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Comhairle Chontae na Gaillimhe
Galway County Council

GALWAY COUNTY COUNCIL

PROPOSED DEVELOPMENT AT CLAREGALWAY, CO. GALWAY

TRAFFIC AND TRANSPORTATION ASSESSMENT

Proposed Development at Claregalway

TRAFFIC AND TRANSPORTATION ASSESSMENT

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1.0 NON-TECHNICAL SUMMARY

The Non-Technical Summary is a synopsis of the Traffic and Transportation Assessment (TTA) for proposed works which include construction of 88 residential units and a creche in Droim na Gaoithe, Claregalway. The proposed development site is located within Claregalway, Co. Galway, approximately 850m south of Claregalway town and 11.2km to the north-east of Galway city. The proposed development will be accessed via the 2 no. new accesses on the R381 serving the western units and on Lakeview Road serving the eastern units.

A scoping document was issued on the 30th of September 2021 to Galway County Council Roads Department. This document outlined the proposed approach that the Traffic and Transportation Assessment would take and identified the junctions which would be included in the analysis.

- Junction 1: Existing Signalised T-Junction R381/Lakeview Road;
- Junction 2: Proposed T-Junction Lakeview Road/Site Access Road; and
- Junction 3: Proposed T-Junction R381/Site Access Road

A seasonal adjustment check was undertaken on the traffic count data to determine if the traffic on the date of the traffic count survey is representative of the annual average traffic for the year. It was determined that the date of the survey was below average compared to the annual average daily traffic (AADT) and hence a seasonal adjustment was applied to the data.

In accordance with the Transport Infrastructure Ireland (TII) Traffic and Transportation Assessment Guidelines the following assessments were undertaken:

- the operating year 2024.
- the design years 2029 (+ 5 years); and
- the design year 2039 (+ 15 years).

The traffic count data was forecasted using the TII Project Appraisal Guidelines Unit 5.3: Travel Demand Projections for high growth.

<u>Junction 1 – Signalised Junction R381 / Lakeview</u>

The LinSig analysis for the design year 2021 indicates that the junction is operating within capacity for the morning and evening peak hour scenarios, and that the junction has practical reserve capacity (PRC for Signalled Lanes of 28.6% in the morning peak hour and 101.8% in the evening peak hour).

The LinSig analysis for the design year 2024 (including the base traffic with growth indices applied and inclusion of current Committed Development traffic) indicates that the junction is operating within capacity for the morning and evening peak hour scenarios, and that the junction has practical reserve capacity (PRC for Signalled Lanes of 7.3% in the morning peak hour and 54% in the evening peak hour).

The LinSig analysis for the design year 2039 (including the base traffic with growth indices applied and inclusion of current Committed Development traffic) indicates that for both the morning hour scenario, the junction is forecast to operate slightly over capacity.

The inclusion of the proposed Development traffic will result in a increase in the DoS for each Stream and an increase in the MMQ for each Stream (i.e. for Arm 1, Traffic Stream 1/2 the Dos increases from 93.3% to 107.0% and the MMQ from 13 PCU to 35.3 PCU).

For the purposes of the analysis, a full pedestrian phase was called on each cycle of the traffic lights. In reality, this would not be the case as the pedestrian phase is an "on demand" crossing and from observations onsite was called a maximum of 4 times in the 15 minute period (4 out of 10 cycles within the 15 minute period). This will increase the capacity of the junction as the pedestrian phase is not called on each cycle therefore giving more green time to the vehicular movements.

Junction 2 – Proposed Junction Lakeview Road/ Site Access

The PICADY analysis results indicate indicate the proposed access will operate within capacity up to and including the design year of 2039 (i.e operational plus 15 years). The maximum RFC of 0.03 encountered at Junction 2, which is well below the maximum desired RFC of 0.85.

The analysis indicates that there will be negligible queues and minimal delays during both the peak hours for both scenarios with no development and with development.

Junction 3– Proposed Junction R381/ Site Access

The PICADY analysis results indicate indicate the proposed access will operate within capacity up to and including the design year of 2039 (i.e operational plus 15 years). The maximum RFC of 0.04 encountered at Junction 3, which is well below the maximum desired RFC of 0.85.

2.0 INTRODUCTION

TOBIN Consulting Engineers Ltd have been appointed by Galway County Council, to prepare a Traffic and Transportation Assessment (TTA) Report for proposed works which include construction of 88 residential units and a creche in Droim na Gaoithe, Claregalway.

In preparing this report, TOBIN Consulting Engineers has referred to

- The Galway County Development Plan 2022 – 2028.
- TII PE-PDV-02045 Traffic and Transport Assessment Guidelines (May 2014); and
- TII PE-PAG-02017 Project Appraisal Guidelines for National Roads Unit 5.3: Travel Demand Projections (October 2021)

2.1 OBJECTIVES

The objective of this report is to assess the impact the proposed development will have on the existing road network. This report will calculate the expected volume of traffic that will be generated by the proposed development and assess the impact that this traffic will have on the operational capacity of the road network in the vicinity of the development. The junctions to be analysed as part of this report are the following, see Figure 3-1: :

- Junction 1: Existing Signalised T-Junction R381/Lakeview Road;
- Junction 2: Proposed T-Junction Lakeview Road/Site Access Road; and
- Junction 3: Proposed T-Junction R381/Site Access Road

2.2 SCOPING

In order to ensure the scope of this report was to the satisfaction of Galway County Council, a scoping document was issued on the 30th of September 2021 to Galway County Council Roads Department. This document outlined the proposed approach that the Traffic and Transportation Assessment would take and identified the junctions which would be included in the analysis (Appendix A).

2.3 STRUCTURE OF THE REPORT

This report is divided into eight chapters:

- Chapter 1 is a Non-Technical Summary.
- Chapter 2 includes this introduction.
- Chapter 3 describes the proposed development, and its location.
- Chapter 4 provides an overview of the existing and proposed traffic conditions, explaining how this information was obtained.
- Chapter 5 outlines the assumptions that have been made in the calculation of traffic generated by the development and the factors used to forecast the future road network traffic.
- Chapter 6 explains the methodology used and the results of the analysis performed on the nominated junctions.
- Chapter 7 addresses issues relating to road safety, parking provision, pedestrians & cyclists and access for people with disabilities.
- Chapter 8 concludes the report.

3.0 PROPOSED DEVELOPMENT

3.1 SITE LOCATION

The proposed development site is located within Claregalway, Co. Galway, approximately 850m south of Claregalway town and 11.2km to the north-east of Galway city. The site location is shown in Figure 3-1:

Figure 3-1: Site Location

3.2 DESCRIPTION OF PROPOSED DEVELOPMENT

Planning permission is being sought by Galway County Council for the proposed development of a residential development consisting of 88 units (49 apartments and 39 houses) and a creche. The site plan is shown in Figure 3-1:

Figure 3-2: Site plan

The development will comprise of

1. The construction of 88 no. residential units, comprising:
   - 2 no. 4 bedroom two storey houses
   - 19 no. 3 bedroom two storey houses
   - 18 no. 2 bedroom two storey houses
   - 15 no. 3 bedroom apartments
   - 21 no. 2 bedroom apartments
   - 13 no. 1 bedroom apartments
2. Creche (21 children)
3. New vehicular access from the (L7110) Lakeview Road.

4. New vehicular access from the R381 Regional Road.
5. Provision of 260 no. bicycle parking and 144 no. car parking spaces comprising:
    - including 6 no. disabled parking spaces,
    - 133 no. car parking spaces for residential use,
    - 11 no. car parking spaces for creche use.
6. Provision of public open space, shared communal and private open space, bicycle parking, bin storage, public lighting, site landscaping, connection to existing services, footpath connections, signage and all associated site development works.

3.3 PROPOSED SITE ACCESS JUNCTION

The proposed development will be accessed via the 2 no. new accesses on the R381 serving the western units and on (L7110) Lakeview Road serving the eastern units. Both access are 6m wide surrounded by 2 no. pedestrian gates.

4.0 EXISTING ROAD NETWORK

The proposed development is to be accessed via the R381 and Lakeview Road. The site accessed are situated within an 50km/h default urban speed zone. R381 has a carriageway width of approximately 8.0m in the vicinity of the western site access and Lakeview Road has a carriageway width of 6.0m in the vicinity of the south eastern site access.

4.1 TRAFFIC SURVEY

In order to determine the magnitude of the existing traffic flows, a classified junction turning count was undertaken. This traffic survey was carried out by Tobin Consulting Engineers consisting of a morning peak (07:00-09:15) and evening peak (15:30-17:45) count on Tuesday 18th May 2021. Count information was obtained at the following junction:

- Junction 1: Existing Signalised T-Junction R381/Lakeview Road

This survey distinguished between light good vehicles and heavy good vehicles. The results of this survey indicated that the peak traffic levels occurred between the hours of 08:15 and 09:15 in the morning and 15:30 and 16:30 in the evening.

4.2 PROPOSED NETWORK IMPROVEMENTS

Currently, there are no proposed improvements to the road network in the region.

4.3 CUMULATIVE IMPACTS

Traffic and Transport Assessment (TTA) shall consider all committed developments within the vicinity of the site. This includes sites which have previously been granted planning permission, but which are yet to become operational.

Committed developments granted in the immediate vicinity of the proposed development include PL Ref 17/1038 which include the expansion of an existing Post Primary School to accommodate 13 pupils and Primary School that consists of 16 no. classrooms. All of which will be accessed from the existing road off Lakeview Road and will impact the traffic in the area.

In order to ensure that the junction to the proposed development can accommodate the expected cumulative impacts, traffic volumes of both the potential future committed developments and the proposed development have been combined and assessed as discussed in Sections 5 and 6. Impacts of the network improvements have also been applied to the existing baseflow traffics volumes.

5.0 TRIP GENERATION AND DISTRIBUTION

5.1 SEASONAL ADJUSTMENT

In order to undertake an analysis of the key junctions, it is sometimes necessary to apply a correction factor to convert the traffic count data into seasonally adjusted traffic flows to take account of the seasonal variation that is experienced with traffic volumes. A comparison was undertaken between the TII traffic count information for the day of the survey in May against the annual average daily traffic (AADT) for the previous year. The traffic count on the day of the survey was lower than the average of the year, therefore a seasonal adjustment is required. The seasonal adjustment factor will be of 1.04 Vehicles.

5.2 OPENING AND FUTURE YEAR FLOWS AND ENVIRONMENT

The proposed development will be constructed in one phase. Therefore, the opening year of 2024 was utilised for the purpose of the traffic assessment. In addition to the opening years and in accordance with TII guidelines, the capacity assessment was also based on traffic conditions forecast for the design years 2029 (+5 years) and 2039 (+ 15 years).

The TII link-based annual growth rates are shown for the county in Table 5-1.The derived growth factors were applied to the traffic flows to determine background traffic flows for the assessment years. The assessment is split into light vehicles (LV) and heavy vehicles (HV).

Table 5-1: Growth Factors for light vehicle (LV) and heavy vehicles (HV)

	2024	2029	2039
LV	1.0259	1.0109	1.0105
HV	1.0446	1.0198	1.0236

5.3 TRIP GENERATION

The volume of traffic expected to be generated during the AM, afternoon and PM peak hours for the proposed developments were established from the Trip Rate Information Computer System (TRICS) database, a computerised database and analysis package for planning and development. TRICS generates rates to represent various land uses. These trip rates are generated from developments of a similar nature.

5.3.1 Trip Generation of proposed developments

Trip Rates for the various uses within the development have been determined for weekdays, Monday to Friday, to coincide with the maximum levels of existing traffic on the adjacent road network. The volume of traffic expected to be generated by the proposed development for the AM and PM peak hours are shown below in Table 5-2 **Error! Reference source not found.** and Table 5-3. The TRICS database outputs are contained in Appendix B of this report.

Table 5-2: Expected Trip Generation for Proposed Development for AM Peak Hour

EXPECTED TRIP GENERATION FOR PROPOSED DEVELOPMENT (AM PEAK HOUR)			
Development Type	Housing Units	Arrivals	Departures
Housing	88	12	22
Total		**12**	**22**

Table 5-3: Expected Trip Generation for Proposed Development for PM Peak Hour

EXPECTED TRIP GENERATION FOR PROPOSED DEVELOPMENT (PM PEAK HOUR)			
Development Type	Housing Units	Arrivals	Departures
Housing	88	17	13
Total		**17**	**13**

5.4 TRIP DISTRIBUTION

5.4.1 TRIP DISTRIBUTION OF PROPOSED DEVELOPMENT

It was envisaged the proposed traffic distribution will match the existing traffic distribution on the network at Junction 1. The trip distribution applied to each peak hour are shown below in Figure 5-1 and . Figure 5-2.

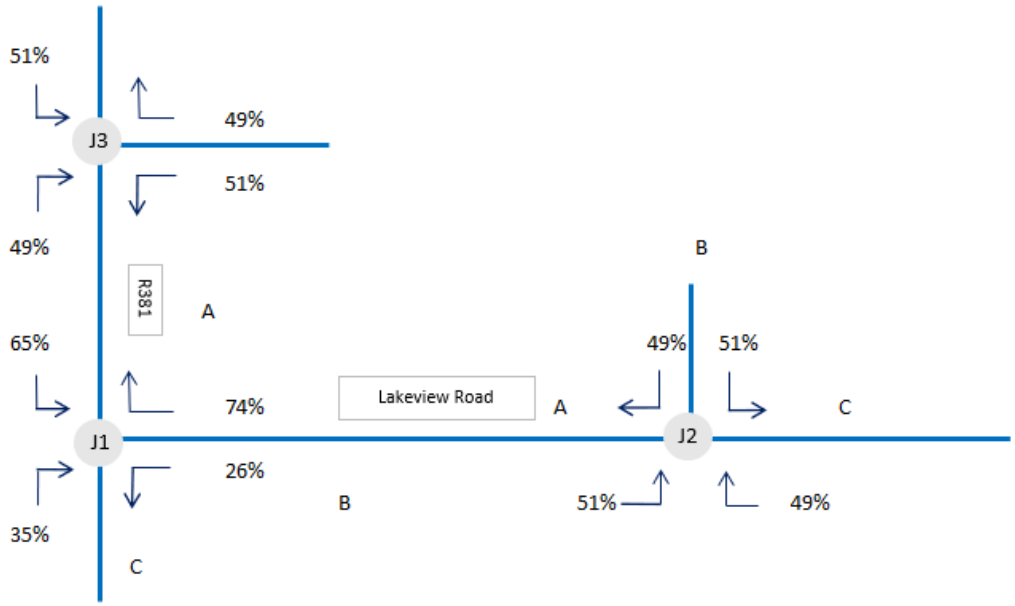


Figure 5-1: Traffic Distribution for AM Peak Hour at Junction 1 to Junction 3

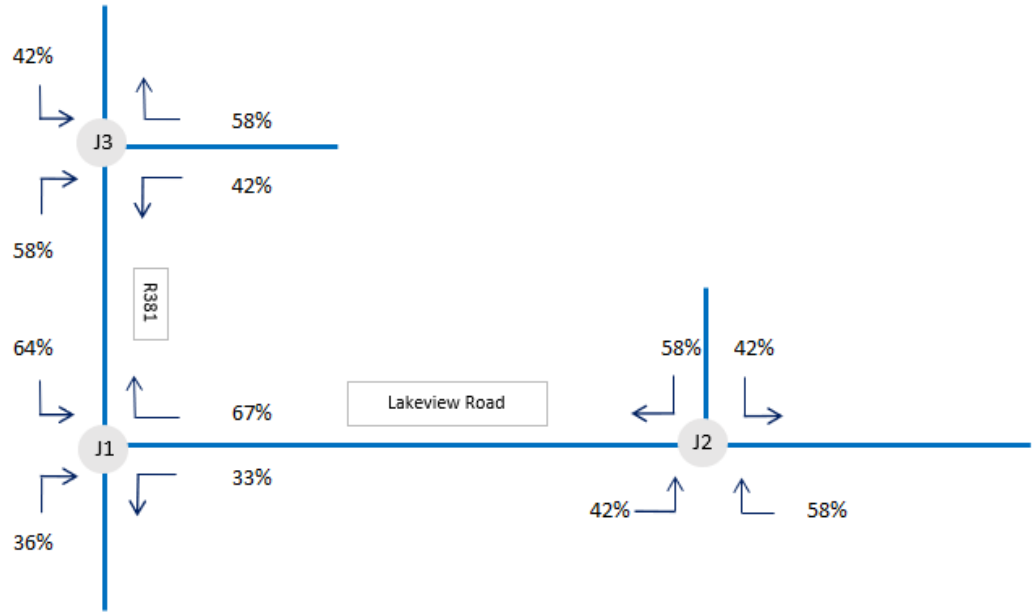


Figure 5-2: Traffic Distribution for PM Peak Hour at Junction 1 to Junction 3

5.5 TRIP DISTRIBUTION OF BASEFLOW PLUS GENERATED TRAFFIC

The baseline plus generated traffic for the year of opening 2024 and the design years 2029 and 2039 for both the AM and PM peak hours are shown in the Figures below.

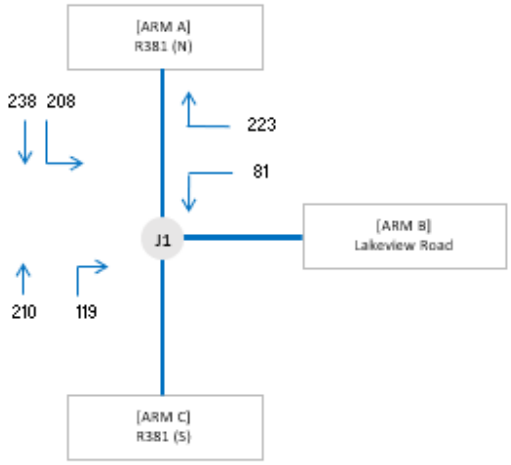


Figure 5-3: Baseflow Traffic 2021 AM Peak – Junction 1

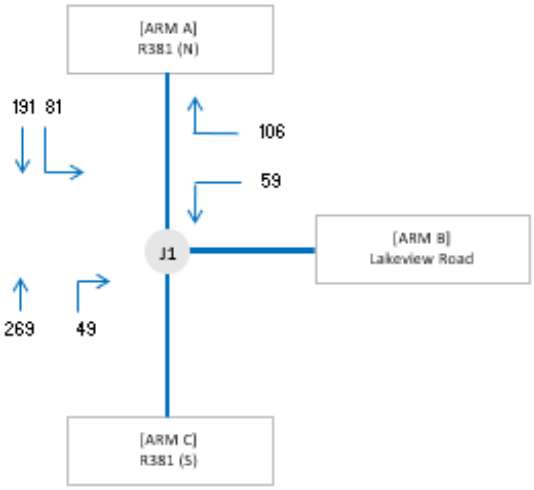


Figure 5-4: Baseflow Traffic 2021 PM Peak – Junction 1

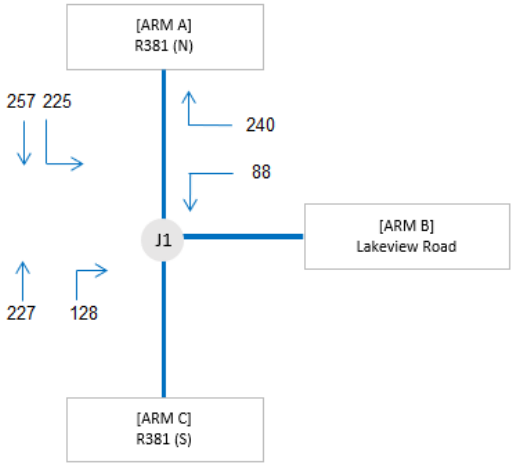


Figure 5-5: Baseflow in 2024 AM Peak – Junction 1

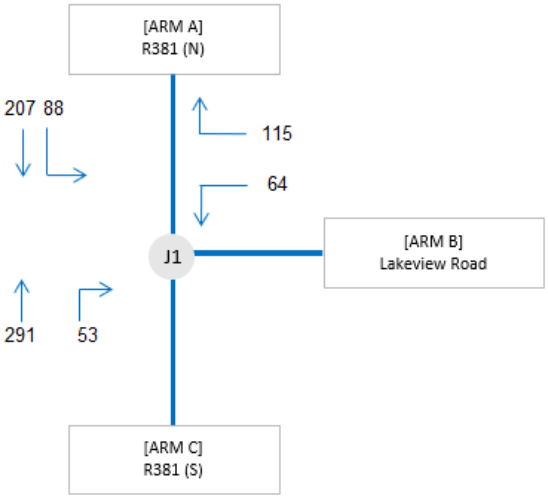


Figure 5-6: Baseflow in 2024 PM Peak – Junction 1

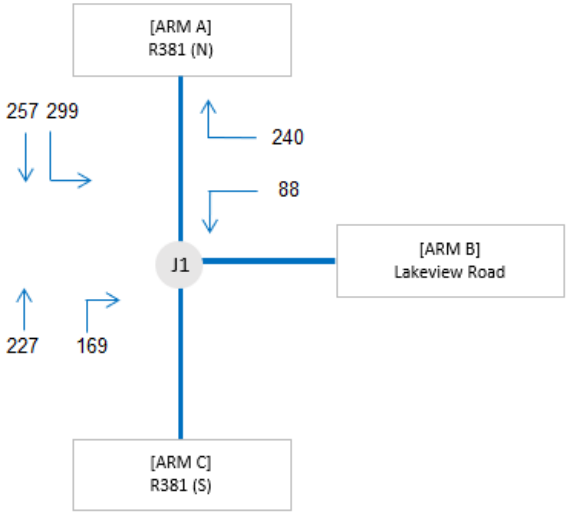


Figure 5-7: Baseflow Plus Committed Traffic 2024 AM Peak – Junction 1

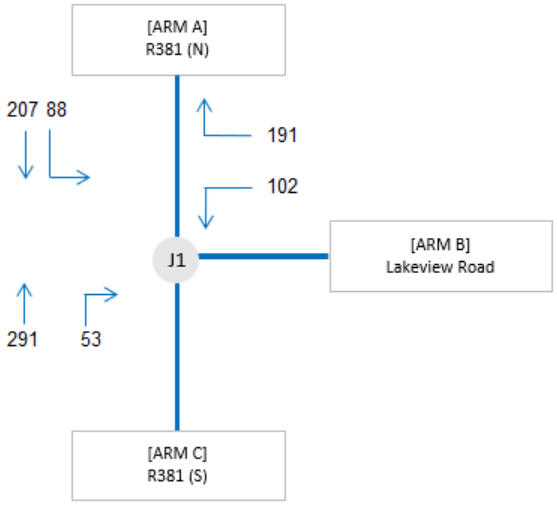


Figure 5-8: Baseflow Plus Committed Traffic 2024 PM Peak – Junction 1

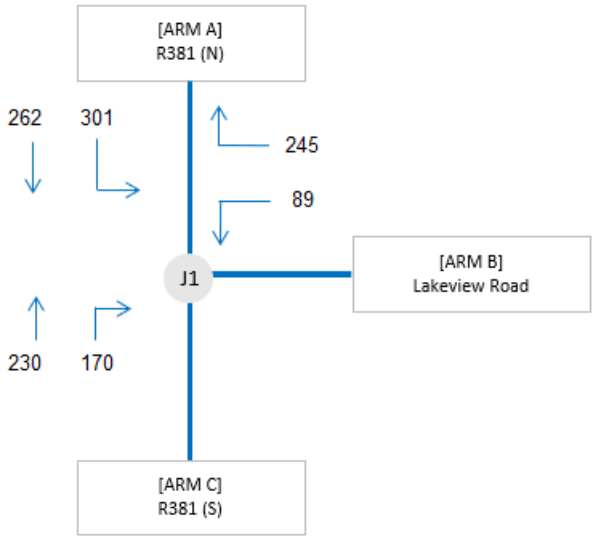


Figure 5-9: Baseflow Plus Committed and Generated Traffic 2024 AM Peak – Junction 1

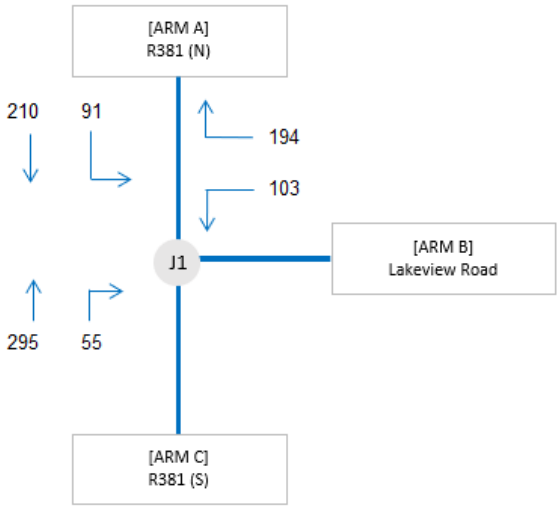


Figure 5-10: Baseflow Plus Committed and Generated Traffic 2024 PM Peak – Junction 1

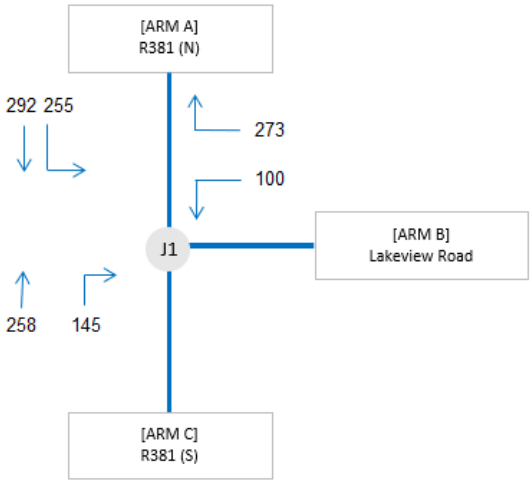


Figure 5-11: Baseflow in 2029 AM Peak – Junction 1

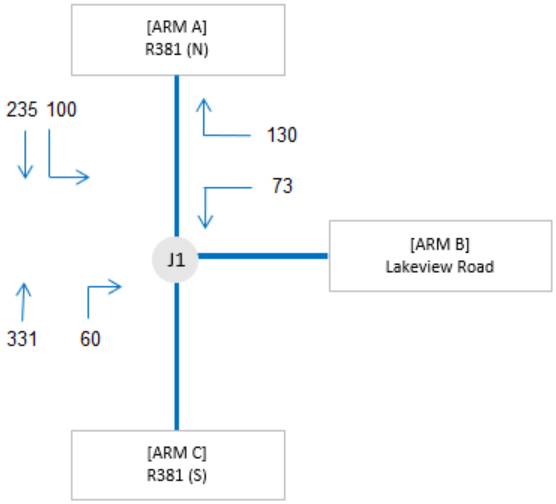


Figure 5-12: Baseflow in 2029 PM Peak – Junction 1

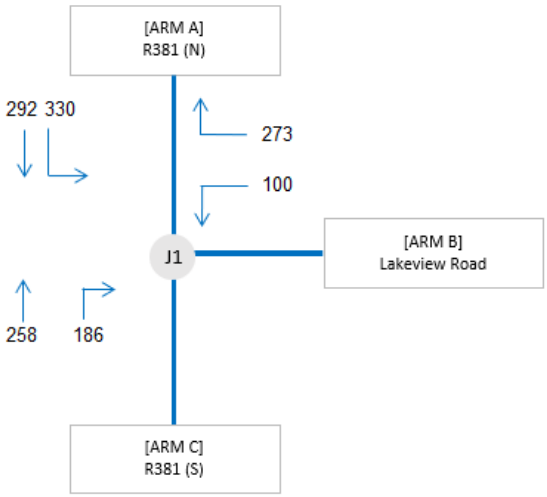


Figure 5-13: Baseflow Plus Committed Traffic 2029 AM Peak – Junction 1

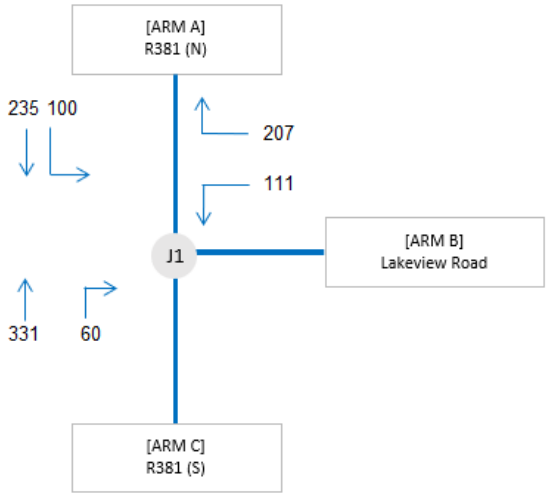


Figure 5-14: Baseflow Plus Committed Traffic 2029 PM Peak – Junction 1

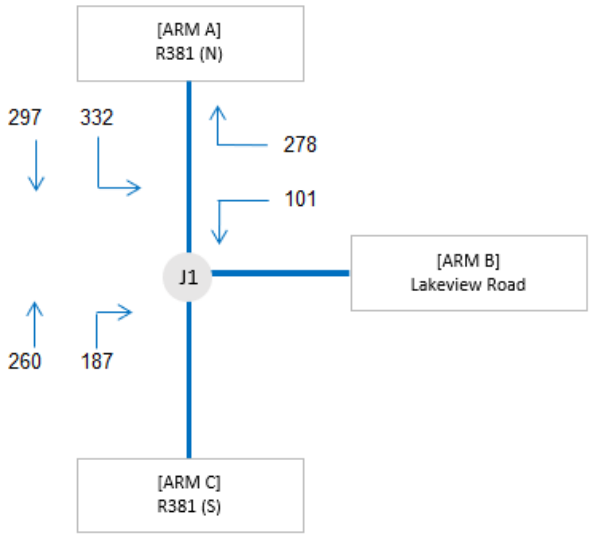


Figure 5-15: Baseflow Plus Committed and Generated Traffic 2029 AM Peak – Junction 1

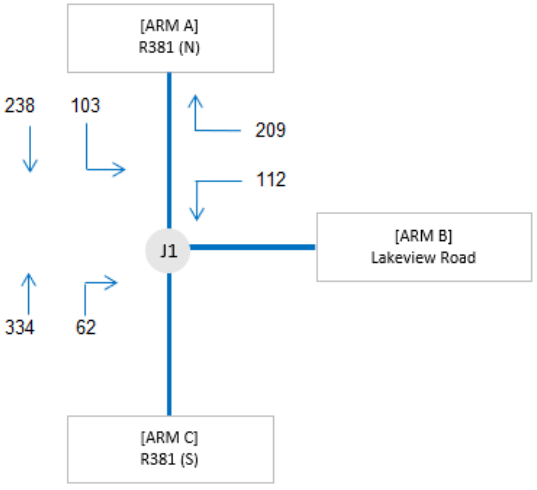


Figure 5-16: Baseflow Plus Committed and Generated Traffic 2029 PM Peak – Junction 1

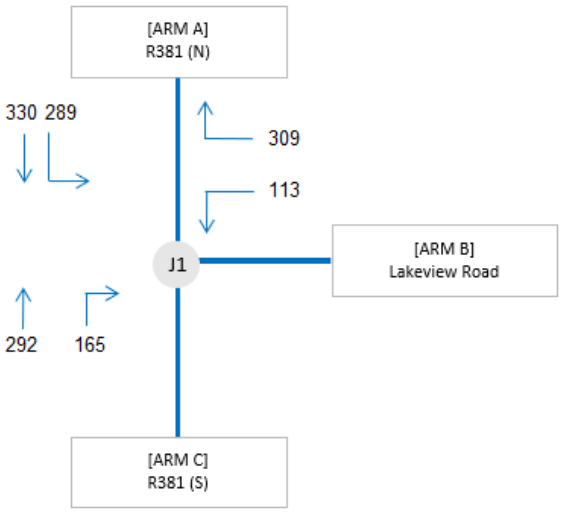


Figure 5-17: Baseflow in 2039 AM Peak – Junction 1

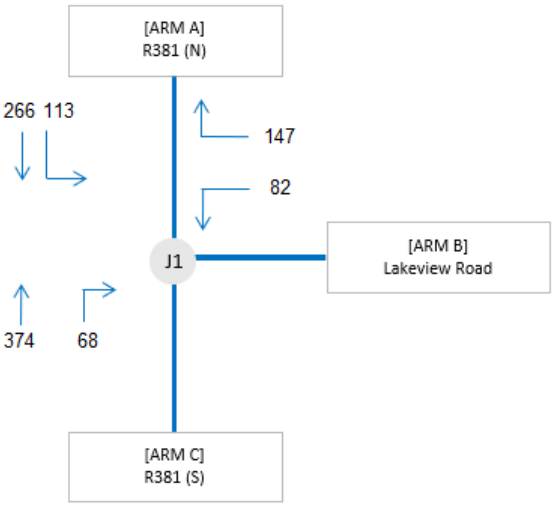


Figure 5-18: Baseflow in 2039 PM Peak – Junction 1

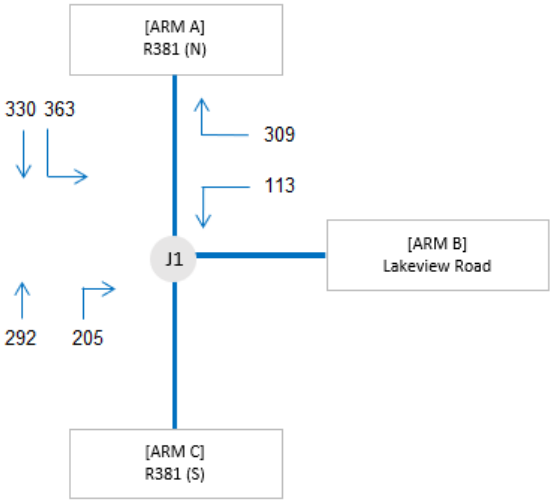


Figure 5-19: Baseflow Plus Committed Traffic 2039 AM Peak – Junction 1

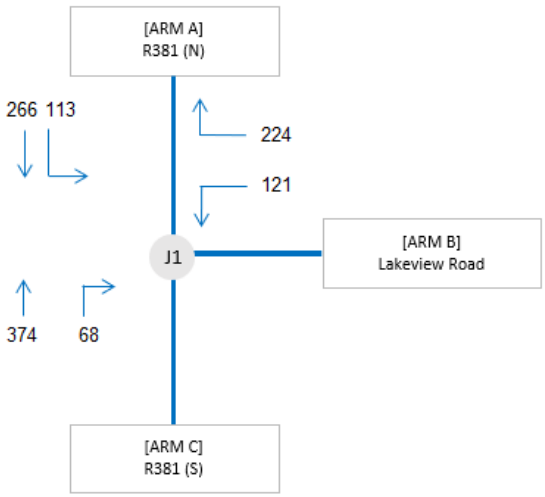


Figure 5-20: Baseflow Plus Committed Traffic 2039 PM Peak – Junction 1

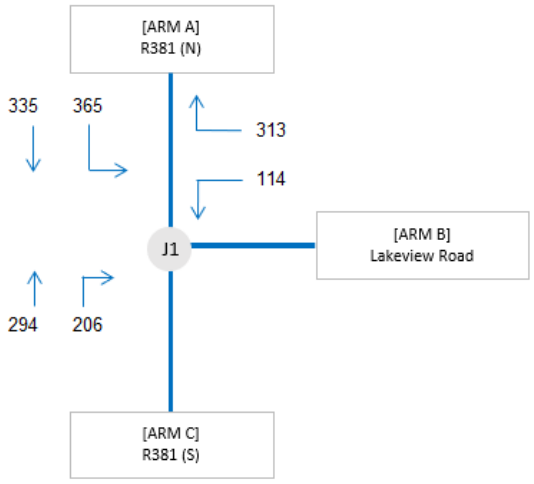


Figure 5-21: Baseflow Plus Committed and Generated Traffic 2039 AM Peak – Junction 1

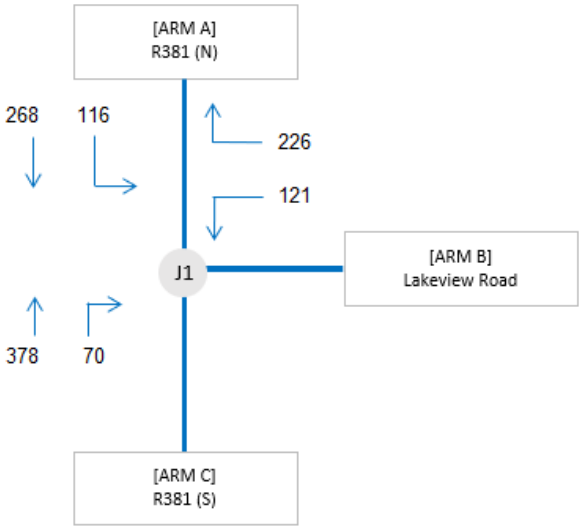


Figure 5-22: Baseflow Plus Committed and Generated Traffic 2039 PM Peak – Junction 1

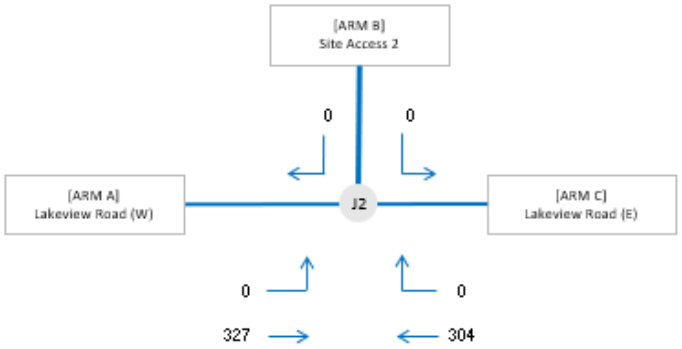


Figure 5-23: Baseflow Traffic 2021 AM Peak – Junction 2.

