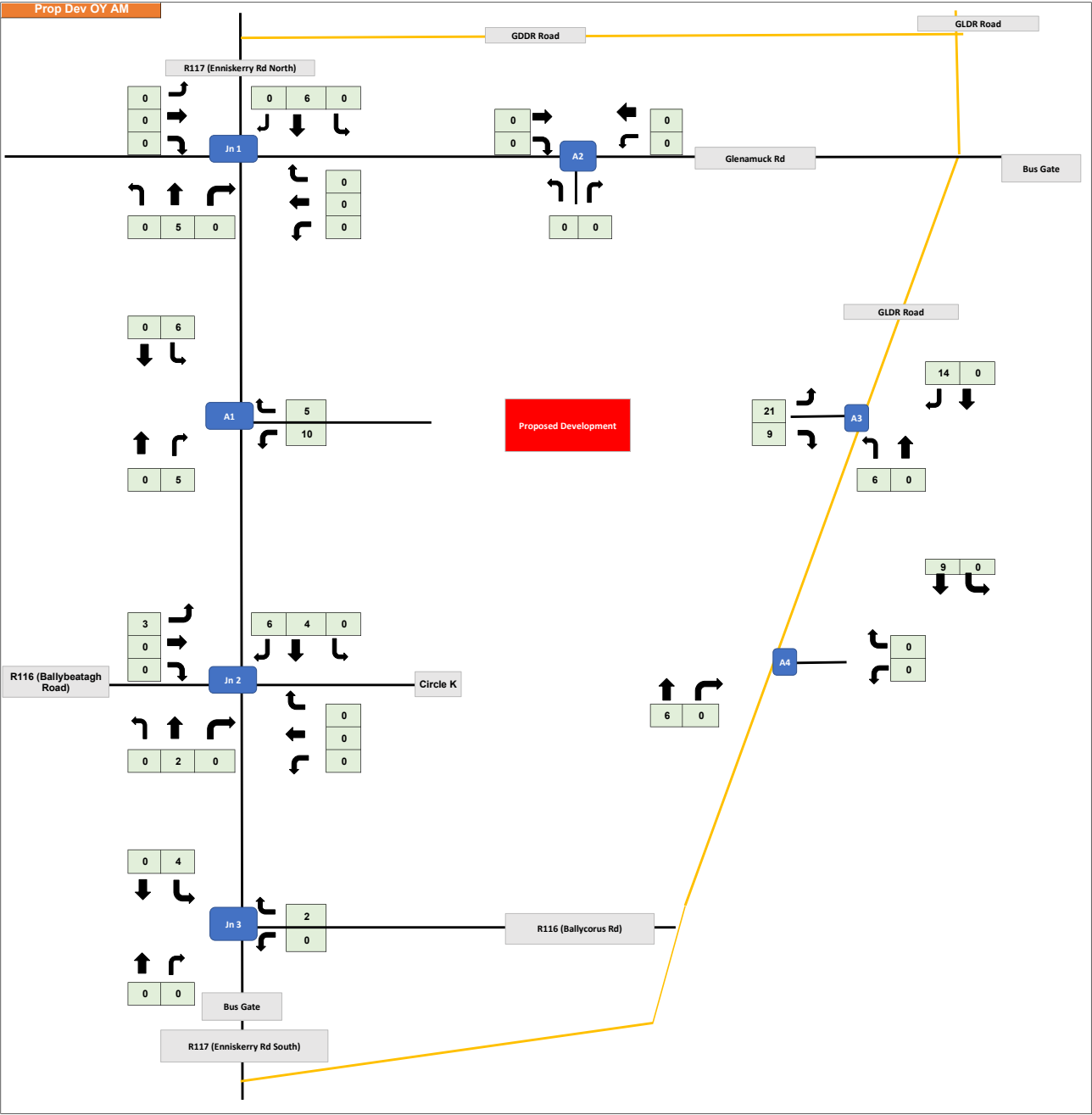


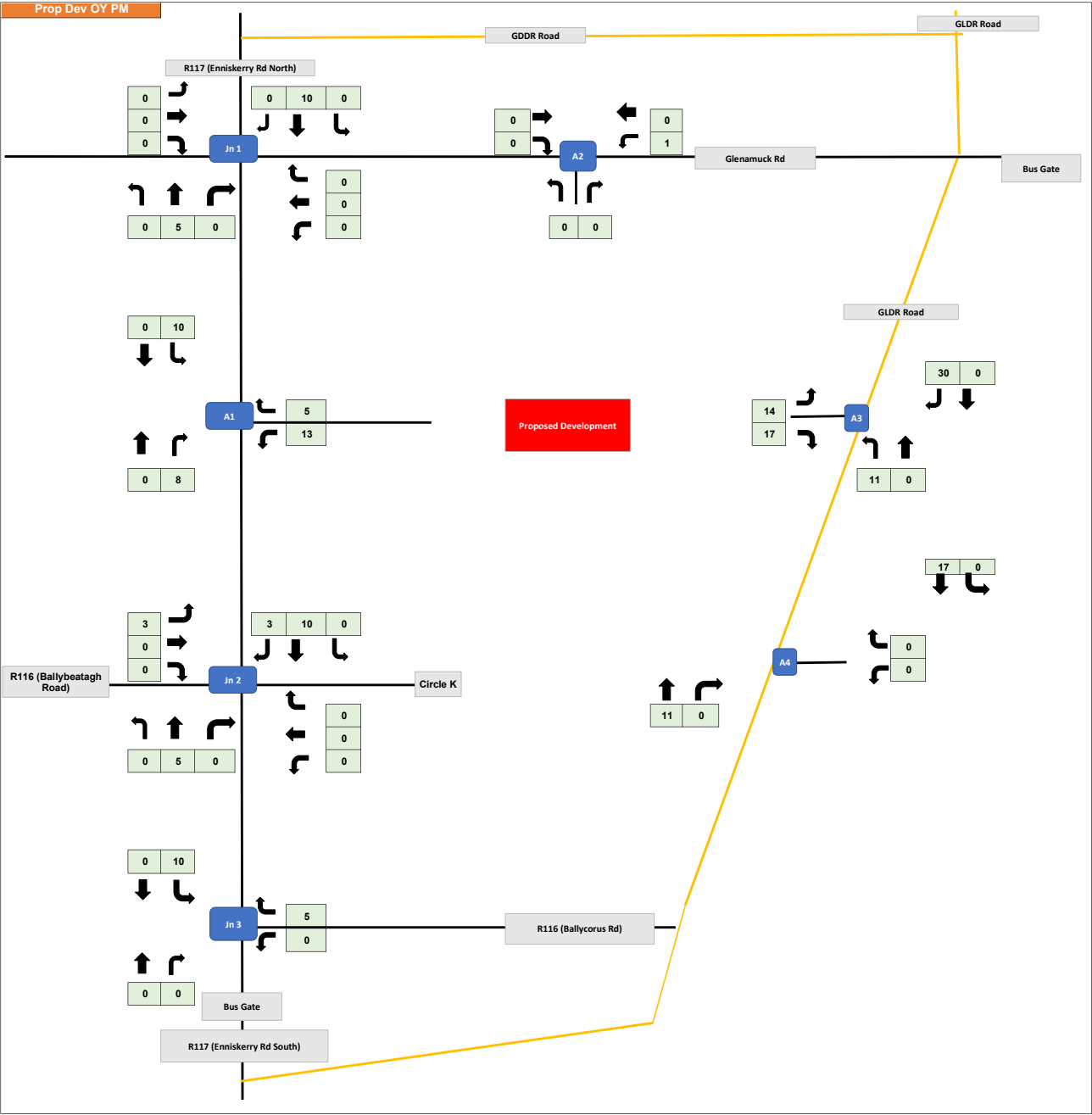
15 PM with Comm Dev (Fir

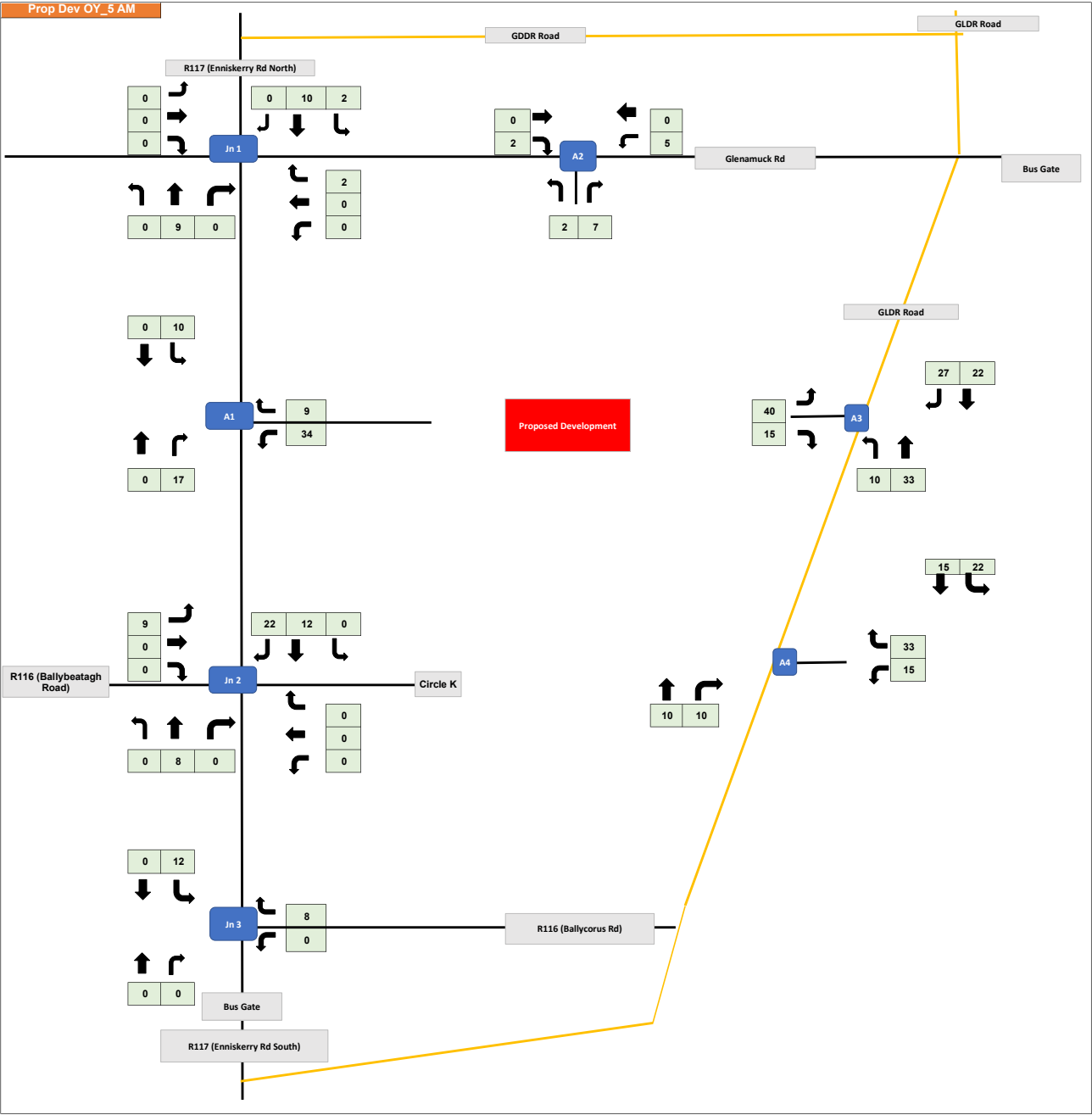


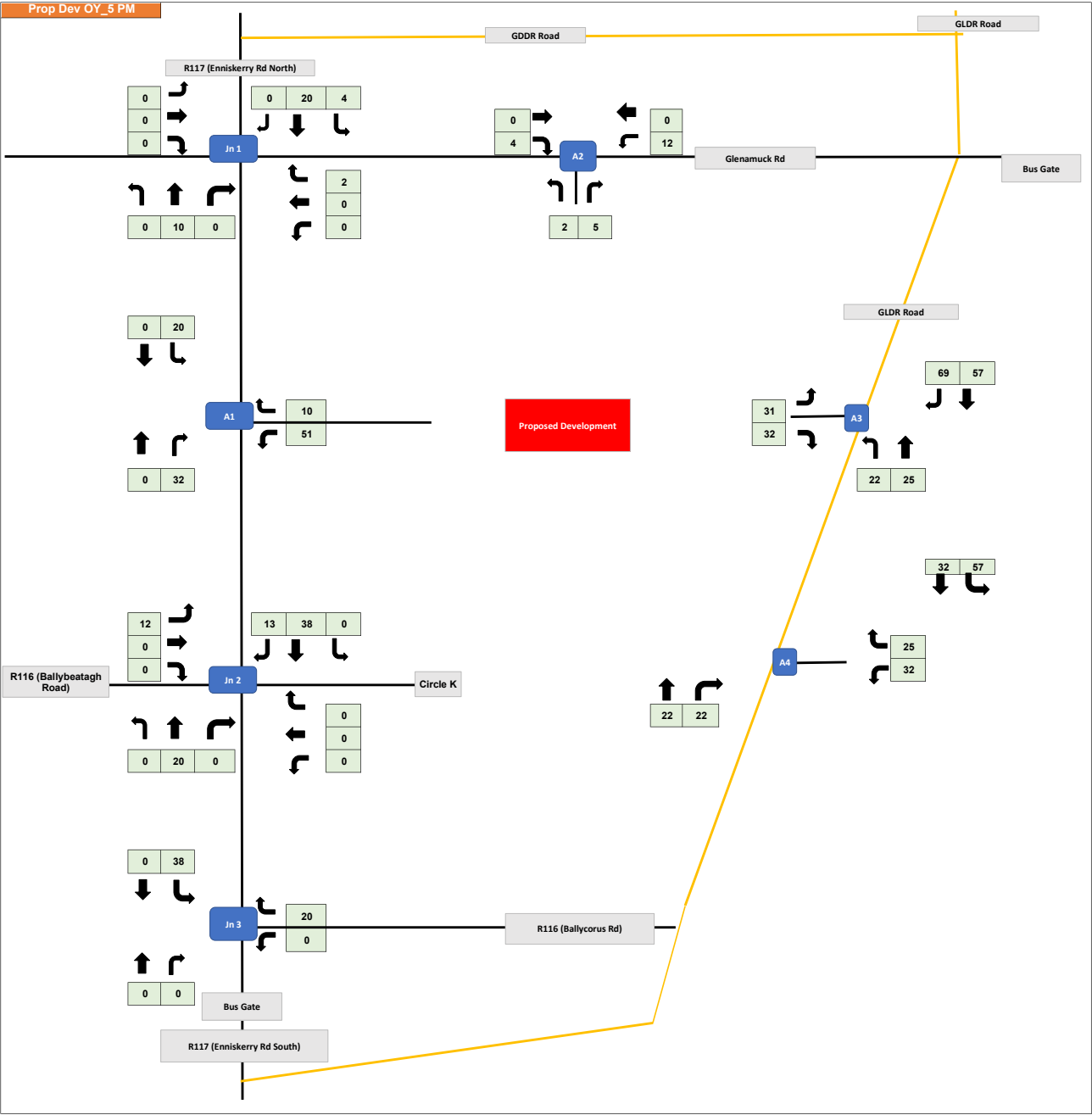


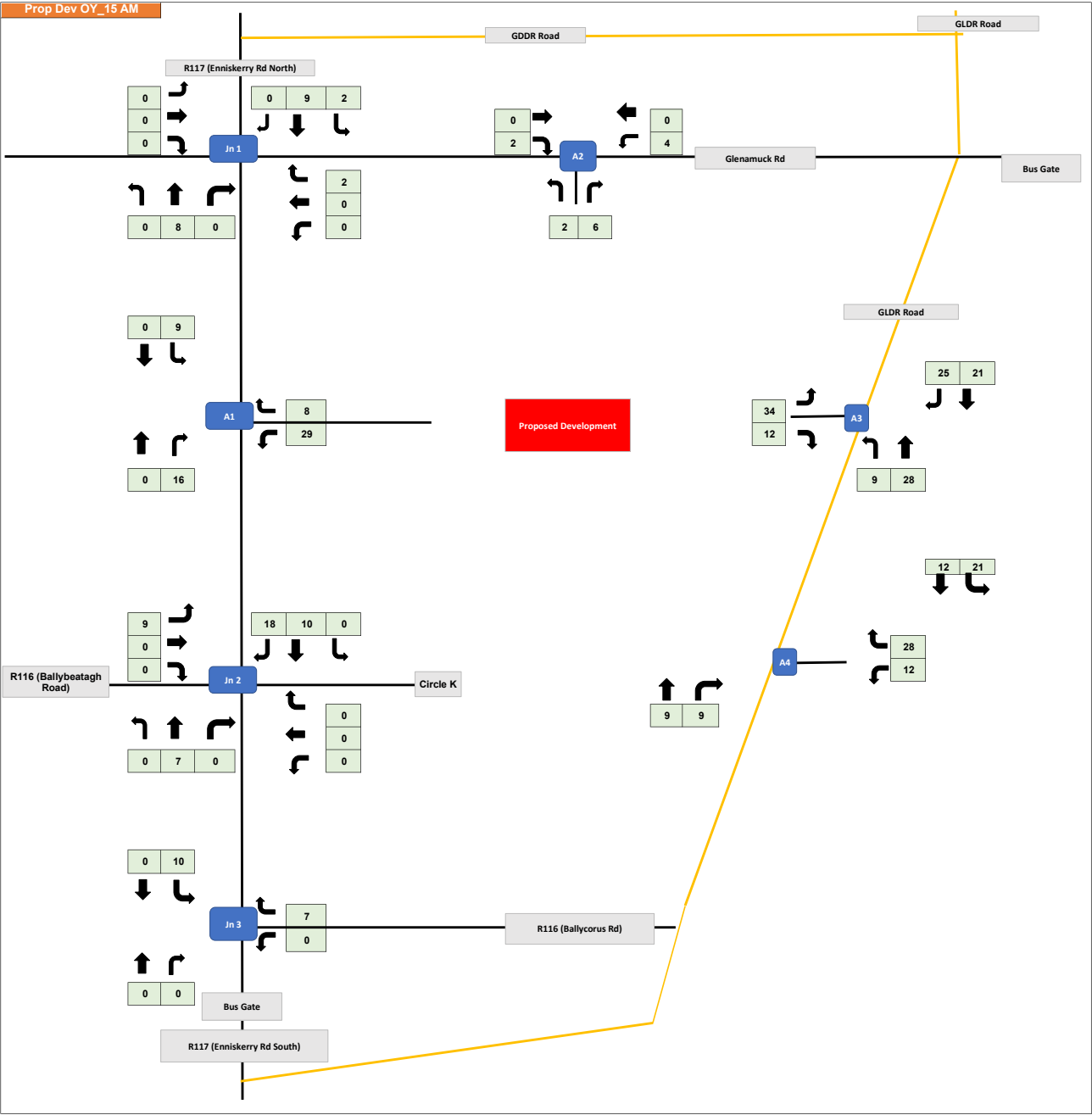


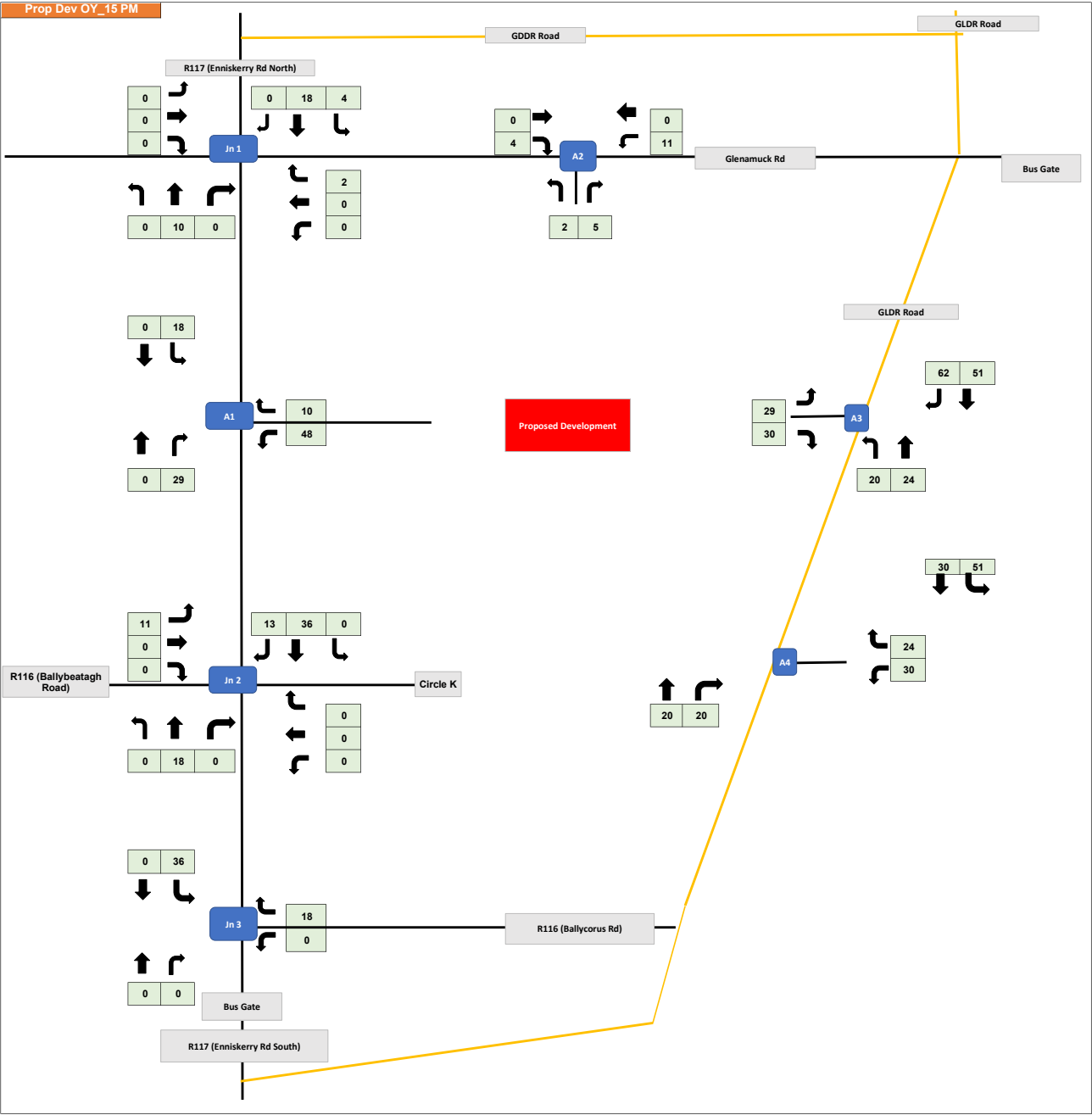


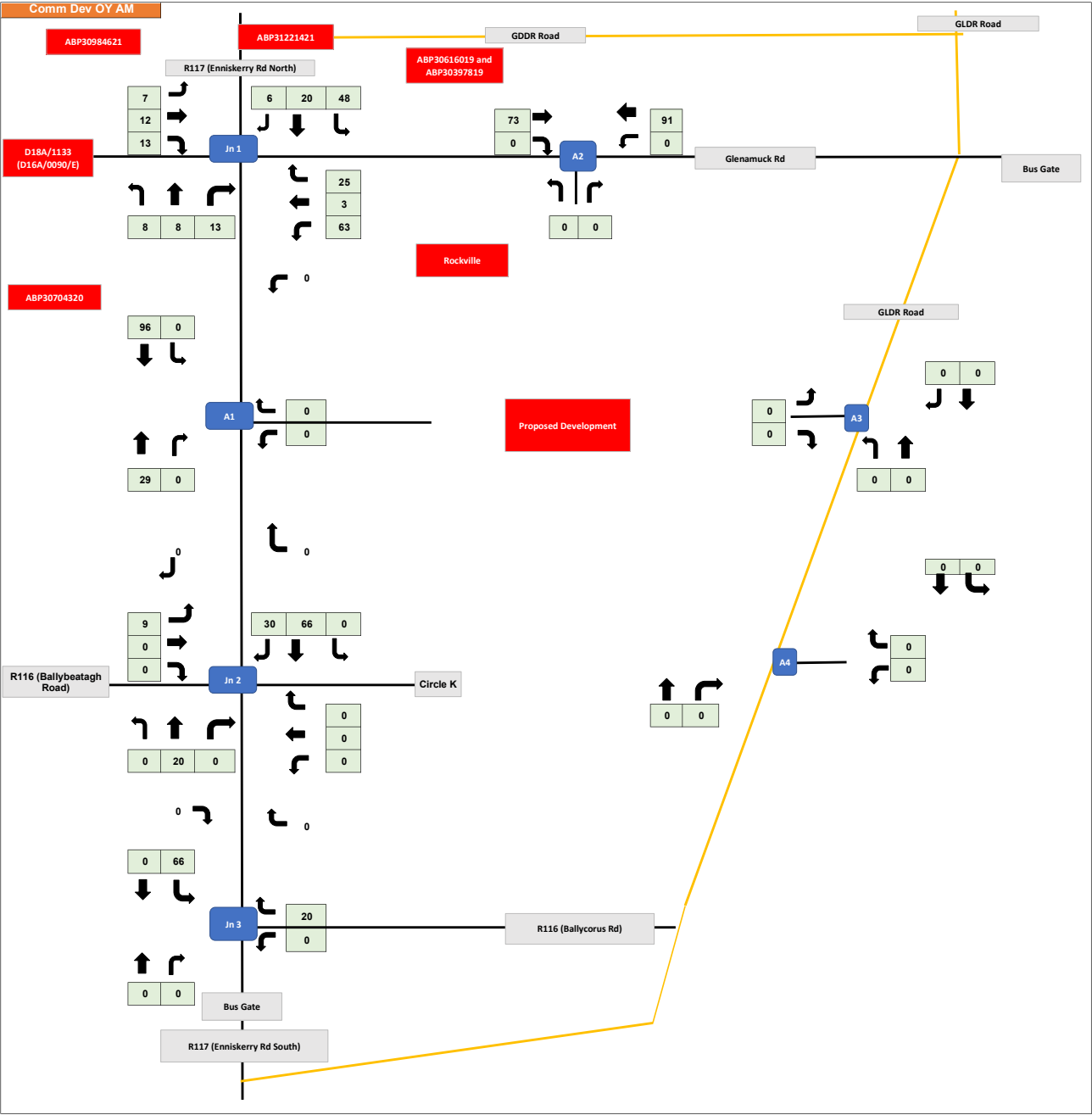


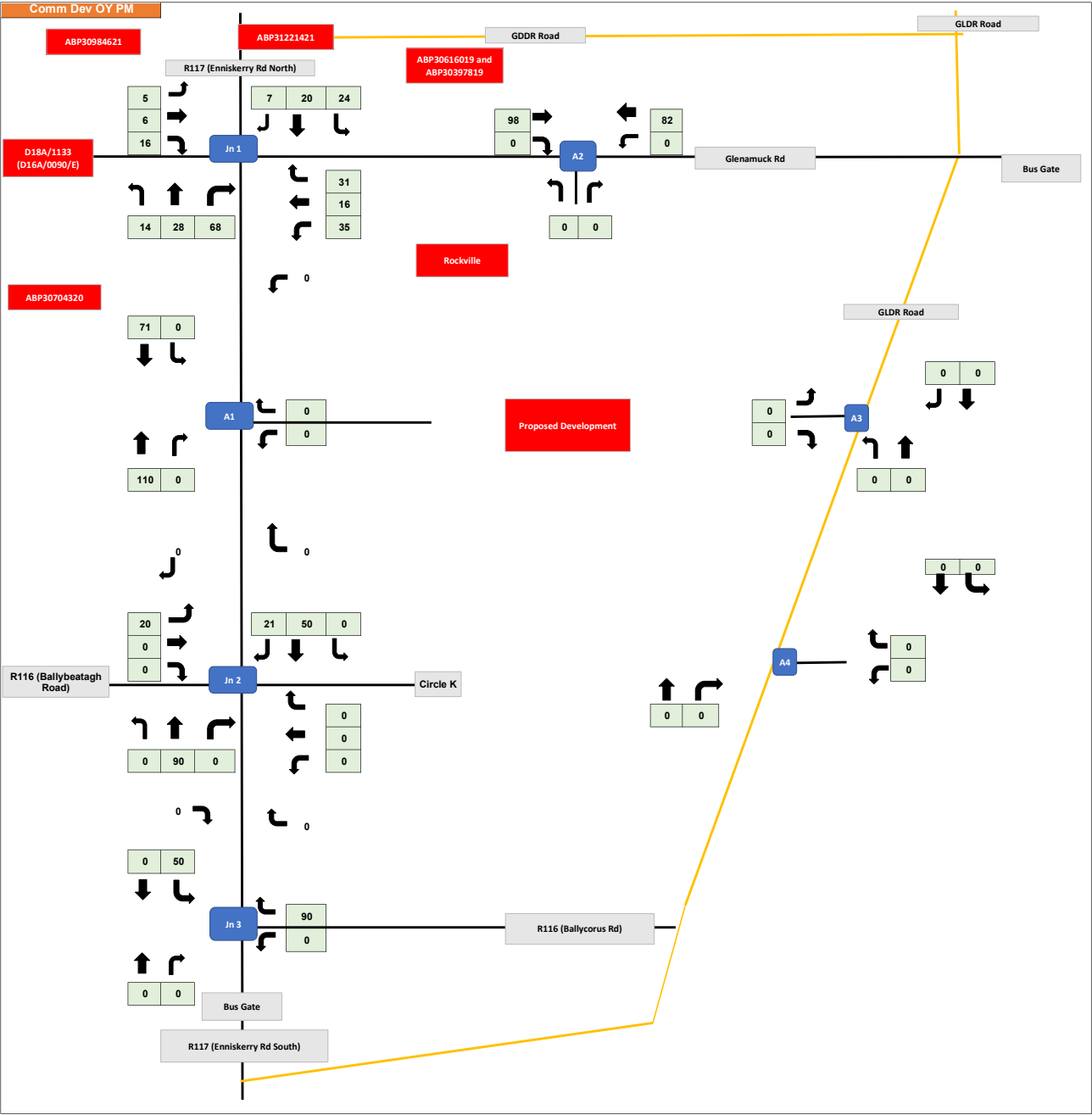












## Appendix 13-4

| Junctions 9                                                                                                                                                      |  |  |  |  |  |  |  |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|--|--|--|--|
| PICADY 9 - Priority Intersection Module                                                                                                                          |  |  |  |  |  |  |  |
| Version: 9.5.1.7462<br>© Copyright TRL Limited, 2019                                                                                                             |  |  |  |  |  |  |  |
| For sales and distribution information, program advice and maintenance, contact TRL:<br>+44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk              |  |  |  |  |  |  |  |
| 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: 1. Enniskerry Road Access Junction (A1)\_2024.j9  
 Path: V:\0086174\7 Calcs\72Model\Junction 9 Models\Phase 2 (May 2024 Revision)  
 Report generation date: 02/07/2024 18:08:47

## «OY+15 with All Dev, PM Peak

- »Junction Network
- »Arms
- »Traffic Demand
- »Origin-Destination Data
- »Vehicle Mix
- »Results

## Summary of junction performance

|                     | AM Peak     |           |      |     | PM Peak     |           |      |     |
|---------------------|-------------|-----------|------|-----|-------------|-----------|------|-----|
|                     | Queue (PCU) | Delay (s) | RFC  | LOS | Queue (PCU) | Delay (s) | RFC  | LOS |
| OY with Comm Dev    |             |           |      |     |             |           |      |     |
| Stream B-AC         | 0.0         | 0.00      | 0.00 | A   | 0.0         | 0.00      | 0.00 | A   |
| Stream C-AB         | 0.0         | 0.00      | 0.00 | A   | 0.0         | 0.00      | 0.00 | A   |
| OY with All Dev     |             |           |      |     |             |           |      |     |