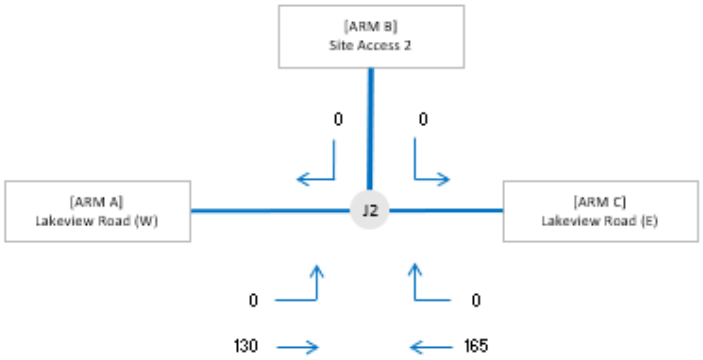


Figure 5-24: Baseflow Traffic 2021 PM Peak – Junction 2

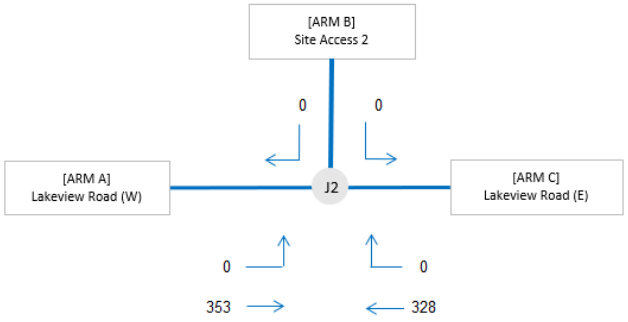


Figure 5-25: Baseflow in 2024 AM Peak – Junction 2

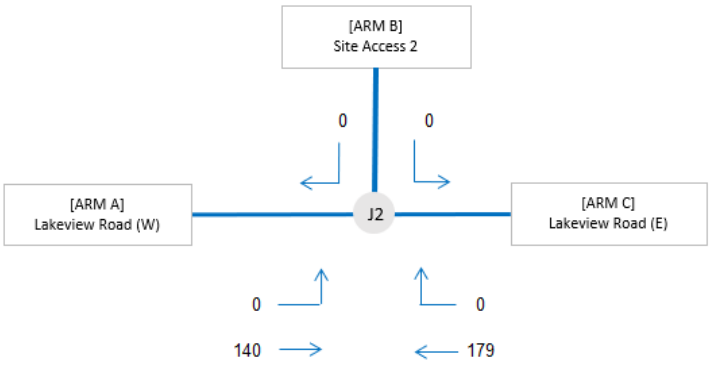


Figure 5-26: Baseflow in 2024 PM Peak – Junction 2

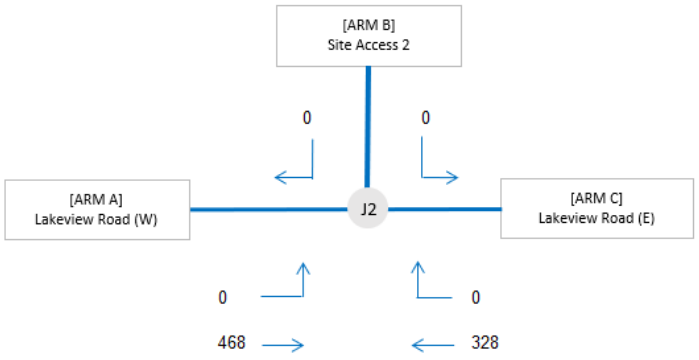


Figure 5-27: Baseflow Plus Committed Traffic 2024 AM Peak – Junction 2

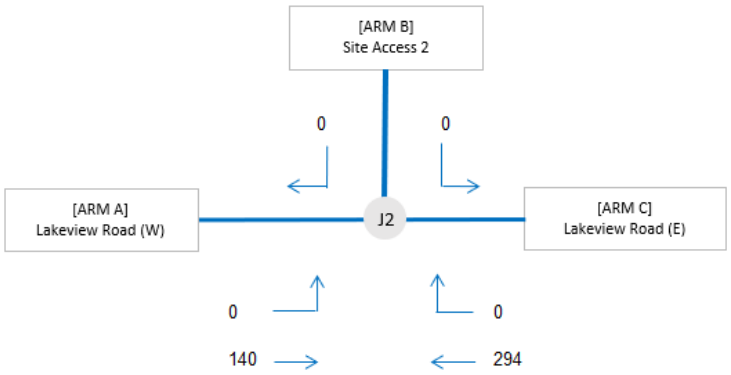


Figure 5-28: Baseflow Plus Committed Traffic 2024 PM Peak – Junction 2

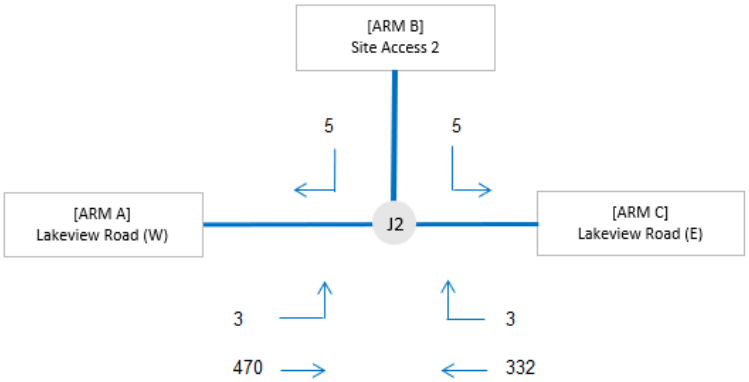


Figure 5-29: Baseflow Plus Committed and Generated Traffic 2024 AM Peak – Junction 2

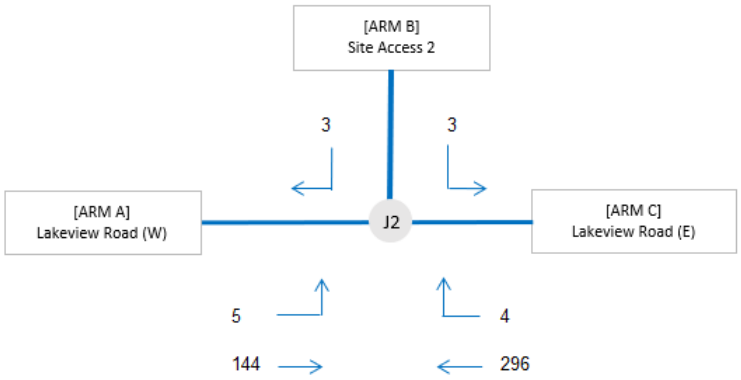


Figure 5-30: Baseflow Plus Committed and Generated Traffic 2024 PM Peak – Junction 2

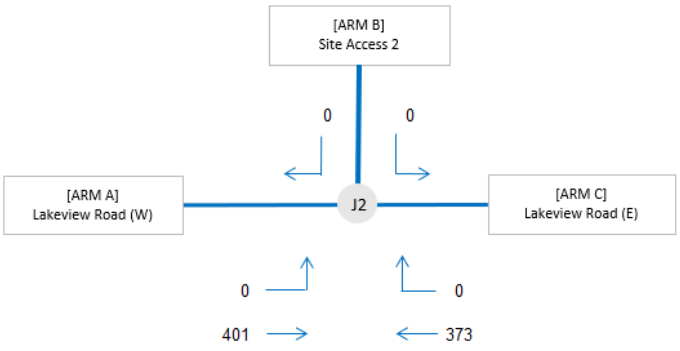


Figure 5-31: Baseflow in 2029 AM Peak – Junction 2

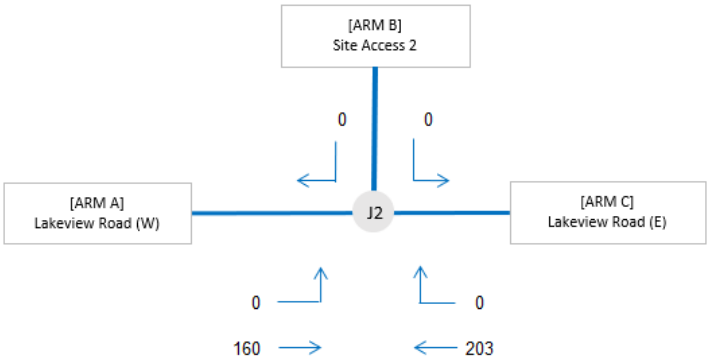


Figure 5-32: Baseflow in 2029 PM Peak – Junction 2

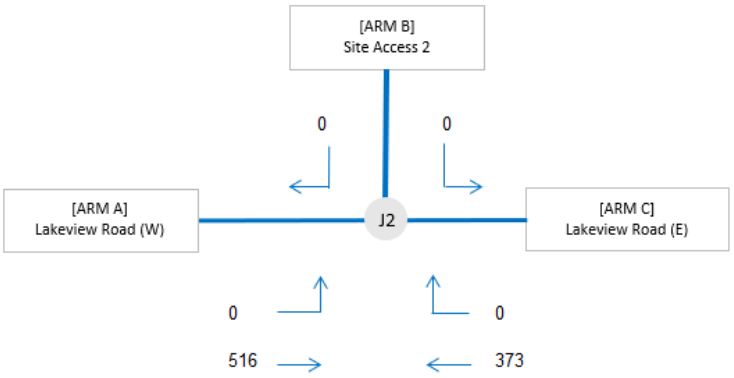


Figure 5-33: Baseflow Plus Committed Traffic 2029 AM Peak – Junction 2

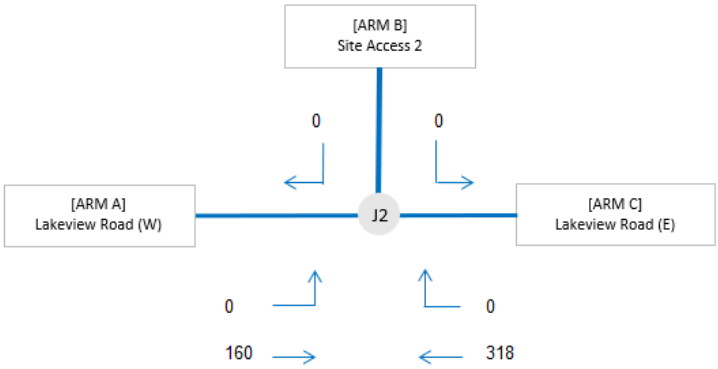


Figure 5-34: Baseflow Plus Committed Traffic 2029 PM Peak – Junction 2

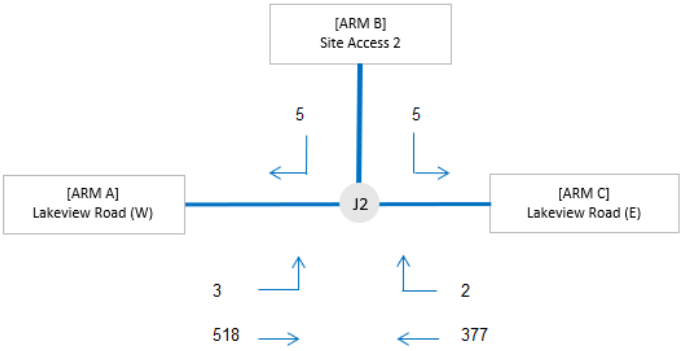


Figure 5-35: Baseflow Plus Committed and Generated Traffic 2029 AM Peak – Junction 2

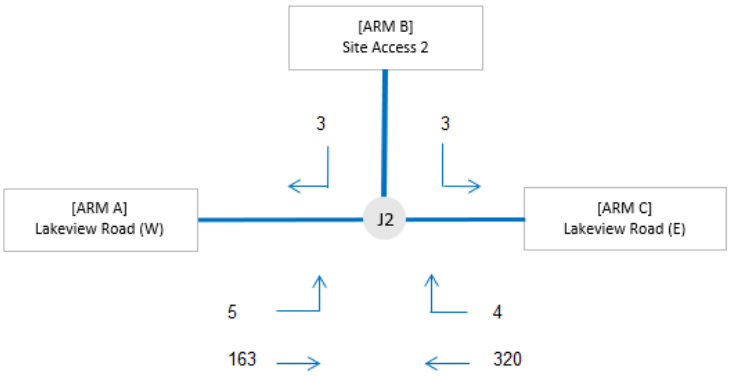


Figure 5-36: Baseflow Plus Committed and Generated Traffic 2029 PM Peak – Junction 2

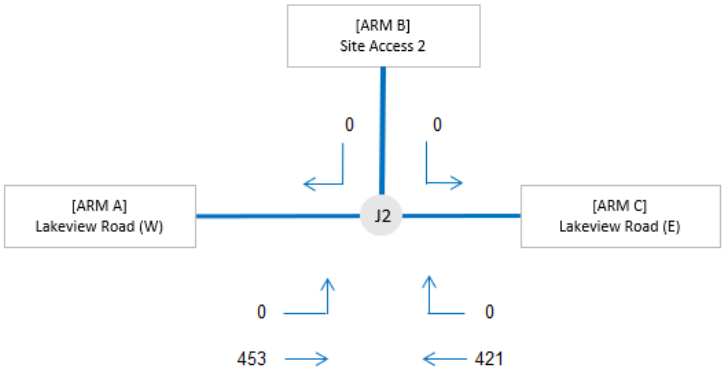


Figure 5-37: Baseflow in 2039 AM Peak – Junction 2

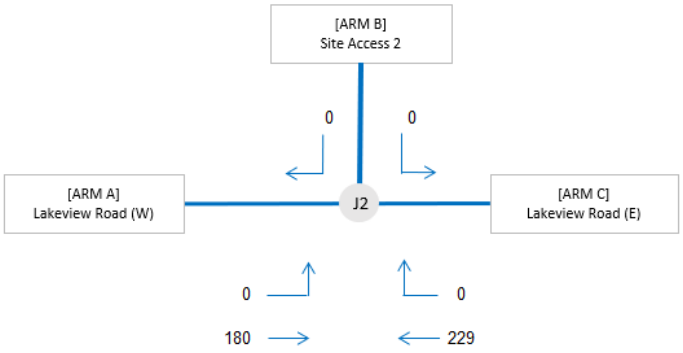


Figure 5-38: Baseflow in 2039 PM Peak – Junction 2

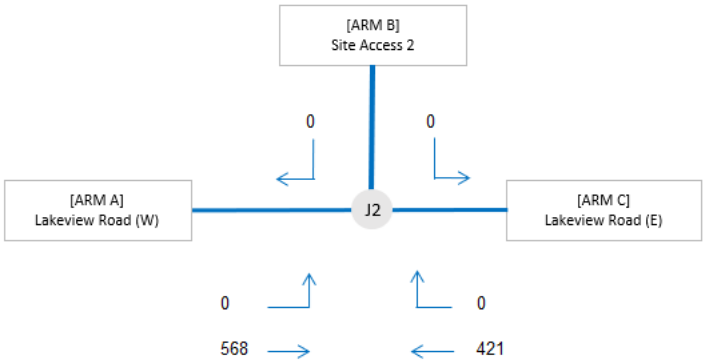


Figure 5-39: Baseflow Plus Committed Traffic 2039 AM Peak – Junction 2

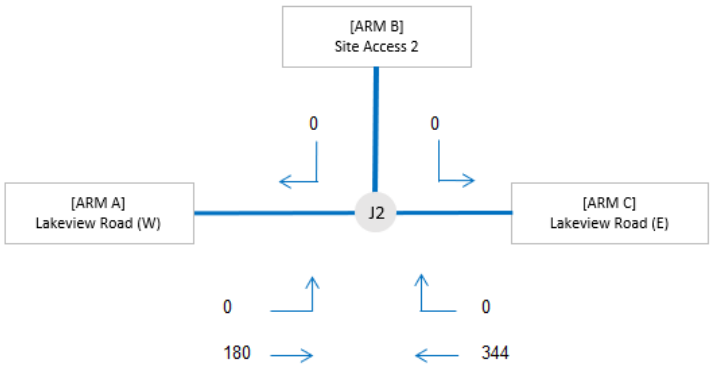


Figure 5-40: Baseflow Plus Committed Traffic 2039 PM Peak – Junction 2

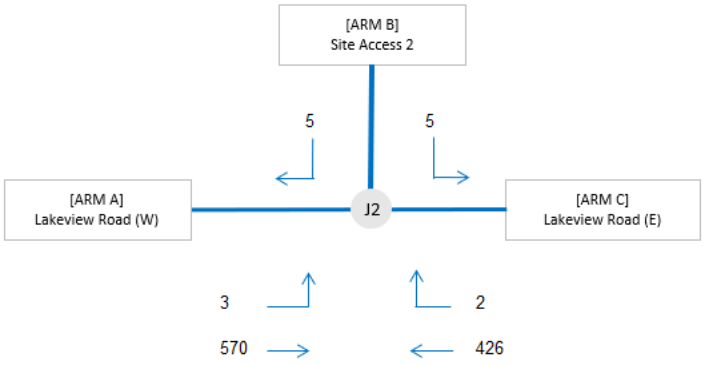


Figure 5-41: Baseflow Plus Committed and Generated Traffic 2039 AM Peak – Junction 2

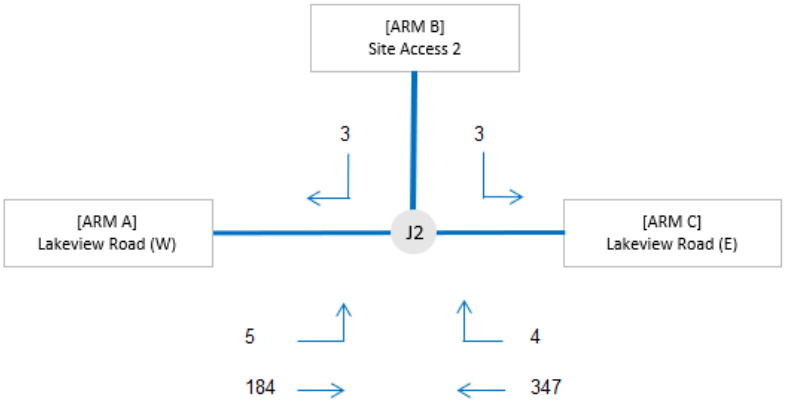


Figure 5-42: Baseflow Plus Committed and Generated Traffic 2039 PM Peak – Junction 2

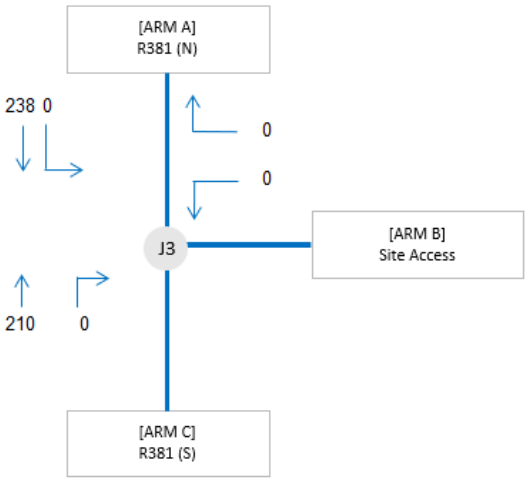


Figure 5-43: Baseflow Traffic 2021 AM Peak – Junction 3.

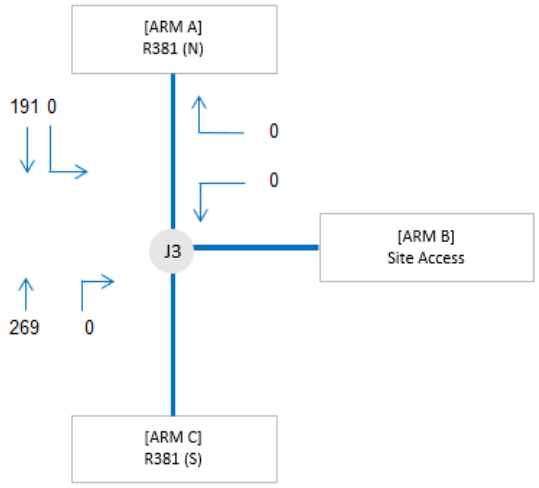


Figure 5-44: Baseflow Traffic 2021 PM Peak – Junction 3

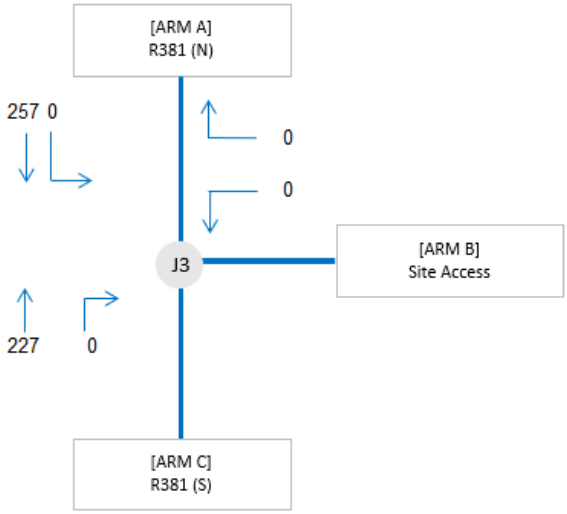


Figure 5-45: Baseflow in 2024 AM Peak – Junction 3

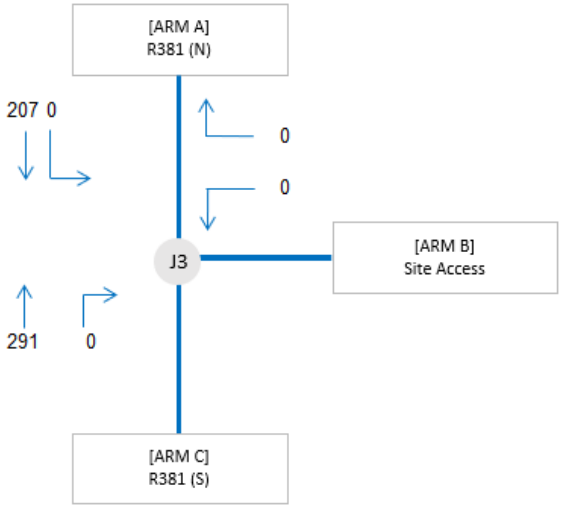


Figure 5-46: Baseflow in 2024 PM Peak – Junction 3

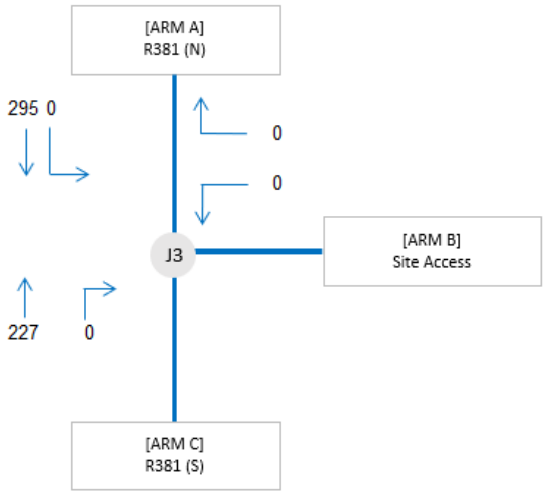


Figure 5-47: Baseflow Plus Committed Traffic 2024 AM Peak – Junction 3

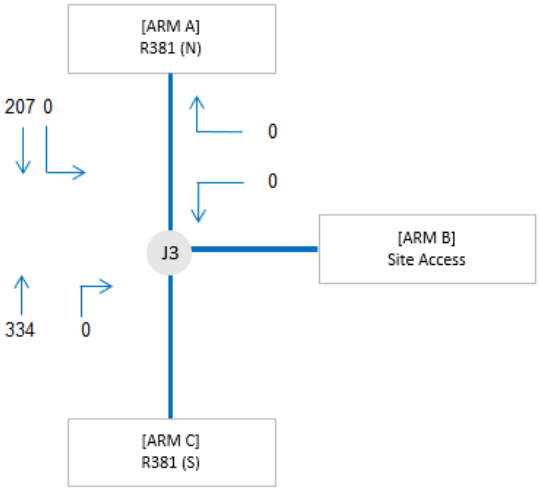


Figure 5-48: Baseflow Plus Committed Traffic 2024 PM Peak – Junction 3

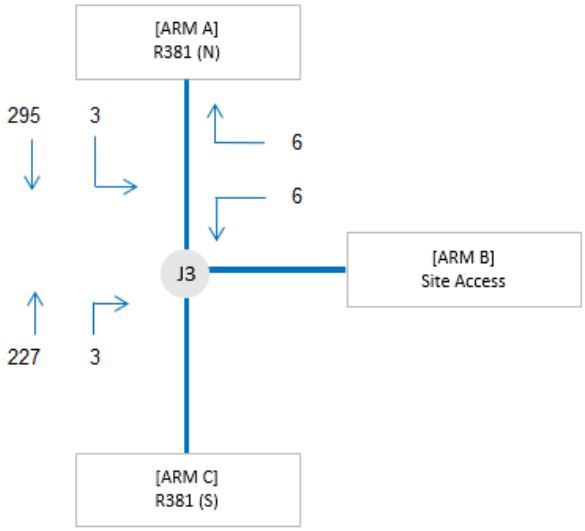


Figure 5-49: Baseflow Plus Committed and Generated Traffic 2024 AM Peak – Junction 3

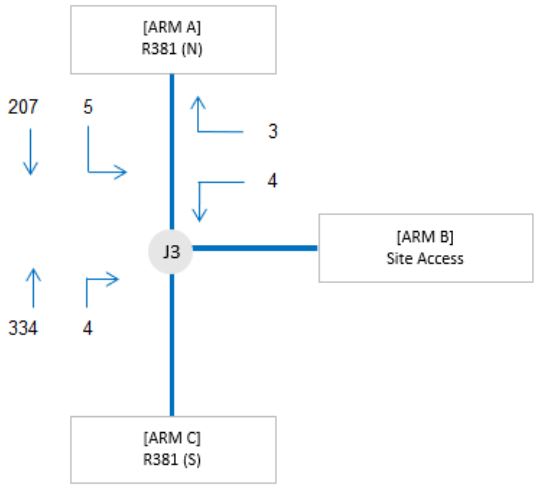


Figure 5-50: Baseflow Plus Committed and Generated Traffic 2024 PM Peak – Junction 3

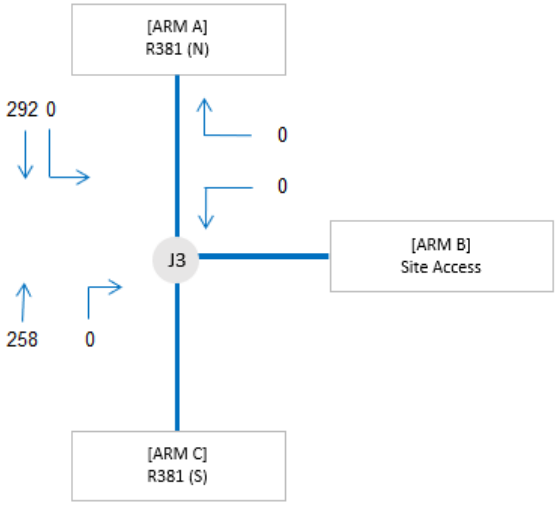


Figure 5-51: Baseflow in 2029 AM Peak – Junction 3

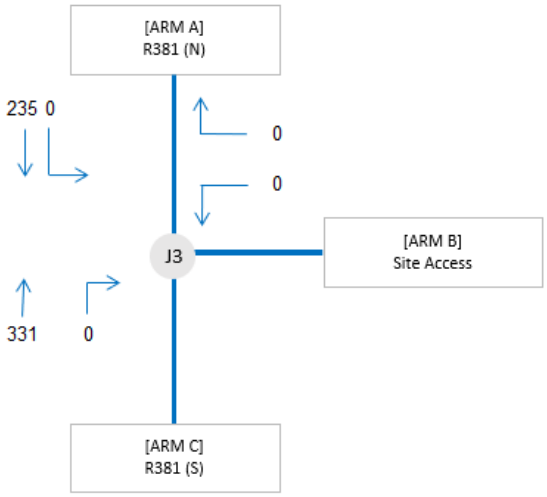


Figure 5-52: Baseflow in 2029 PM Peak – Junction 3

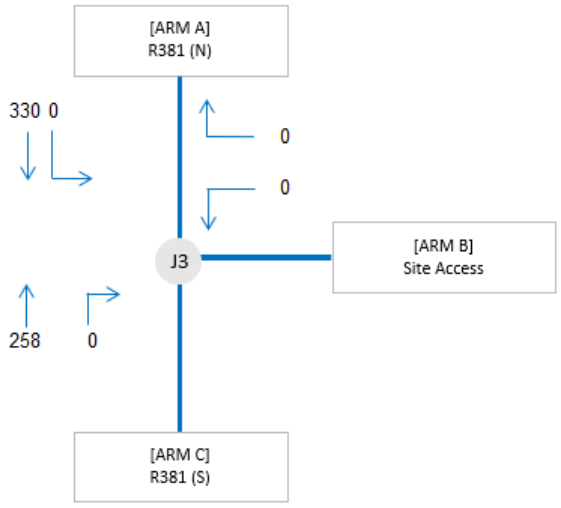


Figure 5-53: Baseflow Plus Committed Traffic 2029 AM Peak – Junction 3

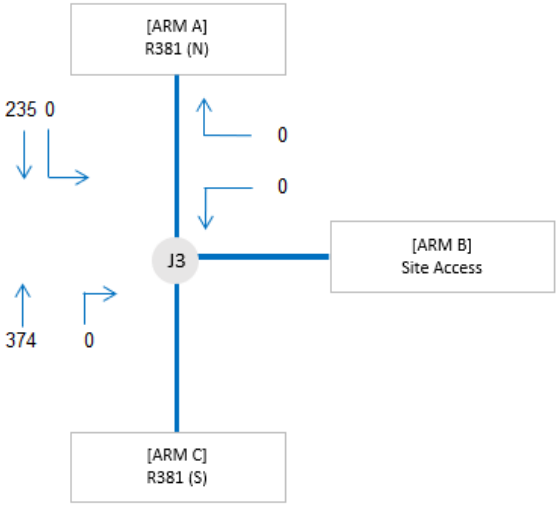


Figure 5-54: Baseflow Plus Committed Traffic 2029 PM Peak – Junction 3

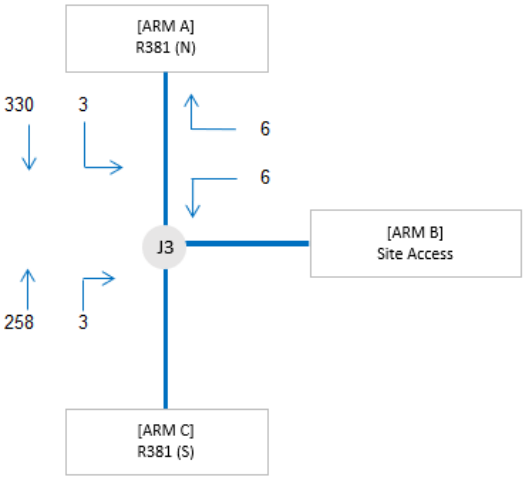


Figure 5-55: Baseflow Plus Committed and Generated Traffic 2029 AM Peak – Junction 3

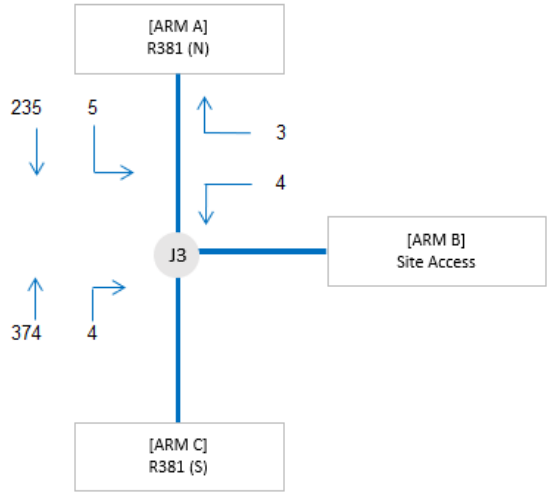


Figure 5-56: Baseflow Plus Committed and Generated Traffic 2029 PM Peak – Junction 3

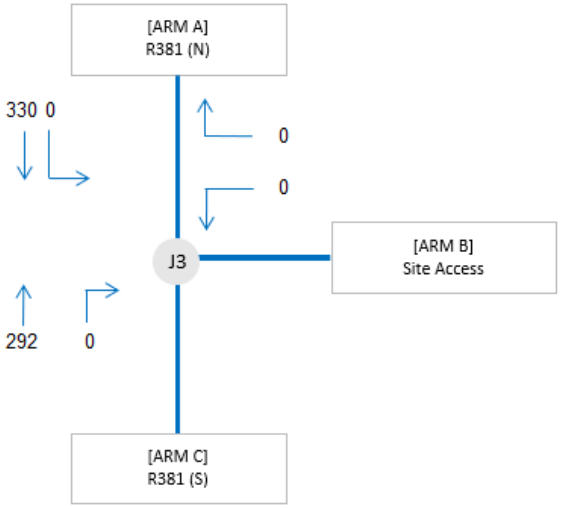


Figure 5-57: Baseflow in 2039 AM Peak – Junction 3

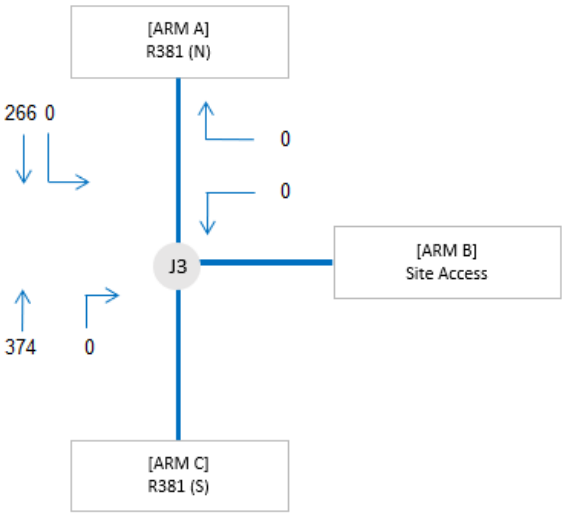


Figure 5-58: Baseflow in 2039 PM Peak – Junction 3

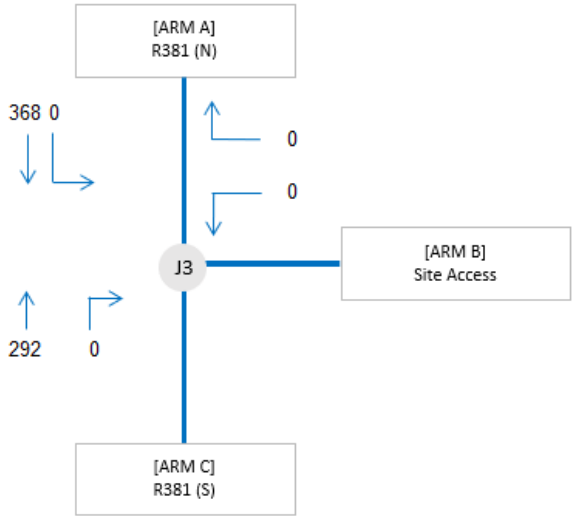


Figure 5-59: Baseflow Plus Committed Traffic 2039 AM Peak – Junction 3

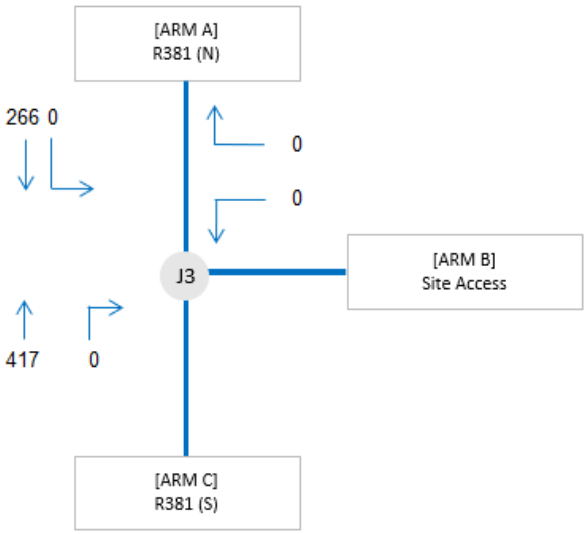


Figure 5-60: Baseflow Plus Committed Traffic 2039 PM Peak – Junction 3

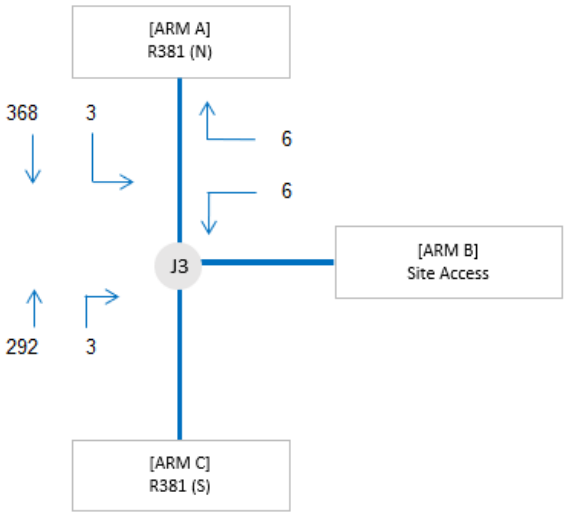


Figure 5-61: Baseflow Plus Committed and Generated Traffic 2039 AM Peak – Junction 3

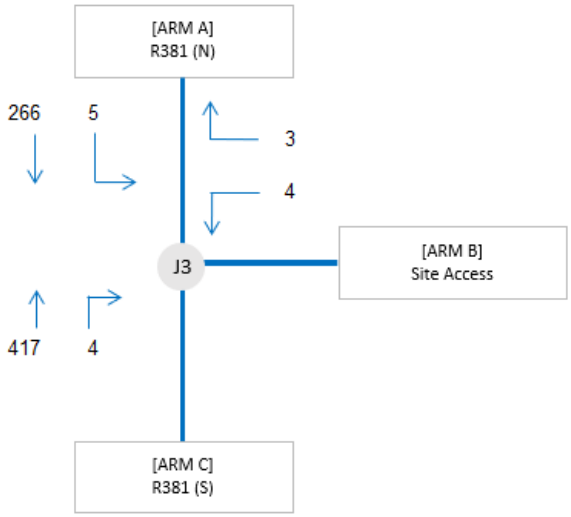


Figure 5-62: Baseflow Plus Committed and Generated Traffic 2039 PM Peak – Junction 3

6.0 TRAFFIC IMPACT

6.1 JUNCTION ANALYSIS

6.1.1 Introduction and Methodology

The new 2 no. proposed development accesses (Junction 2 & 3) have been analysed using the Transport Research Laboratory (TRL) computer program JUNCTION 10 - PICADY, a widely accepted tool used for the analysis of priority junctions and roundabouts. As for the signal-controlled junction at R381/Lakeview Road (Junction 1), the JCT Consultancy computer program LinSig was used.

The key parameters examined in the results of the analysis are:

- The Ratio of Flow to Capacity Value (RFC) - The desirable RFC Values for junctions assessed using PICADY is less than 0.85. Values over 1.00 indicate that the approach arm is over capacity.
- Degree of Saturation (DOS) - The desirable DOS Values for junctions assessed is less than 0.90 / 90% which is generally taken as the maximum acceptable Degree of
- Saturation for a Lane to avoid significant performance issues on the Lane. Values over 1.00 indicate that the approach arm is over capacity.
- Maximum queue length on any approach to the junctions; and
- Average delay for each vehicle passing through the junction during the modelled period.
- PRC – Practical Reserve Capacity (%) is calculated from the maximum degree of saturation on a Lane controlled by the Stage Stream and is measure of how much additional traffic could pass through a junction by the Stage Stream whilst maintaining a maximum degree of saturation of 90% on all Lanes.

PICADY requires the following input data:

- Basic modelling parameters (usually peak hour traffic counts synthesised over a 90-minute model period)
- Geometric parameters (including lane numbers, widths, visibility, storage provision, etc.)
- Traffic demand data (usually peak hour origin/destination table with composition of heavy goods vehicles input)

LinSig 3 requires similar input data to PICADY, but also requires the following:

- Basic modelling parameters (usually peak hour traffic counts synthesised over a 90-minute model period)
- Geometric parameters (including lane numbers, widths, visibility, storage provision, etc.)
- Traffic demand data (usually peak hour origin/destination table with composition of heavy goods vehicles input)
- Signal phases,
- Stage sequences,
- Intergreen split times

*For the purpose of this report, the varying vehicle types have been segregated into Light vehicles (LV) and Heavy Vehicles (HV) prior to input. Traffic volumes input into PICADY were in vehicles and, accordingly, commercial vehicle composition was set to the percentage of that arm. As for the LinSig model input, the varying vehicle types have been converted into passenger car units (PCU) prior to input. 1 PCU is equivalent to a car / light vehicle while a large HGV is equivalent to 2.3PCU.

The results of the LinSig and PICADY analysis are presented in Section 6.1.3. The origin/destination traffic demand tables for all the different scenarios tested for the analysed junctions are provided in Appendix D.

6.1.2 ASSESSMENT TIME AND YEARS

The performance of the junction has been analysed for the critical AM peak hour (08:15 – 09:15) and PM peak hour (15:30 – 16:30). This analysis was carried out for the current year, year of opening of the development, expected to be 2024, and the design years of the development in 2029 and 2039, 5 years and 15 years beyond the expected full completion of the development.

6.1.3 ANALYSIS RESULTS

6.1.3.1 Junction 1: R381/Lakeview Road

The summary of the LinSig analysis for Junction 1 for the forecasted baseflow traffic and with Development traffic for the design years in the morning and evening peak hours is outlined in the following Sections. The results tables indicate the [1]Degree of Saturation, [2]Average Delay (PCU/s) and [3]Maximum Mean Que (MMQ) for all traffic streams.

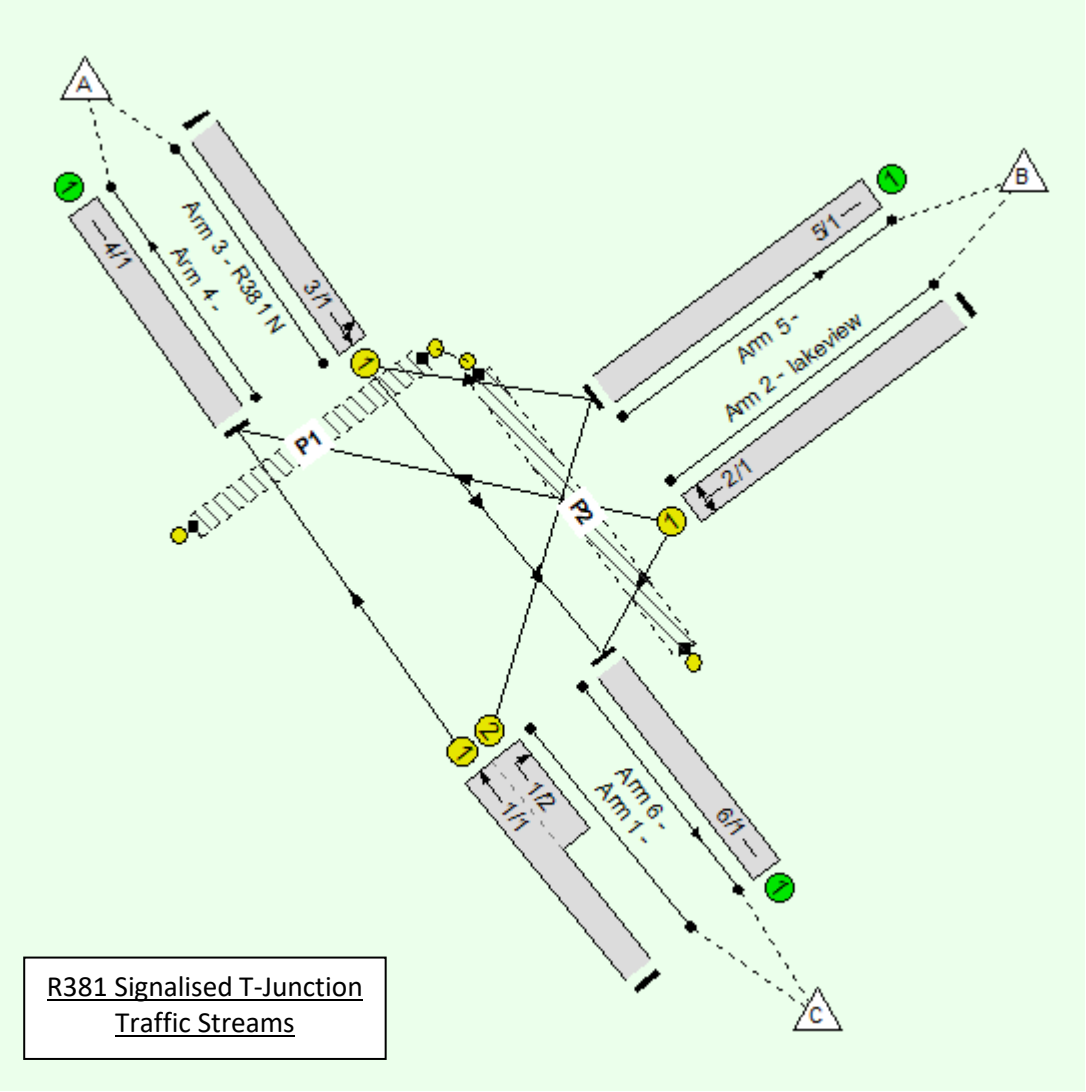


Figure 6-1 Junction 1 - Traffic Stream Layout

The LinSig analysis was carried out using a 90 second cycle time. The signal controller information is as per the information received from Galway County Council.

[1] Degree of Saturation is defined as the ratio of demand flow to the maximum flow which can be passed through the intersection from a particular approach. (Degree of Saturation = Demand / Capacity). The maximum degree of saturation is 95%.

[2] Delay (sec/PCU). The average delay per PCU to traffic on the route caused by queuing.

[3] The Mean Maximum Queue is the sum of the Maximum Back of Uniform Queue and the Random & Oversaturation Queue. It represents the maximum queue within a typical cycle averaged over all the cycles within the modelled time period.

Table 6-1 Junction 1- 2021 Scenario

Traffic Stream		Time	Cycle Time (s)	Degree of Saturation (%)		Average Delay (PCU/)		Max Queue (PCU)	
				Without Dev.	With Dev.	Without Dev.	With Dev.	Without Dev.	With Dev.
Arm 1	Stream 1/2	08:15 - 09:15	90	66.0%		29.7		5.0	
Arm 2	Stream 1	08:15 - 09:15	90	68.3%		38.1		9.2	
Arm 3	Stream 1/2	08:15 - 09:15	90	70.0%		31.8		12.0	
Arm 1	Stream 1/2	15:30 - 16:30	90	37.4%		19.2		5.2	
Arm 2	Stream 1	15:30 - 16:30	90	44.2%		32.3		5.1	
Arm 3	Stream 1/2	15:30 - 16:30	90	44.6%		23.9		6.6	

Note. The above figures include high Growth Rates

The LinSig analysis shows Junction 1 indicates that the junction is operating within capacity for the morning and evening peak hour scenarios. The maximum the Degree of Saturation (DoS) of 70% on Arm 3 (R381 (N)) in the AM peak.

Table 6-2 Junction 1- 2024 with Committed Development

Traffic Stream		Time	Cycle Time (s)	Degree of Saturation (%)		Average Delay (PCU/)		Max Queue (PCU)	
				Without Comm.	With Comm.	Without Comm.	With Comm.	Without Comm.	With Comm.
Arm 1	Stream 1/2	08:15 - 09:15	90	71.6%	83.4%	31.4	39.0	5.8	6.7
Arm 2	Stream 1	08:15 - 09:15	90	74.4%	83.8%	41.2	52.9	10.5	11.8
Arm 3	Stream 1/2	08:15 - 09:15	90	76.1%	83.9%	34.6	39.2	13.7	16.7
Arm 1	Stream 1/2	15:30 - 16:30	90	40.9%	46.8%	19.6	23.7	5.9	6.8
Arm 2	Stream 1	15:30 - 16:30	90	48.7%	57.3%	33.2	30.0	5.7	8.0
Arm 3	Stream 1/2	15:30 - 16:30	90	48.7%	58.5%	24.6	31.5	7.5	8.5

Note. The above figures include high Growth Rates

The LinSig analysis for the design year 2024 with and without the committed development traffic indicates that the junction will continue to operate within capacity.

The inclusion of the committed traffic will result in an increase in the DoS for each Stream and a increase in the MMQ for each Stream (i.e. for Arm 1, Traffic Stream1 the Dos increases from 71.6% to 83.4% and the MMQ from 5.8 PCU to 6.7 PCU).

Table 6-3 Junction 1- 2024 with Committed Development and Proposed Development

Traffic Stream		Time	Cycle Time (s)	Degree of Saturation (%)		Average Delay (PCU/)		Max Queue (PCU)	
				Without Dev.	With Dev.	Without Dev.	With Dev.	Without Dev.	With Dev.
Arm 1	Stream 1/2	08:15 - 09:15	90	83.4%	83.9%	31.4	39.5	5.8	6.8
Arm 2	Stream 1	08:15 - 09:15	90	83.8%	85.0%	41.2	54.6	10.5	12.3
Arm 3	Stream 1/2	08:15 - 09:15	90	83.9%	84.8%	34.6	40.1	13.7	17.2
Arm 1	Stream 1/2	15:30 - 16:30	90	46.8%	47.3%	23.7	23.8	6.8	6.9
Arm 2	Stream 1	15:30 - 16:30	90	57.3%	58.0%	30.0	30.2	8.0	8.2
Arm 3	Stream 1/2	15:30 - 16:30	90	58.5%	59.5%	31.5	31.8	8.5	8.6

Note. The above figures include high Growth Rates

The LinSig analysis for the design year 2024 with the committed development and proposed development traffic (including the base traffic with growth indices applied) indicates that the morning traffic will be operating within capacity.

The inclusion of the proposed Development traffic will result in a slight increase in the Degree of Saturation (DoS) for each Stream and a slight increase in the MMQ for each Stream for the morning and evening peak hour scenarios, however the inclusion of the proposed Development traffic is forecast to have minimal effect on the operation of the signalised junction.

Table 6-4 Junction 1- 2029 with Committed Development

Traffic Stream		Time	Cycle Time (s)	Degree of Saturation (%)		Average Delay (PCU/)		Max Queue (PCU)	
				Without Comm.	With Comm.	Without Comm.	With Comm.	Without Comm.	With Comm.
Arm 1	Stream 1/2	08:15 - 09:15	90	82.0%	96.3%	36.9	71.2	8.1	13.1
Arm 2	Stream 1	08:15 - 09:15	90	85.9%	92.8%	51.7	70.7	13.7	16.2
Arm 3	Stream 1/2	08:15 - 09:15	90	87.7%	95.0%	44.7	61.7	18.2	24.3
Arm 1	Stream 1/2	15:30 - 16:30	90	47.2%	52.7%	20.3	24.02	7.2	8.3
Arm 2	Stream 1	15:30 - 16:30	90	56.7%	66.0%	35.2	33.5	6.9	9.6
Arm 3	Stream 1/2	15:30 - 16:30	90	56.7%	65.8%	26.3	32.8	9.1	10.2

Note. The above figures include high Growth Rates

The LinSig analysis for the year 2029 (5 years after opening) with the committed development only (including the base traffic with growth indices applied) indicates that the morning peak hour scenario will be over capacity with the committed development.

The inclusion of the committed Development traffic will result in a increase in the DoS for each Stream and a increase in the MMQ for each Stream (i.e. for Arm 1, Traffic Stream1/2 the Dos increases from 82% to 96.3% and the MMQ from 8.1 PCU to 13.1 PCU).

Table 6-5 Junction 1- 2029 with Committed Development and Proposed Development

Traffic Stream		Time	Cycle Time (s)	Degree of Saturation (%)		Average Delay (PCU/)		Max Queue (PCU)	
				Without Dev.	With Dev.	Without Dev.	With Dev.	Without Dev.	With Dev.
Arm 1	Stream 1/2	08:15 - 09:15	90	96.3%	96.8%	71.2	73.9	13.1	13.5
Arm 2	Stream 1	08:15 - 09:15	90	92.8%	94.2%	70.7	76.1	16.2	17.3
Arm 3	Stream 1/2	08:15 - 09:15	90	95.0%	96.0%	61.7	65.8	24.3	25.3
Arm 1	Stream 1/2	15:30 - 16:30	90	52.7%	53.4%	24.0	24.2	8.3	8.4
Arm 2	Stream 1	15:30 - 16:30	90	66.0%	66.6%	33.5	33.7	9.6	9.7
Arm 3	Stream 1/2	15:30 - 16:30	90	65.8%	66.7%	32.8	33.1	10.2	10.4

Note. The above figures include high Growth Rates

The LinSig analysis for the design year 2029 with the committed development and proposed development traffic (including the base traffic with growth indices applied) indicates that the morning peak hour scenario, the junction is forecasted to operate over capacity.

The inclusion of the proposed Development traffic will result in an slight increase in the Degree of Saturation (DoS) for each Stream and a slight increase in the MMQ for each Stream for the morning peak hour scenario, however the inclusion of the proposed Development traffic is forecast to have minimal effect on the operation of the signalised junction.

Table 6-6 Junction 1- 2039 with Committed Development

Traffic Stream		Time	Cycle Time (s)	Degree of Saturation (%)		Average Delay (PCU/)		Max Queue (PCU)	
				Without Comm.	With Comm.	Without Comm.	With Comm.	Without Comm.	With Comm.
Arm 1	Stream 1/2	08:15 - 09:15	90	93.3%	107.0%	55.5	181.4	13.0	35.8
Arm 2	Stream 1	08:15 - 09:15	90	99.1%	107.0%	101.2	196.3	23.6	37.5
Arm 3	Stream 1/2	08:15 - 09:15	90	100.6%	107.6%	100.4	192.1	33.2	56.4
Arm 1	Stream 1/2	15:30 - 16:30	90	54.5%	60.9%	21.4	25.6	9.0	10.3
Arm 2	Stream 1	15:30 - 16:30	90	66.0%	74.0%	38.2	36.9	8.5	11.5
Arm 3	Stream 1/2	15:30 - 16:30	90	65.6%	76.2%	28.7	37.3	11.3	12.7

Note. The above figures include high Growth Rates

The LinSig analysis for the year 2039 (15 years after opening) with the committed development only (including the base traffic with growth indices applied) indicates that the morning peak hour scenario will continue to be slightly over capacity.

The inclusion of the proposed Development traffic will result in a increase in the DoS for each Stream and an increase in the MMQ for each Stream (i.e. for Arm 1, Traffic Stream 1/2 the Dos increases from 93.3% to 107.0% and the MMQ from 13 PCU to 35.3 PCU).

Table 6-7 Junction 1- 2039 with Committed Development and Proposed Development

Traffic Stream		Time	Cycle Time (s)	Degree of Saturation (%)		Average Delay (PCU/)		Max Queue (PCU)	
				Without Dev.	With Dev.	Without Dev.	With Dev.	Without Dev.	With Dev.
Arm 1	Stream 1/2	08:15 - 09:15	90	107.0%	107.5%	181.4	188.1	13.0	37.2
Arm 2	Stream 1	08:15 - 09:15	90	107.0%	108.2%	196.3	212.4	23.6	40.3
Arm 3	Stream 1/2	08:15 - 09:15	90	107.6%	108.6%	192.1	205.5	33.2	59.8
Arm 1	Stream 1/2	15:30 - 16:30	90	60.9%	60.1%	25.6	24.8	10.3	10.2
Arm 2	Stream 1	15:30 - 16:30	90	74.0%	77.0%	36.9	39.7	11.5	11.9
Arm 3	Stream 1/2	15:30 - 16:30	90	76.2%	74.8%	37.3	35.6	12.7	12.8

Note. The above figures include high Growth Rates

The LinSig analysis for the design year 2039 with the committed development and proposed development traffic (including the base traffic with growth indices applied) indicates that the morning peak hour scenario, the junction is forecasted to operate over capacity.

The inclusion of the proposed Development traffic will result in an increase in the Degree of Saturation (DoS) for each Stream and a slight increase in the MMQ for each Stream for the morning peak hour scenario, however the inclusion of the proposed Development traffic is forecast to have minimal effect on the operation of the signalised junction.

6.1.3.2 Junction 2 – Lakeview Road/Site Access

A summary of the analysis results for the Lakeview Road/Site Access for the AM and PM peak hours are provided below in

Table 6-8: . Full outputs from JUNCTION 10 PICADY are included in Appendix D.

Table 6-8: Junction 2 Results – Lakeview Road/Site Access AM & PM Peak Hours

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	Junction Delay (s)	Queue (Veh)	Delay (s)	RFC	Junction Delay (s)
	2021							
Stream B-AC	0	0	0	0	0	0	0	0
Stream C-B	0	0	0		0	0	0	
	2024 Base							
Stream B-AC	0	0	0	0	0	0	0	0
Stream C-B	0	0	0		0	0	0	
	2024 Base + Comm							
Stream B-AC	0	0	0	0	0	0	0	0
Stream C-B	0	0	0		0	0	0	
	2024 Base + Comm + Dev							
Stream B-AC	0	9.38	0.03	0.12	0	7.31	0.01	0.12
Stream C-B	0	7.05	0.01		0	5.91	0.01	

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	Junction Delay (s)	Queue (Veh)	Delay (s)	RFC	Junction Delay (s)
	2029 Base							
Stream B-AC	0	0	0	0	0	0	0	0
Stream C-B	0	0	0		0	0	0	
	2029 Base + Comm							
Stream B-AC	0	0	0	0	0	0	0	0
Stream C-B	0	0	0		0	0	0	
	2029 Base + Comm + Dev							
Stream B-AC	0	9.79	0.03	0.12	0	7.49	0.01	0.11
Stream C-B	0	7.27	0.01		0	5.98	0.01	
	2039 Base							
Stream B-AC	0	0	0	0	0	0	0	0
Stream C-B	0	0	0		0	0	0	
	2039 Base + Comm							
Stream B-AC	0	0	0	0	0	0	0	0
Stream C-B	0	0	0		0	0	0	
	2039 Base + Comm + Dev							
Stream B-AC	0	10.87	0.03	0.11	0	7.7	0.01	0.1
Stream C-B	0	7.57	0.01		0	6.06	0.01	

Table 6-8 is the summary of Junction 2 performance analysis and indicates that junction will operate within capacity, with max RFC of 0.03 encountered at the junction, which is well below the maximum desired RFC of 0.85.

The summary indicates that there will be no queues and a max delay of 10.87 seconds with the proposed development at the AM peak.

6.1.3.3 Junction 3 – R381/Site Access

A summary of the analysis results for the R381/Site Access for the AM and PM peak hours are provided below in

Table 6-8: . Full outputs from JUNCTION 10 PICADY are included in Appendix D.

Table 6-9: Junction 3 Results – R381/Site Access AM & PM Peak Hours

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	Junction Delay (s)	Queue (Veh)	Delay (s)	RFC	Junction Delay (s)
	2021							
Stream B-AC	0	0	0	0	0	0	0	0
Stream C-AB	0	0	0		0	0	0	
	2024 Base							
Stream B-AC	0	0	0	0	0	0	0	0

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	Junction Delay (s)	Queue (Veh)	Delay (s)	RFC	Junction Delay (s)
Stream C-AB	0	0	0		0	0	0	
	2024 Base + Comm							
Stream B-AC	0	0	0	0	0	0	0	0
Stream C-AB	0	0	0		0	0	0	
	2024 Base + Comm + Dev							
Stream B-AC	0	9.51	0.03	0.22	0	8.98	0.02	0.15
Stream C-AB	0	5.57	0.01		0	5.07	0.01	
	2029 Base							
Stream B-AC	0	0	0	0	0	0	0	0
Stream C-AB	0	0	0		0	0	0	
	2029 Base + Comm							
Stream B-AC	0	0	0	0	0	0	0	0
Stream C-AB	0	0	0		0	0	0	
	2029 Base + Comm + Dev							
Stream B-AC	0	9.9	0.04	0.2	0	9.34	0.02	0.14
Stream C-AB	0	5.47	0.01		0	4.96	0.01	
	2039 Base							
Stream B-AC	0	0	0	0	0	0	0	0
Stream C-AB	0	0	0		0	0	0	
	2039 Base + Comm							
Stream B-AC	0	0	0	0	0	0	0	0
Stream C-AB	0	0	0		0	0	0	
	2039 Base + Comm + Dev							
Stream B-AC	0	10.4	0.04	0.19	0	9.8	0.02	0.13
Stream C-AB	0	5.35	0.01		0	4.83	0.01	

Table 6-9 is the summary of Junction 2 performance analysis and indicates that junction will operate within capacity, with max RFC of 0.04 encountered at the junction, which is well below the maximum desired RFC of 0.85.

The summary indicates that there will be no queues and a max delay of 10.4 seconds with the proposed development at the AM peak.

7.0 OTHER ROAD ISSUES

7.1 ROAD SAFETY

The existing access into Moycullen National School is designed in accordance with the Design Manual Urban Road and Bridges (DMURS) and will ensure visibility splays of 2.4 x 49 metres are met. It is noted the access is within a 50km/h speed limit.

An investigation of road collision data from the Road Safety Authority website (source: http://www.rsa.ie/RSA/Road-Safety/Our-Research/Ireland-Road-Collisions/) (see Figure 7-1) indicates that there was one serious collision recorded between 2005 and 2016 southern to junction 1 on the R381.

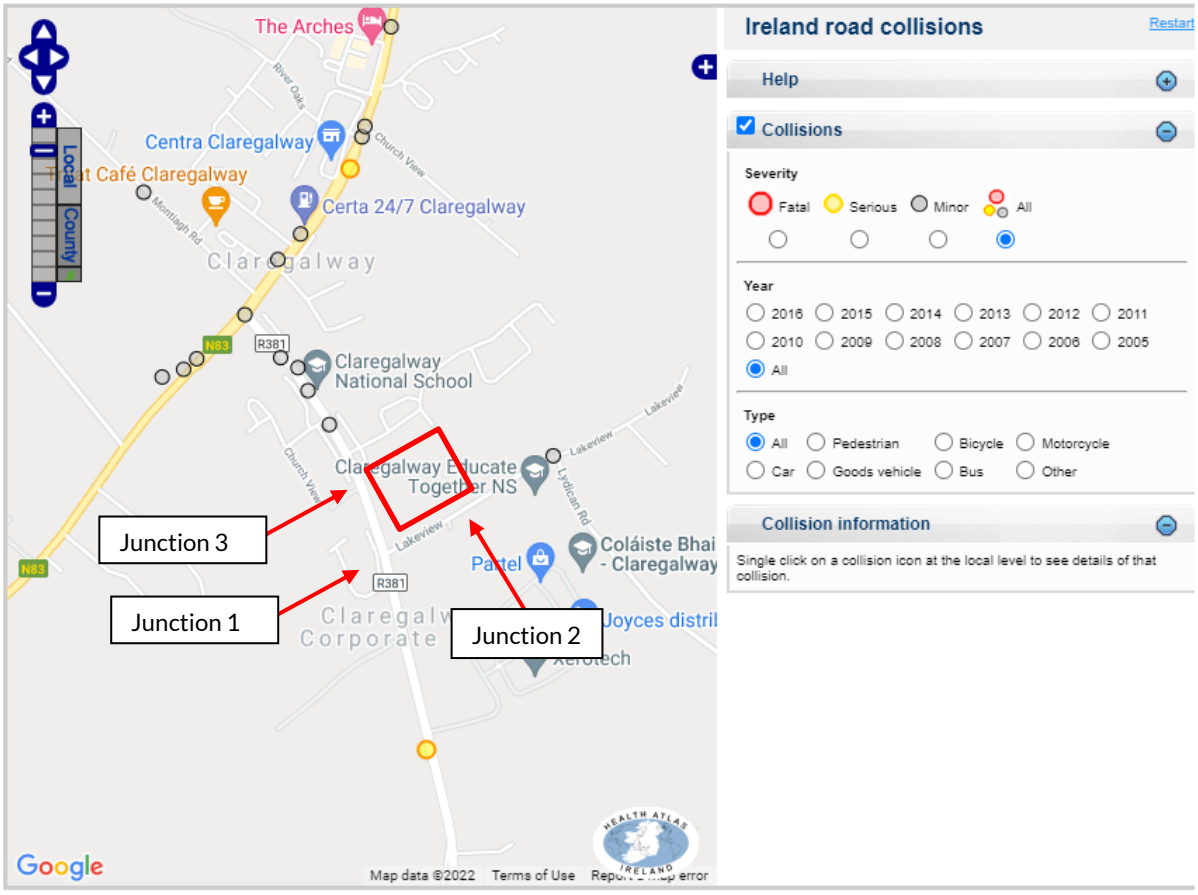


Figure 7-1: RSA Irish Road Collision Statistics

7.2 PARKING PROVISION

The proposed car parking provisions at the site are as follows;

- 144 Car parking spaces including no. 6 disabled parking bays
- 260 no. bicycle parking and Bike Storage facilities

7.3 SWEPT PATH ANALYSIS

A Vehicle Swept Path Analysis has been completed for the proposed site layout from L1313 Church Road large car, Fire Tender and Articulated Lorry for inclusion in planning submission.