| Stream B-AC         | 0.0         | 8.57      | 0.04 | A   | 0.0         | 7.87      | 0.04 | A   |
| Stream C-AB         | 0.0         | 5.71      | 0.01 | A   | 0.0         | 5.32      | 0.02 | A   |
| OY+5 with Comm Dev  |             |           |      |     |             |           |      |     |
| Stream B-AC         | 0.0         | 0.00      | 0.00 | A   | 0.0         | 0.00      | 0.00 | A   |
| Stream C-AB         | 0.0         | 0.00      | 0.00 | A   | 0.0         | 0.00      | 0.00 | A   |
| OY+5 with All Dev   |             |           |      |     |             |           |      |     |
| Stream B-AC         | 0.1         | 8.92      | 0.11 | A   | 0.2         | 8.44      | 0.14 | A   |
| Stream C-AB         | 0.1         | 5.81      | 0.04 | A   | 0.1         | 5.50      | 0.07 | A   |
| OY+15 with Comm Dev |             |           |      |     |             |           |      |     |
| Stream B-AC         | 0.0         | 0.00      | 0.00 | A   | 0.0         | 0.00      | 0.00 | A   |
| Stream C-AB         | 0.0         | 0.00      | 0.00 | A   | 0.0         | 0.00      | 0.00 | A   |
| OY+15 with All Dev  |             |           |      |     |             |           |      |     |
| Stream B-AC         | 0.1         | 8.91      | 0.09 | A   | 0.1         | 8.46      | 0.13 | A   |
| Stream C-AB         | 0.1         | 5.77      | 0.04 | A   | 0.1         | 5.48      | 0.07 | A   |

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

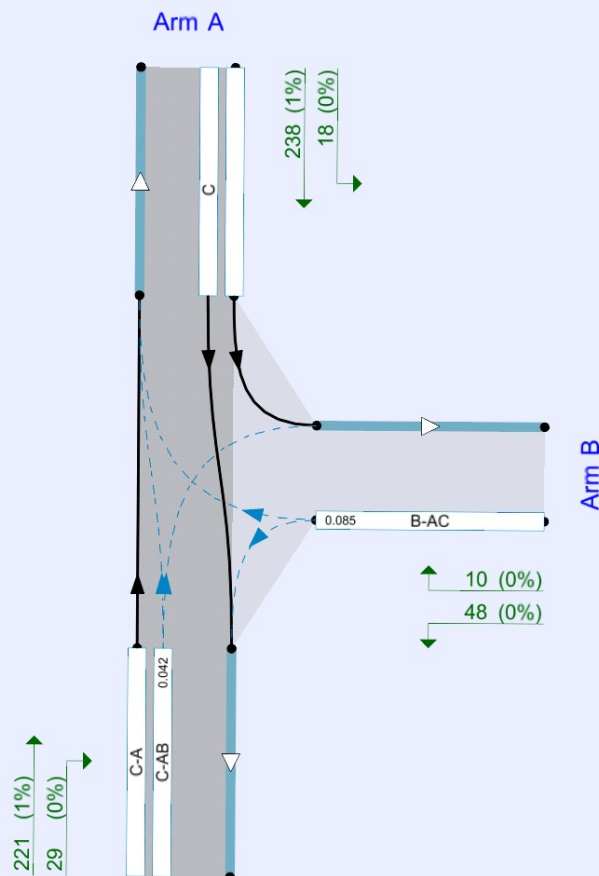
## File summary

### File Description

|             |                       |
|-------------|-----------------------|
| Title       |                       |
| Location    |                       |
| Site number |                       |
| Date        | 07/10/2021            |
| Version     |                       |
| Status      | (new file)            |
| Identifier  |                       |
| Client      |                       |
| Jobnumber   |                       |
| Enumerator  | ATKINSMCCARTHY\manand |
| 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         | PCU                 | PCU                   | perHour    | s                   | -Min              | perMin              |



The junction diagram reflects the last run of Junctions.

### Analysis Options

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

### Analysis Set Details

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

### Demand Set Details

| ID  | Scenario name      | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|-----|--------------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D12 | OY+15 with All Dev | PM Peak          | ONE HOUR             | 16:45              | 18:15               | 15                        | ✓                 |

# OY+15 with All Dev, PM Peak

## 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        | untitled | T-Junction    | Two-way              |                       | 1.27               | A            |

### Junction Network Options

| Driving side | Lighting       |
|--------------|----------------|
| Left         | Normal/unknown |

## Arms

### Arms

| Arm | Name                  | Description | Arm type |
|-----|-----------------------|-------------|----------|
| A   | Enniskerry Road North |             | Major    |
| B   | Access Road           |             | Minor    |
| C   | Enniskerry Road South |             | Major    |

### Major Arm Geometry

| Arm | Width of carriageway (m) | Has kerbed central reserve | Has right turn bay | Visibility for right turn (m) | Blocks? | Blocking queue (PCU) |
|-----|--------------------------|----------------------------|--------------------|-------------------------------|---------|----------------------|
| C   | 6.50                     |                            |                    | 80.0                          | ✓       | 0.00                 |

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

### Minor Arm Geometry

| Arm | Minor arm type | Lane width (m) | Visibility to left (m) | Visibility to right (m) |
|-----|----------------|----------------|------------------------|-------------------------|
| B   | One lane       | 2.25           | 22                     | 20                      |

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

| Stream | Intercept (PCU/hr) | Slope for A-B | Slope for A-C | Slope for C-A | Slope for C-B |
|--------|--------------------|---------------|---------------|---------------|---------------|
| B-A    | 457                | 0.082         | 0.206         | 0.130         | 0.294         |
| B-C    | 589                | 0.088         | 0.223         | -             | -             |
| C-B    | 620                | 0.235         | 0.235         | -             | -             |

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

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

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

## Traffic Demand

| Vehicle mix varies over turn | Vehicle mix varies over entry | Vehicle mix source | PCU Factor for a HV (PCU) |
|------------------------------|-------------------------------|--------------------|---------------------------|
| ✓                            | ✓                             | HV Percentages     | 2.00                      |

## Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|-----|------------|--------------|--------------|-------------------------|--------------------|
| A   |            | ONE HOUR     | ✓            | 256                     | 100.000            |
| B   |            | ONE HOUR     | ✓            | 58                      | 100.000            |
| C   |            | ONE HOUR     | ✓            | 250                     | 100.000            |

## Origin-Destination Data

### Demand (PCU/hr)

|  | To |     |    |     |
|--|----|-----|----|-----|
|  |    | A   | B  | C   |
|  | A  | 0   | 18 | 238 |
|  | B  | 10  | 0  | 48  |
|  | C  | 221 | 29 | 0   |

## Vehicle Mix

### Heavy Vehicle Percentages

|  | To |   |   |   |
|--|----|---|---|---|
|  |    | A | B | C |
|  | A  | 0 | 0 | 1 |
|  | B  | 0 | 0 | 0 |
|  | C  | 1 | 0 | 0 |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| B-AC   | 0.13    | 8.46          | 0.1             | A       | 53                      | 80                            |
| C-AB   | 0.07    | 5.48          | 0.1             | A       | 38                      | 57                            |
| C-A    |         |               |                 |         | 192                     | 287                           |
| A-B    |         |               |                 |         | 17                      | 25                            |
| A-C    |         |               |                 |         | 218                     | 328                           |

### Main Results for each time segment

#### 16:45 - 17:00

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 44                    | 11                      | 512               | 0.085 | 43                  | 0.0               | 0.1             | 7.676     | A                             |
| C-AB   | 29                    | 7                       | 688               | 0.042 | 29                  | 0.0               | 0.1             | 5.469     | A                             |
| C-A    | 159                   | 40                      |                   |       | 159                 |                   |                 |           |                               |
| A-B    | 14                    | 3                       |                   |       | 14                  |                   |                 |           |                               |
| A-C    | 179                   | 45                      |                   |       | 179                 |                   |                 |           |                               |

**17:00 - 17:15**

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 52                    | 13                      | 503               | 0.104 | 52                  | 0.1               | 0.1             | 7.985     | A                             |
| C-AB   | 36                    | 9                       | 702               | 0.052 | 36                  | 0.1               | 0.1             | 5.421     | A                             |
| C-A    | 188                   | 47                      |                   |       | 188                 |                   |                 |           |                               |
| A-B    | 16                    | 4                       |                   |       | 16                  |                   |                 |           |                               |
| A-C    | 214                   | 53                      |                   |       | 214                 |                   |                 |           |                               |

**17:15 - 17:30**

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 64                    | 16                      | 489               | 0.131 | 64                  | 0.1               | 0.1             | 8.456     | A                             |
| C-AB   | 48                    | 12                      | 723               | 0.067 | 48                  | 0.1               | 0.1             | 5.357     | A                             |
| C-A    | 227                   | 57                      |                   |       | 227                 |                   |                 |           |                               |
| A-B    | 20                    | 5                       |                   |       | 20                  |                   |                 |           |                               |
| A-C    | 262                   | 66                      |                   |       | 262                 |                   |                 |           |                               |

**17:30 - 17:45**

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 64                    | 16                      | 489               | 0.131 | 64                  | 0.1               | 0.1             | 8.461     | A                             |
| C-AB   | 48                    | 12                      | 723               | 0.067 | 48                  | 0.1               | 0.1             | 5.359     | A                             |
| C-A    | 227                   | 57                      |                   |       | 227                 |                   |                 |           |                               |
| A-B    | 20                    | 5                       |                   |       | 20                  |                   |                 |           |                               |
| A-C    | 262                   | 66                      |                   |       | 262                 |                   |                 |           |                               |

**17:45 - 18:00**

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 52                    | 13                      | 503               | 0.104 | 52                  | 0.1               | 0.1             | 7.994     | A                             |
| C-AB   | 36                    | 9                       | 702               | 0.052 | 37                  | 0.1               | 0.1             | 5.427     | A                             |
| C-A    | 188                   | 47                      |                   |       | 188                 |                   |                 |           |                               |
| A-B    | 16                    | 4                       |                   |       | 16                  |                   |                 |           |                               |
| A-C    | 214                   | 53                      |                   |       | 214                 |                   |                 |           |                               |

**18:00 - 18:15**

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 44                    | 11                      | 512               | 0.085 | 44                  | 0.1               | 0.1             | 7.684     | A                             |
| C-AB   | 29                    | 7                       | 688               | 0.042 | 29                  | 0.1               | 0.1             | 5.475     | A                             |
| C-A    | 159                   | 40                      |                   |       | 159                 |                   |                 |           |                               |
| A-B    | 14                    | 3                       |                   |       | 14                  |                   |                 |           |                               |
| A-C    | 179                   | 45                      |                   |       | 179                 |                   |                 |           |                               |

| Junctions 9                                                                                                                                                      |  |  |  |  |  |  |  |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|--|--|--|--|
| PICADY 9 - Priority Intersection Module                                                                                                                          |  |  |  |  |  |  |  |
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Filename: 2. Glenmauck Road Access Junction (A2)\_2024.j9  
 Path: V:\0086174\7 Calcs\72Model\Junction 9 Models\Phase 2 (May 2024 Revision)  
 Report generation date: 02/07/2024 18:11:42

## «OY+15 with All Dev, PM Peak

- »Junction Network
- »Arms
- »Traffic Demand
- »Origin-Destination Data
- »Vehicle Mix
- »Results

## Summary of junction performance

|                     | AM Peak     |           |      |     | PM Peak     |           |      |     |
|---------------------|-------------|-----------|------|-----|-------------|-----------|------|-----|
|                     | Queue (PCU) | Delay (s) | RFC  | LOS | Queue (PCU) | Delay (s) | RFC  | LOS |
| OY With Comm Dev    |             |           |      |     |             |           |      |     |
| Stream B-AC         | 0.0         | 0.00      | 0.00 | A   | 0.0         | 0.00      | 0.00 | A   |
| Stream C-AB         | 0.0         | 0.00      | 0.00 | A   | 0.0         | 0.00      | 0.00 | A   |
| OY with All Dev     |             |           |      |     |             |           |      |     |
| Stream B-AC         | 0.0         | 0.00      | 0.00 | A   | 0.0         | 0.00      | 0.00 | A   |
| Stream C-AB         | 0.0         | 0.00      | 0.00 | A   | 0.0         | 0.00      | 0.00 | A   |
| OY+5 With Comm Dev  |             |           |      |     |             |           |      |     |
| Stream B-AC         | 0.0         | 0.00      | 0.00 | A   | 0.0         | 0.00      | 0.00 | A   |
| Stream C-AB         | 0.0         | 0.00      | 0.00 | A   | 0.0         | 0.00      | 0.00 | A   |
| OY+5 with All Dev   |             |           |      |     |             |           |      |     |
| Stream B-AC         | 0.0         | 9.86      | 0.03 | A   | 0.0         | 9.69      | 0.02 | A   |
| Stream C-AB         | 0.0         | 5.36      | 0.01 | A   | 0.0         | 5.07      | 0.01 | A   |
| OY+15 With Comm Dev |             |           |      |     |             |           |      |     |
| Stream B-AC         | 0.0         | 0.00      | 0.00 | A   | 0.0         | 0.00      | 0.00 | A   |
| Stream C-AB         | 0.0         | 0.00      | 0.00 | A   | 0.0         | 0.00      | 0.00 | A   |
| OY+15 with All Dev  |             |           |      |     |             |           |      |     |
| Stream B-AC         | 0.0         | 9.88      | 0.02 | A   | 0.0         | 9.84      | 0.02 | A   |
| Stream C-AB         | 0.0         | 5.33      | 0.01 | A   | 0.0         | 5.04      | 0.01 | A   |

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

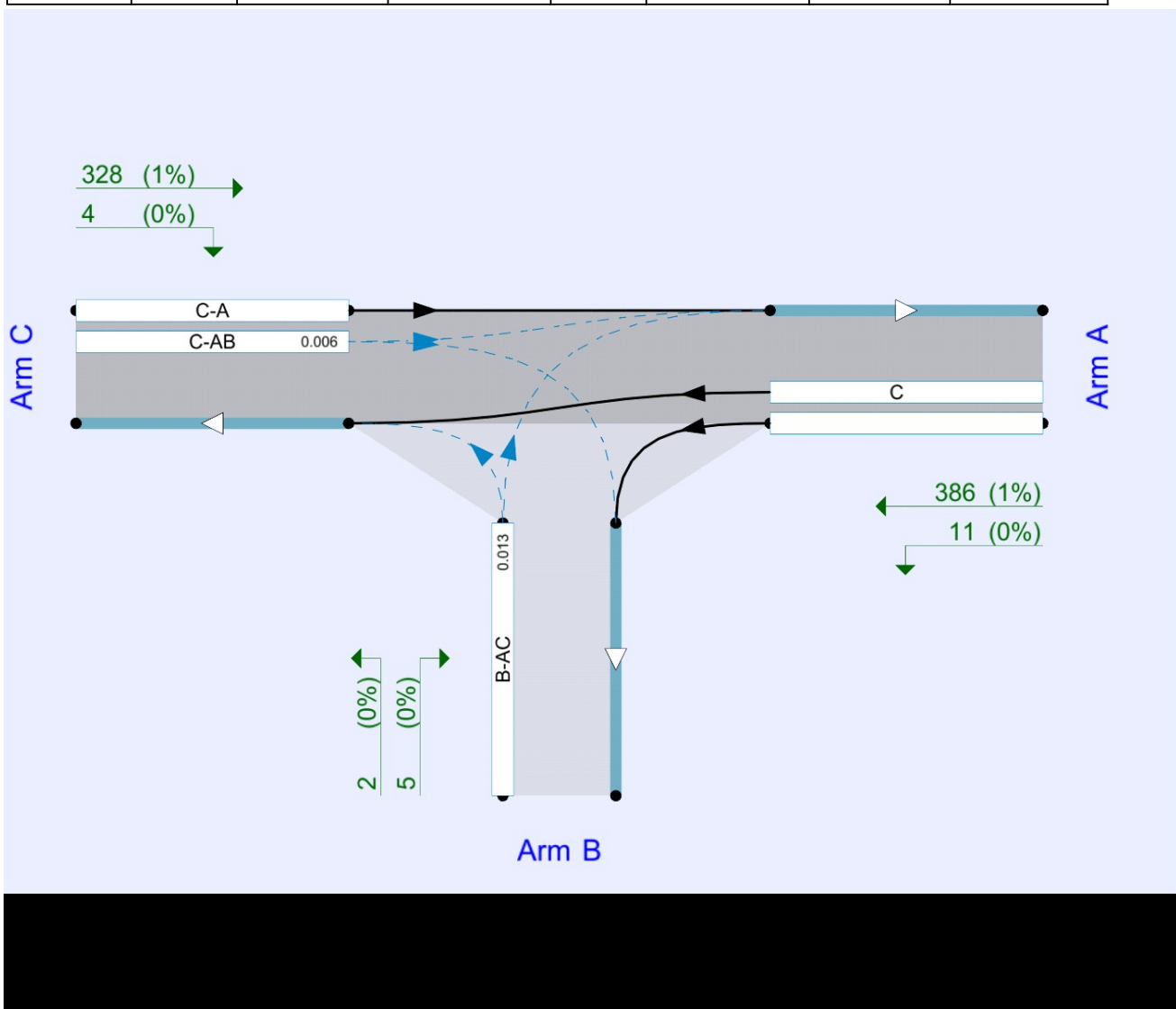
## File summary

### File Description

|             |                       |
|-------------|-----------------------|
| Title       |                       |
| Location    |                       |
| Site number |                       |
| Date        | 07/10/2021            |
| Version     |                       |
| Status      | (new file)            |
| Identifier  |                       |
| Client      |                       |
| Jobnumber   |                       |
| Enumerator  | ATKINSMCCARTHY\manand |
| 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         | PCU                 | PCU                   | perHour    | s                   | -Min              | perMin              |



The junction diagram reflects the last run of Junctions.

### Analysis Options

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

### Analysis Set Details

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

### Demand Set Details

| ID  | Scenario name      | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|-----|--------------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D12 | OY+15 with All Dev | PM Peak          | ONE HOUR             | 16:45              | 18:15               | 15                        | ✓                 |

# OY+15 with All Dev, PM Peak

## 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        | untitled | T-Junction    | Two-way              |                       | 0.14               | A            |

### Junction Network Options

| Driving side | Lighting       |
|--------------|----------------|
| Left         | Normal/unknown |

## Arms

### Arms

| Arm | Name                | Description | Arm type |
|-----|---------------------|-------------|----------|
| A   | Glenamuck Road East |             | Major    |
| B   | Access Road         |             | Minor    |
| C   | Glenamuck Road West |             | Major    |

### Major Arm Geometry

| Arm | Width of carriageway (m) | Has kerbed central reserve | Has right turn bay | Visibility for right turn (m) | Blocks? | Blocking queue (PCU) |
|-----|--------------------------|----------------------------|--------------------|-------------------------------|---------|----------------------|
| C   | 6.50                     |                            |                    | 80.0                          | ✓       | 0.00                 |

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

### Minor Arm Geometry

| Arm | Minor arm type | Lane width (m) | Visibility to left (m) | Visibility to right (m) |
|-----|----------------|----------------|------------------------|-------------------------|
| B   | One lane       | 2.70           | 22                     | 20                      |

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

| Stream | Intercept (PCU/hr) | Slope for A-B | Slope for A-C | Slope for C-A | Slope for C-B |
|--------|--------------------|---------------|---------------|---------------|---------------|
| B-A    | 480                | 0.085         | 0.216         | 0.136         | 0.309         |
| B-C    | 617                | 0.093         | 0.234         | -             | -             |
| C-B    | 620                | 0.235         | 0.235         | -             | -             |

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

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

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

## Traffic Demand

| Vehicle mix varies over turn | Vehicle mix varies over entry | Vehicle mix source | PCU Factor for a HV (PCU) |
|------------------------------|-------------------------------|--------------------|---------------------------|
| ✓                            | ✓                             | HV Percentages     | 2.00                      |

## Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|-----|------------|--------------|--------------|-------------------------|--------------------|
| A   |            | ONE HOUR     | ✓            | 397                     | 100.000            |
| B   |            | ONE HOUR     | ✓            | 7                       | 100.000            |
| C   |            | ONE HOUR     | ✓            | 332                     | 100.000            |

## Origin-Destination Data

### Demand (PCU/hr)

|  | To |     |    |     |
|--|----|-----|----|-----|
|  |    | A   | B  | C   |
|  | A  | 0   | 11 | 386 |
|  | B  | 5   | 0  | 2   |
|  | C  | 328 | 4  | 0   |

## Vehicle Mix

### Heavy Vehicle Percentages

|  | To |   |   |   |
|--|----|---|---|---|
|  |    | A | B | C |
|  | A  | 0 | 0 | 1 |
|  | B  | 0 | 0 | 0 |
|  | C  | 1 | 0 | 0 |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| B-AC   | 0.02    | 9.84          | 0.0             | A       | 6                       | 10                            |
| C-AB   | 0.01    | 5.04          | 0.0             | A       | 6                       | 9                             |
| C-A    |         |               |                 |         | 298                     | 448                           |
| A-B    |         |               |                 |         | 10                      | 15                            |
| A-C    |         |               |                 |         | 354                     | 531                           |

### Main Results for each time segment

#### 16:45 - 17:00

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 5                     | 1                       | 418               | 0.013 | 5                   | 0.0               | 0.0             | 8.718     | A                             |
| C-AB   | 5                     | 1                       | 722               | 0.006 | 5                   | 0.0               | 0.0             | 5.038     | A                             |
| C-A    | 245                   | 61                      |                   |       | 245                 |                   |                 |           |                               |
| A-B    | 8                     | 2                       |                   |       | 8                   |                   |                 |           |                               |
| A-C    | 291                   | 73                      |                   |       | 291                 |                   |                 |           |                               |