The purpose of the Swept Path Analysis is to identify and resolve potential issues and conflict points during the design stage.

The Articulated Lorry entry and exit of the site requires the vehicle to traverse the centre of the carriageway. However, it is envisaged that deliveries to the site will be carried out at quiet periods for the site and/or outside of public opening hours. Such manoeuvres are acceptable under DMURS guidelines when turning into or between Local or lightly trafficked link streets as keeping the speed of the vehicles low is of higher priority.

Details of this analysis on the final layout are shown on Drawings Number 11171-2010 to 11171-2015 in Appendix E of this report.

7.4 ACCESS FOR PEOPLE WITH DISABILITIES

As recommended dropped kerbing and tactile paving slabs will be installed at all crossing points, in accordance with "Guidance on the Use of Tactile Paving Slabs".

It is further recommended that disabled parking spaces, in accordance with the National Disability Authorities "Building for Everyone". 5% of the proposed parking provisions have been designated for disabled parking as per Building for Everyone. It is noted that 6 disabled parking bays are provided for the proposed development.

8.0 CONCLUSIONS AND RECOMMENDATIONS

8.1 CONCLUSIONS

The existing junction (Junction 1) in the vicinity of the proposed development were analysed to ascertain the potential impact of the proposed development on the surrounding road network. The resulting assessment is summarised as follows:

Junction 1 – Signalised Junction R381 / Lakeview

The LinSig analysis for the design year 2021 indicates that the junction is operating within capacity for the morning and evening peak hour scenarios, and that the junction has practical reserve capacity (PRC for Signalled Lanes of 28.6% in the morning peak hour and 101.8% in the evening peak hour).

The LinSig analysis for the design year 2024 (including the base traffic with growth indices applied and inclusion of current Committed Development traffic) indicates that the junction is operating within capacity for the morning and evening peak hour scenarios, and that the junction has practical reserve capacity (PRC for Signalled Lanes of 7.3% in the morning peak hour and 54% in the evening peak hour).

The LinSig analysis for the design year 2039 (including the base traffic with growth indices applied and inclusion of current Committed Development traffic) indicates that for both the morning hour scenario, the junction is forecast to operate slightly over capacity.

The inclusion of the proposed Development traffic will result in a increase in the DoS for each Stream and an increase in the MMQ for each Stream (i.e. for Arm 1, Traffic Stream 1/2 the Dos increases from 93.3% to 107.0% and the MMQ from 13 PCU to 35.3 PCU).

For the purposes of the analysis, a full pedestrian phase was called on each cycle of the traffic lights. In reality, this would not be the case as the pedestrian phase is an “on demand” crossing and from observations onsite was called a maximum of 4 times in the 15 minute period (4 out of 10 cycles within the 15 minute period). This will increase the capacity of the junction as the pedestrian phase is not called on each cycle therefore giving more green time to the vehicular movements.

Junction 2 – Proposed Junction Lakeview Road/ Site Access

The PICADY analysis results indicate indicate the proposed access will operate within capacity up to and including the design year of 2039 (i.e operational plus 15 years). The maximum RFC of 0.03 encountered at Junction 2, which is well below the maximum desired RFC of 0.85.

The analysis indicates that there will be negligible queues and minimal delays during both the peak hours for both scenarios with no development and with development.

Junction 3– Proposed Junction R381/ Site Access

The PICADY analysis results indicate indicate the proposed access will operate within capacity up to and including the design year of 2039 (i.e operational plus 15 years). The maximum RFC of 0.04 encountered at Junction 3, which is well below the maximum desired RFC of 0.85.

The analysis indicates that there will be negligible queues and minimal delays during both the peak hours for both scenarios with no development and with development.

8.1.1 General

A total of 144 no. car parking spaces and 260 bicycle parking spaces will be provided onsite.

8.2 RECOMMENDATIONS

This report recommends that:

- Site access junction visibility splays should provide at minimum 2.4 x 49m visibility splay for traffic leaving the development.
- Visibility splays should be kept free of all restrictions including signage.
- Stop markings and a stop sign should be installed at the main entrance.
- Pedestrian footway links with associated dropped kerbing and tactile paving to be provided at all pedestrian crossing points internally.

Appendix A. Scoping Document

TRAFFIC SCOPING FORM

TOBIN CONSULTING ENGINEERS

SCOPING STUDY FOR:	Proposed Claregalway Residential Dev		
CLIENT:	Galway County Council		
LOCAL AUTHORITY:	Galway County Council		
SCOPING FORM SENT TO:	Fiona Holland / Jack Houlihan		
SENT BY:	Micheál Geraghty	**DATE:**	30.09.2021

Ref	Item	Requirements
1	Location, size, operating hours and nature of proposed description of proposal	Location: Droim na Gaoithe, Claregalway Project Description: • 65 no. Houses • 24 no. Duplex/Apartment Units
2	Is the development in line with National, County and Local Area Plan policy?	Yes
3	Description of existing uses of land	Site is currently greenfield
4	Does the development involve the relocation of an existing use?	No
5	Is a new or modified highway access likely?	Possible new access points off the existing R381 and Lakeview Road
6	What existing / proposed provisions are there for Pedestrians, Cyclists, Public Transport, Disabled access, set down, loading areas? (Rational for no. of provisions)	*Current – There are footpaths on both approaches along the R381 and Lakeview Road. There is also a shared footpath with cycle lane along the Lakeview Road approach.* *Proposal for 5.5m carriageway with 1.8m footpath for internal development roads to be agreed with Galway County Council* *Disabled access in accordance with GCC Dev Plan*
7	What background data / information available? (i.e. staffing number, weighbridge data etc)	TBC following assessment.
8	Are traffic surveys of the existing conditions available or required?	Traffic Surveys required. List Junction locations: 1. R381 / Lakeview Road 2. Local junctions as required
9	What will be the area of impact of the proposal, i.e. which adjacent local regional and National Road routes and junctions will be affected and require capacity calculations?	• Junctions listed above (Section 8)
10	Are trip distribution and assignment models to be used? or Existing trip distribution?	Match existing distributions
11	Are additional traffic scenarios to be assessed? (e.g. rat running, stress tests etc)	No
12	What will be the trip generation for the proposals? (e.g. pro rata, TRICS, other)	TRICS

Ref	Item	Requirements
13	Are further traffic generation surveys required? (i.e. if traffic surveys to develop pro rata rates etc)	No
14	What seasonal adjustment is to be undertaken?	No TII traffic data available close to the development
15	Link based Growth Rates? (Low Sensitivity, Central, High Sensitivity)	TII PE-PAG-02017 Galway Central Growth
16	When are the critical time periods for assessment? (i.e. AM, PM and Noon peak hours)	Assumed AM Peak: 08.00-09.00 PM Peak: 17.00-18.00 Will be determined by the traffic counts
17	When will the site become fully operational?	Proposed year of opening 2024
18	What are the assessment years? (Base, opening & future (+5 years & +15 years of operation or any additional)	2024, 2029 and 2039.
19	Are there significant phases to the project?	No
20	Will the site attract traffic from the other adjacent sites? (Pass-by Traffic)	No
21	Are there any significant committed developments? (Granted Planning within the past 5 years and not commenced)	TBC – review of committed developments to be carried out
22	Details of any adjacent highway improvement proposals?	TBC
23	What capacity tests / traffic modelling software is to be used? (i.e. JUNCTION 9: PICADY/ ARCADY & OSCADY PRO)	Envisage JUNCTION 9 PICADY for priority junction LinSig for signal junction
24	Will adjacent links become overloaded or significantly impacted?	TBC following assessment.
25	What are the sightlines / visibility splays requirements? Are they available? (DMURS, TII DN-GEO-03060-02, Development Plan etc)	DMURS: – R381: 49m on bus route (TBC)
26	What level of car parking provision is proposed? To what standard? (included disabled parking provisions)	To GCC Development Plan Standards
27	Will the proposals have an impact on road safety?	Yes
28	Is a Road Safety Impact Assessment or Road Safety Audit required?	RSA
29	What Stage RSA?	Stage 1/2
30	Are there any other special circumstances relevant to this proposal?	No

Appendix B. TRICS

Calculation Reference: AUDIT-700101-220201-0230

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

TOTAL VEHICLES

Selected regions and areas:

01	**GREATER LONDON**		
	RB	REDBRIDGE	1 days
02	**SOUTH EAST**		
	ES	EAST SUSSEX	1 days
	HC	HAMPSHIRE	1 days
	WG	WOKINGHAM	1 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	WY	WEST YORKSHIRE	1 days
15	**GREATER DUBLIN**		
	DL	DUBLIN	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 42 to 127 (units:)
Range Selected by User: 30 to 150 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/13 to 19/05/21

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

Selected survey days:

Tuesday	3 days
Wednesday	2 days
Friday	1 days

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

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
Edge of Town	2
Neighbourhood Centre (PPS6 Local Centre)	1

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

Selected Location Sub Categories:

Residential Zone	4
Village	1
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

C3	6 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

10,001 to 15,000	1 days
25,001 to 50,000	5 days

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

Population within 5 miles:

100,001 to 125,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	2 days
500,001 or More	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	2 days

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

Travel Plan:

Yes	2 days
No	4 days

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

PTAL Rating:

No PTAL Present	5 days
2 Poor	1 days

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

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

LIST OF SITES relevant to selection parameters

1 **DL-03-L-01** **BLOCK OF FLATS & TERRACED** **DUBLIN**
BALLYMUN ROAD
DUBLIN

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 42
Survey date: WEDNESDAY *19/05/21* *Survey Type: MANUAL*

2 **ES-03-L-03** **HOUSES & FLATS** **EAST SUSSEX**
HUGHENDEN ROAD
HASTINGS
ORE VALLEY
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 51
Survey date: TUESDAY *26/06/18* *Survey Type: MANUAL*

3 **HC-03-L-03** **MIXED FLATS & HOUSES** **HAMPSHIRE**
WOODSIDE AVENUE
EASTLEIGH

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total No of Dwellings: 94
Survey date: TUESDAY *03/03/20* *Survey Type: MANUAL*

4 **RB-03-L-01** **MIXED HOUSES & FLATS** **REDBRIDGE**
LONG GREEN
HAINAULT

Edge of Town
Residential Zone
Total No of Dwellings: 127
Survey date: TUESDAY *28/11/17* *Survey Type: MANUAL*

5 **WG-03-L-01** **HOUSES & FLATS** **WOKINGHAM**
BASLOW ROAD
WOKINGHAM
WINNERSH
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 44
Survey date: FRIDAY *20/11/15* *Survey Type: MANUAL*

6 **WY-03-L-01** **FLATS & HOUSES** **WEST YORKSHIRE**
STATION ROAD
LEEDS
HORSFORTH
Edge of Town
Residential Zone
Total No of Dwellings: 78
Survey date: WEDNESDAY *21/09/16* *Survey Type: MANUAL*

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

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

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	73	0.034	6	73	0.151	6	73	0.185
08:00 - 09:00	6	73	0.133	**6**	**73**	**0.252**	**6**	**73**	**0.385**
09:00 - 10:00	6	73	0.135	6	73	0.177	6	73	0.312
10:00 - 11:00	6	73	0.101	6	73	0.117	6	73	0.218
11:00 - 12:00	6	73	0.083	6	73	0.094	6	73	0.177
12:00 - 13:00	6	73	0.092	6	73	0.067	6	73	0.159
13:00 - 14:00	6	73	0.108	6	73	0.110	6	73	0.218
14:00 - 15:00	6	73	0.122	6	73	0.122	6	73	0.244
15:00 - 16:00	6	73	0.195	6	73	0.144	6	73	0.339
16:00 - 17:00	6	73	0.133	6	73	0.099	6	73	0.232
17:00 - 18:00	6	73	0.183	6	73	0.133	6	73	0.316
18:00 - 19:00	**6**	**73**	**0.204**	6	73	0.099	6	73	0.303
19:00 - 20:00	1	127	0.063	1	127	0.055	1	127	0.118
20:00 - 21:00	1	127	0.071	1	127	0.024	1	127	0.095
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.657			1.644			3.301

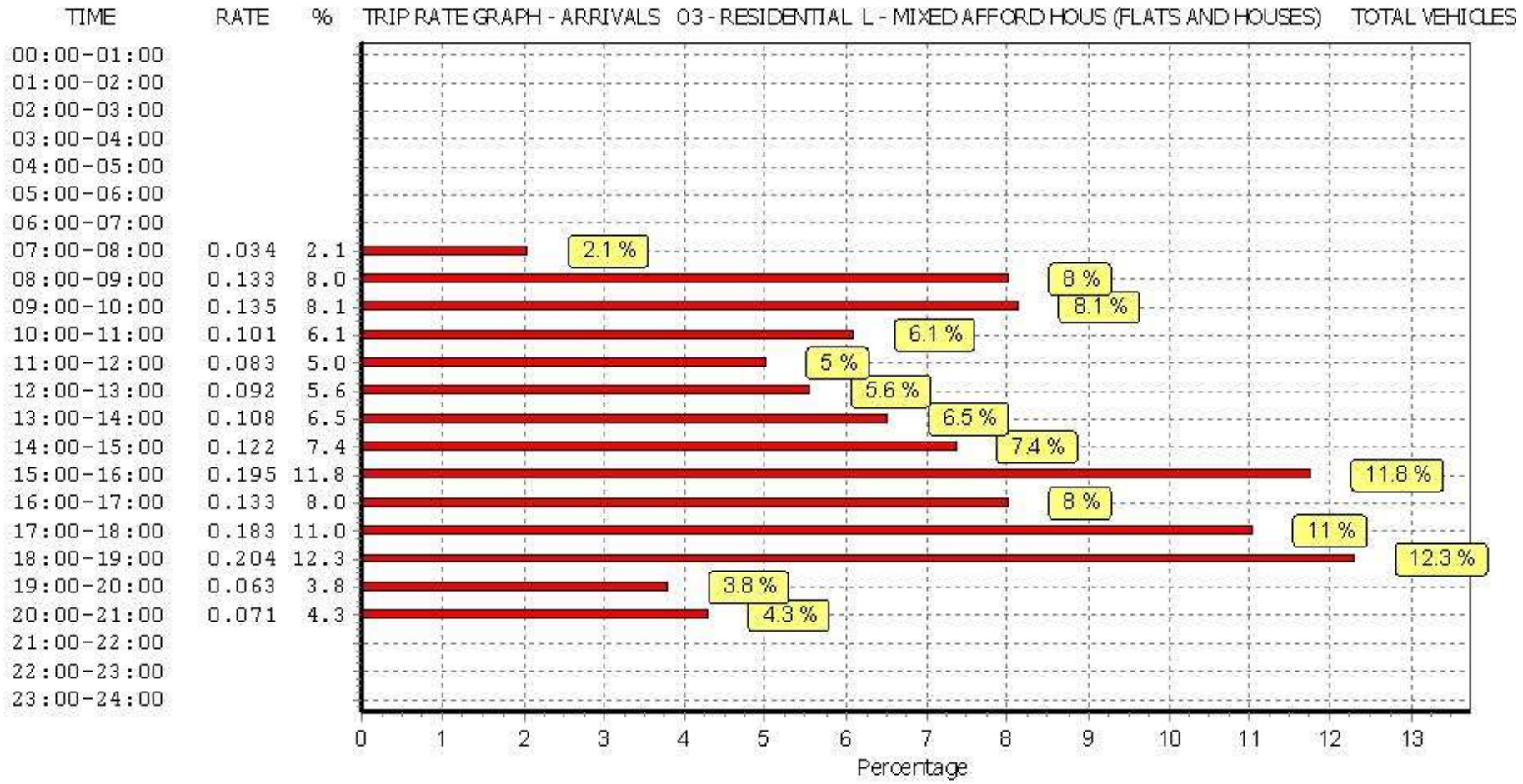
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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

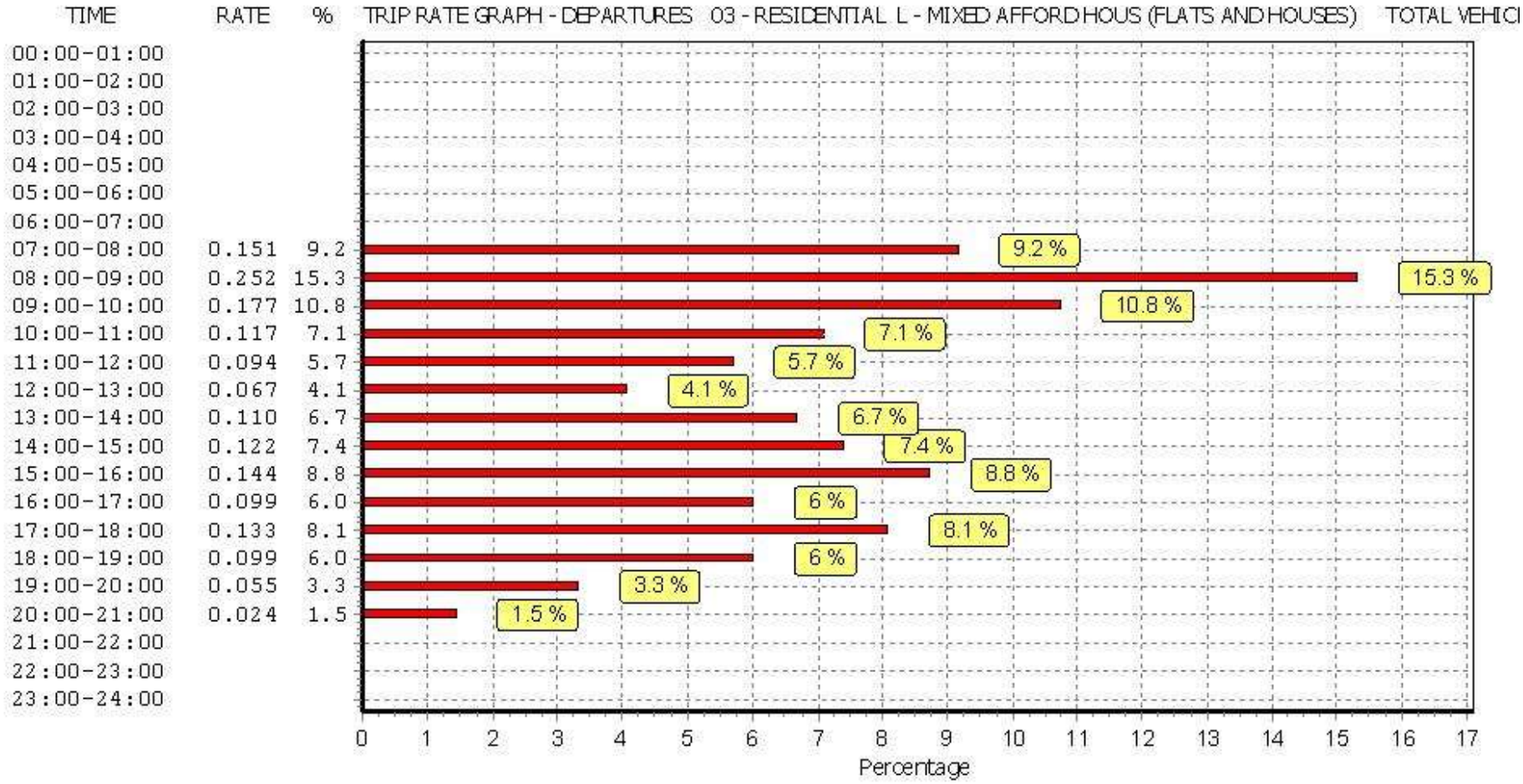
Parameter summary

Trip rate parameter range selected:	42 - 127 (units:)
Survey date date range:	01/01/13 - 19/05/21
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

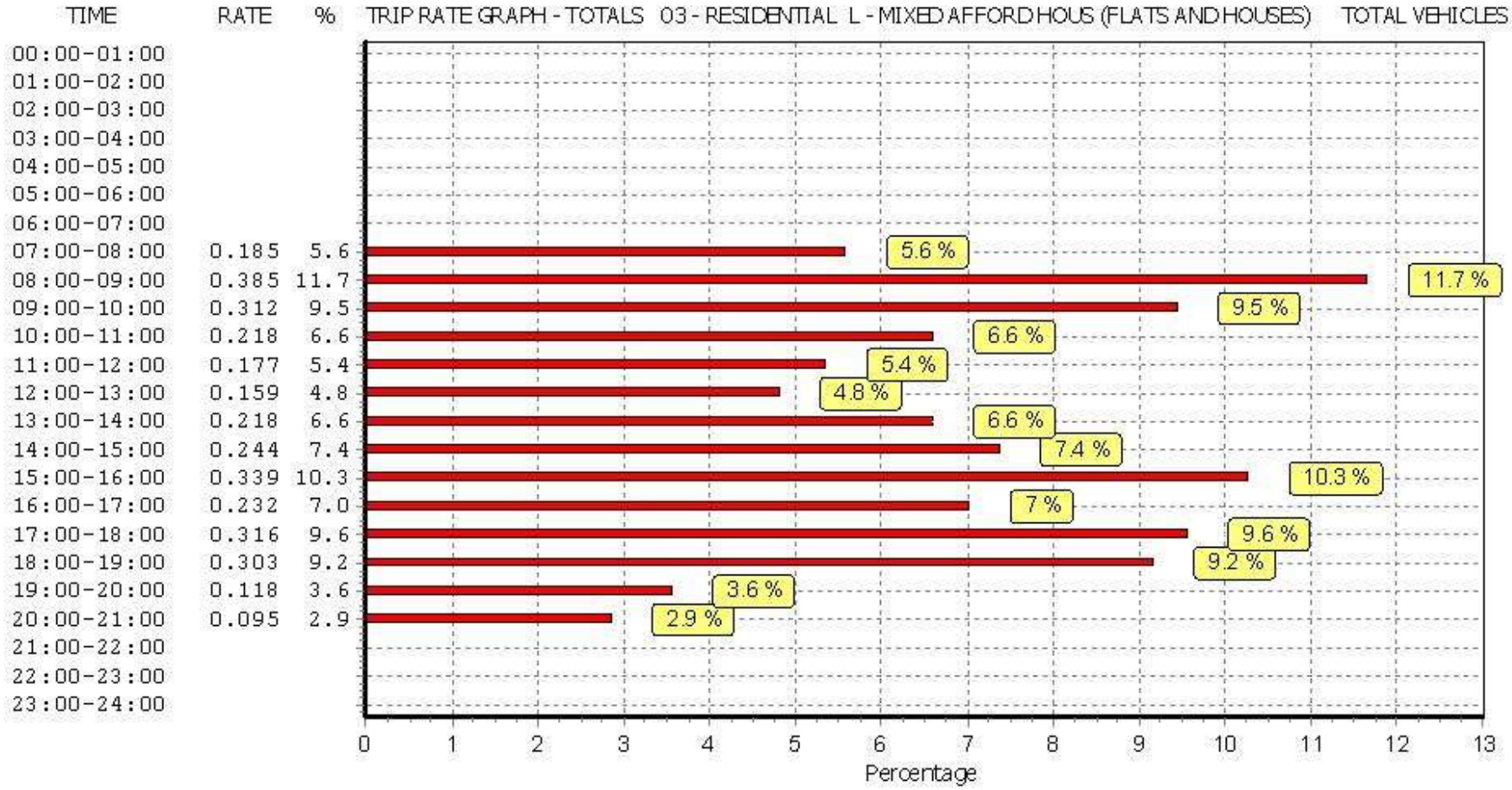
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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



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

Appendix C. Origin / Destination Matrices

Traffic Calculations for St. Columba's Stranolar

Site 1 - R381 / Lakeview Road

At Present AM Peak (08:15 - 09:15)

Seasonally Adjusted 2021

2024 - Year of Opening

	Galway	LGV	HGV
2016 - 2030 index		1.0259	1.0446
Years		3	3
Growth Factor		**1.080**	**1.140**

2029 (5 Years after Opening)

	Galway	LGV	HGV
2016-2030		1.0259	1.0446
Years		8	8
Growth Factor		**1.227**	**1.418**

2030(6 Years after Opening)

	Galway	LGV	HGV
2016-2030		1.0259	1.0446
Years		9	9
Growth Factor		**1.259**	**1.481**

2039 (15 Years after Opening)

	Galway	LGV	HGV
2030-2040		1.0109	1.0198
Years		9	9
Growth Factor		**1.102**	**1.193**
Combined Factors		**1.387**	**1.767**

Route	A	HGV	B	HGV	C	HGV
A	0	0	208	17	238	12
B	223	24	0	0	81	4
C	210	31	119	4	0	0

Route	A	HGV	B	HGV	C	HGV
A	0	0	225	19	257	14
B	240	27	0	0	88	5
C	227	36	128	5	0	0

Route	A	HGV	B	HGV	C	HGV
A	0	0	255	24	292	18
B	273	34	0	0	100	6
C	258	44	145	6	0	0

Route	A	HGV	B	HGV	C	HGV
A	0	0	289	29	330	22
B	309	42	0	0	113	7
C	292	55	165	7	0	0

AM PEAK GENERATED TRAFFIC

Site 1 - R381 / Lakeview Road

WITH COMMITTED

Committed Traffic

Route	A	HGV	B	HGV	C	HGV
A	0	0	74	0	0	0
B	0	0	0	0	0	0
C	0	0	41	0	0	0

2024 - Year of Opening

Route	A	HGV	B	HGV	C	HGV
A	0	0	299	19	257	14
B	240	27	0	0	88	5
C	227	36	169	5	0	0

2029 (5 Years after Opening)

Route	A	HGV	B	HGV	C	HGV
A	0	0	330	24	292	18
B	273	34	0	0	100	6
C	258	44	186	6	0	0

2039 (15 Years after Opening)

Route	A	HGV	B	HGV	C	HGV
A	0	0	363	29	330	22
B	309	42	0	0	113	7
C	292	55	205	7	0	0

AM PEAK GENERATED TRAFFIC

Site 1 - R381 / Lakeview Road

WITH COMMITTED & DEVELOPMENT

Generated Traffic

Route	A	HGV	B	HGV	C	HGV
A	0	0	2	0	5	0
B	4	0	0	0	2	0
C	3	0	1	0	0	0

2024 - Year of Opening

Route	A	HGV	B	HGV	C	HGV
A	0	0	301	19	262	14
B	245	27	0	0	89	5
C	230	36	170	5	0	0

2029 (5 Years after Opening)

Route	A	HGV	B	HGV	C	HGV
A	0	0	332	24	297	18
B	278	34	0	0	101	6
C	260	44	187	6	0	0

2039 (15 Years after Opening)

Route	A	HGV	B	HGV	C	HGV
A	0	0	365	29	336	22
B	313	42	0	0	114	7
C	294	55	206	7	0	0

Traffic Calculations for St. Columba's Stranolar

Site 1 - R381 / Lakeview Road

At Present AM Peak (15:30 - 16:30)

Seasonally Adjusted 2021

2024 - Year of Opening

	Galway	LGV	HGV
2016 - 2030 index		1.0259	1.0446
Years		3	3
Growth Factor		**1.080**	**1.140**

2029 (5 Years after Opening)

	Galway	LGV	HGV
2016-2030		1.0259	1.0446
Years		8	8
Growth Factor		**1.227**	**1.418**

2030(6 Years after Opening)

	Galway	LGV	HGV
2016-2030		1.0259	1.0446
Years		9	9
Growth Factor		**1.259**	**1.481**

2039 (15 Years after Opening)

	Galway	LGV	HGV
2030-2040		1.0109	1.0198
Years		9	9
Growth Factor		**1.102**	**1.193**
Combined Factors		**1.387**	**1.767**

Route	A	HGV	B	HGV	C	HGV
A	0	0	81	8	191	24
B	106	23	0	0	59	5
C	269	28	49	1	0	0

Route	A	HGV	B	HGV	C	HGV
A	0	0	88	9	207	27
B	115	26	0	0	64	6
C	291	32	53	1	0	0

Route	A	HGV	B	HGV	C	HGV
A	0	0	100	12	235	34
B	130	32	0	0	73	7
C	331	40	60	1	0	0

Route	A	HGV	B	HGV	C	HGV
A	0	0	113	15	266	42
B	147	40	0	0	82	9
C	374	50	68	2	0	0

AM PEAK GENERATED TRAFFIC

Site 1 - R381 / Lakeview Road

WITH DEVELOPMENT

Committed Traffic

Route	A	HGV	B	HGV	C	HGV
A	0	0	0	0	0	0
B	77	0	0	0	38	0
C	0	0	0	0	0	0

2024 - Year of Opening

Route	A	HGV	B	HGV	C	HGV
A	0	0	88	9	207	27
B	191	26	0	0	102	6
C	291	32	53	1	0	0

2029 (5 Years after Opening)

Route	A	HGV	B	HGV	C	HGV
A	0	0	100	12	235	34
B	207	32	0	0	111	7
C	331	40	60	1	0	0

2039 (15 Years after Opening)

Route	A	HGV	B	HGV	C	HGV
A	0	0	113	15	266	42
B	224	40	0	0	121	9
C	374	50	68	2	0	0

AM PEAK GENERATED TRAFFIC

Site 1 - R381 / Lakeview Road

WITH COMMITTED & DEVELOPMENT

Generated Traffic

Route	A	HGV	B	HGV	C	HGV
A	0	0	3	0	3	0
B	3	0	0	0	1	0
C	4	0	2	0	0	0

2024 - Year of Opening

Route	A	HGV	B	HGV	C	HGV
A	0	0	91	9	210	27
B	194	26	0	0	103	6
C	295	32	55	1	0	0

2029 (5 Years after Opening)

Route	A	HGV	B	HGV	C	HGV
A	0	0	103	12	238	34
B	209	32	0	0	112	7
C	334	40	62	1	0	0

2039 (15 Years after Opening)

Route	A	HGV	B	HGV	C	HGV
A	0	0	116	15	268	42
B	226	40	0	0	121	9
C	378	50	70	2	0	0

Traffic Calculations for St. Columba's Stranolar

Site 2 - Site Access/Lakeview Road

At Present AM Peak (08:15 - 09:15)

Seasonally Adjusted 2021

2024 - Year of Opening

	Galway	LGV	HGV
2016 - 2030 index		1.0259	1.0446
Years		3	3
Growth Factor		**1.080**	**1.140**

2029 (5 Years after Opening)

	Galway	LGV	HGV
2016-2030		1.0259	1.0446
Years		8	8
Growth Factor		**1.227**	**1.418**

2030(6 Years after Opening)

	Galway	LGV	HGV
2016-2030		1.0259	1.0446
Years		9	9
Growth Factor		**1.259**	**1.481**

2039 (15 Years after Opening)

	Galway	LGV	HGV
2030-2040		1.0109	1.0198
Years		9	9
Growth Factor		**1.102**	**1.193**
Combined Factors		**1.387**	**1.767**

Route	A	HGV	B	HGV	C	HGV
A	0	0	0	0	327	21
B	0	0	0	0	0	0
C	304	28	0	0	0	0

Route	A	HGV	B	HGV	C	HGV
A	0	0	0	0	353	24
B	0	0	0	0	0	0
C	328	32	0	0	0	0

Route	A	HGV	B	HGV	C	HGV
A	0	0	0	0	401	29
B	0	0	0	0	0	0
C	373	40	0	0	0	0

Route	A	HGV	B	HGV	C	HGV
A	0	0	0	0	453	37
B	0	0	0	0	0	0
C	421	50	0	0	0	0

AM PEAK GENERATED TRAFFIC

Site 2 - Site Access/Lakeview Road

WITH COMMITTED

Committed Traffic

Route	A	HGV	B	HGV	C	HGV
A	0	0	0	0	115	0
B	0	0	0	0	0	0
C	0	0	0	0	0	0

2024 - Year of Opening

Route	A	HGV	B	HGV	C	HGV
A	0	0	0	0	468	24
B	0	0	0	0	0	0
C	328	32	0	0	0	0

2029 (5 Years after Opening)

Route	A	HGV	B	HGV	C	HGV
A	0	0	0	0	516	29
B	0	0	0	0	0	0
C	373	40	0	0	0	0

2039 (15 Years after Opening)