**17:00 - 17:15**

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 6                     | 2                       | 400               | 0.016 | 6                   | 0.0               | 0.0             | 9.154     | A                             |
| C-AB   | 6                     | 1                       | 743               | 0.008 | 6                   | 0.0               | 0.0             | 4.899     | A                             |
| C-A    | 292                   | 73                      |                   |       | 292                 |                   |                 |           |                               |
| A-B    | 10                    | 2                       |                   |       | 10                  |                   |                 |           |                               |
| A-C    | 347                   | 87                      |                   |       | 347                 |                   |                 |           |                               |

**17:15 - 17:30**

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 8                     | 2                       | 374               | 0.021 | 8                   | 0.0               | 0.0             | 9.836     | A                             |
| C-AB   | 8                     | 2                       | 775               | 0.011 | 8                   | 0.0               | 0.0             | 4.716     | A                             |
| C-A    | 357                   | 89                      |                   |       | 357                 |                   |                 |           |                               |
| A-B    | 12                    | 3                       |                   |       | 12                  |                   |                 |           |                               |
| A-C    | 425                   | 106                     |                   |       | 425                 |                   |                 |           |                               |

**17:30 - 17:45**

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 8                     | 2                       | 374               | 0.021 | 8                   | 0.0               | 0.0             | 9.836     | A                             |
| C-AB   | 8                     | 2                       | 775               | 0.011 | 8                   | 0.0               | 0.0             | 4.717     | A                             |
| C-A    | 357                   | 89                      |                   |       | 357                 |                   |                 |           |                               |
| A-B    | 12                    | 3                       |                   |       | 12                  |                   |                 |           |                               |
| A-C    | 425                   | 106                     |                   |       | 425                 |                   |                 |           |                               |

**17:45 - 18:00**

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 6                     | 2                       | 400               | 0.016 | 6                   | 0.0               | 0.0             | 9.155     | A                             |
| C-AB   | 6                     | 1                       | 743               | 0.008 | 6                   | 0.0               | 0.0             | 4.904     | A                             |
| C-A    | 292                   | 73                      |                   |       | 292                 |                   |                 |           |                               |
| A-B    | 10                    | 2                       |                   |       | 10                  |                   |                 |           |                               |
| A-C    | 347                   | 87                      |                   |       | 347                 |                   |                 |           |                               |

**18:00 - 18:15**

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 5                     | 1                       | 418               | 0.013 | 5                   | 0.0               | 0.0             | 8.721     | A                             |
| C-AB   | 5                     | 1                       | 722               | 0.006 | 5                   | 0.0               | 0.0             | 5.039     | A                             |
| C-A    | 245                   | 61                      |                   |       | 245                 |                   |                 |           |                               |
| A-B    | 8                     | 2                       |                   |       | 8                   |                   |                 |           |                               |
| A-C    | 291                   | 73                      |                   |       | 291                 |                   |                 |           |                               |

| Junctions 9                                                                                                                                                      |  |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| PICADY 9 - Priority Intersection Module                                                                                                                          |  |
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**Filename:** 3. East Access Junction to New GDR Road (A3)\_2024.j9

**Path:** V:\0086174\7 Calcs\72Model\Junction 9 Models\Phase 2 (May 2024 Revision)

**Report generation date:** 02/07/2024 18:13:37

- 
- »OY With Comm Dev, AM Peak
  - »OY With Comm Dev, PM Peak
  - »OY with All Dev, AM Peak
  - »OY with All Dev, PM Peak
  - »OY+5 With Comm Dev, AM Peak
  - »OY+5 With Comm Dev, PM Peak
  - »OY+5 with All Dev, AM Peak
  - »OY+5 with All Dev, PM Peak
  - »OY+15 With Comm Dev, AM Peak
  - »OY+15 With Comm Dev, PM Peak
  - »OY+15 with All Dev, AM Peak
  - »OY+15 with All Dev, PM Peak

## Summary of junction performance

|             | AM Peak             |           |      |     | PM Peak     |           |      |     |
|-------------|---------------------|-----------|------|-----|-------------|-----------|------|-----|
|             | Queue (PCU)         | Delay (s) | RFC  | LOS | Queue (PCU) | Delay (s) | RFC  | LOS |
|             | OY With Comm Dev    |           |      |     |             |           |      |     |
| Stream B-C  | 0.0                 | 0.00      | 0.00 | A   | 0.0         | 0.00      | 0.00 | A   |
| Stream B-A  | 0.0                 | 0.00      | 0.00 | A   | 0.0         | 0.00      | 0.00 | A   |
| Stream C-AB | 0.0                 | 0.00      | 0.00 | A   | 0.0         | 0.00      | 0.00 | A   |
|             | OY with All Dev     |           |      |     |             |           |      |     |
| Stream B-C  | 0.0                 | 7.25      | 0.04 | A   | 0.0         | 8.13      | 0.03 | A   |
| Stream B-A  | 0.0                 | 14.75     | 0.04 | B   | 0.1         | 15.30     | 0.07 | C   |
| Stream C-AB | 0.1                 | 5.34      | 0.04 | A   | 0.3         | 4.52      | 0.12 | A   |
|             | OY+5 With Comm Dev  |           |      |     |             |           |      |     |
| Stream B-C  | 0.0                 | 0.00      | 0.00 | A   | 0.0         | 0.00      | 0.00 | A   |
| Stream B-A  | 0.0                 | 0.00      | 0.00 | A   | 0.0         | 0.00      | 0.00 | A   |
| Stream C-AB | 0.0                 | 0.00      | 0.00 | A   | 0.0         | 0.00      | 0.00 | A   |
|             | OY+5 with All Dev   |           |      |     |             |           |      |     |
| Stream B-C  | 0.1                 | 7.87      | 0.09 | A   | 0.1         | 8.84      | 0.08 | A   |
| Stream B-A  | 0.1                 | 17.26     | 0.07 | C   | 0.2         | 21.21     | 0.17 | C   |
| Stream C-AB | 0.2                 | 5.38      | 0.09 | A   | 1.2         | 5.02      | 0.31 | A   |
|             | OY+15 With Comm Dev |           |      |     |             |           |      |     |
| Stream B-C  | 0.0                 | 0.00      | 0.00 | A   | 0.0         | 0.00      | 0.00 | A   |
| Stream B-A  | 0.0                 | 0.00      | 0.00 | A   | 0.0         | 0.00      | 0.00 | A   |
| Stream C-AB | 0.0                 | 0.00      | 0.00 | A   | 0.0         | 0.00      | 0.00 | A   |
|             | OY+15 with All Dev  |           |      |     |             |           |      |     |
| Stream B-C  | 0.1                 | 7.80      | 0.08 | A   | 0.1         | 8.94      | 0.07 | A   |
| Stream B-A  | 0.1                 | 17.71     | 0.06 | C   | 0.2         | 22.05     | 0.17 | C   |
| Stream C-AB | 0.2                 | 5.33      | 0.09 | A   | 1.1         | 4.80      | 0.29 | A   |

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

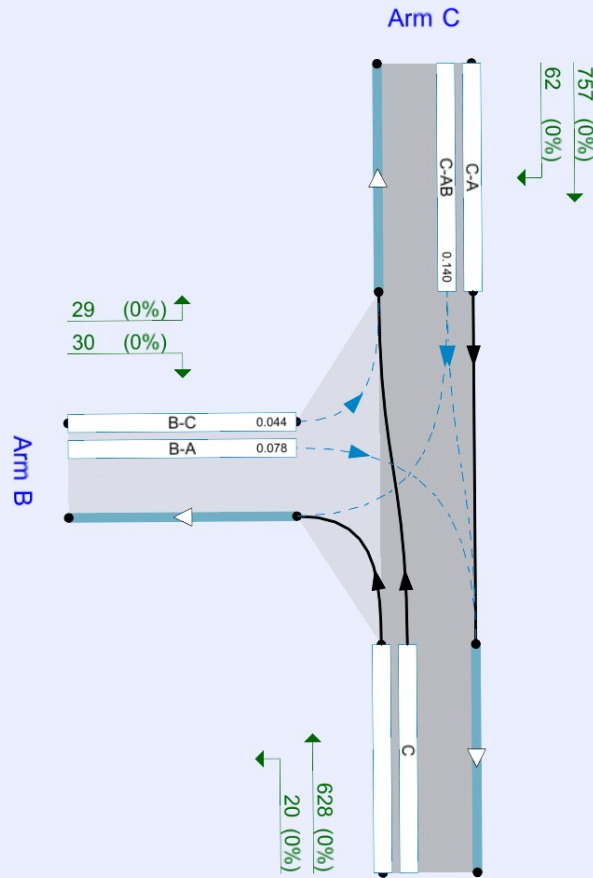
## File summary

### File Description

|             |                        |
|-------------|------------------------|
| Title       |                        |
| Location    |                        |
| Site number |                        |
| Date        | 07/10/2021             |
| Version     |                        |
| Status      | (new file)             |
| Identifier  |                        |
| Client      |                        |
| Jobnumber   |                        |
| Enumerator  | ATKINS MCCARTHY\manand |
| 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         | PCU                 | PCU                   | perHour    | s                   | -Min              | perMin              |



The junction diagram reflects the last run of Junctions.

### Analysis Options

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

### Demand Set Summary

| ID  | Scenario name       | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|-----|---------------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D1  | OY With Comm Dev    | AM Peak          | ONE HOUR             | 07:45              | 09:15               | 15                        | ✓                 |
| D2  | OY With Comm Dev    | PM Peak          | ONE HOUR             | 16:45              | 18:15               | 15                        | ✓                 |
| D3  | OY with All Dev     | AM Peak          | ONE HOUR             | 07:45              | 09:15               | 15                        | ✓                 |
| D4  | OY with All Dev     | PM Peak          | ONE HOUR             | 16:45              | 18:15               | 15                        | ✓                 |
| D5  | OY+5 With Comm Dev  | AM Peak          | ONE HOUR             | 07:45              | 09:15               | 15                        | ✓                 |
| D6  | OY+5 With Comm Dev  | PM Peak          | ONE HOUR             | 16:45              | 18:15               | 15                        | ✓                 |
| D7  | OY+5 with All Dev   | AM Peak          | ONE HOUR             | 07:45              | 09:15               | 15                        | ✓                 |
| D8  | OY+5 with All Dev   | PM Peak          | ONE HOUR             | 16:45              | 18:15               | 15                        | ✓                 |
| D9  | OY+15 With Comm Dev | AM Peak          | ONE HOUR             | 07:45              | 09:15               | 15                        | ✓                 |
| D10 | OY+15 With Comm Dev | PM Peak          | ONE HOUR             | 16:45              | 18:15               | 15                        | ✓                 |
| D11 | OY+15 with All Dev  | AM Peak          | ONE HOUR             | 07:45              | 09:15               | 15                        | ✓                 |
| D12 | OY+15 with All Dev  | PM Peak          | ONE HOUR             | 16:45              | 18:15               | 15                        | ✓                 |

### Analysis Set Details

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

# OY With Comm Dev, AM Peak

## 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        | untitled | T-Junction    | Two-way              |                       | 0.00               | A            |

### Junction Network Options

| Driving side | Lighting       |
|--------------|----------------|
| Left         | Normal/unknown |

## Arms

### Arms

| Arm | Name           | Description | Arm type |
|-----|----------------|-------------|----------|
| A   | GDR Road South |             | Major    |
| B   | Access Road    |             | Minor    |
| C   | GDR Road North |             | Major    |

### Major Arm Geometry

| Arm | Width of carriageway (m) | Has kerbed central reserve | Has right turn bay | Visibility for right turn (m) | Blocks? | Blocking queue (PCU) |
|-----|--------------------------|----------------------------|--------------------|-------------------------------|---------|----------------------|
| C   | 6.50                     |                            |                    | 45.0                          | ✓       | 0.00                 |

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

### Minor Arm Geometry

| Arm | Minor arm type      | Width at give-way (m) | Width at 5m (m) | Width at 10m (m) | Width at 15m (m) | Width at 20m (m) | Estimate flare length | Flare length (PCU) | Visibility to left (m) | Visibility to right (m) |
|-----|---------------------|-----------------------|-----------------|------------------|------------------|------------------|-----------------------|--------------------|------------------------|-------------------------|
| B   | One lane plus flare | 5.70                  | 5.50            | 5.50             | 5.50             | 5.50             |                       | 3.00               | 22                     | 21                      |

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

| Stream | Intercept (PCU/hr) | Slope for A-B | Slope for A-C | Slope for C-A | Slope for C-B |
|--------|--------------------|---------------|---------------|---------------|---------------|
| B-A    | 484                | 0.086         | 0.218         | 0.137         | 0.311         |
| B-C    | 622                | 0.093         | 0.236         | -             | -             |
| C-B    | 600                | 0.227         | 0.227         | -             | -             |

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

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

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

## Traffic Demand

### Demand Set Details

| ID | Scenario name    | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|----|------------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D1 | OY With Comm Dev | AM Peak          | ONE HOUR             | 07:45              | 09:15               | 15                        | ✓                 |

| Vehicle mix varies over turn | Vehicle mix varies over entry | Vehicle mix source | PCU Factor for a HV (PCU) |
|------------------------------|-------------------------------|--------------------|---------------------------|
| ✓                            | ✓                             | HV Percentages     | 2.00                      |

### Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|-----|------------|--------------|--------------|-------------------------|--------------------|
| A   |            | ONE HOUR     | ✓            | 579                     | 100.000            |
| B   |            | ONE HOUR     | ✓            | 0                       | 100.000            |
| C   |            | ONE HOUR     | ✓            | 352                     | 100.000            |

## Origin-Destination Data

### Demand (PCU/hr)

|  | To |     |   |     |
|--|----|-----|---|-----|
|  |    | A   | B | C   |
|  | A  | 0   | 0 | 579 |
|  | B  | 0   | 0 | 0   |
|  | C  | 352 | 0 | 0   |

## Vehicle Mix

### Heavy Vehicle Percentages

|  | To |   |   |   |
|--|----|---|---|---|
|  |    | A | B | C |
|  | A  | 0 | 0 | 0 |
|  | B  | 0 | 0 | 0 |
|  | C  | 0 | 0 | 0 |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| B-C    | 0.00    | 0.00          | 0.0             | A       | 0                       | 0                             |
| B-A    | 0.00    | 0.00          | 0.0             | A       | 0                       | 0                             |
| C-AB   | 0.00    | 0.00          | 0.0             | A       | 0                       | 0                             |
| C-A    |         |               |                 |         | 323                     | 485                           |
| A-B    |         |               |                 |         | 0                       | 0                             |
| A-C    |         |               |                 |         | 531                     | 797                           |

### Main Results for each time segment

#### 07:45 - 08:00

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 0                     | 0                       | 520               | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| B-A    | 0                     | 0                       | 352               | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| C-AB   | 0                     | 0                       | 501               | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| C-A    | 265                   | 66                      |                   |       | 265                 |                   |                 |           |                               |
| A-B    | 0                     | 0                       |                   |       | 0                   |                   |                 |           |                               |
| A-C    | 436                   | 109                     |                   |       | 436                 |                   |                 |           |                               |

**08:00 - 08:15**

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 0                     | 0                       | 500               | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| B-A    | 0                     | 0                       | 327               | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| C-AB   | 0                     | 0                       | 482               | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| C-A    | 316                   | 79                      |                   |       | 316                 |                   |                 |           |                               |
| A-B    | 0                     | 0                       |                   |       | 0                   |                   |                 |           |                               |
| A-C    | 521                   | 130                     |                   |       | 521                 |                   |                 |           |                               |

**08:15 - 08:30**

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 0                     | 0                       | 472               | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| B-A    | 0                     | 0                       | 292               | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| C-AB   | 0                     | 0                       | 455               | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| C-A    | 388                   | 97                      |                   |       | 388                 |                   |                 |           |                               |
| A-B    | 0                     | 0                       |                   |       | 0                   |                   |                 |           |                               |
| A-C    | 637                   | 159                     |                   |       | 637                 |                   |                 |           |                               |

**08:30 - 08:45**

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 0                     | 0                       | 472               | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| B-A    | 0                     | 0                       | 292               | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| C-AB   | 0                     | 0                       | 455               | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| C-A    | 388                   | 97                      |                   |       | 388                 |                   |                 |           |                               |
| A-B    | 0                     | 0                       |                   |       | 0                   |                   |                 |           |                               |
| A-C    | 637                   | 159                     |                   |       | 637                 |                   |                 |           |                               |

**08:45 - 09:00**

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 0                     | 0                       | 500               | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| B-A    | 0                     | 0                       | 327               | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| C-AB   | 0                     | 0                       | 482               | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| C-A    | 316                   | 79                      |                   |       | 316                 |                   |                 |           |                               |
| A-B    | 0                     | 0                       |                   |       | 0                   |                   |                 |           |                               |
| A-C    | 521                   | 130                     |                   |       | 521                 |                   |                 |           |                               |

**09:00 - 09:15**

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 0                     | 0                       | 520               | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| B-A    | 0                     | 0                       | 352               | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| C-AB   | 0                     | 0                       | 501               | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| C-A    | 265                   | 66                      |                   |       | 265                 |                   |                 |           |                               |
| A-B    | 0                     | 0                       |                   |       | 0                   |                   |                 |           |                               |
| A-C    | 436                   | 109                     |                   |       | 436                 |                   |                 |           |                               |

# OY With Comm Dev, PM Peak

## 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        | untitled | T-Junction    | Two-way              |                       | 0.00               | 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 segment length (min) | Run automatically |
|----|------------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D2 | OY With Comm Dev | PM Peak          | ONE HOUR             | 16:45              | 18:15               | 15                        | ✓                 |

| Vehicle mix varies over turn | Vehicle mix varies over entry | Vehicle mix source | PCU Factor for a HV (PCU) |
|------------------------------|-------------------------------|--------------------|---------------------------|
| ✓                            | ✓                             | HV Percentages     | 2.00                      |

### Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|-----|------------|--------------|--------------|-------------------------|--------------------|
| A   |            | ONE HOUR     | ✓            | 541                     | 100.000            |
| B   |            | ONE HOUR     | ✓            | 0                       | 100.000            |
| C   |            | ONE HOUR     | ✓            | 633                     | 100.000            |

## Origin-Destination Data

### Demand (PCU/hr)

|      |   | To  |   |     |
|------|---|-----|---|-----|
| From |   | A   | B | C   |
|      | A | 0   | 0 | 541 |
|      | B | 0   | 0 | 0   |
|      | C | 633 | 0 | 0   |

## Vehicle Mix

### Heavy Vehicle Percentages

|      |   | To |   |   |
|------|---|----|---|---|
| From |   | A  | B | C |
|      | A | 0  | 0 | 0 |
|      | B | 0  | 0 | 0 |
|      | C | 0  | 0 | 0 |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| B-C    | 0.00    | 0.00          | 0.0             | A       | 0                       | 0                             |
| B-A    | 0.00    | 0.00          | 0.0             | A       | 0                       | 0                             |
| C-AB   | 0.00    | 0.00          | 0.0             | A       | 0                       | 0                             |
| C-A    |         |               |                 |         | 581                     | 871                           |
| A-B    |         |               |                 |         | 0                       | 0                             |
| A-C    |         |               |                 |         | 496                     | 745                           |

### Main Results for each time segment

#### 16:45 - 17:00

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 0                     | 0                       | 526               | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| B-A    | 0                     | 0                       | 330               | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| C-AB   | 0                     | 0                       | 507               | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| C-A    | 477                   | 119                     |                   |       | 477                 |                   |                 |           |                               |
| A-B    | 0                     | 0                       |                   |       | 0                   |                   |                 |           |                               |
| A-C    | 407                   | 102                     |                   |       | 407                 |                   |                 |           |                               |

#### 17:00 - 17:15

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 0                     | 0                       | 508               | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| B-A    | 0                     | 0                       | 300               | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| C-AB   | 0                     | 0                       | 489               | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| C-A    | 569                   | 142                     |                   |       | 569                 |                   |                 |           |                               |
| A-B    | 0                     | 0                       |                   |       | 0                   |                   |                 |           |                               |
| A-C    | 486                   | 122                     |                   |       | 486                 |                   |                 |           |                               |

#### 17:15 - 17:30

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 0                     | 0                       | 482               | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| B-A    | 0                     | 0                       | 258               | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| C-AB   | 0                     | 0                       | 465               | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| C-A    | 697                   | 174                     |                   |       | 697                 |                   |                 |           |                               |
| A-B    | 0                     | 0                       |                   |       | 0                   |                   |                 |           |                               |
| A-C    | 596                   | 149                     |                   |       | 596                 |                   |                 |           |                               |

#### 17:30 - 17:45

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 0                     | 0                       | 482               | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| B-A    | 0                     | 0                       | 258               | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| C-AB   | 0                     | 0                       | 465               | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| C-A    | 697                   | 174                     |                   |       | 697                 |                   |                 |           |                               |
| A-B    | 0                     | 0                       |                   |       | 0                   |                   |                 |           |                               |
| A-C    | 596                   | 149                     |                   |       | 596                 |                   |                 |           |                               |

**17:45 - 18:00**

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 0                     | 0                       | 508               | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| B-A    | 0                     | 0                       | 300               | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| C-AB   | 0                     | 0                       | 489               | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| C-A    | 569                   | 142                     |                   |       | 569                 |                   |                 |           |                               |
| A-B    | 0                     | 0                       |                   |       | 0                   |                   |                 |           |                               |
| A-C    | 486                   | 122                     |                   |       | 486                 |                   |                 |           |                               |

**18:00 - 18:15**

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 0                     | 0                       | 526               | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| B-A    | 0                     | 0                       | 330               | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| C-AB   | 0                     | 0                       | 507               | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| C-A    | 477                   | 119                     |                   |       | 477                 |                   |                 |           |                               |
| A-B    | 0                     | 0                       |                   |       | 0                   |                   |                 |           |                               |
| A-C    | 407                   | 102                     |                   |       | 407                 |                   |                 |           |                               |

# OY with All Dev, AM Peak

## 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        | untitled | T-Junction    | Two-way              |                       | 0.43               | 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 segment length (min) | Run automatically |
|----|-----------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D3 | OY with All Dev | AM Peak          | ONE HOUR             | 07:45              | 09:15               | 15                        | ✓                 |

| Vehicle mix varies over turn | Vehicle mix varies over entry | Vehicle mix source | PCU Factor for a HV (PCU) |
|------------------------------|-------------------------------|--------------------|---------------------------|
| ✓                            | ✓                             | HV Percentages     | 2.00                      |

### Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|-----|------------|--------------|--------------|-------------------------|--------------------|
| A   |            | ONE HOUR     | ✓            | 585                     | 100.000            |
| B   |            | ONE HOUR     | ✓            | 30                      | 100.000            |
| C   |            | ONE HOUR     | ✓            | 366                     | 100.000            |

## Origin-Destination Data

### Demand (PCU/hr)

|      | To |     |    |     |
|------|----|-----|----|-----|
|      | A  | B   | C  |     |
| From | A  | 0   | 6  | 579 |
|      | B  | 9   | 0  | 21  |
|      | C  | 352 | 14 | 0   |

## Vehicle Mix

### Heavy Vehicle Percentages

|      | To |   |   |   |
|------|----|---|---|---|
|      | A  | B | C |   |
| From | A  | 0 | 0 | 0 |
|      | B  | 0 | 0 | 0 |
|      | C  | 0 | 0 | 0 |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| B-C    | 0.04    | 7.25          | 0.0             | A       | 19                      | 29                            |
| B-A    | 0.04    | 14.75         | 0.0             | B       | 8                       | 12                            |
| C-AB   | 0.04    | 5.34          | 0.1             | A       | 24                      | 36                            |
| C-A    |         |               |                 |         | 312                     | 468                           |
| A-B    |         |               |                 |         | 6                       | 8                             |
| A-C    |         |               |                 |         | 531                     | 797                           |

### Main Results for each time segment

#### 07:45 - 08:00

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 16                    | 4                       | 575               | 0.028 | 16                  | 0.0               | 0.0             | 6.434     | A                             |
| B-A    | 7                     | 2                       | 309               | 0.022 | 7                   | 0.0               | 0.0             | 11.901    | B                             |
| C-AB   | 17                    | 4                       | 691               | 0.025 | 17                  | 0.0               | 0.0             | 5.341     | A                             |
| C-A    | 258                   | 65                      |                   |       | 258                 |                   |                 |           |                               |
| A-B    | 5                     | 1                       |                   |       | 5                   |                   |                 |           |                               |
| A-C    | 436                   | 109                     |                   |       | 436                 |                   |                 |           |                               |

#### 08:00 - 08:15

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 19                    | 5                       | 552               | 0.034 | 19                  | 0.0               | 0.0             | 6.757     | A                             |
| B-A    | 8                     | 2                       | 286               | 0.028 | 8                   | 0.0               | 0.0             | 12.946    | B                             |
| C-AB   | 23                    | 6                       | 712               | 0.032 | 23                  | 0.0               | 0.0             | 5.221     | A                             |
| C-A    | 306                   | 77                      |                   |       | 306                 |                   |                 |           |                               |
| A-B    | 5                     | 1                       |                   |       | 5                   |                   |                 |           |                               |
| A-C    | 521                   | 130                     |                   |       | 521                 |                   |                 |           |                               |

#### 08:15 - 08:30

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 23                    | 6                       | 520               | 0.045 | 23                  | 0.0               | 0.0             | 7.251     | A                             |
| B-A    | 10                    | 2                       | 254               | 0.039 | 10                  | 0.0               | 0.0             | 14.748    | B                             |
| C-AB   | 32                    | 8                       | 744               | 0.043 | 32                  | 0.0               | 0.1             | 5.063     | A                             |
| C-A    | 371                   | 93                      |                   |       | 371                 |                   |                 |           |                               |
| A-B    | 7                     | 2                       |                   |       | 7                   |                   |                 |           |                               |
| A-C    | 637                   | 159                     |                   |       | 637                 |                   |                 |           |                               |

#### 08:30 - 08:45

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 23                    | 6                       | 519               | 0.045 | 23                  | 0.0               | 0.0             | 7.253     | A                             |
| B-A    | 10                    | 2                       | 254               | 0.039 | 10                  | 0.0               | 0.0             | 14.745    | B                             |
| C-AB   | 32                    | 8                       | 744               | 0.043 | 32                  | 0.1               | 0.1             | 5.064     | A                             |
| C-A    | 371                   | 93                      |                   |       | 371                 |                   |                 |           |                               |
| A-B    | 7                     | 2                       |                   |       | 7                   |                   |                 |           |                               |
| A-C    | 637                   | 159                     |                   |       | 637                 |                   |                 |           |                               |

**08:45 - 09:00**

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 19                    | 5                       | 551               | 0.034 | 19                  | 0.0               | 0.0             | 6.762     | A                             |
| B-A    | 8                     | 2                       | 286               | 0.028 | 8                   | 0.0               | 0.0             | 12.948    | B                             |
| C-AB   | 23                    | 6                       | 712               | 0.032 | 23                  | 0.1               | 0.0             | 5.225     | A                             |
| C-A    | 306                   | 77                      |                   |       | 306                 |                   |                 |           |                               |
| A-B    | 5                     | 1                       |                   |       | 5                   |                   |                 |           |                               |
| A-C    | 521                   | 130                     |                   |       | 521                 |                   |                 |           |                               |

**09:00 - 09:15**

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 16                    | 4                       | 574               | 0.028 | 16                  | 0.0               | 0.0             | 6.444     | A                             |
| B-A    | 7                     | 2                       | 309               | 0.022 | 7                   | 0.0               | 0.0             | 11.898    | B                             |
| C-AB   | 17                    | 4                       | 691               | 0.025 | 17                  | 0.0               | 0.0             | 5.342     | A                             |
| C-A    | 258                   | 65                      |                   |       | 258                 |                   |                 |           |                               |
| A-B    | 5                     | 1                       |                   |       | 5                   |                   |                 |           |                               |
| A-C    | 436                   | 109                     |                   |       | 436                 |                   |                 |           |                               |

# OY with All Dev, PM Peak

## 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        | untitled | T-Junction    | Two-way              |                       | 0.62               | 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 segment length (min) | Run automatically |
|----|-----------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D4 | OY with All Dev | PM Peak          | ONE HOUR             | 16:45              | 18:15               | 15                        | ✓                 |

| Vehicle mix varies over turn | Vehicle mix varies over entry | Vehicle mix source | PCU Factor for a HV (PCU) |
|------------------------------|-------------------------------|--------------------|---------------------------|
| ✓                            | ✓                             | HV Percentages     | 2.00                      |

### Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|-----|------------|--------------|--------------|-------------------------|--------------------|
| A   |            | ONE HOUR     | ✓            | 552                     | 100.000            |
| B   |            | ONE HOUR     | ✓            | 31                      | 100.000            |
| C   |            | ONE HOUR     | ✓            | 663                     | 100.000            |

## Origin-Destination Data

### Demand (PCU/hr)

|  | To |     |    |     |
|--|----|-----|----|-----|
|  |    | A   | B  | C   |
|  | A  | 0   | 11 | 541 |
|  | B  | 17  | 0  | 14  |
|  | C  | 633 | 30 | 0   |

## Vehicle Mix

### Heavy Vehicle Percentages

|  | To |   |   |   |
|--|----|---|---|---|
|  |    | A | B | C |
|  | A  | 0 | 0 | 0 |
|  | B  | 0 | 0 | 0 |
|  | C  | 0 | 0 | 0 |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| B-C    | 0.03    | 8.13          | 0.0             | A       | 13                      | 19                            |
| B-A    | 0.07    | 15.30         | 0.1             | C       | 16                      | 23                            |
| C-AB   | 0.12    | 4.52          | 0.3             | A       | 80                      | 120                           |
| C-A    |         |               |                 |         | 528                     | 792                           |
| A-B    |         |               |                 |         | 10                      | 15                            |
| A-C    |         |               |                 |         | 496                     | 745                           |

### Main Results for each time segment

#### 16:45 - 17:00

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 11                    | 3                       | 506               | 0.021 | 10                  | 0.0               | 0.0             | 7.261     | A                             |
| B-A    | 13                    | 3                       | 331               | 0.039 | 13                  | 0.0               | 0.0             | 11.311    | B                             |
| C-AB   | 52                    | 13                      | 848               | 0.061 | 51                  | 0.0               | 0.1             | 4.518     | A                             |
| C-A    | 448                   | 112                     |                   |       | 448                 |                   |                 |           |                               |
| A-B    | 8                     | 2                       |                   |       | 8                   |                   |                 |           |                               |
| A-C    | 407                   | 102                     |                   |       | 407                 |                   |                 |           |                               |

#### 17:00 - 17:15

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 13                    | 3                       | 486               | 0.026 | 13                  | 0.0               | 0.0             | 7.599     | A                             |
| B-A    | 15                    | 4                       | 299               | 0.051 | 15                  | 0.0               | 0.1             | 12.707    | B                             |
| C-AB   | 73                    | 18                      | 902               | 0.081 | 73                  | 0.1               | 0.2             | 4.346     | A                             |
| C-A    | 523                   | 131                     |                   |       | 523                 |                   |                 |           |                               |
| A-B    | 10                    | 2                       |                   |       | 10                  |                   |                 |           |                               |
| A-C    | 486                   | 122                     |                   |       | 486                 |                   |                 |           |                               |

#### 17:15 - 17:30

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 15                    | 4                       | 459               | 0.034 | 15                  | 0.0               | 0.0             | 8.122     | A                             |
| B-A    | 19                    | 5                       | 254               | 0.074 | 19                  | 0.1               | 0.1             | 15.294    | C                             |
| C-AB   | 115                   | 29                      | 980               | 0.117 | 114                 | 0.2               | 0.3             | 4.162     | A                             |
| C-A    | 615                   | 154                     |                   |       | 615                 |                   |                 |           |                               |
| A-B    | 12                    | 3                       |                   |       | 12                  |                   |                 |           |                               |
| A-C    | 596                   | 149                     |                   |       | 596                 |                   |                 |           |                               |

#### 17:30 - 17:45

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 15                    | 4                       | 458               | 0.034 | 15                  | 0.0               | 0.0             | 8.127     | A                             |
| B-A    | 19                    | 5                       | 254               | 0.074 | 19                  | 0.1               | 0.1             | 15.304    | C                             |
| C-AB   | 115                   | 29                      | 981               | 0.117 | 115                 | 0.3               | 0.3             | 4.168     | A                             |
| C-A    | 615                   | 154                     |                   |       | 615                 |                   |                 |           |                               |
| A-B    | 12                    | 3                       |                   |       | 12                  |                   |                 |           |                               |
| A-C    | 596                   | 149                     |                   |       | 596                 |                   |                 |           |                               |

**17:45 - 18:00**

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 13                    | 3                       | 486               | 0.026 | 13                  | 0.0               | 0.0             | 7.610     | A                             |
| B-A    | 15                    | 4                       | 299               | 0.051 | 15                  | 0.1               | 0.1             | 12.714    | B                             |
| C-AB   | 74                    | 18                      | 903               | 0.082 | 74                  | 0.3               | 0.2             | 4.352     | A                             |
| C-A    | 522                   | 131                     |                   |       | 522                 |                   |                 |           |                               |
| A-B    | 10                    | 2                       |                   |       | 10                  |                   |                 |           |                               |
| A-C    | 486                   | 122                     |                   |       | 486                 |                   |                 |           |                               |

**18:00 - 18:15**

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 11                    | 3                       | 506               | 0.021 | 11                  | 0.0               | 0.0             | 7.270     | A                             |
| B-A    | 13                    | 3                       | 331               | 0.039 | 13                  | 0.1               | 0.0             | 11.319    | B                             |
| C-AB   | 52                    | 13                      | 849               | 0.061 | 52                  | 0.2               | 0.1             | 4.524     | A                             |
| C-A    | 447                   | 112                     |                   |       | 447                 |                   |                 |           |                               |
| A-B    | 8                     | 2                       |                   |       | 8                   |                   |                 |           |                               |
| A-C    | 407                   | 102                     |                   |       | 407                 |                   |                 |           |                               |

# OY+5 With Comm Dev, AM Peak

## 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        | untitled | T-Junction    | Two-way              |                       | 0.00               | 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 segment length (min) | Run automatically |
|----|--------------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D5 | OY+5 With Comm Dev | AM Peak          | ONE HOUR             | 07:45              | 09:15               | 15                        | ✓                 |

| Vehicle mix varies over turn | Vehicle mix varies over entry | Vehicle mix source | PCU Factor for a HV (PCU) |
|------------------------------|-------------------------------|--------------------|---------------------------|
| ✓                            | ✓                             | HV Percentages     | 2.00                      |

### Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|-----|------------|--------------|--------------|-------------------------|--------------------|
| A   |            | ONE HOUR     | ✓            | 615                     | 100.000            |
| B   |            | ONE HOUR     | ✓            | 0                       | 100.000            |
| C   |            | ONE HOUR     | ✓            | 374                     | 100.000            |

## Origin-Destination Data

### Demand (PCU/hr)

|      | To |     |   |     |
|------|----|-----|---|-----|
|      | A  | B   | C |     |
| From | A  | 0   | 0 | 615 |
|      | B  | 0   | 0 | 0   |
|      | C  | 374 | 0 | 0   |