Route	A	HGV	B	HGV	C	HGV
A	0	0	0	0	568	37
B	0	0	0	0	0	0
C	421	50	0	0	0	0

AM PEAK GENERATED TRAFFIC

Site 2 - Site Access/Lakeview Road

WITH COMMITTED & DEVELOPMENT

Development Traffic

Route	A	HGV	B	HGV	C	HGV
A	0	0	3	0	2	0
B	5	0	0	0	5	0
C	4	0	3	0	0	0

2024 - Year of Opening

Route	A	HGV	B	HGV	C	HGV
A	0	0	3	0	470	24
B	5	0	0	0	5	0
C	332	32	3	0	0	0

2029 (5 Years after Opening)

Route	A	HGV	B	HGV	C	HGV
A	0	0	3	0	518	29
B	5	0	0	0	5	0
C	377	40	3	0	0	0

2039 (15 Years after Opening)

Route	A	HGV	B	HGV	C	HGV
A	0	0	3	0	570	37
B	5	0	0	0	5	0
C	426	50	3	0	0	0

Traffic Calculations for St. Columba's Stranolar

Site 2 - Site Access/Lakeview Road

At Present AM Peak (15:30 - 16:30)

Seasonally Adjusted 2021

2024 - Year of Opening

	Galway	LGV	HGV
2016 - 2030 index		1.0259	1.0446
Years		3	3
Growth Factor		**1.080**	**1.140**

2029 (5 Years after Opening)

	Galway	LGV	HGV
2016-2030		1.0259	1.0446
Years		8	8
Growth Factor		**1.227**	**1.418**

2030(6 Years after Opening)

	Galway	LGV	HGV
2016-2030		1.0259	1.0446
Years		9	9
Growth Factor		**1.259**	**1.481**

2039 (15 Years after Opening)

	Galway	LGV	HGV
2030-2040		1.0109	1.0198
Years		9	9
Growth Factor		**1.102**	**1.193**
Combined Factors		**1.387**	**1.767**

Route	A	HGV	B	HGV	C	HGV
A	0	0	0	0	130	9
B	0	0	0	0	0	0
C	165	28	0	0	0	0

Route	A	HGV	B	HGV	C	HGV
A	0	0	0	0	140	11
B	0	0	0	0	0	0
C	179	32	0	0	0	0

Route	A	HGV	B	HGV	C	HGV
A	0	0	0	0	160	13
B	0	0	0	0	0	0
C	203	40	0	0	0	0

Route	A	HGV	B	HGV	C	HGV
A	0	0	0	0	180	17
B	0	0	0	0	0	0
C	229	50	0	0	0	0

AM PEAK GENERATED TRAFFIC

Site 2 - Site Access/Lakeview Road

WITH COMMITTED

Committed Traffic

Route	A	HGV	B	HGV	C	HGV
A	0	0	0	0	0	0
B	0	0	0	0	0	0
C	115	0	0	0	0	0

2024 - Year of Opening

Route	A	HGV	B	HGV	C	HGV
A	0	0	0	0	140	11
B	0	0	0	0	0	0
C	294	32	0	0	0	0

2029 (5 Years after Opening)

Route	A	HGV	B	HGV	C	HGV
A	0	0	0	0	160	13
B	0	0	0	0	0	0
C	318	40	0	0	0	0

2039 (15 Years after Opening)

Route	A	HGV	B	HGV	C	HGV
A	0	0	0	0	180	17
B	0	0	0	0	0	0
C	344	50	0	0	0	0

AM PEAK GENERATED TRAFFIC

Site 2 - Site Access/Lakeview Road

WITH COMMITTED & DEVELOPMENT

Development Traffic

Route	A	HGV	B	HGV	C	HGV
A	0	0	5	0	3	0
B	3	0	0	0	3	0
C	3	0	4	0	0	0

2024 - Year of Opening

Route	A	HGV	B	HGV	C	HGV
A	0	0	5	0	144	11
B	3	0	0	0	3	0
C	296	32	4	0	0	0

2029 (5 Years after Opening)

Route	A	HGV	B	HGV	C	HGV
A	0	0	5	0	163	13
B	3	0	0	0	3	0
C	320	40	4	0	0	0

2039 (15 Years after Opening)

Route	A	HGV	B	HGV	C	HGV
A	0	0	5	0	184	17
B	3	0	0	0	3	0
C	347	50	4	0	0	0

Traffic Calculations for St. Columba's Stranolar

Site 3 - Site Access/R381

At Present AM Peak (08:15 - 09:15)

Seasonally Adjusted 2021

2024 - Year of Opening

	Galway	LGV	HGV
2016 - 2030 index		1.0259	1.0446
Years		3	3
Growth Factor		**1.080**	**1.140**

2029 (5 Years after Opening)

	Galway	LGV	HGV
2016-2030		1.0259	1.0446
Years		8	8
Growth Factor		**1.227**	**1.418**

2030(6 Years after Opening)

	Galway	LGV	HGV
2016-2030		1.0259	1.0446
Years		9	9
Growth Factor		**1.259**	**1.481**

2039 (15 Years after Opening)

	Galway	LGV	HGV
2030-2040		1.0109	1.0198
Years		9	9
Growth Factor		**1.102**	**1.193**
Combined Factors		**1.387**	**1.767**

Route	A	HGV	B	HGV	C	HGV
A	0	0	0	0	238	12
B	0	0	0	0	0	0
C	210	31	0	0	0	0

Route	A	HGV	B	HGV	C	HGV
A	0	0	0	0	257	14
B	0	0	0	0	0	0
C	227	36	0	0	0	0

Route	A	HGV	B	HGV	C	HGV
A	0	0	0	0	292	18
B	0	0	0	0	0	0
C	258	44	0	0	0	0

Route	A	HGV	B	HGV	C	HGV
A	0	0	0	0	330	22
B	0	0	0	0	0	0
C	292	55	0	0	0	0

AM PEAK GENERATED TRAFFIC

Site 3 - Site Access/R381

WITH COMMITTED

Committed Traffic

Route	A	HGV	B	HGV	C	HGV
A	0	0	0	0	38	0
B	0	0	0	0	0	0
C	0	0	0	0	0	0

2024 - Year of Opening

Route	A	HGV	B	HGV	C	HGV
A	0	0	0	0	295	14
B	0	0	0	0	0	0
C	227	36	0	0	0	0

2029 (5 Years after Opening)

Route	A	HGV	B	HGV	C	HGV
A	0	0	0	0	330	18
B	0	0	0	0	0	0
C	258	44	0	0	0	0

2039 (15 Years after Opening)

Route	A	HGV	B	HGV	C	HGV
A	0	0	0	0	368	22
B	0	0	0	0	0	0
C	292	55	0	0	0	0

AM PEAK GENERATED TRAFFIC

Site 3 - Site Access/R381

WITH COMMITTED & DEVELOPMENT

Generated Traffic

Route	A	HGV	B	HGV	C	HGV
A	0	0	3	0	0	0
B	6	0	0	0	6	0
C	0	0	3	0	0	0

2024 - Year of Opening

Route	A	HGV	B	HGV	C	HGV
A	0	0	3	0	295	14
B	6	0	0	0	6	0
C	227	36	3	0	0	0

2029 (5 Years after Opening)

Route	A	HGV	B	HGV	C	HGV
A	0	0	3	0	330	18
B	6	0	0	0	6	0
C	258	44	3	0	0	0

2039 (15 Years after Opening)

Route	A	HGV	B	HGV	C	HGV
A	0	0	3	0	368	22
B	6	0	0	0	6	0
C	292	55	3	0	0	0

Traffic Calculations for St. Columba's Stranolar

Site 3 - Site Access/R381

At Present AM Peak (08:15 - 09:15)

Seasonally Adjusted 2021

2024 - Year of Opening

	Galway	LGV	HGV
2016 - 2030 index		1.0259	1.0446
Years		3	3
Growth Factor		**1.080**	**1.140**

2029 (5 Years after Opening)

	Galway	LGV	HGV
2016-2030		1.0259	1.0446
Years		8	8
Growth Factor		**1.227**	**1.418**

2030(6 Years after Opening)

	Galway	LGV	HGV
2016-2030		1.0259	1.0446
Years		9	9
Growth Factor		**1.259**	**1.481**

2039 (15 Years after Opening)

	Galway	LGV	HGV
2030-2040		1.0109	1.0198
Years		9	9
Growth Factor		**1.102**	**1.193**
Combined Factors		**1.387**	**1.767**

Route	A	HGV	B	HGV	C	HGV
A	0	0	0	0	191	24
B	0	0	0	0	0	0
C	269	28	0	0	0	0

Route	A	HGV	B	HGV	C	HGV
A	0	0	0	0	207	27
B	0	0	0	0	0	0
C	291	32	0	0	0	0

Route	A	HGV	B	HGV	C	HGV
A	0	0	0	0	235	34
B	0	0	0	0	0	0
C	331	40	0	0	0	0

Route	A	HGV	B	HGV	C	HGV
A	0	0	0	0	266	42
B	0	0	0	0	0	0
C	374	50	0	0	0	0

AM PEAK GENERATED TRAFFIC

Site 3 - Site Access/R381

WITH COMMITTED

Committed Traffic

Route	A	HGV	B	HGV	C	HGV
A	0	0	0	0	0	0
B	0	0	0	0	0	0
C	43	0	0	0	0	0

2024 - Year of Opening

Route	A	HGV	B	HGV	C	HGV
A	0	0	0	0	207	27
B	0	0	0	0	0	0
C	334	32	0	0	0	0

2029 (5 Years after Opening)

Route	A	HGV	B	HGV	C	HGV
A	0	0	0	0	235	34
B	0	0	0	0	0	0
C	374	40	0	0	0	0

2039 (15 Years after Opening)

Route	A	HGV	B	HGV	C	HGV
A	0	0	0	0	266	42
B	0	0	0	0	0	0
C	417	50	0	0	0	0

AM PEAK GENERATED TRAFFIC

Site 3 - Site Access/R381

WITH COMMITTED & DEVELOPMENT

Generated Traffic

Route	A	HGV	B	HGV	C	HGV
A	0	0	5	0	0	0
B	3	0	0	0	4	0
C	0	0	4	0	0	0

2024 - Year of Opening

Route	A	HGV	B	HGV	C	HGV
A	0	0	5	0	207	27
B	3	0	0	0	4	0
C	334	32	4	0	0	0

2029 (5 Years after Opening)

Route	A	HGV	B	HGV	C	HGV
A	0	0	5	0	235	34
B	3	0	0	0	4	0
C	374	40	4	0	0	0

2039 (15 Years after Opening)

Route	A	HGV	B	HGV	C	HGV
A	0	0	5	0	266	42
B	3	0	0	0	4	0
C	417	50	4	0	0	0

Appendix D. JUNCTION 10 PICADY and LinSig Detailed Output- Junction 1,2&3

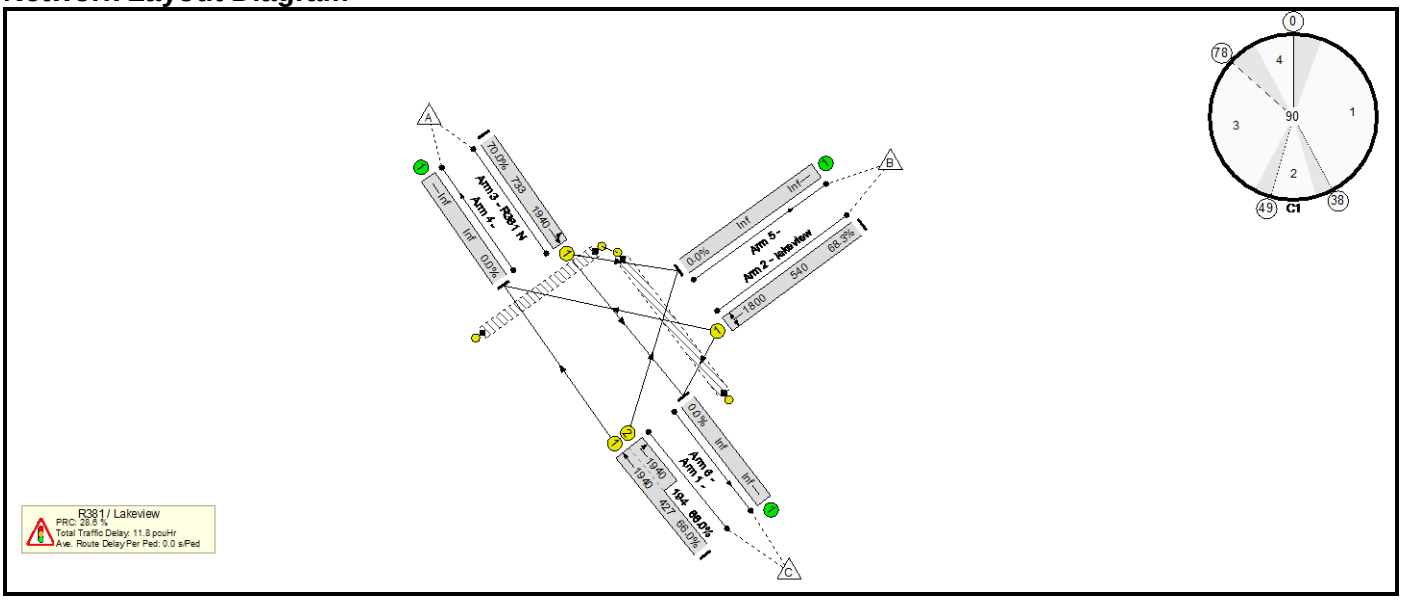
Basic Results Summary

User and Project Details

Project:	**Droim na Gaoithe, Claregalway**
Title:	**11171**
Location:	
Client:	Galway County Council
Date Started:	17.07.2023
Checked By:	Maria Rooney
Additional detail:	
File name:	Junction 1.lsg3x
Author:	Gabriela Iha
Company:	Tobin Consulting Engineers
Address:	

Scenario 1: '2021 AM Base' (FG1: '2021 AM Base', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: 11171	-	-	-		-	-	-	-	-	-	**70.0%**	**0**	**0**	**0**	**11.8**	-	-
R381 / Lakeview	-	-	-		-	-	-	-	-	-	**70.0%**	**0**	**0**	**0**	**11.8**	-	-
1/1+1/2	Ahead Right	U	A D		1	44:8	-	410	1940:1940	427+194	66.0 : 66.0%	-	-	-	3.4	29.7	5.0
2/1	lakeview Right Left	U	C		1	26	-	369	1800	540	68.3%	-	-	-	3.9	38.1	9.2
3/1	R381 N Left Ahead	U	B		1	33	-	513	1940	733	70.0%	-	-	-	4.5	31.8	12.0
Ped Link: P1	Unnamed Ped Link	-	E		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	F		1	7	-	0	-	0	0.0%	-	-	-	-	-	-

C1

PRC for Signalled Lanes (%): 28.6
PRC Over All Lanes (%): 28.6

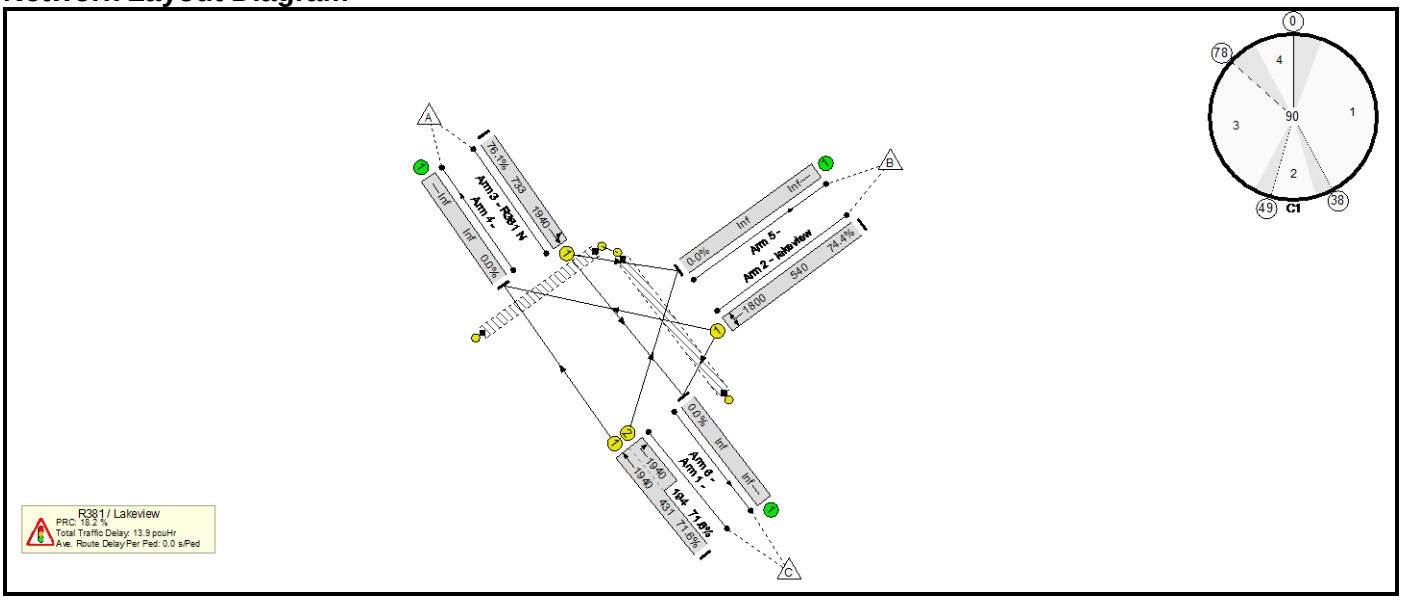
Total Delay for Signalled Lanes (pcuHr): 11.82
Total Delay Over All Lanes(pcuHr): 11.82

Cycle Time (s): 90

Basic Results Summary

Scenario 2: '2024 AM Base' (FG2: '2024 AM Base', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: 11171	-	-	-		-	-	-	-	-	-	**76.1%**	**0**	**0**	**0**	**13.9**	-	-
R381 / Lakeview	-	-	-		-	-	-	-	-	-	**76.1%**	**0**	**0**	**0**	**13.9**	-	-
1/1+1/2	Ahead Right	U	A D		1	44:8	-	448	1940:1940	431+194	71.6 : 71.6%	-	-	-	3.9	31.4	5.8
2/1	lakeview Right Left	U	C		1	26	-	402	1800	540	74.4%	-	-	-	4.6	41.2	10.5
3/1	R381 N Left Ahead	U	B		1	33	-	558	1940	733	76.1%	-	-	-	5.4	34.6	13.7
Ped Link: P1	Unnamed Ped Link	-	E		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	F		1	7	-	0	-	0	0.0%	-	-	-	-	-	-

C1

PRC for Signalled Lanes (%): 18.2
PRC Over All Lanes (%): 18.2

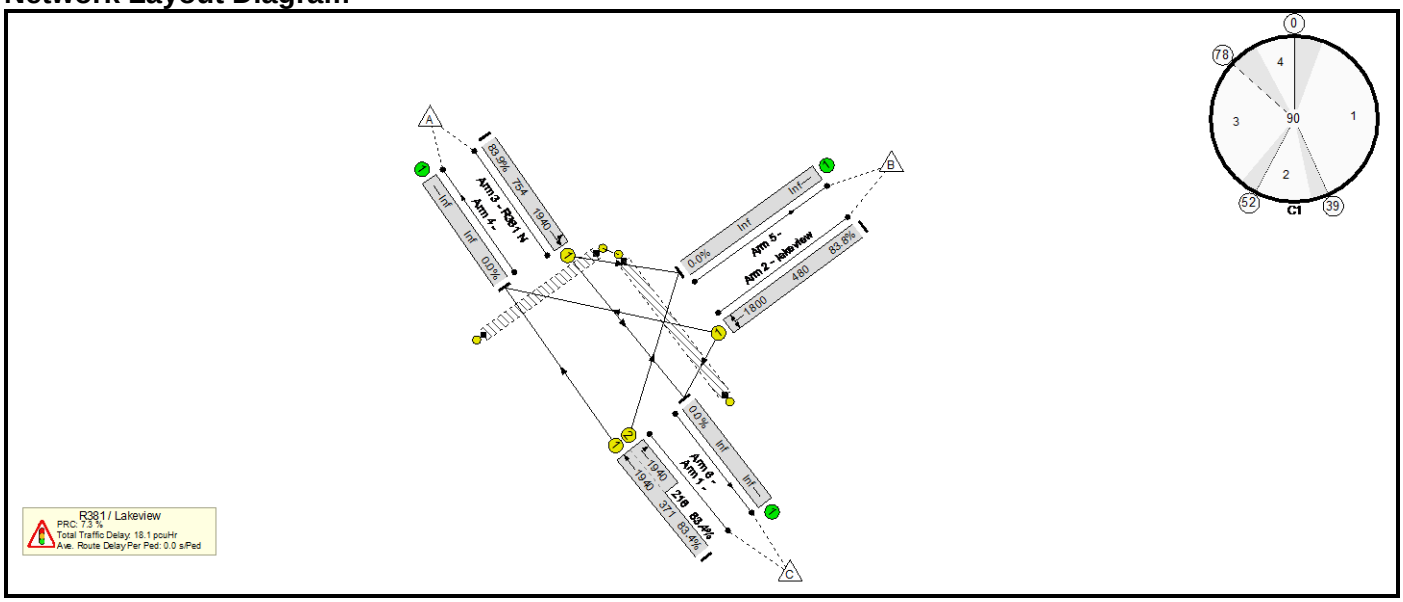
Total Delay for Signalled Lanes (pcuHr): 13.87
Total Delay Over All Lanes(pcuHr): 13.87

Cycle Time (s): 90

Basic Results Summary

Scenario 3: '2024 AM Base + Comm' (FG3: '2024 AM Base + Comm', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: 11171	-	-	-		-	-	-	-	-	-	**83.9%**	**0**	**0**	**0**	**18.1**	-	-
R381 / Lakeview	-	-	-		-	-	-	-	-	-	**83.9%**	**0**	**0**	**0**	**18.1**	-	-
1/1+1/2	Ahead Right	U	A D		1	47:10	-	489	1940:1940	371+216	83.4 : 83.4%	-	-	-	5.3	39.0	6.7
2/1	lakeview Right Left	U	C		1	23	-	402	1800	480	83.8%	-	-	-	5.9	52.9	11.8
3/1	R381 N Left Ahead	U	B		1	34	-	633	1940	754	83.9%	-	-	-	6.9	39.2	16.7
Ped Link: P1	Unnamed Ped Link	-	E		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	F		1	7	-	0	-	0	0.0%	-	-	-	-	-	-

C1

PRC for Signalled Lanes (%): 7.3
PRC Over All Lanes (%): 7.3

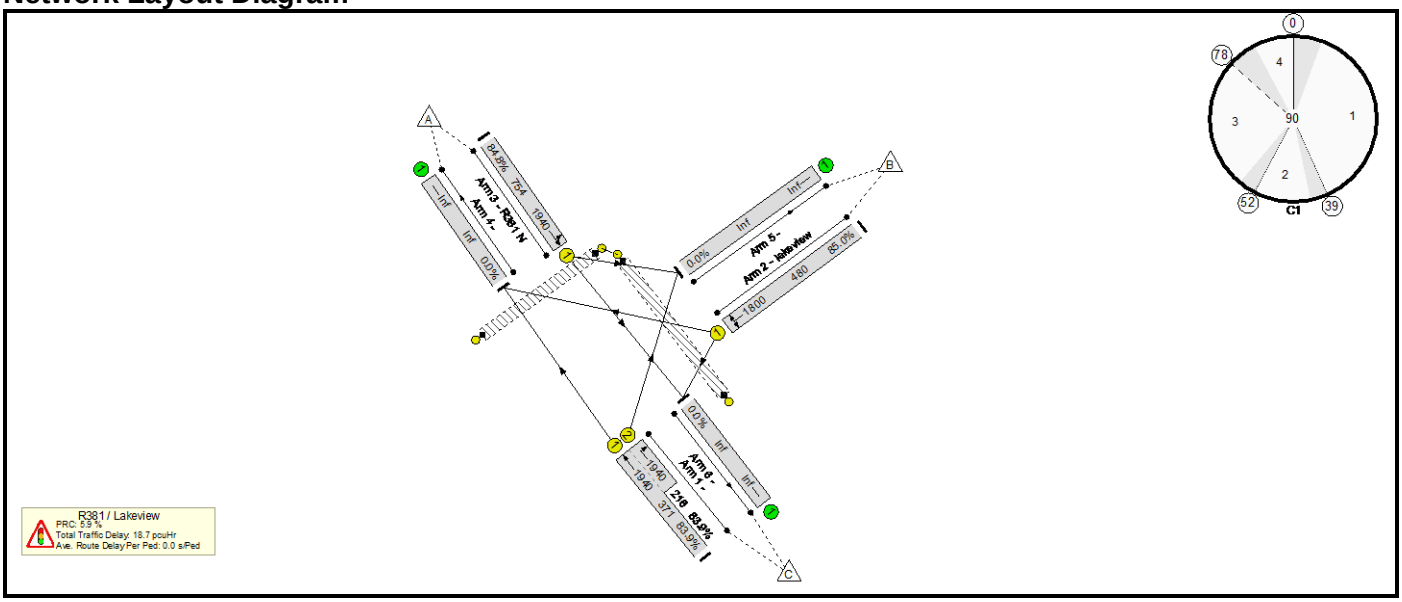
Total Delay for Signalled Lanes (pcuHr): 18.10
Total Delay Over All Lanes(pcuHr): 18.10

Cycle Time (s): 90

Basic Results Summary

Scenario 4: '2024 AM Base + Comm + Dev' (FG4: '2024 AM Base + Comm + Dev', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: 11171	-	-	-		-	-	-	-	-	-	**85.0%**	**0**	**0**	**0**	**18.7**	-	-
R381 / Lakeview	-	-	-		-	-	-	-	-	-	**85.0%**	**0**	**0**	**0**	**18.7**	-	-
1/1+1/2	Ahead Right	U	A D		1	47:10	-	492	1940:1940	371+216	83.9 : 83.9%	-	-	-	5.4	39.5	6.8
2/1	lakeview Right Left	U	C		1	23	-	408	1800	480	85.0%	-	-	-	6.2	54.6	12.3
3/1	R381 N Left Ahead	U	B		1	34	-	640	1940	754	84.8%	-	-	-	7.1	40.1	17.2
Ped Link: P1	Unnamed Ped Link	-	E		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	F		1	7	-	0	-	0	0.0%	-	-	-	-	-	-

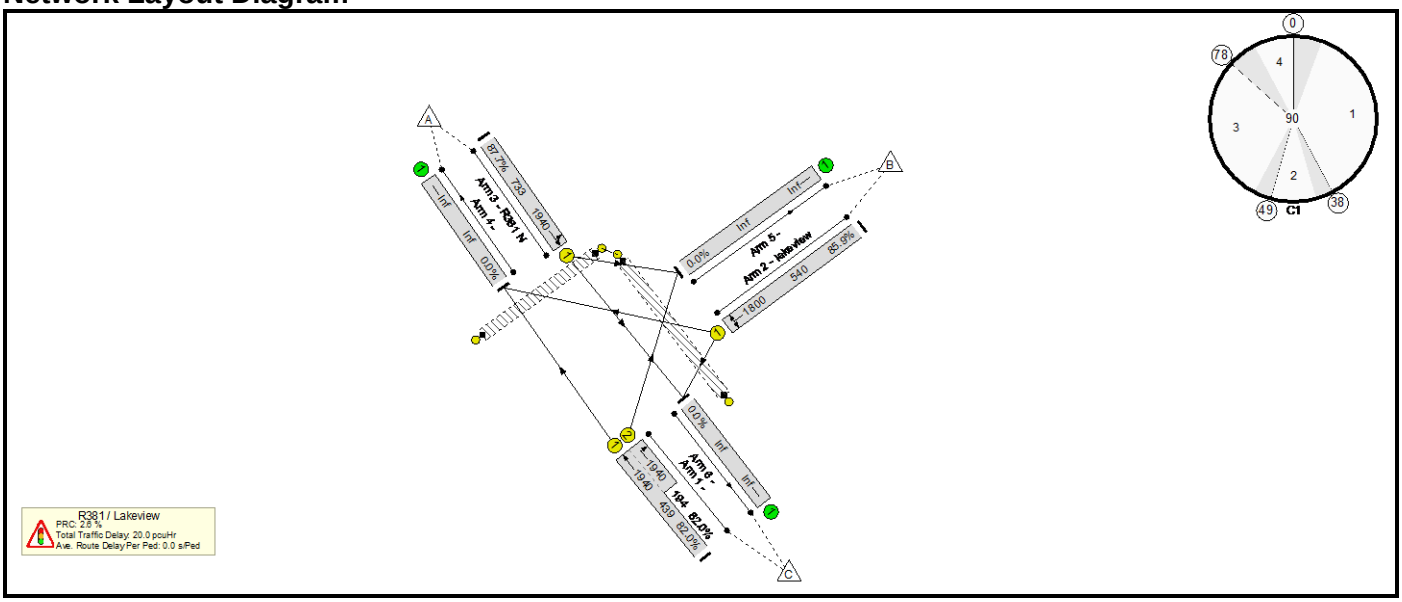
C1 PRC for Signalled Lanes (%): 5.9 Total Delay for Signalled Lanes (pcuHr): 18.72 Cycle Time (s): 90

PRC Over All Lanes (%): 5.9 Total Delay Over All Lanes(pcuHr): 18.72

Basic Results Summary

Scenario 5: '2029 AM Base' (FG5: '2029 AM Base', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: 11171	-	-	-		-	-	-	-	-	-	**87.7%**	**0**	**0**	**0**	**20.0**	-	-
R381 / Lakeview	-	-	-		-	-	-	-	-	-	**87.7%**	**0**	**0**	**0**	**20.0**	-	-
1/1+1/2	Ahead Right	U	A D		1	44:8	-	519	1940:1940	439+194	82.0 : 82.0%	-	-	-	5.3	36.9	8.1
2/1	lakeview Right Left	U	C		1	26	-	464	1800	540	85.9%	-	-	-	6.7	51.7	13.7
3/1	R381 N Left Ahead	U	B		1	33	-	643	1940	733	87.7%	-	-	-	8.0	44.7	18.2
Ped Link: P1	Unnamed Ped Link	-	E		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	F		1	7	-	0	-	0	0.0%	-	-	-	-	-	-

C1

PRC for Signalled Lanes (%): 2.6
PRC Over All Lanes (%): 2.6

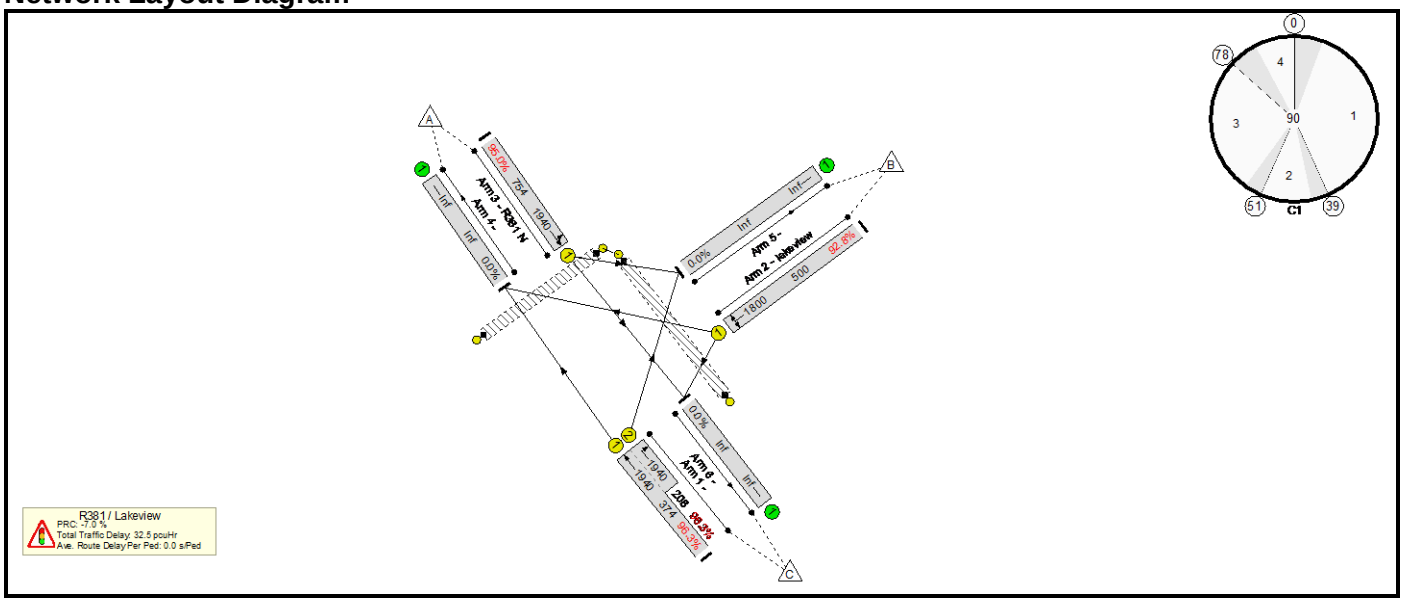
Total Delay for Signalled Lanes (pcuHr): 19.98
Total Delay Over All Lanes(pcuHr): 19.98

Cycle Time (s): 90

Basic Results Summary

Scenario 6: '2029 AM Base + Comm' (FG6: '2029 AM Base + Comm', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: 11171	-	-	-		-	-	-	-	-	-	**96.3%**	**0**	**0**	**0**	**32.5**	-	-
R381 / Lakeview	-	-	-		-	-	-	-	-	-	**96.3%**	**0**	**0**	**0**	**32.5**	-	-
1/1+1/2	Ahead Right	U	A D		1	46:9	-	560	1940:1940	374+208	96.3 : 96.3%	-	-	-	11.1	71.2	13.1
2/1	lakeview Right Left	U	C		1	24	-	464	1800	500	92.8%	-	-	-	9.1	70.7	16.2
3/1	R381 N Left Ahead	U	B		1	34	-	717	1940	754	95.0%	-	-	-	12.3	61.7	24.3
Ped Link: P1	Unnamed Ped Link	-	E		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	F		1	7	-	0	-	0	0.0%	-	-	-	-	-	-