## Vehicle Mix

### Heavy Vehicle Percentages

|      | To |   |   |   |
|------|----|---|---|---|
|      | A  | B | C |   |
| From | A  | 0 | 0 | 0 |
|      | B  | 0 | 0 | 0 |
|      | C  | 0 | 0 | 0 |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| B-C    | 0.00    | 0.00          | 0.0             | A       | 0                       | 0                             |
| B-A    | 0.00    | 0.00          | 0.0             | A       | 0                       | 0                             |
| C-AB   | 0.00    | 0.00          | 0.0             | A       | 0                       | 0                             |
| C-A    |         |               |                 |         | 343                     | 515                           |
| A-B    |         |               |                 |         | 0                       | 0                             |
| A-C    |         |               |                 |         | 564                     | 847                           |

### Main Results for each time segment

#### 07:45 - 08:00

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 0                     | 0                       | 513               | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| B-A    | 0                     | 0                       | 344               | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| C-AB   | 0                     | 0                       | 495               | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| C-A    | 282                   | 70                      |                   |       | 282                 |                   |                 |           |                               |
| A-B    | 0                     | 0                       |                   |       | 0                   |                   |                 |           |                               |
| A-C    | 463                   | 116                     |                   |       | 463                 |                   |                 |           |                               |

#### 08:00 - 08:15

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 0                     | 0                       | 492               | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| B-A    | 0                     | 0                       | 317               | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| C-AB   | 0                     | 0                       | 474               | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| C-A    | 336                   | 84                      |                   |       | 336                 |                   |                 |           |                               |
| A-B    | 0                     | 0                       |                   |       | 0                   |                   |                 |           |                               |
| A-C    | 553                   | 138                     |                   |       | 553                 |                   |                 |           |                               |

#### 08:15 - 08:30

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 0                     | 0                       | 463               | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| B-A    | 0                     | 0                       | 280               | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| C-AB   | 0                     | 0                       | 446               | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| C-A    | 412                   | 103                     |                   |       | 412                 |                   |                 |           |                               |
| A-B    | 0                     | 0                       |                   |       | 0                   |                   |                 |           |                               |
| A-C    | 677                   | 169                     |                   |       | 677                 |                   |                 |           |                               |

#### 08:30 - 08:45

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 0                     | 0                       | 463               | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| B-A    | 0                     | 0                       | 280               | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| C-AB   | 0                     | 0                       | 446               | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| C-A    | 412                   | 103                     |                   |       | 412                 |                   |                 |           |                               |
| A-B    | 0                     | 0                       |                   |       | 0                   |                   |                 |           |                               |
| A-C    | 677                   | 169                     |                   |       | 677                 |                   |                 |           |                               |

**08:45 - 09:00**

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 0                     | 0                       | 492               | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| B-A    | 0                     | 0                       | 317               | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| C-AB   | 0                     | 0                       | 474               | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| C-A    | 336                   | 84                      |                   |       | 336                 |                   |                 |           |                               |
| A-B    | 0                     | 0                       |                   |       | 0                   |                   |                 |           |                               |
| A-C    | 553                   | 138                     |                   |       | 553                 |                   |                 |           |                               |

**09:00 - 09:15**

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 0                     | 0                       | 513               | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| B-A    | 0                     | 0                       | 344               | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| C-AB   | 0                     | 0                       | 495               | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| C-A    | 282                   | 70                      |                   |       | 282                 |                   |                 |           |                               |
| A-B    | 0                     | 0                       |                   |       | 0                   |                   |                 |           |                               |
| A-C    | 463                   | 116                     |                   |       | 463                 |                   |                 |           |                               |

# OY+5 With Comm Dev, PM Peak

## 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        | untitled | T-Junction    | Two-way              |                       | 0.00               | 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 segment length (min) | Run automatically |
|----|--------------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D6 | OY+5 With Comm Dev | PM Peak          | ONE HOUR             | 16:45              | 18:15               | 15                        | ✓                 |

| Vehicle mix varies over turn | Vehicle mix varies over entry | Vehicle mix source | PCU Factor for a HV (PCU) |
|------------------------------|-------------------------------|--------------------|---------------------------|
| ✓                            | ✓                             | HV Percentages     | 2.00                      |

### Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|-----|------------|--------------|--------------|-------------------------|--------------------|
| A   |            | ONE HOUR     | ✓            | 574                     | 100.000            |
| B   |            | ONE HOUR     | ✓            | 0                       | 100.000            |
| C   |            | ONE HOUR     | ✓            | 671                     | 100.000            |

## Origin-Destination Data

### Demand (PCU/hr)

|      | To |     |   |     |
|------|----|-----|---|-----|
|      | A  | B   | C |     |
| From | A  | 0   | 0 | 574 |
|      | B  | 0   | 0 | 0   |
|      | C  | 671 | 0 | 0   |

## Vehicle Mix

### Heavy Vehicle Percentages

|      | To |   |   |   |
|------|----|---|---|---|
|      | A  | B | C |   |
| From | A  | 0 | 0 | 0 |
|      | B  | 0 | 0 | 0 |
|      | C  | 0 | 0 | 0 |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| B-C    | 0.00    | 0.00          | 0.0             | A       | 0                       | 0                             |
| B-A    | 0.00    | 0.00          | 0.0             | A       | 0                       | 0                             |
| C-AB   | 0.00    | 0.00          | 0.0             | A       | 0                       | 0                             |
| C-A    |         |               |                 |         | 616                     | 924                           |
| A-B    |         |               |                 |         | 0                       | 0                             |
| A-C    |         |               |                 |         | 527                     | 790                           |

### Main Results for each time segment

#### 16:45 - 17:00

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 0                     | 0                       | 521               | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| B-A    | 0                     | 0                       | 320               | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| C-AB   | 0                     | 0                       | 502               | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| C-A    | 505                   | 126                     |                   |       | 505                 |                   |                 |           |                               |
| A-B    | 0                     | 0                       |                   |       | 0                   |                   |                 |           |                               |
| A-C    | 432                   | 108                     |                   |       | 432                 |                   |                 |           |                               |

#### 17:00 - 17:15

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 0                     | 0                       | 501               | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| B-A    | 0                     | 0                       | 289               | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| C-AB   | 0                     | 0                       | 483               | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| C-A    | 603                   | 151                     |                   |       | 603                 |                   |                 |           |                               |
| A-B    | 0                     | 0                       |                   |       | 0                   |                   |                 |           |                               |
| A-C    | 516                   | 129                     |                   |       | 516                 |                   |                 |           |                               |

#### 17:15 - 17:30

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 0                     | 0                       | 473               | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| B-A    | 0                     | 0                       | 245               | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| C-AB   | 0                     | 0                       | 456               | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| C-A    | 739                   | 185                     |                   |       | 739                 |                   |                 |           |                               |
| A-B    | 0                     | 0                       |                   |       | 0                   |                   |                 |           |                               |
| A-C    | 632                   | 158                     |                   |       | 632                 |                   |                 |           |                               |

#### 17:30 - 17:45

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 0                     | 0                       | 473               | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| B-A    | 0                     | 0                       | 245               | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| C-AB   | 0                     | 0                       | 456               | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| C-A    | 739                   | 185                     |                   |       | 739                 |                   |                 |           |                               |
| A-B    | 0                     | 0                       |                   |       | 0                   |                   |                 |           |                               |
| A-C    | 632                   | 158                     |                   |       | 632                 |                   |                 |           |                               |

**17:45 - 18:00**

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 0                     | 0                       | 501               | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| B-A    | 0                     | 0                       | 289               | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| C-AB   | 0                     | 0                       | 483               | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| C-A    | 603                   | 151                     |                   |       | 603                 |                   |                 |           |                               |
| A-B    | 0                     | 0                       |                   |       | 0                   |                   |                 |           |                               |
| A-C    | 516                   | 129                     |                   |       | 516                 |                   |                 |           |                               |

**18:00 - 18:15**

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 0                     | 0                       | 521               | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| B-A    | 0                     | 0                       | 320               | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| C-AB   | 0                     | 0                       | 502               | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| C-A    | 505                   | 126                     |                   |       | 505                 |                   |                 |           |                               |
| A-B    | 0                     | 0                       |                   |       | 0                   |                   |                 |           |                               |
| A-C    | 432                   | 108                     |                   |       | 432                 |                   |                 |           |                               |

# OY+5 with All Dev, AM Peak

## 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        | untitled | T-Junction    | Two-way              |                       | 0.77               | 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 segment length (min) | Run automatically |
|----|-------------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D7 | OY+5 with All Dev | AM Peak          | ONE HOUR             | 07:45              | 09:15               | 15                        | ✓                 |

| Vehicle mix varies over turn | Vehicle mix varies over entry | Vehicle mix source | PCU Factor for a HV (PCU) |
|------------------------------|-------------------------------|--------------------|---------------------------|
| ✓                            | ✓                             | HV Percentages     | 2.00                      |

### Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|-----|------------|--------------|--------------|-------------------------|--------------------|
| A   |            | ONE HOUR     | ✓            | 658                     | 100.000            |
| B   |            | ONE HOUR     | ✓            | 55                      | 100.000            |
| C   |            | ONE HOUR     | ✓            | 423                     | 100.000            |

## Origin-Destination Data

### Demand (PCU/hr)

|      | To |     |    |     |
|------|----|-----|----|-----|
|      | A  | B   | C  |     |
| From | A  | 0   | 10 | 648 |
|      | B  | 15  | 0  | 40  |
|      | C  | 396 | 27 | 0   |

## Vehicle Mix

### Heavy Vehicle Percentages

|      | To |   |   |   |
|------|----|---|---|---|
|      | A  | B | C |   |
| From | A  | 0 | 0 | 0 |
|      | B  | 0 | 0 | 0 |
|      | C  | 0 | 0 | 0 |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| B-C    | 0.09    | 7.87          | 0.1             | A       | 37                      | 55                            |
| B-A    | 0.07    | 17.26         | 0.1             | C       | 14                      | 21                            |
| C-AB   | 0.09    | 5.38          | 0.2             | A       | 51                      | 76                            |
| C-A    |         |               |                 |         | 337                     | 506                           |
| A-B    |         |               |                 |         | 9                       | 14                            |
| A-C    |         |               |                 |         | 595                     | 892                           |

### Main Results for each time segment

#### 07:45 - 08:00

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 30                    | 8                       | 566               | 0.053 | 30                  | 0.0               | 0.1             | 6.706     | A                             |
| B-A    | 11                    | 3                       | 287               | 0.039 | 11                  | 0.0               | 0.0             | 13.043    | B                             |
| C-AB   | 35                    | 9                       | 705               | 0.050 | 35                  | 0.0               | 0.1             | 5.376     | A                             |
| C-A    | 283                   | 71                      |                   |       | 283                 |                   |                 |           |                               |
| A-B    | 8                     | 2                       |                   |       | 8                   |                   |                 |           |                               |
| A-C    | 488                   | 122                     |                   |       | 488                 |                   |                 |           |                               |

#### 08:00 - 08:15

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 36                    | 9                       | 539               | 0.067 | 36                  | 0.1               | 0.1             | 7.152     | A                             |
| B-A    | 13                    | 3                       | 261               | 0.052 | 13                  | 0.0               | 0.1             | 14.530    | B                             |
| C-AB   | 48                    | 12                      | 730               | 0.065 | 47                  | 0.1               | 0.1             | 5.281     | A                             |
| C-A    | 333                   | 83                      |                   |       | 333                 |                   |                 |           |                               |
| A-B    | 9                     | 2                       |                   |       | 9                   |                   |                 |           |                               |
| A-C    | 583                   | 146                     |                   |       | 583                 |                   |                 |           |                               |

#### 08:15 - 08:30

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 44                    | 11                      | 502               | 0.088 | 44                  | 0.1               | 0.1             | 7.861     | A                             |
| B-A    | 17                    | 4                       | 225               | 0.073 | 16                  | 0.1               | 0.1             | 17.245    | C                             |
| C-AB   | 69                    | 17                      | 766               | 0.091 | 69                  | 0.1               | 0.2             | 5.170     | A                             |
| C-A    | 396                   | 99                      |                   |       | 396                 |                   |                 |           |                               |
| A-B    | 11                    | 3                       |                   |       | 11                  |                   |                 |           |                               |
| A-C    | 713                   | 178                     |                   |       | 713                 |                   |                 |           |                               |

#### 08:30 - 08:45

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 44                    | 11                      | 502               | 0.088 | 44                  | 0.1               | 0.1             | 7.868     | A                             |
| B-A    | 17                    | 4                       | 225               | 0.073 | 17                  | 0.1               | 0.1             | 17.255    | C                             |
| C-AB   | 69                    | 17                      | 766               | 0.091 | 69                  | 0.2               | 0.2             | 5.174     | A                             |
| C-A    | 396                   | 99                      |                   |       | 396                 |                   |                 |           |                               |
| A-B    | 11                    | 3                       |                   |       | 11                  |                   |                 |           |                               |
| A-C    | 713                   | 178                     |                   |       | 713                 |                   |                 |           |                               |

**08:45 - 09:00**

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 36                    | 9                       | 539               | 0.067 | 36                  | 0.1               | 0.1             | 7.164     | A                             |
| B-A    | 13                    | 3                       | 261               | 0.052 | 14                  | 0.1               | 0.1             | 14.538    | B                             |
| C-AB   | 48                    | 12                      | 730               | 0.065 | 48                  | 0.2               | 0.1             | 5.289     | A                             |
| C-A    | 333                   | 83                      |                   |       | 333                 |                   |                 |           |                               |
| A-B    | 9                     | 2                       |                   |       | 9                   |                   |                 |           |                               |
| A-C    | 583                   | 146                     |                   |       | 583                 |                   |                 |           |                               |

**09:00 - 09:15**

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 30                    | 8                       | 566               | 0.053 | 30                  | 0.1               | 0.1             | 6.724     | A                             |
| B-A    | 11                    | 3                       | 287               | 0.039 | 11                  | 0.1               | 0.0             | 13.049    | B                             |
| C-AB   | 35                    | 9                       | 705               | 0.050 | 36                  | 0.1               | 0.1             | 5.382     | A                             |
| C-A    | 283                   | 71                      |                   |       | 283                 |                   |                 |           |                               |
| A-B    | 8                     | 2                       |                   |       | 8                   |                   |                 |           |                               |
| A-C    | 488                   | 122                     |                   |       | 488                 |                   |                 |           |                               |

# OY+5 with All Dev, PM Peak

## 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        | untitled | T-Junction    | Two-way              |                       | 1.46               | 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 segment length (min) | Run automatically |
|----|-------------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D8 | OY+5 with All Dev | PM Peak          | ONE HOUR             | 16:45              | 18:15               | 15                        | ✓                 |

| Vehicle mix varies over turn | Vehicle mix varies over entry | Vehicle mix source | PCU Factor for a HV (PCU) |
|------------------------------|-------------------------------|--------------------|---------------------------|
| ✓                            | ✓                             | HV Percentages     | 2.00                      |

### Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|-----|------------|--------------|--------------|-------------------------|--------------------|
| A   |            | ONE HOUR     | ✓            | 621                     | 100.000            |
| B   |            | ONE HOUR     | ✓            | 63                      | 100.000            |
| C   |            | ONE HOUR     | ✓            | 797                     | 100.000            |

## Origin-Destination Data

### Demand (PCU/hr)

|  | To |     |    |     |
|--|----|-----|----|-----|
|  |    | A   | B  | C   |
|  | A  | 0   | 22 | 599 |
|  | B  | 32  | 0  | 31  |
|  | C  | 728 | 69 | 0   |

## Vehicle Mix

### Heavy Vehicle Percentages

|  | To |   |   |   |
|--|----|---|---|---|
|  |    | A | B | C |
|  | A  | 0 | 0 | 0 |
|  | B  | 0 | 0 | 0 |
|  | C  | 0 | 0 | 0 |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| B-C    | 0.08    | 8.84          | 0.1             | A       | 28                      | 43                            |
| B-A    | 0.17    | 21.21         | 0.2             | C       | 29                      | 44                            |
| C-AB   | 0.31    | 5.02          | 1.2             | A       | 220                     | 331                           |
| C-A    |         |               |                 |         | 511                     | 766                           |
| A-B    |         |               |                 |         | 20                      | 30                            |
| A-C    |         |               |                 |         | 550                     | 824                           |

### Main Results for each time segment

#### 16:45 - 17:00

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 23                    | 6                       | 502               | 0.047 | 23                  | 0.0               | 0.0             | 7.516     | A                             |
| B-A    | 24                    | 6                       | 294               | 0.082 | 24                  | 0.0               | 0.1             | 13.300    | B                             |
| C-AB   | 135                   | 34                      | 891               | 0.151 | 133                 | 0.0               | 0.4             | 4.752     | A                             |
| C-A    | 465                   | 116                     |                   |       | 465                 |                   |                 |           |                               |
| A-B    | 17                    | 4                       |                   |       | 17                  |                   |                 |           |                               |
| A-C    | 451                   | 113                     |                   |       | 451                 |                   |                 |           |                               |

#### 17:00 - 17:15

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 28                    | 7                       | 477               | 0.058 | 28                  | 0.0               | 0.1             | 8.012     | A                             |
| B-A    | 29                    | 7                       | 257               | 0.112 | 29                  | 0.1               | 0.1             | 15.774    | C                             |
| C-AB   | 198                   | 50                      | 956               | 0.207 | 197                 | 0.4               | 0.6             | 4.760     | A                             |
| C-A    | 518                   | 130                     |                   |       | 518                 |                   |                 |           |                               |
| A-B    | 20                    | 5                       |                   |       | 20                  |                   |                 |           |                               |
| A-C    | 538                   | 135                     |                   |       | 538                 |                   |                 |           |                               |

#### 17:15 - 17:30

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 34                    | 9                       | 442               | 0.077 | 34                  | 0.1               | 0.1             | 8.824     | A                             |
| B-A    | 35                    | 9                       | 205               | 0.172 | 35                  | 0.1               | 0.2             | 21.116    | C                             |
| C-AB   | 326                   | 81                      | 1049              | 0.311 | 324                 | 0.6               | 1.2             | 4.989     | A                             |
| C-A    | 552                   | 138                     |                   |       | 552                 |                   |                 |           |                               |
| A-B    | 24                    | 6                       |                   |       | 24                  |                   |                 |           |                               |
| A-C    | 660                   | 165                     |                   |       | 660                 |                   |                 |           |                               |