C1

PRC for Signalled Lanes (%): -7.0
PRC Over All Lanes (%): -7.0

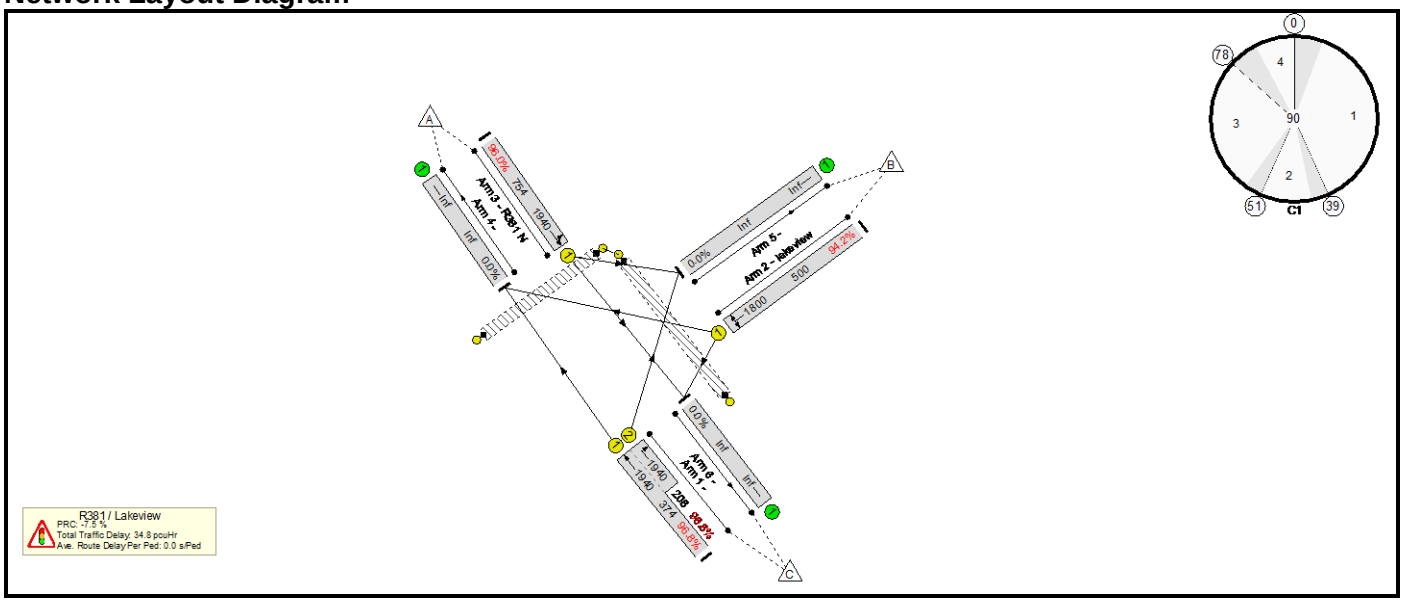
Total Delay for Signalled Lanes (pcuHr): 32.47
Total Delay Over All Lanes(pcuHr): 32.47

Cycle Time (s): 90

Basic Results Summary

Scenario 7: '2029 AM Base + Comm + Dev' (FG7: '2029 AM Base + Comm + Dev', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: 11171	-	-	-		-	-	-	-	-	-	**96.8%**	**0**	**0**	**0**	**34.8**	-	-
R381 / Lakeview	-	-	-		-	-	-	-	-	-	**96.8%**	**0**	**0**	**0**	**34.8**	-	-
1/1+1/2	Ahead Right	U	A D		1	46:9	-	563	1940:1940	374+208	96.8 : 96.8%	-	-	-	11.6	73.9	13.5
2/1	lakeview Right Left	U	C		1	24	-	471	1800	500	94.2%	-	-	-	10.0	76.1	17.3
3/1	R381 N Left Ahead	U	B		1	34	-	724	1940	754	96.0%	-	-	-	13.2	65.8	25.3
Ped Link: P1	Unnamed Ped Link	-	E		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	F		1	7	-	0	-	0	0.0%	-	-	-	-	-	-

C1

PRC for Signalled Lanes (%): -7.5
PRC Over All Lanes (%): -7.5

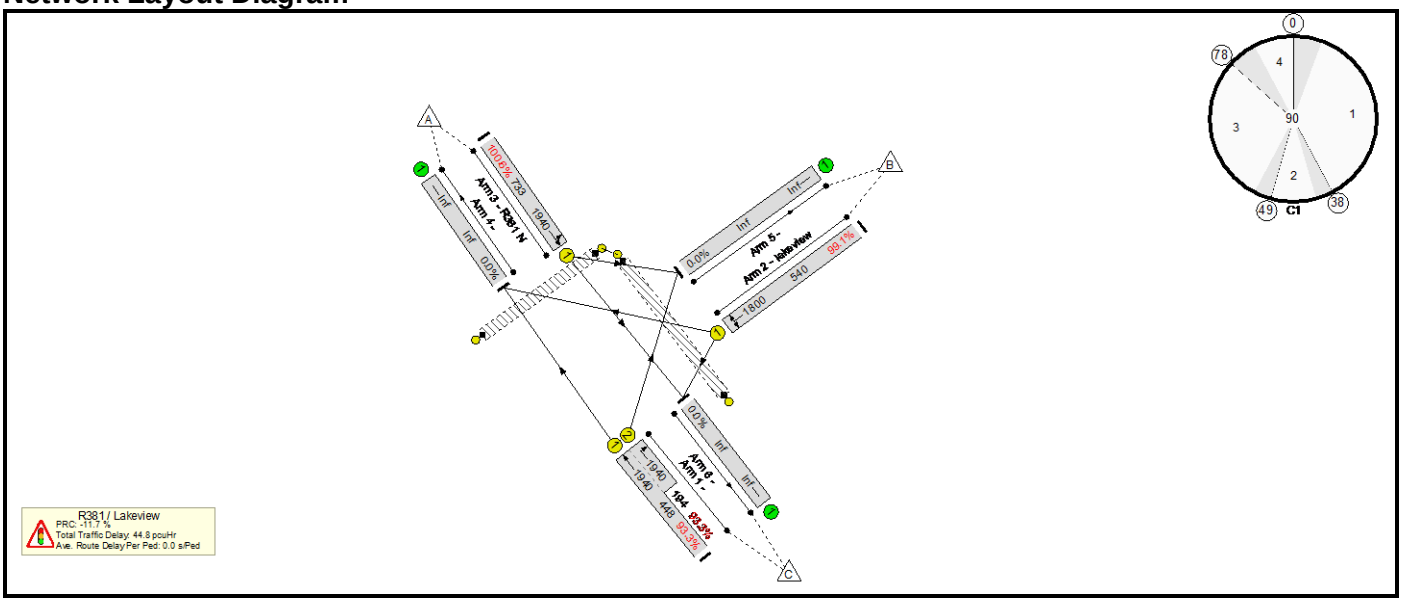
Total Delay for Signalled Lanes (pcuHr): 34.75
Total Delay Over All Lanes(pcuHr): 34.75

Cycle Time (s): 90

Basic Results Summary

Scenario 8: '2039 AM Base' (FG8: '2039 AM Base', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: 11171	-	-	-		-	-	-	-	-	-	**100.6%**	**0**	**0**	**0**	**44.8**	-	-
R381 / Lakeview	-	-	-		-	-	-	-	-	-	**100.6%**	**0**	**0**	**0**	**44.8**	-	-
1/1+1/2	Ahead Right	U	A D		1	44:8	-	599	1940:1940	448+194	93.3 : 93.3%	-	-	-	9.2	55.5	13.0
2/1	lakeview Right Left	U	C		1	26	-	535	1800	540	99.1%	-	-	-	15.0	101.2	23.6
3/1	R381 N Left Ahead	U	B		1	33	-	737	1940	733	100.6%	-	-	-	20.6	100.4	33.2
Ped Link: P1	Unnamed Ped Link	-	E		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	F		1	7	-	0	-	0	0.0%	-	-	-	-	-	-

C1

PRC for Signalled Lanes (%): -11.7
PRC Over All Lanes (%): -11.7

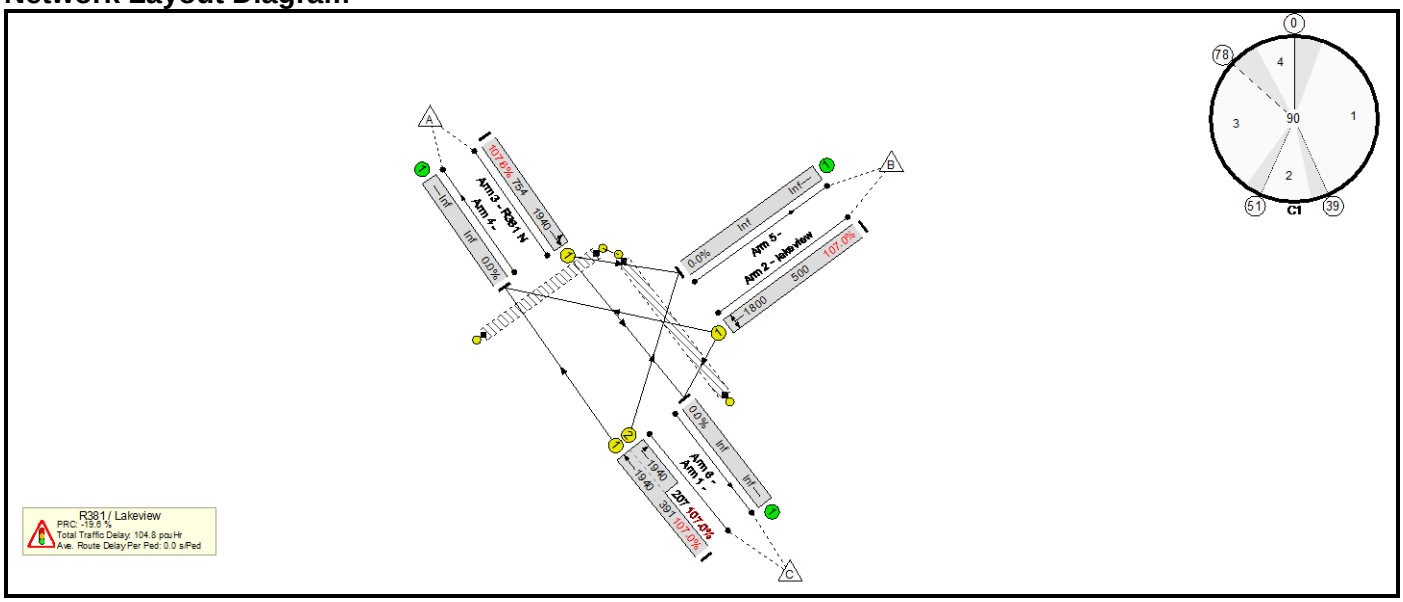
Total Delay for Signalled Lanes (pcuHr): 44.83
Total Delay Over All Lanes(pcuHr): 44.83

Cycle Time (s): 90

Basic Results Summary

Scenario 9: '2039 AM Base + Comm' (FG9: '2039 AM Base + Comm', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: 11171	-	-	-		-	-	-	-	-	-	**107.6%**	**0**	**0**	**0**	**104.8**	-	-
R381 / Lakeview	-	-	-		-	-	-	-	-	-	**107.6%**	**0**	**0**	**0**	**104.8**	-	-
1/1+1/2	Ahead Right	U	A D		1	46:9	-	640	1940:1940	391+207	107.0 : 107.0%	-	-	-	32.3	181.4	35.8
2/1	lakeview Right Left	U	C		1	24	-	535	1800	500	107.0%	-	-	-	29.2	196.3	37.5
3/1	R381 N Left Ahead	U	B		1	34	-	812	1940	754	107.6%	-	-	-	43.3	192.1	56.4
Ped Link: P1	Unnamed Ped Link	-	E		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	F		1	7	-	0	-	0	0.0%	-	-	-	-	-	-

C1

PRC for Signalled Lanes (%): -19.6
PRC Over All Lanes (%): -19.6

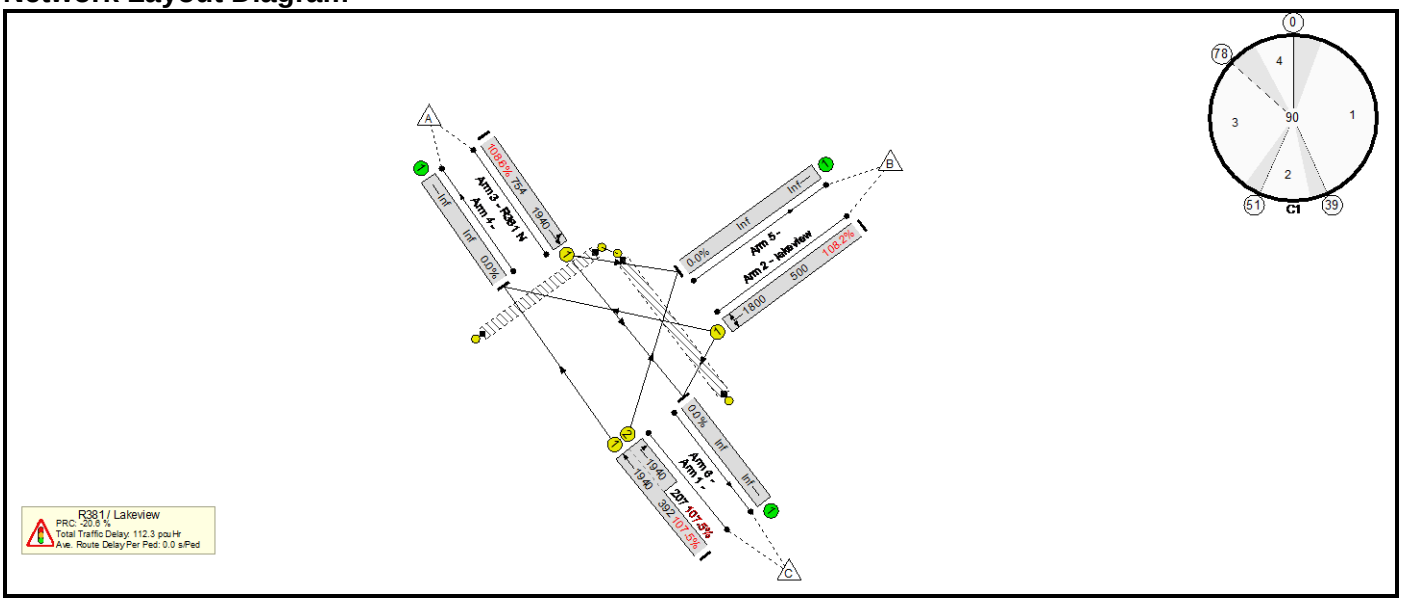
Total Delay for Signalled Lanes (pcuHr): 104.76
Total Delay Over All Lanes(pcuHr): 104.76

Cycle Time (s): 90

Basic Results Summary

Scenario 10: '2039 AM Base + Comm + Dev' (FG10: '2039 AM Base + Comm + Dev', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: 11171	-	-	-		-	-	-	-	-	-	**108.6%**	**0**	**0**	**0**	**112.3**	-	-
R381 / Lakeview	-	-	-		-	-	-	-	-	-	**108.6%**	**0**	**0**	**0**	**112.3**	-	-
1/1+1/2	Ahead Right	U	A D		1	46:9	-	644	1940:1940	392+207	107.5 : 107.5%	-	-	-	33.7	188.1	37.2
2/1	lakeview Right Left	U	C		1	24	-	541	1800	500	108.2%	-	-	-	31.9	212.4	40.3
3/1	R381 N Left Ahead	U	B		1	34	-	819	1940	754	108.6%	-	-	-	46.8	205.5	59.8
Ped Link: P1	Unnamed Ped Link	-	E		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	F		1	7	-	0	-	0	0.0%	-	-	-	-	-	-

C1

PRC for Signalled Lanes (%): -20.6
PRC Over All Lanes (%): -20.6

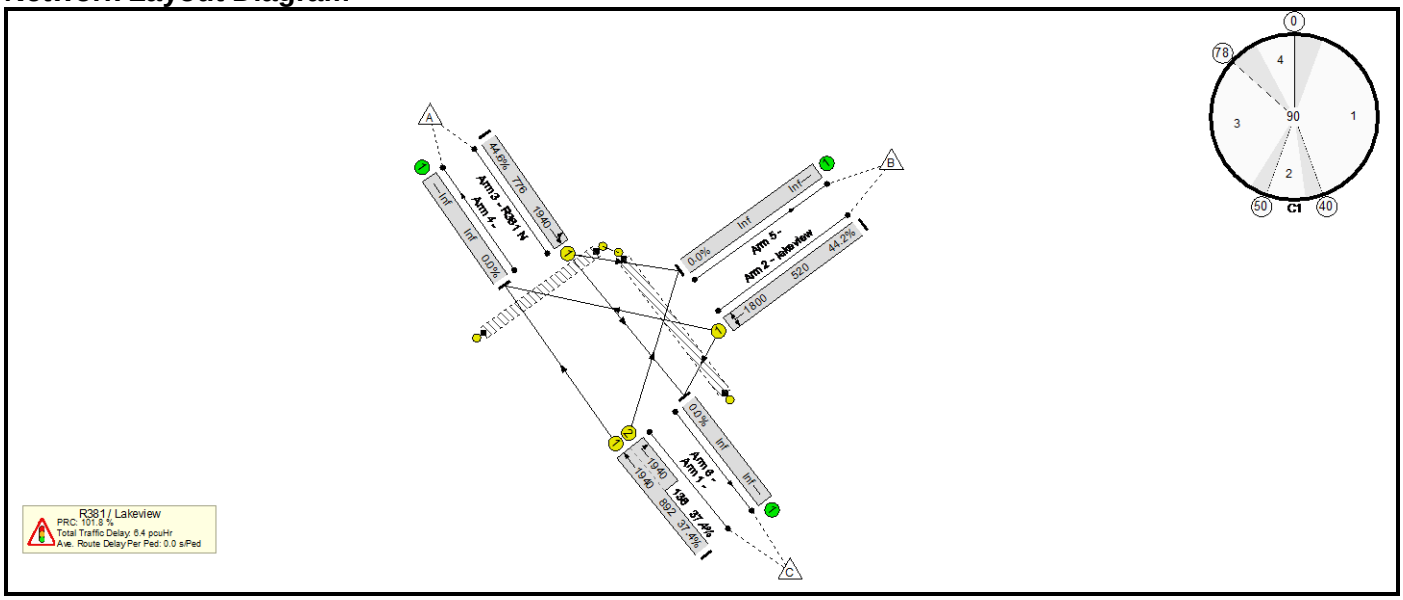
Total Delay for Signalled Lanes (pcuHr): 112.33
Total Delay Over All Lanes(pcuHr): 112.33

Cycle Time (s): 90

Basic Results Summary

Scenario 11: '2021 PM Base' (FG11: '2021 PM Base', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: 11171	-	-	-		-	-	-	-	-	-	**44.6%**	**0**	**0**	**0**	**6.4**	-	-
R381 / Lakeview	-	-	-		-	-	-	-	-	-	**44.6%**	**0**	**0**	**0**	**6.4**	-	-
1/1+1/2	Ahead Right	U	A D		1	45:7	-	385	1940:1940	892+136	37.4 : 37.4%	-	-	-	2.0	19.2	5.2
2/1	lakeview Right Left	U	C		1	25	-	230	1800	520	44.2%	-	-	-	2.1	32.3	5.1
3/1	R381 N Left Ahead	U	B		1	35	-	346	1940	776	44.6%	-	-	-	2.3	23.9	6.6
Ped Link: P1	Unnamed Ped Link	-	E		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	F		1	7	-	0	-	0	0.0%	-	-	-	-	-	-

C1

PRC for Signalled Lanes (%): 101.8
PRC Over All Lanes (%): 101.8

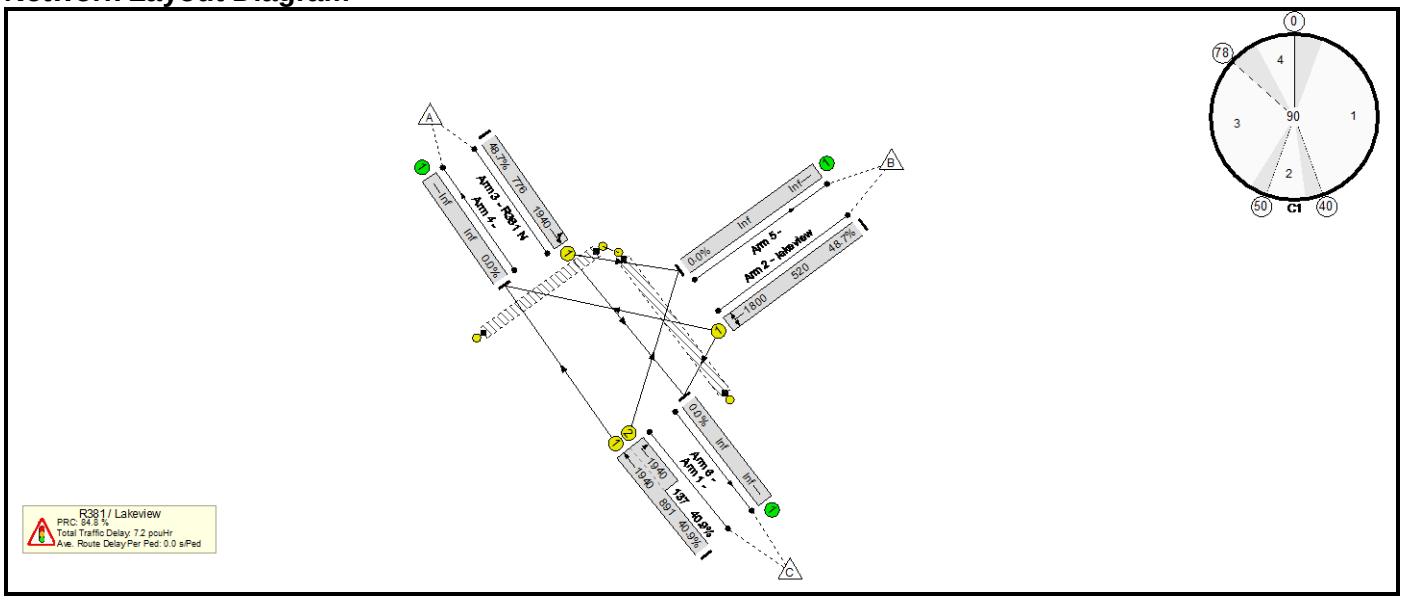
Total Delay for Signalled Lanes (pcuHr): 6.41
Total Delay Over All Lanes(pcuHr): 6.41

Cycle Time (s): 90

Basic Results Summary

Scenario 12: '2024 PM Base' (FG12: '2024 PM Base', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: 11171	-	-	-		-	-	-	-	-	-	**48.7%**	**0**	**0**	**0**	**7.2**	-	-
R381 / Lakeview	-	-	-		-	-	-	-	-	-	**48.7%**	**0**	**0**	**0**	**7.2**	-	-
1/1+1/2	Ahead Right	U	A D		1	45:7	-	421	1940:1940	891+137	40.9 : 40.9%	-	-	-	2.3	19.6	5.9
2/1	lakeview Right Left	U	C		1	25	-	253	1800	520	48.7%	-	-	-	2.3	33.2	5.7
3/1	R381 N Left Ahead	U	B		1	35	-	378	1940	776	48.7%	-	-	-	2.6	24.6	7.5
Ped Link: P1	Unnamed Ped Link	-	E		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	F		1	7	-	0	-	0	0.0%	-	-	-	-	-	-

C1

PRC for Signalled Lanes (%): 84.8
PRC Over All Lanes (%): 84.8

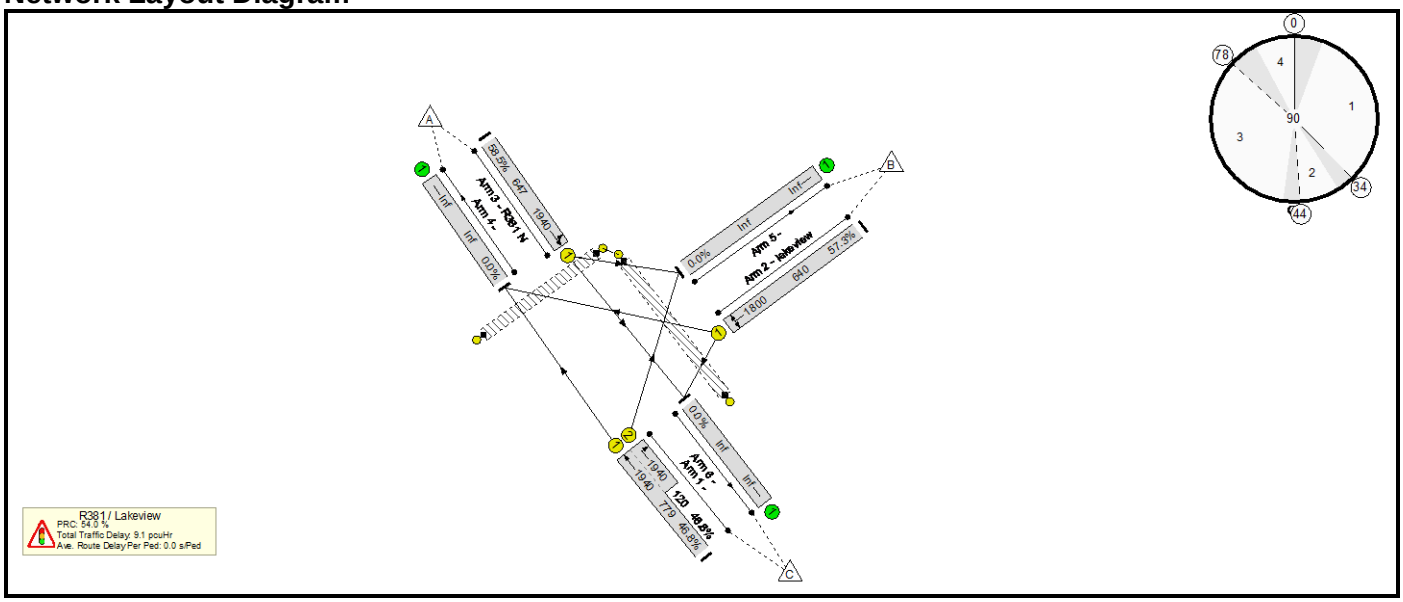
Total Delay for Signalled Lanes (pcuHr): 7.21
Total Delay Over All Lanes(pcuHr): 7.21

Cycle Time (s): 90

Basic Results Summary

Scenario 13: '2024 PM Base + Comm' (FG13: 'Network Control Plan 1', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: 11171	-	-	-		-	-	-	-	-	-	**58.5%**	**0**	**0**	**0**	**9.1**	-	-
R381 / Lakeview	-	-	-		-	-	-	-	-	-	**58.5%**	**0**	**0**	**0**	**9.1**	-	-
1/1+1/2	Ahead Right	U	A D		1	39:7	-	421	1940:1940	779+120	46.8 : 46.8%	-	-	-	2.8	23.7	6.8
2/1	lakeview Right Left	U	C		1	31	-	367	1800	640	57.3%	-	-	-	3.1	30.0	8.0
3/1	R381 N Left Ahead	U	B		1	29	-	378	1940	647	58.5%	-	-	-	3.3	31.5	8.5
Ped Link: P1	Unnamed Ped Link	-	E		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	F		1	7	-	0	-	0	0.0%	-	-	-	-	-	-

C1

PRC for Signalled Lanes (%): 54.0
PRC Over All Lanes (%): 54.0

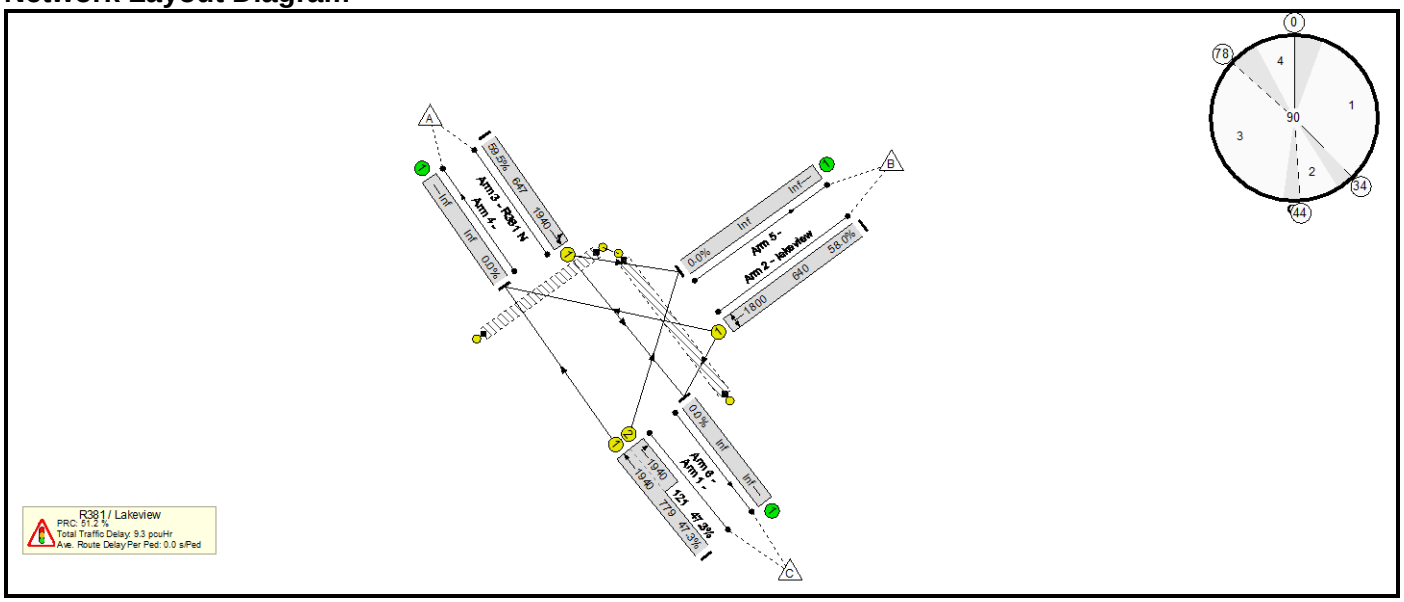
Total Delay for Signalled Lanes (pcuHr): 9.14
Total Delay Over All Lanes(pcuHr): 9.14

Cycle Time (s): 90

Basic Results Summary

Scenario 14: '2024 PM Base + Comm + Dev' (FG14: '2024 PM Base + Comm + Dev', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: 11171	-	-	-		-	-	-	-	-	-	**59.5%**	**0**	**0**	**0**	**9.3**	-	-
R381 / Lakeview	-	-	-		-	-	-	-	-	-	**59.5%**	**0**	**0**	**0**	**9.3**	-	-
1/1+1/2	Ahead Right	U	A D		1	39:7	-	425	1940:1940	779+121	47.3 : 47.3%	-	-	-	2.8	23.8	6.9
2/1	lakeview Right Left	U	C		1	31	-	371	1800	640	58.0%	-	-	-	3.1	30.2	8.2
3/1	R381 N Left Ahead	U	B		1	29	-	385	1940	647	59.5%	-	-	-	3.4	31.8	8.6
Ped Link: P1	Unnamed Ped Link	-	E		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	F		1	7	-	0	-	0	0.0%	-	-	-	-	-	-

C1

PRC for Signalled Lanes (%): 51.2
PRC Over All Lanes (%): 51.2

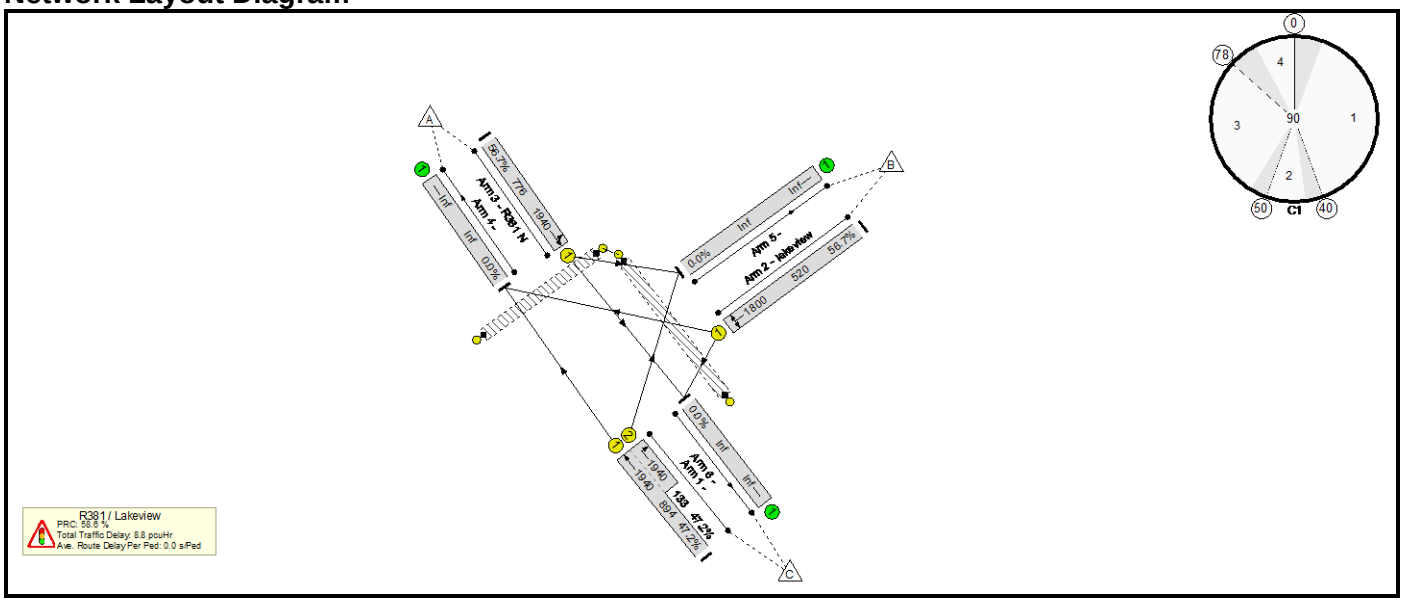
Total Delay for Signalled Lanes (pcuHr): 9.32
Total Delay Over All Lanes(pcuHr): 9.32

Cycle Time (s): 90

Basic Results Summary

Scenario 15: '2029 PM Base' (FG15: '2029 PM Base', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: 11171	-	-	-		-	-	-	-	-	-	**56.7%**	**0**	**0**	**0**	**8.8**	-	-
R381 / Lakeview	-	-	-		-	-	-	-	-	-	**56.7%**	**0**	**0**	**0**	**8.8**	-	-
1/1+1/2	Ahead Right	U	A D		1	45:7	-	485	1940:1940	894+133	47.2 : 47.2%	-	-	-	2.7	20.3	7.2
2/1	lakeview Right Left	U	C		1	25	-	295	1800	520	56.7%	-	-	-	2.9	35.2	6.9
3/1	R381 N Left Ahead	U	B		1	35	-	440	1940	776	56.7%	-	-	-	3.2	26.3	9.1
Ped Link: P1	Unnamed Ped Link	-	E		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	F		1	7	-	0	-	0	0.0%	-	-	-	-	-	-

C1

PRC for Signalled Lanes (%): 58.6
PRC Over All Lanes (%): 58.6

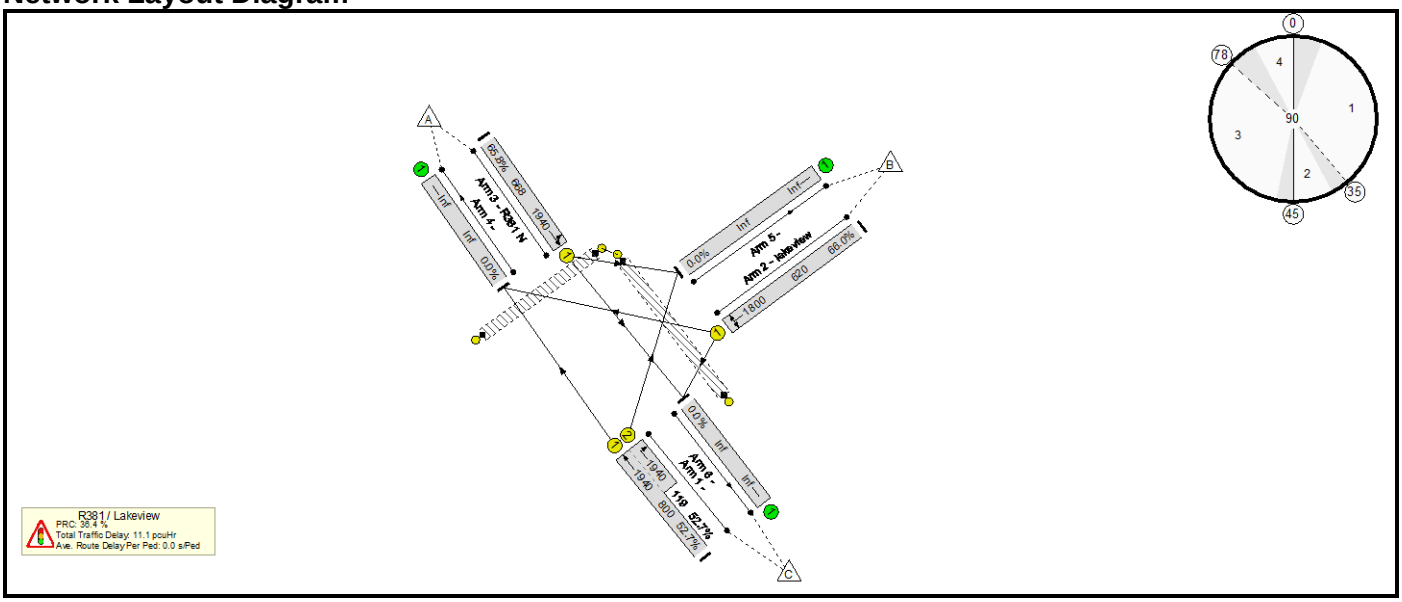
Total Delay for Signalled Lanes (pcuHr): 8.83
Total Delay Over All Lanes(pcuHr): 8.83

Cycle Time (s): 90

Basic Results Summary

Scenario 16: '2029 PM Base + Comm' (FG16: '2029 PM Base + Comm', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: 11171	-	-	-		-	-	-	-	-	-	**66.0%**	**0**	**0**	**0**	**11.1**	-	-
R381 / Lakeview	-	-	-		-	-	-	-	-	-	**66.0%**	**0**	**0**	**0**	**11.1**	-	-
1/1+1/2	Ahead Right	U	A D		1	40:7	-	485	1940:1940	800+119	52.7 : 52.7%	-	-	-	3.2	24.0	8.3
2/1	lakeview Right Left	U	C		1	30	-	409	1800	620	66.0%	-	-	-	3.8	33.5	9.6
3/1	R381 N Left Ahead	U	B		1	30	-	440	1940	668	65.8%	-	-	-	4.0	32.8	10.2
Ped Link: P1	Unnamed Ped Link	-	E		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	F		1	7	-	0	-	0	0.0%	-	-	-	-	-	-

C1

PRC for Signalled Lanes (%): 36.4
PRC Over All Lanes (%): 36.4

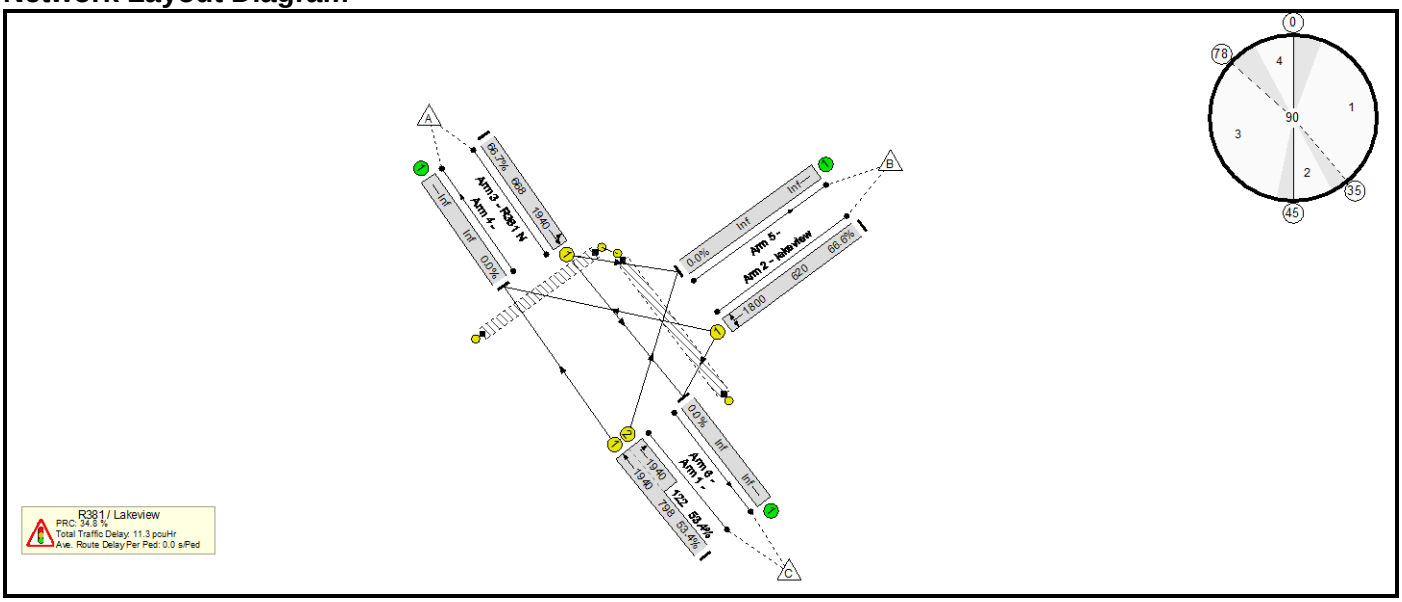
Total Delay for Signalled Lanes (pcuHr): 11.05
Total Delay Over All Lanes(pcuHr): 11.05

Cycle Time (s): 90

Basic Results Summary

Scenario 17: '2029 PM Base + Comm + Dev' (FG17: '2029 PM Base + Comm + Dev', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: 11171	-	-	-		-	-	-	-	-	-	**66.7%**	**0**	**0**	**0**	**11.3**	-	-
R381 / Lakeview	-	-	-		-	-	-	-	-	-	**66.7%**	**0**	**0**	**0**	**11.3**	-	-
1/1+1/2	Ahead Right	U	A D		1	40:7	-	491	1940:1940	798+122	53.4 : 53.4%	-	-	-	3.3	24.2	8.4
2/1	lakeview Right Left	U	C		1	30	-	413	1800	620	66.6%	-	-	-	3.9	33.7	9.7
3/1	R381 N Left Ahead	U	B		1	30	-	446	1940	668	66.7%	-	-	-	4.1	33.1	10.4
Ped Link: P1	Unnamed Ped Link	-	E		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	F		1	7	-	0	-	0	0.0%	-	-	-	-	-	-

C1

PRC for Signalled Lanes (%): 34.8
PRC Over All Lanes (%): 34.8

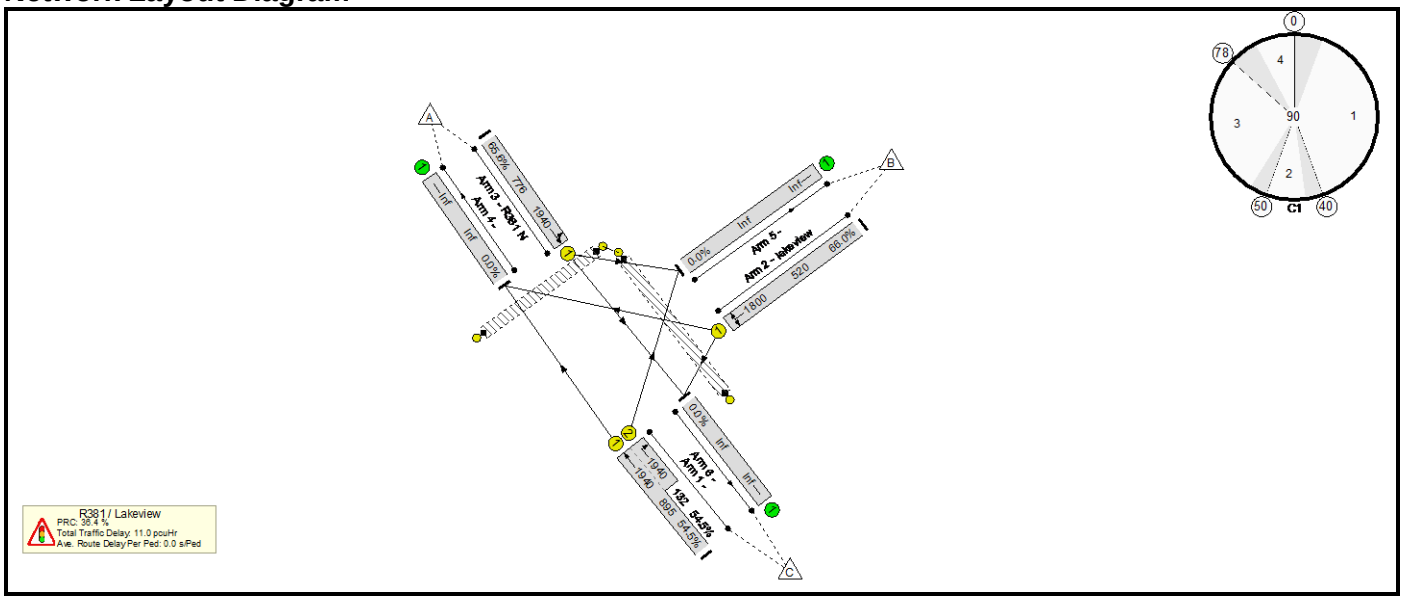
Total Delay for Signalled Lanes (pcuHr): 11.27
Total Delay Over All Lanes(pcuHr): 11.27

Cycle Time (s): 90

Basic Results Summary

Scenario 18: '2039 PM Base' (FG18: '2039 PM Base', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: 11171	-	-	-		-	-	-	-	-	-	**66.0%**	**0**	**0**	**0**	**11.0**	-	-
R381 / Lakeview	-	-	-		-	-	-	-	-	-	**66.0%**	**0**	**0**	**0**	**11.0**	-	-
1/1+1/2	Ahead Right	U	A D		1	45:7	-	560	1940:1940	895+132	54.5 : 54.5%	-	-	-	3.3	21.4	9.0
2/1	lakeview Right Left	U	C		1	25	-	343	1800	520	66.0%	-	-	-	3.6	38.2	8.5
3/1	R381 N Left Ahead	U	B		1	35	-	509	1940	776	65.6%	-	-	-	4.1	28.7	11.3
Ped Link: P1	Unnamed Ped Link	-	E		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	F		1	7	-	0	-	0	0.0%	-	-	-	-	-	-

C1

PRC for Signalled Lanes (%): 36.4
PRC Over All Lanes (%): 36.4

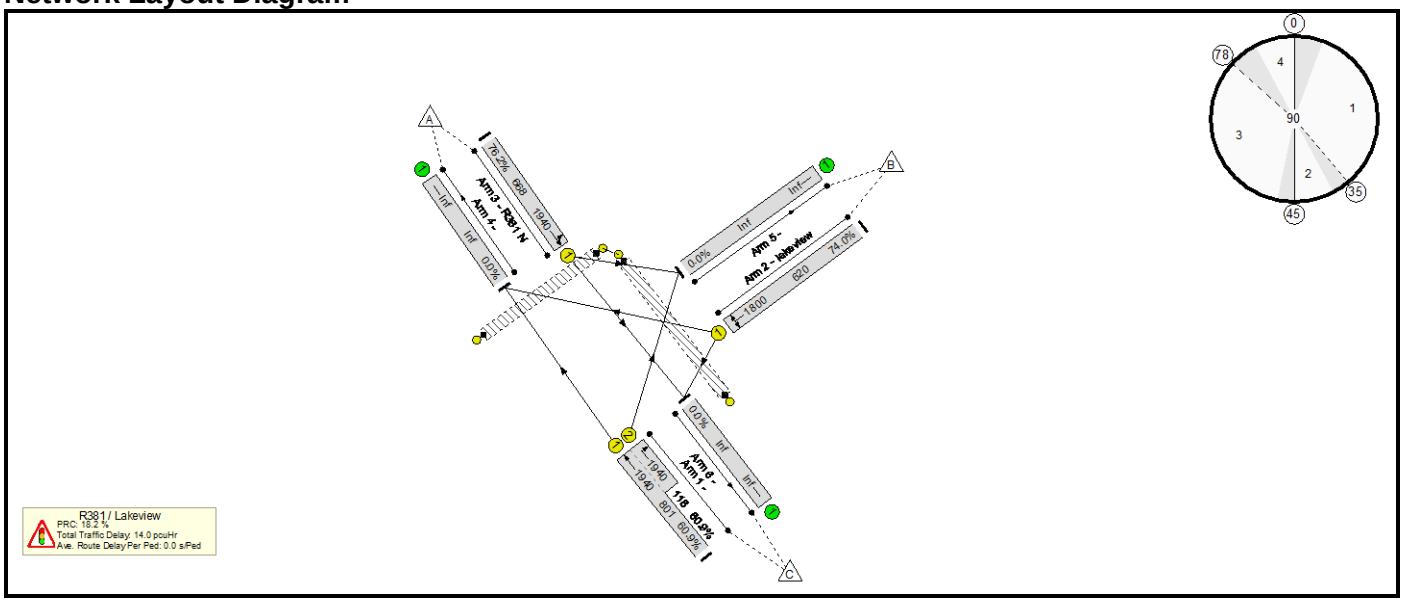
Total Delay for Signalled Lanes (pcuHr): 11.02
Total Delay Over All Lanes(pcuHr): 11.02

Cycle Time (s): 90

Basic Results Summary

Scenario 19: '2039 PM Base + Comm' (FG19: '2039 PM Base + Comm', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: 11171	-	-	-		-	-	-	-	-	-	**76.2%**	**0**	**0**	**0**	**14.0**	-	-
R381 / Lakeview	-	-	-		-	-	-	-	-	-	**76.2%**	**0**	**0**	**0**	**14.0**	-	-
1/1+1/2	Ahead Right	U	A D		1	40:7	-	560	1940:1940	801+118	60.9 : 60.9%	-	-	-	4.0	25.6	10.3
2/1	lakeview Right Left	U	C		1	30	-	459	1800	620	74.0%	-	-	-	4.7	36.9	11.5
3/1	R381 N Left Ahead	U	B		1	30	-	509	1940	668	76.2%	-	-	-	5.3	37.3	12.7
Ped Link: P1	Unnamed Ped Link	-	E		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	F		1	7	-	0	-	0	0.0%	-	-	-	-	-	-

C1

PRC for Signalled Lanes (%): 18.2
PRC Over All Lanes (%): 18.2

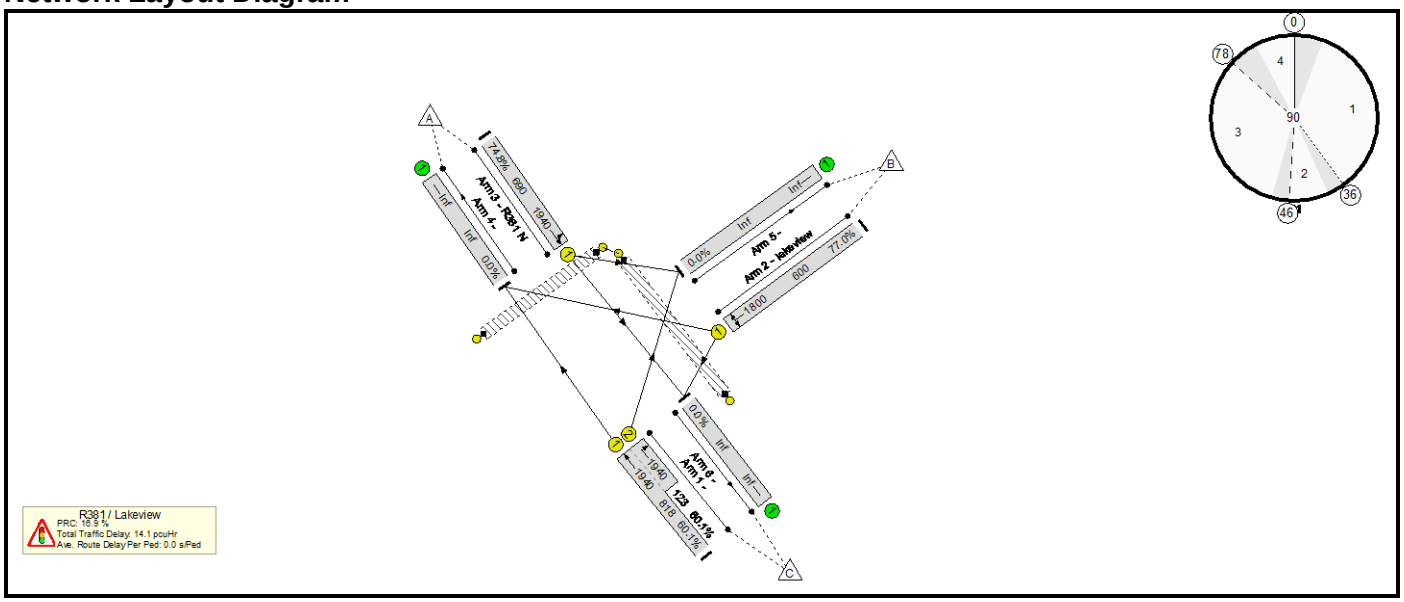
Total Delay for Signalled Lanes (pcuHr): 13.97
Total Delay Over All Lanes(pcuHr): 13.97

Cycle Time (s): 90

Basic Results Summary

Scenario 20: '2039 PM Base + Comm + Dev' (FG20: '2039 PM Base + Comm + Dev', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: 11171	-	-	-		-	-	-	-	-	-	**77.0%**	**0**	**0**	**0**	**14.1**	-	-
R381 / Lakeview	-	-	-		-	-	-	-	-	-	**77.0%**	**0**	**0**	**0**	**14.1**	-	-
1/1+1/2	Ahead Right	U	A D		1	41:7	-	566	1940:1940	818+123	60.1 : 60.1%	-	-	-	3.9	24.8	10.2
2/1	lakeview Right Left	U	C		1	29	-	462	1800	600	77.0%	-	-	-	5.1	39.7	11.9
3/1	R381 N Left Ahead	U	B		1	31	-	516	1940	690	74.8%	-	-	-	5.1	35.6	12.8
Ped Link: P1	Unnamed Ped Link	-	E		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	F		1	7	-	0	-	0	0.0%	-	-	-	-	-	-

C1

PRC for Signalled Lanes (%): 16.9
PRC Over All Lanes (%): 16.9

Total Delay for Signalled Lanes (pcuHr): 14.10
Total Delay Over All Lanes(pcuHr): 14.10

Cycle Time (s): 90

Junctions 10

PICADY 10 - Priority Intersection Module

Filename: Junction 2.j10
Path: \\fserver4-gal\tobin\Projects\11171 – Claregalway Housing for GCC\05-Design\01-Calculations\03. Traffic
Report generation date: 17/07/2023 10:07:28

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	Junction Delay (s)	Queue (Veh)	Delay (s)	RFC	Junction Delay (s)
	2021							
Stream B-AC	0.0	0.00	0.00	0.00	0.0	0.00	0.00	0.00
Stream C-B	0.0	0.00	0.00		0.0	0.00	0.00	
	2024 Base							
Stream B-AC	0.0	0.00	0.00	0.00	0.0	0.00	0.00	0.00
Stream C-B	0.0	0.00	0.00		0.0	0.00	0.00	
	2024 Base + Comm							
Stream B-AC	0.0	0.00	0.00	0.00	0.0	0.00	0.00	0.00
Stream C-B	0.0	0.00	0.00		0.0	0.00	0.00	
	2024 Base + Comm + Dev							
Stream B-AC	0.0	9.38	0.03	0.12	0.0	7.31	0.01	0.12
Stream C-B	0.0	7.05	0.01		0.0	5.91	0.01	
	2029 Base							
Stream B-AC	0.0	0.00	0.00	0.00	0.0	0.00	0.00	0.00
Stream C-B	0.0	0.00	0.00		0.0	0.00	0.00	
	2029 Base + Comm							
Stream B-AC	0.0	0.00	0.00	0.00	0.0	0.00	0.00	0.00
Stream C-B	0.0	0.00	0.00		0.0	0.00	0.00	
	2029 Base + Comm + Dev							
Stream B-AC	0.0	9.79	0.03	0.12	0.0	7.49	0.01	0.11
Stream C-B	0.0	7.27	0.01		0.0	5.98	0.01	
	2039 Base							
Stream B-AC	0.0	0.00	0.00	0.00	0.0	0.00	0.00	0.00
Stream C-B	0.0	0.00	0.00		0.0	0.00	0.00	
	2039 Base + Comm							
Stream B-AC	0.0	0.00	0.00	0.00	0.0	0.00	0.00	0.00
Stream C-B	0.0	0.00	0.00		0.0	0.00	0.00	
	2039 Base + Comm + Dev							
Stream B-AC	0.0	10.87	0.03	0.11	0.0	7.70	0.01	0.10
Stream C-B	0.0	7.57	0.01		0.0	6.06	0.01	

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

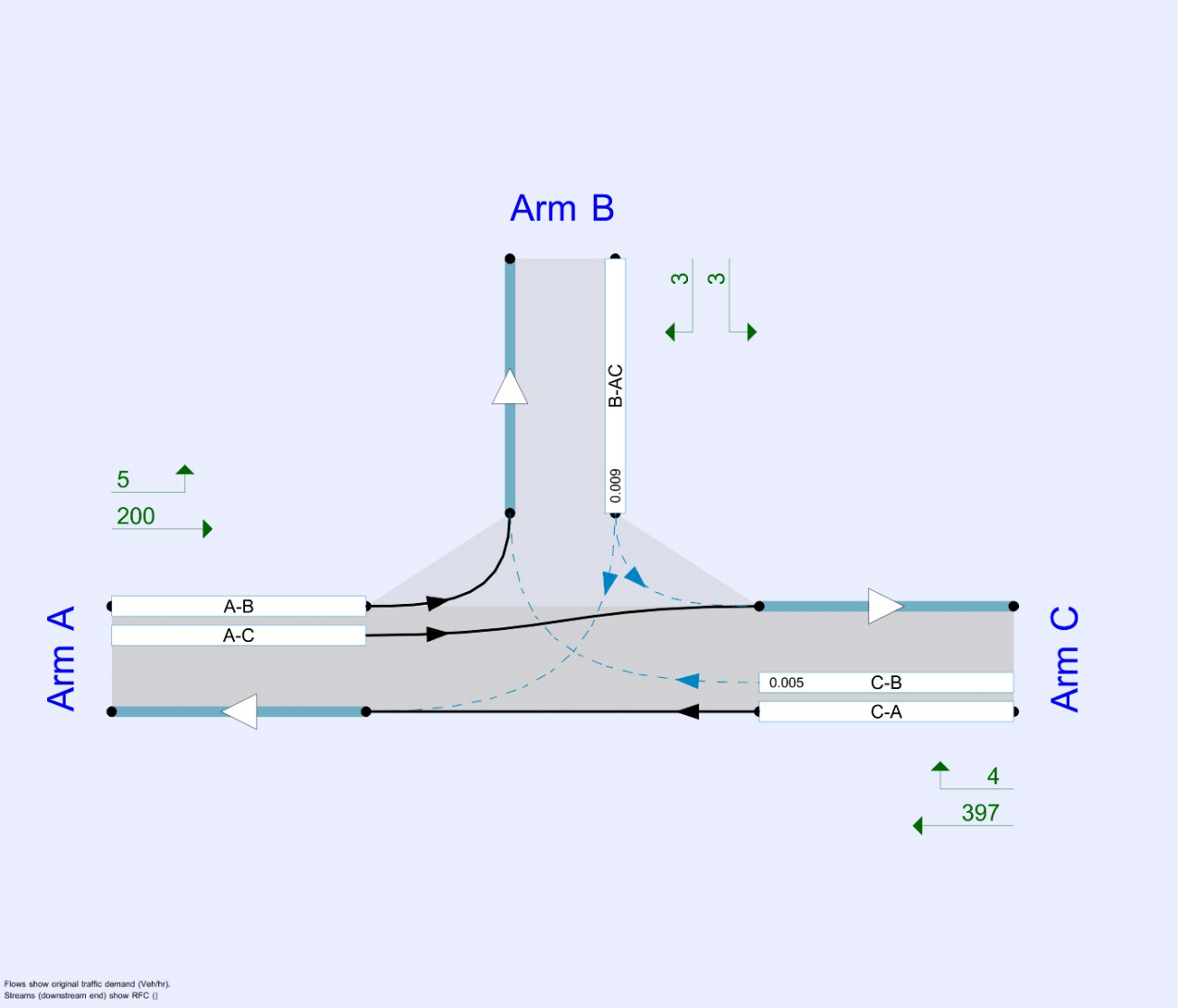
File summary

File Description

Title	
Location	
Site number	
Date	04/02/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	TOBIN\Lana.Salameh
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	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	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

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	2021	AM	ONE HOUR	08:00	09:30	15	✓
D2	2024 Base	AM	ONE HOUR	08:00	09:30	15	✓
D3	2024 Base + Comm	AM	ONE HOUR	08:00	09:30	15	✓
D4	2024 Base + Comm + Dev	AM	ONE HOUR	08:00	09:30	15	✓
D5	2029 Base	AM	ONE HOUR	08:00	09:30	15	✓
D6	2029 Base + Comm	AM	ONE HOUR	08:00	09:30	15	✓
D7	2029 Base + Comm + Dev	AM	ONE HOUR	08:00	09:30	15	✓
D8	2039 Base	AM	ONE HOUR	08:00	09:30	15	✓
D9	2039 Base + Comm	AM	ONE HOUR	08:00	09:30	15	✓
D10	2039 Base + Comm + Dev	AM	ONE HOUR	08:00	09:30	15	✓
D11	2021	PM	ONE HOUR	15:15	16:45	15	✓
D12	2024 Base	PM	ONE HOUR	15:15	16:45	15	✓
D13	2024 Base + Comm	PM	ONE HOUR	15:15	16:45	15	✓
D14	2024 Base + Comm + Dev	PM	ONE HOUR	15:15	16:45	15	✓
D15	2029 Base	PM	ONE HOUR	15:15	16:45	15	✓
D16	2029 Base + Comm	PM	ONE HOUR	15:15	16:45	15	✓
D17	2029 Base + Comm + Dev	PM	ONE HOUR	15:15	16:45	15	✓
D18	2039 Base	PM	ONE HOUR	15:15	16:45	15	✓
D19	2039 Base + Comm	PM	ONE HOUR	15:15	16:45	15	✓
D20	2039 Base + Comm + Dev	PM	ONE HOUR	15:15	16:45	15	✓

Analysis Set Details

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

2021, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

Arms

Arms

Arm	Name	Description	Arm type
A	untitled		Major
B	untitled		Minor
C	untitled		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.00			150.0		-

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	3.00	60	60

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	527	0.096	0.243	0.153	0.346
B-C	662	0.101	0.256	-	-
C-B	661	0.256	0.256	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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	2021	AM	ONE HOUR	08:00	09:30	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 (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	347	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	332	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	0	347
	B	0	0	0
	C	332	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	6
	B	0	0	0
	C	8	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.00	0.00	0.0	A	0	0
C-A					305	457
C-B	0.00	0.00	0.0	A	0	0
A-B					0	0
A-C					318	478

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	490	0.000	0	0.0	0.0	0.000	A
C-A	250	62			250				
C-B	0	0	590	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	261	65			261				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	471	0.000	0	0.0	0.0	0.000	A
C-A	298	75			298				
C-B	0	0	576	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	312	78			312				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	444	0.000	0	0.0	0.0	0.000	A
C-A	366	91			366				
C-B	0	0	557	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	382	96			382				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	444	0.000	0	0.0	0.0	0.000	A
C-A	366	91			366				
C-B	0	0	557	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	382	96			382				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	471	0.000	0	0.0	0.0	0.000	A
C-A	298	75			298				
C-B	0	0	576	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	312	78			312				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	490	0.000	0	0.0	0.0	0.000	A
C-A	250	62			250				
C-B	0	0	590	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	261	65			261				

2024 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

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	2024 Base	AM	ONE HOUR	08:00	09:30	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 (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	376	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	360	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	0	376
	B	0	0	0
	C	360	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	6
	B	0	0	0
	C	9	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.00	0.00	0.0	A	0	0
C-A					330	496
C-B	0.00	0.00	0.0	A	0	0
A-B					0	0
A-C					345	518

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	481	0.000	0	0.0	0.0	0.000	A
C-A	271	68			271				
C-B	0	0	584	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	283	71			283				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	460	0.000	0	0.0	0.0	0.000	A
C-A	324	81			324				
C-B	0	0	569	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	338	85			338				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	431	0.000	0	0.0	0.0	0.000	A
C-A	396	99			396				
C-B	0	0	548	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	414	103			414				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	431	0.000	0	0.0	0.0	0.000	A
C-A	396	99			396				
C-B	0	0	548	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	414	103			414				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	460	0.000	0	0.0	0.0	0.000	A
C-A	324	81			324				
C-B	0	0	569	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	338	85			338				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	481	0.000	0	0.0	0.0	0.000	A
C-A	271	68			271				
C-B	0	0	584	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	283	71			283				

2024 Base + Comm, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

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	2024 Base + Comm	AM	ONE HOUR	08:00	09:30	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 (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	491	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	360	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	0	491
	B	0	0	0
	C	360	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	5
	B	0	0	0
	C	9	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.00	0.00	0.0	A	0	0
C-A					330	496
C-B	0.00	0.00	0.0	A	0	0
A-B					0	0
A-C					451	676

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	459	0.000	0	0.0	0.0	0.000	A
C-A	271	68			271				
C-B	0	0	561	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	370	92			370				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	433	0.000	0	0.0	0.0	0.000	A
C-A	324	81			324				
C-B	0	0	542	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	441	110			441				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	398	0.000	0	0.0	0.0	0.000	A
C-A	396	99			396				
C-B	0	0	515	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	541	135			541				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	398	0.000	0	0.0	0.0	0.000	A
C-A	396	99			396				
C-B	0	0	515	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	541	135			541				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	433	0.000	0	0.0	0.0	0.000	A
C-A	324	81			324				
C-B	0	0	542	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	441	110			441				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	459	0.000	0	0.0	0.0	0.000	A
C-A	271	68			271				
C-B	0	0	561	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	370	92			370				

2024 Base + Comm + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.12	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.12	A

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	2024 Base + Comm + Dev	AM	ONE HOUR	08:00	09:30	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 (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	497	100.000
B		ONE HOUR	✓	10	100.000
C		ONE HOUR	✓	367	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	3	494
	B	5	0	5
	C	364	3	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	5
	B	0	0	0
	C	9	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.03	9.38	0.0	A	9	14
C-A					334	501
C-B	0.01	7.05	0.0	A	3	4
A-B					3	4
A-C					453	680