#### 17:30 - 17:45

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 34                    | 9                       | 441               | 0.077 | 34                  | 0.1               | 0.1             | 8.840     | A                             |
| B-A    | 35                    | 9                       | 205               | 0.172 | 35                  | 0.2               | 0.2             | 21.211    | C                             |
| C-AB   | 327                   | 82                      | 1051              | 0.311 | 327                 | 1.2               | 1.2             | 5.018     | A                             |
| C-A    | 550                   | 138                     |                   |       | 550                 |                   |                 |           |                               |
| A-B    | 24                    | 6                       |                   |       | 24                  |                   |                 |           |                               |
| A-C    | 660                   | 165                     |                   |       | 660                 |                   |                 |           |                               |

**17:45 - 18:00**

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 28                    | 7                       | 476               | 0.059 | 28                  | 0.1               | 0.1             | 8.034     | A                             |
| B-A    | 29                    | 7                       | 257               | 0.112 | 29                  | 0.2               | 0.1             | 15.844    | C                             |
| C-AB   | 200                   | 50                      | 958               | 0.208 | 202                 | 1.2               | 0.7             | 4.793     | A                             |
| C-A    | 517                   | 129                     |                   |       | 517                 |                   |                 |           |                               |
| A-B    | 20                    | 5                       |                   |       | 20                  |                   |                 |           |                               |
| A-C    | 538                   | 135                     |                   |       | 538                 |                   |                 |           |                               |

**18:00 - 18:15**

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 23                    | 6                       | 501               | 0.047 | 23                  | 0.1               | 0.0             | 7.544     | A                             |
| B-A    | 24                    | 6                       | 294               | 0.082 | 24                  | 0.1               | 0.1             | 13.353    | B                             |
| C-AB   | 136                   | 34                      | 893               | 0.153 | 137                 | 0.7               | 0.4             | 4.784     | A                             |
| C-A    | 464                   | 116                     |                   |       | 464                 |                   |                 |           |                               |
| A-B    | 17                    | 4                       |                   |       | 17                  |                   |                 |           |                               |
| A-C    | 451                   | 113                     |                   |       | 451                 |                   |                 |           |                               |

# OY+15 With Comm Dev, AM Peak

## 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        | untitled | T-Junction    | Two-way              |                       | 0.00               | 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 segment length (min) | Run automatically |
|----|---------------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D9 | OY+15 With Comm Dev | AM Peak          | ONE HOUR             | 07:45              | 09:15               | 15                        | ✓                 |

| Vehicle mix varies over turn | Vehicle mix varies over entry | Vehicle mix source | PCU Factor for a HV (PCU) |
|------------------------------|-------------------------------|--------------------|---------------------------|
| ✓                            | ✓                             | HV Percentages     | 2.00                      |

### Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|-----|------------|--------------|--------------|-------------------------|--------------------|
| A   |            | ONE HOUR     | ✓            | 646                     | 100.000            |
| B   |            | ONE HOUR     | ✓            | 0                       | 100.000            |
| C   |            | ONE HOUR     | ✓            | 392                     | 100.000            |

## Origin-Destination Data

### Demand (PCU/hr)

|      | To |     |   |     |
|------|----|-----|---|-----|
|      | A  | B   | C |     |
| From | A  | 0   | 0 | 646 |
|      | B  | 0   | 0 | 0   |
|      | C  | 392 | 0 | 0   |

## Vehicle Mix

### Heavy Vehicle Percentages

|      | To |   |   |   |
|------|----|---|---|---|
|      | A  | B | C |   |
| From | A  | 0 | 0 | 0 |
|      | B  | 0 | 0 | 0 |
|      | C  | 0 | 0 | 0 |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| B-C    | 0.00    | 0.00          | 0.0             | A       | 0                       | 0                             |
| B-A    | 0.00    | 0.00          | 0.0             | A       | 0                       | 0                             |
| C-AB   | 0.00    | 0.00          | 0.0             | A       | 0                       | 0                             |
| C-A    |         |               |                 |         | 360                     | 540                           |
| A-B    |         |               |                 |         | 0                       | 0                             |
| A-C    |         |               |                 |         | 593                     | 889                           |

### Main Results for each time segment

#### 07:45 - 08:00

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 0                     | 0                       | 508               | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| B-A    | 0                     | 0                       | 337               | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| C-AB   | 0                     | 0                       | 489               | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| C-A    | 295                   | 74                      |                   |       | 295                 |                   |                 |           |                               |
| A-B    | 0                     | 0                       |                   |       | 0                   |                   |                 |           |                               |
| A-C    | 486                   | 122                     |                   |       | 486                 |                   |                 |           |                               |

#### 08:00 - 08:15

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 0                     | 0                       | 485               | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| B-A    | 0                     | 0                       | 309               | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| C-AB   | 0                     | 0                       | 468               | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| C-A    | 352                   | 88                      |                   |       | 352                 |                   |                 |           |                               |
| A-B    | 0                     | 0                       |                   |       | 0                   |                   |                 |           |                               |
| A-C    | 581                   | 145                     |                   |       | 581                 |                   |                 |           |                               |

#### 08:15 - 08:30

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 0                     | 0                       | 455               | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| B-A    | 0                     | 0                       | 270               | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| C-AB   | 0                     | 0                       | 438               | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| C-A    | 432                   | 108                     |                   |       | 432                 |                   |                 |           |                               |
| A-B    | 0                     | 0                       |                   |       | 0                   |                   |                 |           |                               |
| A-C    | 711                   | 178                     |                   |       | 711                 |                   |                 |           |                               |

#### 08:30 - 08:45

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 0                     | 0                       | 455               | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| B-A    | 0                     | 0                       | 270               | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| C-AB   | 0                     | 0                       | 438               | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| C-A    | 432                   | 108                     |                   |       | 432                 |                   |                 |           |                               |
| A-B    | 0                     | 0                       |                   |       | 0                   |                   |                 |           |                               |
| A-C    | 711                   | 178                     |                   |       | 711                 |                   |                 |           |                               |

**08:45 - 09:00**

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 0                     | 0                       | 485               | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| B-A    | 0                     | 0                       | 309               | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| C-AB   | 0                     | 0                       | 468               | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| C-A    | 352                   | 88                      |                   |       | 352                 |                   |                 |           |                               |
| A-B    | 0                     | 0                       |                   |       | 0                   |                   |                 |           |                               |
| A-C    | 581                   | 145                     |                   |       | 581                 |                   |                 |           |                               |

**09:00 - 09:15**

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 0                     | 0                       | 508               | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| B-A    | 0                     | 0                       | 337               | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| C-AB   | 0                     | 0                       | 489               | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| C-A    | 295                   | 74                      |                   |       | 295                 |                   |                 |           |                               |
| A-B    | 0                     | 0                       |                   |       | 0                   |                   |                 |           |                               |
| A-C    | 486                   | 122                     |                   |       | 486                 |                   |                 |           |                               |

# OY+15 With Comm Dev, PM Peak

## 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        | untitled | T-Junction    | Two-way              |                       | 0.00               | 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 segment length (min) | Run automatically |
|-----|---------------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D10 | OY+15 With Comm Dev | PM Peak          | ONE HOUR             | 16:45              | 18:15               | 15                        | ✓                 |

| Vehicle mix varies over turn | Vehicle mix varies over entry | Vehicle mix source | PCU Factor for a HV (PCU) |
|------------------------------|-------------------------------|--------------------|---------------------------|
| ✓                            | ✓                             | HV Percentages     | 2.00                      |

### Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|-----|------------|--------------|--------------|-------------------------|--------------------|
| A   |            | ONE HOUR     | ✓            | 604                     | 100.000            |
| B   |            | ONE HOUR     | ✓            | 0                       | 100.000            |
| C   |            | ONE HOUR     | ✓            | 706                     | 100.000            |

## Origin-Destination Data

### Demand (PCU/hr)

|  | To |     |   |     |
|--|----|-----|---|-----|
|  |    | A   | B | C   |
|  | A  | 0   | 0 | 604 |
|  | B  | 0   | 0 | 0   |
|  | C  | 706 | 0 | 0   |

## Vehicle Mix

### Heavy Vehicle Percentages

|  | To |   |   |   |
|--|----|---|---|---|
|  |    | A | B | C |
|  | A  | 0 | 0 | 0 |
|  | B  | 0 | 0 | 0 |
|  | C  | 0 | 0 | 0 |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| B-C    | 0.00    | 0.00          | 0.0             | A       | 0                       | 0                             |
| B-A    | 0.00    | 0.00          | 0.0             | A       | 0                       | 0                             |
| C-AB   | 0.00    | 0.00          | 0.0             | A       | 0                       | 0                             |
| C-A    |         |               |                 |         | 648                     | 972                           |
| A-B    |         |               |                 |         | 0                       | 0                             |
| A-C    |         |               |                 |         | 554                     | 831                           |

### Main Results for each time segment

#### 16:45 - 17:00

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 0                     | 0                       | 515               | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| B-A    | 0                     | 0                       | 312               | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| C-AB   | 0                     | 0                       | 497               | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| C-A    | 532                   | 133                     |                   |       | 532                 |                   |                 |           |                               |
| A-B    | 0                     | 0                       |                   |       | 0                   |                   |                 |           |                               |
| A-C    | 455                   | 114                     |                   |       | 455                 |                   |                 |           |                               |

#### 17:00 - 17:15

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 0                     | 0                       | 494               | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| B-A    | 0                     | 0                       | 278               | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| C-AB   | 0                     | 0                       | 477               | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| C-A    | 635                   | 159                     |                   |       | 635                 |                   |                 |           |                               |
| A-B    | 0                     | 0                       |                   |       | 0                   |                   |                 |           |                               |
| A-C    | 543                   | 136                     |                   |       | 543                 |                   |                 |           |                               |

#### 17:15 - 17:30

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 0                     | 0                       | 466               | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| B-A    | 0                     | 0                       | 232               | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| C-AB   | 0                     | 0                       | 449               | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| C-A    | 777                   | 194                     |                   |       | 777                 |                   |                 |           |                               |
| A-B    | 0                     | 0                       |                   |       | 0                   |                   |                 |           |                               |
| A-C    | 665                   | 166                     |                   |       | 665                 |                   |                 |           |                               |

#### 17:30 - 17:45

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 0                     | 0                       | 466               | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| B-A    | 0                     | 0                       | 232               | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| C-AB   | 0                     | 0                       | 449               | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| C-A    | 777                   | 194                     |                   |       | 777                 |                   |                 |           |                               |
| A-B    | 0                     | 0                       |                   |       | 0                   |                   |                 |           |                               |
| A-C    | 665                   | 166                     |                   |       | 665                 |                   |                 |           |                               |

**17:45 - 18:00**

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 0                     | 0                       | 494               | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| B-A    | 0                     | 0                       | 278               | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| C-AB   | 0                     | 0                       | 477               | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| C-A    | 635                   | 159                     |                   |       | 635                 |                   |                 |           |                               |
| A-B    | 0                     | 0                       |                   |       | 0                   |                   |                 |           |                               |
| A-C    | 543                   | 136                     |                   |       | 543                 |                   |                 |           |                               |

**18:00 - 18:15**

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 0                     | 0                       | 515               | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| B-A    | 0                     | 0                       | 312               | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| C-AB   | 0                     | 0                       | 497               | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| C-A    | 532                   | 133                     |                   |       | 532                 |                   |                 |           |                               |
| A-B    | 0                     | 0                       |                   |       | 0                   |                   |                 |           |                               |
| A-C    | 455                   | 114                     |                   |       | 455                 |                   |                 |           |                               |

# OY+15 with All Dev, AM Peak

## 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        | untitled | T-Junction    | Two-way              |                       | 0.65               | 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 segment length (min) | Run automatically |
|-----|--------------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D11 | OY+15 with All Dev | AM Peak          | ONE HOUR             | 07:45              | 09:15               | 15                        | ✓                 |

| Vehicle mix varies over turn | Vehicle mix varies over entry | Vehicle mix source | PCU Factor for a HV (PCU) |
|------------------------------|-------------------------------|--------------------|---------------------------|
| ✓                            | ✓                             | HV Percentages     | 2.00                      |

### Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|-----|------------|--------------|--------------|-------------------------|--------------------|
| A   |            | ONE HOUR     | ✓            | 683                     | 100.000            |
| B   |            | ONE HOUR     | ✓            | 46                      | 100.000            |
| C   |            | ONE HOUR     | ✓            | 438                     | 100.000            |

## Origin-Destination Data

### Demand (PCU/hr)

|  | To |     |    |     |
|--|----|-----|----|-----|
|  |    | A   | B  | C   |
|  | A  | 0   | 9  | 674 |
|  | B  | 12  | 0  | 34  |
|  | C  | 413 | 25 | 0   |

## Vehicle Mix

### Heavy Vehicle Percentages

|  | To |   |   |   |
|--|----|---|---|---|
|  |    | A | B | C |
|  | A  | 0 | 0 | 0 |
|  | B  | 0 | 0 | 0 |
|  | C  | 0 | 0 | 0 |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| B-C    | 0.08    | 7.80          | 0.1             | A       | 31                      | 47                            |
| B-A    | 0.06    | 17.71         | 0.1             | C       | 11                      | 17                            |
| C-AB   | 0.09    | 5.33          | 0.2             | A       | 49                      | 73                            |
| C-A    |         |               |                 |         | 353                     | 530                           |
| A-B    |         |               |                 |         | 8                       | 12                            |
| A-C    |         |               |                 |         | 618                     | 928                           |

### Main Results for each time segment

#### 07:45 - 08:00

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 26                    | 6                       | 566               | 0.045 | 25                  | 0.0               | 0.0             | 6.661     | A                             |
| B-A    | 9                     | 2                       | 280               | 0.032 | 9                   | 0.0               | 0.0             | 13.270    | B                             |
| C-AB   | 33                    | 8                       | 711               | 0.047 | 33                  | 0.0               | 0.1             | 5.318     | A                             |
| C-A    | 296                   | 74                      |                   |       | 296                 |                   |                 |           |                               |
| A-B    | 7                     | 2                       |                   |       | 7                   |                   |                 |           |                               |
| A-C    | 507                   | 127                     |                   |       | 507                 |                   |                 |           |                               |

#### 08:00 - 08:15

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 31                    | 8                       | 538               | 0.057 | 31                  | 0.0               | 0.1             | 7.099     | A                             |
| B-A    | 11                    | 3                       | 253               | 0.043 | 11                  | 0.0               | 0.0             | 14.832    | B                             |
| C-AB   | 45                    | 11                      | 737               | 0.062 | 45                  | 0.1               | 0.1             | 5.211     | A                             |
| C-A    | 348                   | 87                      |                   |       | 348                 |                   |                 |           |                               |
| A-B    | 8                     | 2                       |                   |       | 8                   |                   |                 |           |                               |
| A-C    | 606                   | 151                     |                   |       | 606                 |                   |                 |           |                               |

#### 08:15 - 08:30

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 37                    | 9                       | 499               | 0.075 | 37                  | 0.1               | 0.1             | 7.799     | A                             |
| B-A    | 13                    | 3                       | 216               | 0.061 | 13                  | 0.0               | 0.1             | 17.702    | C                             |
| C-AB   | 67                    | 17                      | 776               | 0.086 | 67                  | 0.1               | 0.2             | 5.086     | A                             |
| C-A    | 415                   | 104                     |                   |       | 415                 |                   |                 |           |                               |
| A-B    | 10                    | 2                       |                   |       | 10                  |                   |                 |           |                               |
| A-C    | 742                   | 186                     |                   |       | 742                 |                   |                 |           |                               |

#### 08:30 - 08:45

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 37                    | 9                       | 499               | 0.075 | 37                  | 0.1               | 0.1             | 7.804     | A                             |
| B-A    | 13                    | 3                       | 216               | 0.061 | 13                  | 0.1               | 0.1             | 17.710    | C                             |
| C-AB   | 67                    | 17                      | 776               | 0.086 | 67                  | 0.2               | 0.2             | 5.088     | A                             |
| C-A    | 415                   | 104                     |                   |       | 415                 |                   |                 |           |                               |
| A-B    | 10                    | 2                       |                   |       | 10                  |                   |                 |           |                               |
| A-C    | 742                   | 186                     |                   |       | 742                 |                   |                 |           |                               |

**08:45 - 09:00**

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 31                    | 8                       | 537               | 0.057 | 31                  | 0.1               | 0.1             | 7.110     | A                             |
| B-A    | 11                    | 3                       | 254               | 0.043 | 11                  | 0.1               | 0.0             | 14.836    | B                             |
| C-AB   | 46                    | 11                      | 737               | 0.062 | 46                  | 0.2               | 0.1             | 5.219     | A                             |
| C-A    | 348                   | 87                      |                   |       | 348                 |                   |                 |           |                               |
| A-B    | 8                     | 2                       |                   |       | 8                   |                   |                 |           |                               |
| A-C    | 606                   | 151                     |                   |       | 606                 |                   |                 |           |                               |

**09:00 - 09:15**

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 26                    | 6                       | 565               | 0.045 | 26                  | 0.1               | 0.0             | 6.676     | A                             |
| B-A    | 9                     | 2                       | 280               | 0.032 | 9                   | 0.0               | 0.0             | 13.271    | B                             |
| C-AB   | 34                    | 8                       | 711               | 0.047 | 34                  | 0.1               | 0.1             | 5.326     | A                             |
| C-A    | 296                   | 74                      |                   |       | 296                 |                   |                 |           |                               |
| A-B    | 7                     | 2                       |                   |       | 7                   |                   |                 |           |                               |
| A-C    | 507                   | 127                     |                   |       | 507                 |                   |                 |           |                               |

# OY+15 with All Dev, PM Peak

## 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        | untitled | T-Junction    | Two-way              |                       | 1.32               | 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 segment length (min) | Run automatically |
|-----|--------------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D12 | OY+15 with All Dev | PM Peak          | ONE HOUR             | 16:45              | 18:15               | 15                        | ✓                 |

| Vehicle mix varies over turn | Vehicle mix varies over entry | Vehicle mix source | PCU Factor for a HV (PCU) |
|------------------------------|-------------------------------|--------------------|---------------------------|
| ✓                            | ✓                             | HV Percentages     | 2.00                      |

### Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|-----|------------|--------------|--------------|-------------------------|--------------------|
| A   |            | ONE HOUR     | ✓            | 648                     | 100.000            |
| B   |            | ONE HOUR     | ✓            | 59                      | 100.000            |
| C   |            | ONE HOUR     | ✓            | 819                     | 100.000            |

## Origin-Destination Data

### Demand (PCU/hr)

|  | To |     |    |     |
|--|----|-----|----|-----|
|  |    | A   | B  | C   |
|  | A  | 0   | 20 | 628 |
|  | B  | 30  | 0  | 29  |
|  | C  | 757 | 62 | 0   |

## Vehicle Mix

### Heavy Vehicle Percentages

|  | To |   |   |   |
|--|----|---|---|---|
|  |    | A | B | C |
|  | A  | 0 | 0 | 0 |
|  | B  | 0 | 0 | 0 |
|  | C  | 0 | 0 | 0 |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| B-C    | 0.07    | 8.94          | 0.1             | A       | 27                      | 40                            |
| B-A    | 0.17    | 22.05         | 0.2             | C       | 28                      | 41                            |
| C-AB   | 0.29    | 4.80          | 1.1             | A       | 210                     | 315                           |
| C-A    |         |               |                 |         | 542                     | 813                           |
| A-B    |         |               |                 |         | 18                      | 28                            |
| A-C    |         |               |                 |         | 576                     | 864                           |

### Main Results for each time segment

#### 16:45 - 17:00

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 22                    | 5                       | 497               | 0.044 | 22                  | 0.0               | 0.0             | 7.570     | A                             |
| B-A    | 23                    | 6                       | 288               | 0.078 | 22                  | 0.0               | 0.1             | 13.524    | B                             |
| C-AB   | 126                   | 32                      | 904               | 0.140 | 125                 | 0.0               | 0.4             | 4.622     | A                             |
| C-A    | 490                   | 123                     |                   |       | 490                 |                   |                 |           |                               |
| A-B    | 15                    | 4                       |                   |       | 15                  |                   |                 |           |                               |
| A-C    | 473                   | 118                     |                   |       | 473                 |                   |                 |           |                               |

#### 17:00 - 17:15

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 26                    | 7                       | 472               | 0.055 | 26                  | 0.0               | 0.1             | 8.077     | A                             |
| B-A    | 27                    | 7                       | 250               | 0.108 | 27                  | 0.1               | 0.1             | 16.147    | C                             |
| C-AB   | 188                   | 47                      | 972               | 0.193 | 187                 | 0.4               | 0.6             | 4.596     | A                             |
| C-A    | 549                   | 137                     |                   |       | 549                 |                   |                 |           |                               |
| A-B    | 18                    | 4                       |                   |       | 18                  |                   |                 |           |                               |
| A-C    | 565                   | 141                     |                   |       | 565                 |                   |                 |           |                               |

#### 17:15 - 17:30

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 32                    | 8                       | 435               | 0.073 | 32                  | 0.1               | 0.1             | 8.923     | A                             |
| B-A    | 33                    | 8                       | 196               | 0.168 | 33                  | 0.1               | 0.2             | 21.954    | C                             |
| C-AB   | 313                   | 78                      | 1070              | 0.293 | 311                 | 0.6               | 1.1             | 4.769     | A                             |
| C-A    | 588                   | 147                     |                   |       | 588                 |                   |                 |           |                               |
| A-B    | 22                    | 6                       |                   |       | 22                  |                   |                 |           |                               |
| A-C    | 691                   | 173                     |                   |       | 691                 |                   |                 |           |                               |

#### 17:30 - 17:45

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 32                    | 8                       | 435               | 0.073 | 32                  | 0.1               | 0.1             | 8.940     | A                             |
| B-A    | 33                    | 8                       | 196               | 0.168 | 33                  | 0.2               | 0.2             | 22.053    | C                             |
| C-AB   | 315                   | 79                      | 1071              | 0.294 | 315                 | 1.1               | 1.1             | 4.797     | A                             |
| C-A    | 587                   | 147                     |                   |       | 587                 |                   |                 |           |                               |
| A-B    | 22                    | 6                       |                   |       | 22                  |                   |                 |           |                               |
| A-C    | 691                   | 173                     |                   |       | 691                 |                   |                 |           |                               |

**17:45 - 18:00**

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 26                    | 7                       | 471               | 0.055 | 26                  | 0.1               | 0.1             | 8.100     | A                             |
| B-A    | 27                    | 7                       | 250               | 0.108 | 27                  | 0.2               | 0.1             | 16.220    | C                             |
| C-AB   | 189                   | 47                      | 974               | 0.194 | 191                 | 1.1               | 0.6             | 4.631     | A                             |
| C-A    | 547                   | 137                     |                   |       | 547                 |                   |                 |           |                               |
| A-B    | 18                    | 4                       |                   |       | 18                  |                   |                 |           |                               |
| A-C    | 565                   | 141                     |                   |       | 565                 |                   |                 |           |                               |

**18:00 - 18:15**

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 22                    | 5                       | 496               | 0.044 | 22                  | 0.1               | 0.0             | 7.590     | A                             |
| B-A    | 23                    | 6                       | 288               | 0.078 | 23                  | 0.1               | 0.1             | 13.575    | B                             |
| C-AB   | 128                   | 32                      | 905               | 0.141 | 129                 | 0.6               | 0.4             | 4.654     | A                             |
| C-A    | 489                   | 122                     |                   |       | 489                 |                   |                 |           |                               |
| A-B    | 15                    | 4                       |                   |       | 15                  |                   |                 |           |                               |
| A-C    | 473                   | 118                     |                   |       | 473                 |                   |                 |           |                               |

| Junctions 9                                                                                                                                                      |  |  |  |  |  |  |  |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|--|--|--|--|
| PICADY 9 - Priority Intersection Module                                                                                                                          |  |  |  |  |  |  |  |
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**Filename:** 4. East Access Junction to New GDR Road (A4)\_2024.j9  
**Path:** V:\0086174\7 Calcs\72Model\Junction 9 Models\Phase 2 (May 2024 Revision)  
**Report generation date:** 02/07/2024 18:15:52

## «OY+15 with All Dev, PM Peak

- »Junction Network
- »Arms
- »Traffic Demand
- »Origin-Destination Data
- »Vehicle Mix
- »Results

## Summary of junction performance

|                     | AM Peak     |           |      |     | PM Peak     |           |      |     |
|---------------------|-------------|-----------|------|-----|-------------|-----------|------|-----|
|                     | Queue (PCU) | Delay (s) | RFC  | LOS | Queue (PCU) | Delay (s) | RFC  | LOS |
| OY with Comm Dev    |             |           |      |     |             |           |      |     |
| Stream B-AC         | 0.0         | 0.00      | 0.00 | A   | 0.0         | 0.00      | 0.00 | A   |
| Stream C-AB         | 0.0         | 0.00      | 0.00 | A   | 0.0         | 0.00      | 0.00 | A   |
| OY with All Dev     |             |           |      |     |             |           |      |     |
| Stream B-AC         | 0.0         | 0.00      | 0.00 | A   | 0.0         | 0.00      | 0.00 | A   |
| Stream C-AB         | 0.0         | 0.00      | 0.00 | A   | 0.0         | 0.00      | 0.00 | A   |
| OY+5 with Comm Dev  |             |           |      |     |             |           |      |     |
| Stream B-AC         | 0.0         | 0.00      | 0.00 | A   | 0.0         | 0.00      | 0.00 | A   |
| Stream C-AB         | 0.0         | 0.00      | 0.00 | A   | 0.0         | 0.00      | 0.00 | A   |
| OY+5 with All Dev   |             |           |      |     |             |           |      |     |
| Stream B-AC         | 0.2         | 12.72     | 0.16 | B   | 0.3         | 15.40     | 0.21 | C   |
| Stream C-AB         | 0.0         | 4.26      | 0.04 | A   | 0.2         | 4.72      | 0.09 | A   |
| OY+15 with Comm Dev |             |           |      |     |             |           |      |     |
| Stream B-AC         | 0.0         | 0.00      | 0.00 | A   | 0.0         | 0.00      | 0.00 | A   |
| Stream C-AB         | 0.0         | 0.00      | 0.00 | A   | 0.0         | 0.00      | 0.00 | A   |
| OY+15 with All Dev  |             |           |      |     |             |           |      |     |
| Stream B-AC         | 0.2         | 12.76     | 0.14 | B   | 0.3         | 16.05     | 0.21 | C   |
| Stream C-AB         | 0.0         | 4.19      | 0.03 | A   | 0.2         | 4.63      | 0.09 | A   |

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

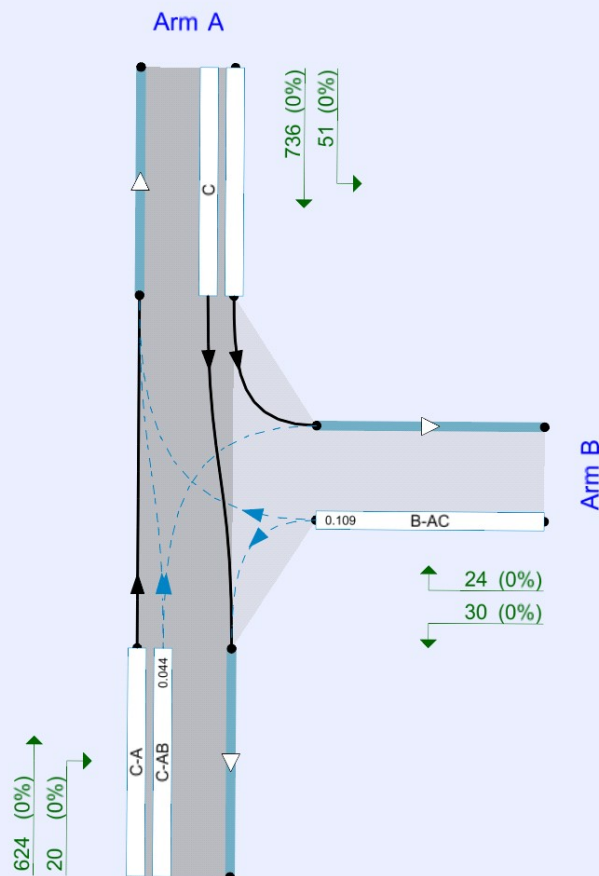
## File summary

### File Description

|             |                       |
|-------------|-----------------------|
| Title       |                       |
| Location    |                       |
| Site number |                       |
| Date        | 07/10/2021            |
| Version     |                       |
| Status      | (new file)            |
| Identifier  |                       |
| Client      |                       |
| Jobnumber   |                       |
| Enumerator  | ATKINSMCCARTHY\manand |
| 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         | PCU                 | PCU                   | perHour    | s                   | -Min              | perMin              |



The junction diagram reflects the last run of Junctions.

### Analysis Options

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

### Analysis Set Details

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

### Demand Set Details

| ID  | Scenario name      | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|-----|--------------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D12 | OY+15 with All Dev | PM Peak          | ONE HOUR             | 16:45              | 18:15               | 15                        | ✓                 |

# OY+15 with All Dev, PM Peak

## 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        | untitled | T-Junction    | Two-way              |                       | 0.78               | A            |

### Junction Network Options

| Driving side | Lighting       |
|--------------|----------------|
| Left         | Normal/unknown |

## Arms

### Arms

| Arm | Name           | Description | Arm type |
|-----|----------------|-------------|----------|
| A   | GDR Road North |             | Major    |
| B   | Access Road    |             | Minor    |
| C   | GDR Road South |             | Major    |

### Major Arm Geometry

| Arm | Width of carriageway (m) | Has kerbed central reserve | Has right turn bay | Visibility for right turn (m) | Blocks? | Blocking queue (PCU) |
|-----|--------------------------|----------------------------|--------------------|-------------------------------|---------|----------------------|
| C   | 6.50                     |                            |                    | 45.0                          | ✓       | 0.00                 |

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

### Minor Arm Geometry

| Arm | Minor arm type | Lane width (m) | Visibility to left (m) | Visibility to right (m) |
|-----|----------------|----------------|------------------------|-------------------------|
| B   | One lane       | 2.75           | 22                     | 20                      |

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

| Stream | Intercept (PCU/hr) | Slope for A-B | Slope for A-C | Slope for C-A | Slope for C-B |
|--------|--------------------|---------------|---------------|---------------|---------------|
| B-A    | 482                | 0.086         | 0.217         | 0.137         | 0.310         |
| B-C    | 621                | 0.093         | 0.235         | -             | -             |
| C-B    | 600                | 0.227         | 0.227         | -             | -             |

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

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

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

## Traffic Demand

| Vehicle mix varies over turn | Vehicle mix varies over entry | Vehicle mix source | PCU Factor for a HV (PCU) |
|------------------------------|-------------------------------|--------------------|---------------------------|
| ✓                            | ✓                             | HV Percentages     | 2.00                      |

### Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|-----|------------|--------------|--------------|-------------------------|--------------------|
| A   |            | ONE HOUR     | ✓            | 787                     | 100.000            |
| B   |            | ONE HOUR     | ✓            | 54                      | 100.000            |
| C   |            | ONE HOUR     | ✓            | 644                     | 100.000            |

## Origin-Destination Data

### Demand (PCU/hr)

|  | To |     |    |     |
|--|----|-----|----|-----|
|  |    | A   | B  | C   |
|  | A  | 0   | 51 | 736 |
|  | B  | 24  | 0  | 30  |
|  | C  | 624 | 20 | 0   |

## Vehicle Mix

### Heavy Vehicle Percentages

|  | To |   |   |   |
|--|----|---|---|---|
|  |    | A | B | C |
|  | A  | 0 | 0 | 0 |
|  | B  | 0 | 0 | 0 |
|  | C  | 0 | 0 | 0 |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| B-AC   | 0.21    | 16.05         | 0.3             | C       | 50                      | 74                            |
| C-AB   | 0.09    | 4.63          | 0.2             | A       | 57                      | 85                            |
| C-A    |         |               |                 |         | 534                     | 801                           |
| A-B    |         |               |                 |         | 47                      | 70                            |
| A-C    |         |               |                 |         | 675                     | 1013                          |

### Main Results for each time segment

#### 16:45 - 17:00

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 41                    | 10                      | 374               | 0.109 | 40                  | 0.0               | 0.1             | 10.777    | B                             |
| C-AB   | 36                    | 9                       | 814               | 0.044 | 35                  | 0.0               | 0.1             | 4.625     | A                             |
| C-A    | 449                   | 112                     |                   |       | 449                 |                   |                 |           |                               |
| A-B    | 38                    | 10                      |                   |       | 38                  |                   |                 |           |                               |
| A-C    | 554                   | 139                     |                   |       | 554                 |                   |                 |           |                               |

**17:00 - 17:15**

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 49                    | 12                      | 337               | 0.144 | 48                  | 0.1               | 0.2             | 12.465    | B                             |
| C-AB   | 52                    | 13                      | 863               | 0.060 | 51                  | 0.1               | 0.1             | 4.434     | A                             |
| C-A    | 527                   | 132                     |                   |       | 527                 |                   |                 |           |                               |
| A-B    | 46                    | 11                      |                   |       | 46                  |                   |                 |           |                               |
| A-C    | 662                   | 165                     |                   |       | 662                 |                   |                 |           |                               |

**17:15 - 17:30**

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 59                    | 15                      | 284               | 0.209 | 59                  | 0.2               | 0.3             | 15.991    | C                             |
| C-AB   | 83                    | 21                      | 936               | 0.089 | 83                  | 0.1               | 0.2             | 4.218     | A                             |
| C-A    | 626                   | 156                     |                   |       | 626                 |                   |                 |           |                               |
| A-B    | 56                    | 14                      |                   |       | 56                  |                   |                 |           |                               |
| A-C    | 810                   | 203                     |                   |       | 810                 |                   |                 |           |                               |

**17:30 - 17:45**

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 59                    | 15                      | 284               | 0.210 | 59                  | 0.3               | 0.3             | 16.046    | C                             |
| C-AB   | 83                    | 21                      | 937               | 0.089 | 83                  | 0.2               | 0.2             | 4.221     | A                             |
| C-A    | 626                   | 156                     |                   |       | 626                 |                   |                 |           |                               |
| A-B    | 56                    | 14                      |                   |       | 56                  |                   |                 |           |                               |
| A-C    | 810                   | 203                     |                   |       | 810                 |                   |                 |           |                               |

**17:45 - 18:00**

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 49                    | 12                      | 337               | 0.144 | 49                  | 0.3               | 0.2             | 12.516    | B                             |
| C-AB   | 52                    | 13                      | 864               | 0.060 | 52                  | 0.2               | 0.1             | 4.438     | A                             |
| C-A    | 527                   | 132                     |                   |       | 527                 |                   |                 |           |                               |
| A-B    | 46                    | 11                      |                   |       | 46                  |                   |                 |           |                               |
| A-C    | 662                   | 165                     |                   |       | 662                 |                   |                 |           |                               |

**18:00 - 18:15**

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 41                    | 10                      | 374               | 0.109 | 41                  | 0.2               | 0.1             | 10.823    | B                             |
| C-AB   | 36                    | 9                       | 814               | 0.044 | 36                  | 0.1               | 0.1             | 4.631     | A                             |
| C-A    | 449                   | 112                     |                   |       | 449                 |                   |                 |           |                               |
| A-B    | 38                    | 10                      |                   |       | 38                  |                   |                 |           |                               |
| A-C    | 554                   | 139                     |                   |       | 554                 |                   |                 |           |                               |