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	8	2	457	0.016	7	0.0	0.0	8.005	A
C-A	274	69			274				
C-B	2	0.56	560	0.004	2	0.0	0.0	6.450	A
A-B	2	0.56			2				
A-C	372	93			372				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	9	2	431	0.021	9	0.0	0.0	8.525	A
C-A	327	82			327				
C-B	3	0.67	541	0.005	3	0.0	0.0	6.690	A
A-B	3	0.67			3				
A-C	444	111			444				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	11	3	395	0.028	11	0.0	0.0	9.378	A
C-A	401	100			401				
C-B	3	0.83	514	0.006	3	0.0	0.0	7.051	A
A-B	3	0.83			3				
A-C	544	136			544				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	11	3	395	0.028	11	0.0	0.0	9.378	A
C-A	401	100			401				
C-B	3	0.83	514	0.006	3	0.0	0.0	7.051	A
A-B	3	0.83			3				
A-C	544	136			544				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	9	2	431	0.021	9	0.0	0.0	8.526	A
C-A	327	82			327				
C-B	3	0.67	541	0.005	3	0.0	0.0	6.692	A
A-B	3	0.67			3				
A-C	444	111			444				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	8	2	457	0.016	8	0.0	0.0	8.009	A
C-A	274	69			274				
C-B	2	0.56	560	0.004	2	0.0	0.0	6.450	A
A-B	2	0.56			2				
A-C	372	93			372				

2029 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

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	2029 Base	AM	ONE HOUR	08:00	09:30	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 (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	430	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	412	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	0	430
	B	0	0	0
	C	412	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	7
	B	0	0	0
	C	10	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.00	0.00	0.0	A	0	0
C-A					378	567
C-B	0.00	0.00	0.0	A	0	0
A-B					0	0
A-C					395	592

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	465	0.000	0	0.0	0.0	0.000	A
C-A	310	78			310				
C-B	0	0	572	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	324	81			324				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	440	0.000	0	0.0	0.0	0.000	A
C-A	370	93			370				
C-B	0	0	555	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	387	97			387				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	406	0.000	0	0.0	0.0	0.000	A
C-A	454	113			454				
C-B	0	0	531	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	473	118			473				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	406	0.000	0	0.0	0.0	0.000	A
C-A	454	113			454				
C-B	0	0	531	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	473	118			473				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	440	0.000	0	0.0	0.0	0.000	A
C-A	370	93			370				
C-B	0	0	555	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	387	97			387				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	465	0.000	0	0.0	0.0	0.000	A
C-A	310	78			310				
C-B	0	0	572	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	324	81			324				

2029 Base + Comm, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

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	2029 Base + Comm	AM	ONE HOUR	08:00	09:30	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 (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	545	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	412	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	0	545
	B	0	0	0
	C	412	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	5
	B	0	0	0
	C	10	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.00	0.00	0.0	A	0	0
C-A					378	567
C-B	0.00	0.00	0.0	A	0	0
A-B					0	0
A-C					500	750

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	443	0.000	0	0.0	0.0	0.000	A
C-A	310	78			310				
C-B	0	0	551	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	410	103			410				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	414	0.000	0	0.0	0.0	0.000	A
C-A	370	93			370				
C-B	0	0	529	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	490	122			490				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	373	0.000	0	0.0	0.0	0.000	A
C-A	454	113			454				
C-B	0	0	500	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	600	150			600				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	373	0.000	0	0.0	0.0	0.000	A
C-A	454	113			454				
C-B	0	0	500	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	600	150			600				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	414	0.000	0	0.0	0.0	0.000	A
C-A	370	93			370				
C-B	0	0	529	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	490	122			490				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	443	0.000	0	0.0	0.0	0.000	A
C-A	310	78			310				
C-B	0	0	551	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	410	103			410				

2029 Base + Comm + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.12	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.12	A

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	2029 Base + Comm + Dev	AM	ONE HOUR	08:00	09:30	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 (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	550	100.000
B		ONE HOUR	✓	11	100.000
C		ONE HOUR	✓	420	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	3	547
	B	5	0	6
	C	417	3	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	5
	B	0	0	0
	C	10	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.03	9.79	0.0	A	10	15
C-A					383	574
C-B	0.01	7.27	0.0	A	3	4
A-B					3	4
A-C					502	753

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	8	2	449	0.018	8	0.0	0.0	8.158	A
C-A	314	78			314				
C-B	2	0.56	550	0.004	2	0.0	0.0	6.577	A
A-B	2	0.56			2				
A-C	412	103			412				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	10	2	421	0.024	10	0.0	0.0	8.766	A
C-A	375	94			375				
C-B	3	0.67	528	0.005	3	0.0	0.0	6.853	A
A-B	3	0.67			3				
A-C	492	123			492				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	12	3	380	0.032	12	0.0	0.0	9.793	A
C-A	459	115			459				
C-B	3	0.83	498	0.007	3	0.0	0.0	7.275	A
A-B	3	0.83			3				
A-C	602	151			602				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	12	3	380	0.032	12	0.0	0.0	9.793	A
C-A	459	115			459				
C-B	3	0.83	498	0.007	3	0.0	0.0	7.275	A
A-B	3	0.83			3				
A-C	602	151			602				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	10	2	421	0.024	10	0.0	0.0	8.767	A
C-A	375	94			375				
C-B	3	0.67	528	0.005	3	0.0	0.0	6.855	A
A-B	3	0.67			3				
A-C	492	123			492				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	8	2	449	0.018	8	0.0	0.0	8.162	A
C-A	314	78			314				
C-B	2	0.56	550	0.004	2	0.0	0.0	6.579	A
A-B	2	0.56			2				
A-C	412	103			412				

2039 Base , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

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	2039 Base	AM	ONE HOUR	08:00	09:30	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 (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	490	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	471	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	0	490
	B	0	0	0
	C	471	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	8
	B	0	0	0
	C	11	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.00	0.00	0.0	A	0	0
C-A					432	648
C-B	0.00	0.00	0.0	A	0	0
A-B					0	0
A-C					450	674

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	446	0.000	0	0.0	0.0	0.000	A
C-A	355	89			355				
C-B	0	0	559	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	369	92			369				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	417	0.000	0	0.0	0.0	0.000	A
C-A	423	106			423				
C-B	0	0	539	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	440	110			440				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	377	0.000	0	0.0	0.0	0.000	A
C-A	519	130			519				
C-B	0	0	512	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	540	135			540				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	377	0.000	0	0.0	0.0	0.000	A
C-A	519	130			519				
C-B	0	0	512	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	540	135			540				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	417	0.000	0	0.0	0.0	0.000	A
C-A	423	106			423				
C-B	0	0	539	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	440	110			440				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	446	0.000	0	0.0	0.0	0.000	A
C-A	355	89			355				
C-B	0	0	559	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	369	92			369				

2039 Base + Comm, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

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	2039 Base + Comm	AM	ONE HOUR	08:00	09:30	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 (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	605	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	471	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	0	605
	B	0	0	0
	C	471	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	6
	B	0	0	0
	C	11	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.00	0.00	0.0	A	0	0
C-A					432	648
C-B	0.00	0.00	0.0	A	0	0
A-B					0	0
A-C					555	833

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	424	0.000	0	0.0	0.0	0.000	A
C-A	355	89			355				
C-B	0	0	537	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	455	114			455				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	391	0.000	0	0.0	0.0	0.000	A
C-A	423	106			423				
C-B	0	0	513	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	544	136			544				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	344	0.000	0	0.0	0.0	0.000	A
C-A	519	130			519				
C-B	0	0	480	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	666	167			666				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	344	0.000	0	0.0	0.0	0.000	A
C-A	519	130			519				
C-B	0	0	480	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	666	167			666				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	391	0.000	0	0.0	0.0	0.000	A
C-A	423	106			423				
C-B	0	0	513	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	544	136			544				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	424	0.000	0	0.0	0.0	0.000	A
C-A	355	89			355				
C-B	0	0	537	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	455	114			455				

2039 Base + Comm + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.11	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.11	A

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	2039 Base + Comm + Dev	AM	ONE HOUR	08:00	09:30	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 (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	610	100.000
B		ONE HOUR	✓	10	100.000
C		ONE HOUR	✓	478	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	3	607
	B	5	0	5
	C	475	3	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	6
	B	0	0	0
	C	10	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.03	10.87	0.0	B	9	14
C-A					436	654
C-B	0.01	7.57	0.0	A	3	4
A-B					3	4
A-C					557	835

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	8	2	423	0.018	7	0.0	0.0	8.670	A
C-A	358	89			358				
C-B	2	0.56	536	0.004	2	0.0	0.0	6.741	A
A-B	2	0.56			2				
A-C	457	114			457				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	9	2	389	0.023	9	0.0	0.0	9.464	A
C-A	427	107			427				
C-B	3	0.67	512	0.005	3	0.0	0.0	7.067	A
A-B	3	0.67			3				
A-C	546	136			546				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	11	3	342	0.032	11	0.0	0.0	10.872	B
C-A	523	131			523				
C-B	3	0.83	479	0.007	3	0.0	0.0	7.573	A
A-B	3	0.83			3				
A-C	668	167			668				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	11	3	342	0.032	11	0.0	0.0	10.874	B
C-A	523	131			523				
C-B	3	0.83	479	0.007	3	0.0	0.0	7.573	A
A-B	3	0.83			3				
A-C	668	167			668				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	9	2	389	0.023	9	0.0	0.0	9.468	A
C-A	427	107			427				
C-B	3	0.67	512	0.005	3	0.0	0.0	7.069	A
A-B	3	0.67			3				
A-C	546	136			546				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	8	2	423	0.018	8	0.0	0.0	8.674	A
C-A	358	89			358				
C-B	2	0.56	536	0.004	2	0.0	0.0	6.743	A
A-B	2	0.56			2				
A-C	457	114			457				

2021 , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

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	2021	PM	ONE HOUR	15:15	16:45	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 (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	139	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	193	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	0	139
	B	0	0	0
	C	193	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	7
	B	0	0	0
	C	15	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.00	0.00	0.0	A	0	0
C-A					177	266
C-B	0.00	0.00	0.0	A	0	0
A-B					0	0
A-C					128	191

Main Results for each time segment

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	542	0.000	0	0.0	0.0	0.000	A
C-A	145	36			145				
C-B	0	0	632	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	105	26			105				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	533	0.000	0	0.0	0.0	0.000	A
C-A	174	43			174				
C-B	0	0	627	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	125	31			125				

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	521	0.000	0	0.0	0.0	0.000	A
C-A	212	53			212				
C-B	0	0	619	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	153	38			153				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	521	0.000	0	0.0	0.0	0.000	A
C-A	212	53			212				
C-B	0	0	619	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	153	38			153				

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	533	0.000	0	0.0	0.0	0.000	A
C-A	174	43			174				
C-B	0	0	627	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	125	31			125				

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	542	0.000	0	0.0	0.0	0.000	A
C-A	145	36			145				
C-B	0	0	632	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	105	26			105				

2024 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

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	2024 Base	PM	ONE HOUR	15:15	16:45	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 (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	151	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	211	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	0	151
	B	0	0	0
	C	211	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	7
	B	0	0	0
	C	15	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.00	0.00	0.0	A	0	0
C-A					194	290
C-B	0.00	0.00	0.0	A	0	0
A-B					0	0
A-C					139	208

Main Results for each time segment

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	538	0.000	0	0.0	0.0	0.000	A
C-A	159	40			159				
C-B	0	0	630	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	114	28			114				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	529	0.000	0	0.0	0.0	0.000	A
C-A	190	47			190				
C-B	0	0	624	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	136	34			136				

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	515	0.000	0	0.0	0.0	0.000	A
C-A	232	58			232				
C-B	0	0	615	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	166	42			166				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	515	0.000	0	0.0	0.0	0.000	A
C-A	232	58			232				
C-B	0	0	615	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	166	42			166				

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	529	0.000	0	0.0	0.0	0.000	A
C-A	190	47			190				
C-B	0	0	624	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	136	34			136				

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	538	0.000	0	0.0	0.0	0.000	A
C-A	159	40			159				
C-B	0	0	630	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	114	28			114				

2024 Base + Comm, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

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
D13	2024 Base + Comm	PM	ONE HOUR	15:15	16:45	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 (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	151	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	326	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	0	151
	B	0	0	0
	C	326	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	7
	B	0	0	0
	C	10	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.00	0.00	0.0	A	0	0
C-A					299	449
C-B	0.00	0.00	0.0	A	0	0
A-B					0	0
A-C					139	208

Main Results for each time segment

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	529	0.000	0	0.0	0.0	0.000	A
C-A	245	61			245				
C-B	0	0	630	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	114	28			114				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	518	0.000	0	0.0	0.0	0.000	A
C-A	293	73			293				
C-B	0	0	624	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	136	34			136				

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	502	0.000	0	0.0	0.0	0.000	A
C-A	359	90			359				
C-B	0	0	615	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	166	42			166				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	502	0.000	0	0.0	0.0	0.000	A
C-A	359	90			359				
C-B	0	0	615	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	166	42			166				

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	518	0.000	0	0.0	0.0	0.000	A
C-A	293	73			293				
C-B	0	0	624	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	136	34			136				

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	529	0.000	0	0.0	0.0	0.000	A
C-A	245	61			245				
C-B	0	0	630	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	114	28			114				

2024 Base + Comm + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.12	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.12	A

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
D14	2024 Base + Comm + Dev	PM	ONE HOUR	15:15	16:45	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 (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	159	100.000
B		ONE HOUR	✓	6	100.000
C		ONE HOUR	✓	332	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	5	154
	B	3	0	3
	C	328	4	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	7
	B	0	0	0
	C	10	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.01	7.31	0.0	A	6	8
C-A					301	451
C-B	0.01	5.91	0.0	A	4	6
A-B					5	7
A-C					141	212

Main Results for each time segment

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	5	1	527	0.009	4	0.0	0.0	6.883	A
C-A	247	62			247				
C-B	3	0.75	628	0.005	3	0.0	0.0	5.758	A
A-B	4	0.94			4				
A-C	116	29			116				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	5	1	516	0.010	5	0.0	0.0	7.054	A
C-A	295	74			295				
C-B	4	0.90	622	0.006	4	0.0	0.0	5.823	A
A-B	4	1			4				
A-C	138	35			138				

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	7	2	499	0.013	7	0.0	0.0	7.308	A
C-A	361	90			361				
C-B	4	1	613	0.007	4	0.0	0.0	5.914	A
A-B	6	1			6				
A-C	170	42			170				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	7	2	499	0.013	7	0.0	0.0	7.308	A
C-A	361	90			361				
C-B	4	1	613	0.007	4	0.0	0.0	5.914	A
A-B	6	1			6				
A-C	170	42			170				

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	5	1	516	0.010	5	0.0	0.0	7.054	A
C-A	295	74			295				
C-B	4	0.90	622	0.006	4	0.0	0.0	5.823	A
A-B	4	1			4				
A-C	138	35			138				

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	5	1	527	0.009	5	0.0	0.0	6.886	A
C-A	247	62			247				
C-B	3	0.75	628	0.005	3	0.0	0.0	5.760	A
A-B	4	0.94			4				
A-C	116	29			116				

2029 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

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
D15	2029 Base	PM	ONE HOUR	15:15	16:45	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 (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	173	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	243	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	0	173
	B	0	0	0
	C	243	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	8
	B	0	0	0
	C	16	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.00	0.00	0.0	A	0	0
C-A					223	334
C-B	0.00	0.00	0.0	A	0	0
A-B					0	0
A-C					159	238

Main Results for each time segment

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	530	0.000	0	0.0	0.0	0.000	A
C-A	183	46			183				
C-B	0	0	625	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	130	33			130				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	519	0.000	0	0.0	0.0	0.000	A
C-A	218	55			218				
C-B	0	0	618	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	156	39			156				

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	504	0.000	0	0.0	0.0	0.000	A
C-A	268	67			268				
C-B	0	0	608	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	190	48			190				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	504	0.000	0	0.0	0.0	0.000	A
C-A	268	67			268				
C-B	0	0	608	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	190	48			190				

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	519	0.000	0	0.0	0.0	0.000	A
C-A	218	55			218				
C-B	0	0	618	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	156	39			156				

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	530	0.000	0	0.0	0.0	0.000	A
C-A	183	46			183				
C-B	0	0	625	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	130	33			130				

2029 Base + Comm, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

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
D16	2029 Base + Comm	PM	ONE HOUR	15:15	16:45	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 (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	173	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	358	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	0	173
	B	0	0	0
	C	358	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	8
	B	0	0	0
	C	11	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.00	0.00	0.0	A	0	0
C-A					329	493
C-B	0.00	0.00	0.0	A	0	0
A-B					0	0
A-C					159	238

Main Results for each time segment

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	521	0.000	0	0.0	0.0	0.000	A
C-A	270	67			270				
C-B	0	0	625	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	130	33			130				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	508	0.000	0	0.0	0.0	0.000	A
C-A	322	80			322				
C-B	0	0	618	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	156	39			156				

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	490	0.000	0	0.0	0.0	0.000	A
C-A	394	99			394				
C-B	0	0	608	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	190	48			190				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	490	0.000	0	0.0	0.0	0.000	A
C-A	394	99			394				
C-B	0	0	608	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	190	48			190				

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	508	0.000	0	0.0	0.0	0.000	A
C-A	322	80			322				
C-B	0	0	618	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	156	39			156				

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	521	0.000	0	0.0	0.0	0.000	A
C-A	270	67			270				
C-B	0	0	625	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	130	33			130				

2029 Base + Comm + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.11	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.11	A

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
D17	2029 Base + Comm + Dev	PM	ONE HOUR	15:15	16:45	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 (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	181	100.000
B		ONE HOUR	✓	6	100.000
C		ONE HOUR	✓	364	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	5	176
	B	3	0	3
	C	360	4	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	8
	B	0	0	0
	C	11	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.01	7.49	0.0	A	6	8
C-A					330	496
C-B	0.01	5.98	0.0	A	4	6
A-B					5	7
A-C					162	242

Main Results for each time segment

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	5	1	520	0.009	4	0.0	0.0	6.988	A
C-A	271	68			271				
C-B	3	0.75	623	0.005	3	0.0	0.0	5.803	A
A-B	4	0.94			4				
A-C	133	33			133				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	5	1	506	0.011	5	0.0	0.0	7.187	A
C-A	324	81			324				
C-B	4	0.90	616	0.006	4	0.0	0.0	5.878	A
A-B	4	1			4				
A-C	158	40			158				

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	7	2	487	0.014	7	0.0	0.0	7.487	A
C-A	396	99			396				
C-B	4	1	606	0.007	4	0.0	0.0	5.985	A
A-B	6	1			6				
A-C	194	48			194				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	7	2	487	0.014	7	0.0	0.0	7.487	A
C-A	396	99			396				
C-B	4	1	606	0.007	4	0.0	0.0	5.985	A
A-B	6	1			6				
A-C	194	48			194				

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	5	1	506	0.011	5	0.0	0.0	7.191	A
C-A	324	81			324				
C-B	4	0.90	616	0.006	4	0.0	0.0	5.878	A
A-B	4	1			4				
A-C	158	40			158				

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	5	1	520	0.009	5	0.0	0.0	6.988	A
C-A	271	68			271				
C-B	3	0.75	623	0.005	3	0.0	0.0	5.806	A
A-B	4	0.94			4				
A-C	133	33			133				

2039 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

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
D18	2039 Base	PM	ONE HOUR	15:15	16:45	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 (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	197	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	279	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	0	197
	B	0	0	0
	C	279	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	8
	B	0	0	0
	C	18	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.00	0.00	0.0	A	0	0
C-A					256	384
C-B	0.00	0.00	0.0	A	0	0
A-B					0	0
A-C					181	271

Main Results for each time segment

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	522	0.000	0	0.0	0.0	0.000	A
C-A	210	53			210				
C-B	0	0	620	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	148	37			148				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	509	0.000	0	0.0	0.0	0.000	A
C-A	251	63			251				
C-B	0	0	612	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	177	44			177				

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	491	0.000	0	0.0	0.0	0.000	A
C-A	307	77			307				
C-B	0	0	601	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	217	54			217				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	491	0.000	0	0.0	0.0	0.000	A
C-A	307	77			307				
C-B	0	0	601	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	217	54			217				

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	509	0.000	0	0.0	0.0	0.000	A
C-A	251	63			251				
C-B	0	0	612	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	177	44			177				

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	522	0.000	0	0.0	0.0	0.000	A
C-A	210	53			210				
C-B	0	0	620	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	148	37			148				

2039 Base + Comm, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

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
D19	2039 Base + Comm	PM	ONE HOUR	15:15	16:45	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 (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	197	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	394	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	0	197
	B	0	0	0
	C	394	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	8
	B	0	0	0
	C	13	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.00	0.00	0.0	A	0	0
C-A					362	542
C-B	0.00	0.00	0.0	A	0	0
A-B					0	0
A-C					181	271

Main Results for each time segment

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	513	0.000	0	0.0	0.0	0.000	A
C-A	297	74			297				
C-B	0	0	620	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	148	37			148				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	498	0.000	0	0.0	0.0	0.000	A
C-A	354	89			354				
C-B	0	0	612	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	177	44			177				

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	477	0.000	0	0.0	0.0	0.000	A
C-A	434	108			434				
C-B	0	0	601	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	217	54			217				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	477	0.000	0	0.0	0.0	0.000	A
C-A	434	108			434				
C-B	0	0	601	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	217	54			217				

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	498	0.000	0	0.0	0.0	0.000	A
C-A	354	89			354				
C-B	0	0	612	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	177	44			177				

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	513	0.000	0	0.0	0.0	0.000	A
C-A	297	74			297				
C-B	0	0	620	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	148	37			148				

2039 Base + Comm + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.10	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.10	A

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
D20	2039 Base + Comm + Dev	PM	ONE HOUR	15:15	16:45	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 (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	205	100.000
B		ONE HOUR	✓	6	100.000
C		ONE HOUR	✓	401	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	5	200
	B	3	0	3
	C	397	4	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	8
	B	0	0	0
	C	13	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.01	7.70	0.0	A	6	8
C-A					364	546
C-B	0.01	6.06	0.0	A	4	6
A-B					5	7
A-C					184	275

Main Results for each time segment

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	5	1	511	0.009	4	0.0	0.0	7.110	A
C-A	299	75			299				
C-B	3	0.75	618	0.005	3	0.0	0.0	5.850	A
A-B	4	0.94			4				
A-C	151	38			151				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	5	1	496	0.011	5	0.0	0.0	7.344	A
C-A	357	89			357				
C-B	4	0.90	610	0.006	4	0.0	0.0	5.936	A
A-B	4	1			4				
A-C	180	45			180				

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	7	2	474	0.014	7	0.0	0.0	7.701	A
C-A	437	109			437				
C-B	4	1	599	0.007	4	0.0	0.0	6.058	A
A-B	6	1			6				
A-C	220	55			220				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	7	2	474	0.014	7	0.0	0.0	7.701	A
C-A	437	109			437				
C-B	4	1	599	0.007	4	0.0	0.0	6.058	A
A-B	6	1			6				
A-C	220	55			220				

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	5	1	496	0.011	5	0.0	0.0	7.347	A
C-A	357	89			357				
C-B	4	0.90	610	0.006	4	0.0	0.0	5.938	A
A-B	4	1			4				
A-C	180	45			180				

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	5	1	511	0.009	5	0.0	0.0	7.113	A
C-A	299	75			299				
C-B	3	0.75	618	0.005	3	0.0	0.0	5.853	A
A-B	4	0.94			4				
A-C	151	38			151				

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.0.4.1693

For sales and distribution information, program advice and maintenance, contact TRL Software:
+44 (0)1344 379777 software@trl.co.uk trlsoftware.com

Filename: Junction 3.j10
Path: \\fserver4-gal\tobin\Projects\11171 – Claregalway Housing for GCC\05-Design\01-Calculations\03. Traffic
Report generation date: 17/07/2023 10:16:30

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	Junction Delay (s)	Queue (Veh)	Delay (s)	RFC	Junction Delay (s)
	2021							
Stream B-AC	0.0	0.00	0.00	0.00	0.0	0.00	0.00	0.00
Stream C-AB	0.0	0.00	0.00		0.0	0.00	0.00	
	2024 Base							
Stream B-AC	0.0	0.00	0.00	0.00	0.0	0.00	0.00	0.00
Stream C-AB	0.0	0.00	0.00		0.0	0.00	0.00	
	2024 Base + Comm							
Stream B-AC	0.0	0.00	0.00	0.00	0.0	0.00	0.00	0.00
Stream C-AB	0.0	0.00	0.00		0.0	0.00	0.00	
	2024 Base + Comm + Dev							
Stream B-AC	0.0	9.51	0.03	0.22	0.0	8.98	0.02	0.15
Stream C-AB	0.0	5.57	0.01		0.0	5.07	0.01	
	2029 Base							
Stream B-AC	0.0	0.00	0.00	0.00	0.0	0.00	0.00	0.00
Stream C-AB	0.0	0.00	0.00		0.0	0.00	0.00	
	2029 Base + Comm							
Stream B-AC	0.0	0.00	0.00	0.00	0.0	0.00	0.00	0.00
Stream C-AB	0.0	0.00	0.00		0.0	0.00	0.00	
	2029 Base + Comm + Dev							
Stream B-AC	0.0	9.90	0.04	0.20	0.0	9.34	0.02	0.14
Stream C-AB	0.0	5.47	0.01		0.0	4.96	0.01	
	2039 Base							
Stream B-AC	0.0	0.00	0.00	0.00	0.0	0.00	0.00	0.00
Stream C-AB	0.0	0.00	0.00		0.0	0.00	0.00	
	2039 Base + Comm							
Stream B-AC	0.0	0.00	0.00	0.00	0.0	0.00	0.00	0.00
Stream C-AB	0.0	0.00	0.00		0.0	0.00	0.00	
	2039 Base + Comm + Dev							
Stream B-AC	0.0	10.40	0.04	0.19	0.0	9.80	0.02	0.13
Stream C-AB	0.0	5.35	0.01		0.0	4.83	0.01	

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

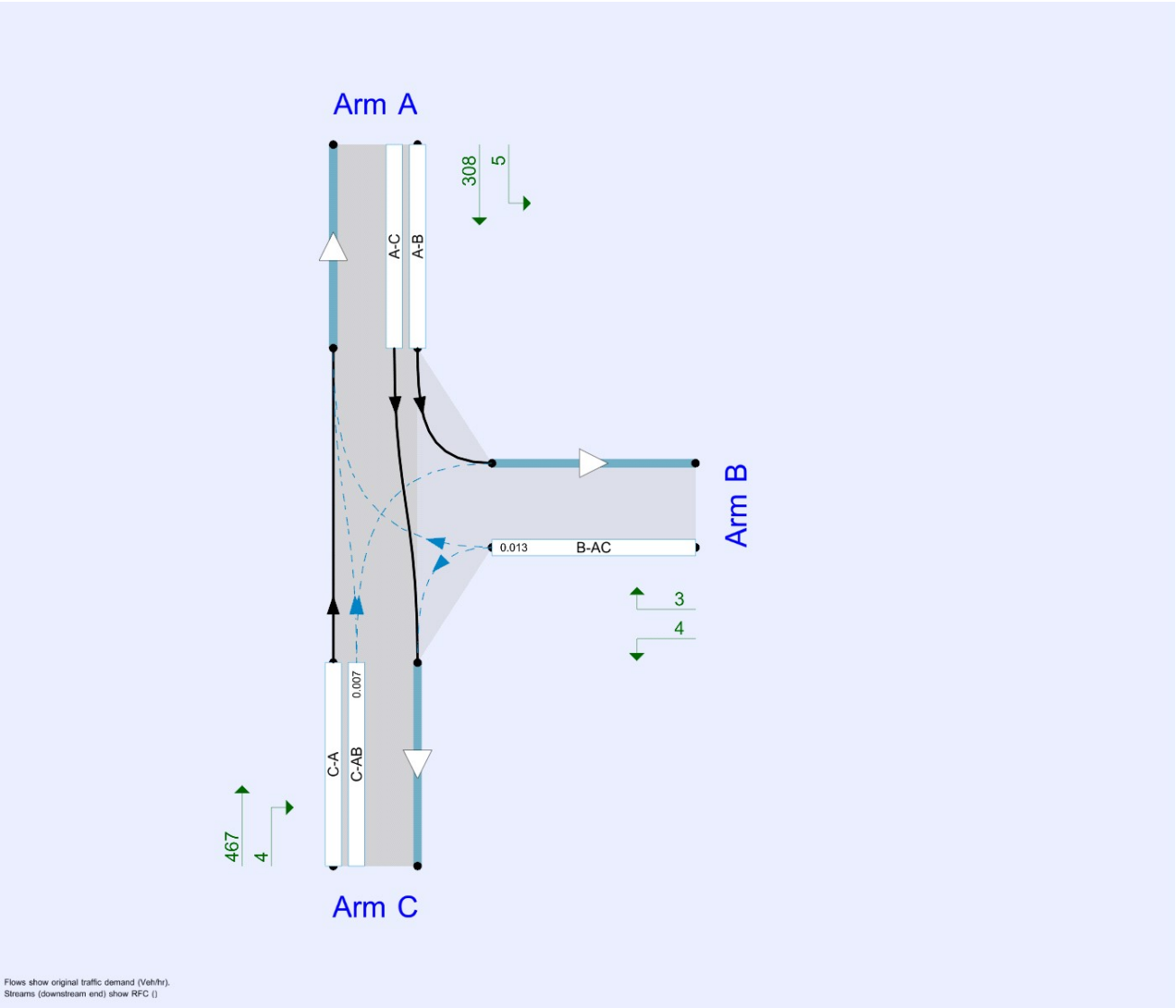
File summary

File Description

Title	
Location	
Site number	
Date	04/02/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	TOBIN\Lana.Salameh
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		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)
D1	2021	AM	ONE HOUR	08:00	09:30	15
D2	2024 Base	AM	ONE HOUR	08:00	09:30	15
D3	2024 Base + Comm	AM	ONE HOUR	08:00	09:30	15
D4	2024 Base + Comm + Dev	AM	ONE HOUR	08:00	09:30	15
D5	2029 Base	AM	ONE HOUR	08:00	09:30	15
D6	2029 Base + Comm	AM	ONE HOUR	08:00	09:30	15
D7	2029 Base + Comm + Dev	AM	ONE HOUR	08:00	09:30	15
D8	2039 Base	AM	ONE HOUR	08:00	09:30	15
D9	2039 Base + Comm	AM	ONE HOUR	08:00	09:30	15
D10	2039 Base + Comm + Dev	AM	ONE HOUR	08:00	09:30	15
D11	2021	PM	ONE HOUR	15:15	16:45	15
D12	2024 Base	PM	ONE HOUR	15:15	16:45	15
D13	2024 Base + Comm	PM	ONE HOUR	15:15	16:45	15
D14	2024 Base + Comm + Dev	PM	ONE HOUR	15:15	16:45	15
D15	2029 Base	PM	ONE HOUR	15:15	16:45	15
D16	2029 Base + Comm	PM	ONE HOUR	15:15	16:45	15
D17	2029 Base + Comm + Dev	PM	ONE HOUR	15:15	16:45	15
D18	2039 Base	PM	ONE HOUR	15:15	16:45	15
D19	2039 Base + Comm	PM	ONE HOUR	15:15	16:45	15
D20	2039 Base + Comm + Dev	PM	ONE HOUR	15:15	16:45	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2021, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

Arms

Arms

Arm	Name	Description	Arm type
A	untitled		Major
B	untitled		Minor
C	untitled		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.00			0.0	✓	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	2.20	0	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	440	0.080	0.202	0.127	0.289
B-C	574	0.088	0.222	-	-
C-B	574	0.222	0.222	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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)
D1	2021	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	267	100.000
B		✓	0	100.000
C		✓	282	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	0	267
	B	0	0	0
	C	282	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	5
	B	0	0	0
	C	13	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	432	0.000	0	0.0	0.000	A
C-AB	0	495	0.000	0	0.0	0.000	A
C-A	212			212			
A-B	0			0			
A-C	201			201			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	419	0.000	0	0.0	0.000	A
C-AB	0	486	0.000	0	0.0	0.000	A
C-A	254			254			
A-B	0			0			
A-C	240			240			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	401	0.000	0	0.0	0.000	A
C-AB	0	474	0.000	0	0.0	0.000	A
C-A	310			310			
A-B	0			0			
A-C	294			294			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	401	0.000	0	0.0	0.000	A
C-AB	0	474	0.000	0	0.0	0.000	A
C-A	310			310			
A-B	0			0			
A-C	294			294			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	419	0.000	0	0.0	0.000	A
C-AB	0	486	0.000	0	0.0	0.000	A
C-A	254			254			
A-B	0			0			
A-C	240			240			

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	432	0.000	0	0.0	0.000	A
C-AB	0	495	0.000	0	0.0	0.000	A
C-A	212			212			
A-B	0			0			
A-C	201			201			

2024 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

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)
D2	2024 Base	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	271	100.000
B		✓	0	100.000
C		✓	262	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	0	271
	B	0	0	0
	C	262	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	5
	B	0	0	0
	C	14	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	433	0.000	0	0.0	0.000	A
C-AB	0	492	0.000	0	0.0	0.000	A
C-A	197			197			
A-B	0			0			
A-C	204			204			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	420	0.000	0	0.0	0.000	A
C-AB	0	483	0.000	0	0.0	0.000	A
C-A	236			236			
A-B	0			0			
A-C	244			244			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	402	0.000	0	0.0	0.000	A
C-AB	0	471	0.000	0	0.0	0.000	A
C-A	288			288			
A-B	0			0			
A-C	298			298			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	402	0.000	0	0.0	0.000	A
C-AB	0	471	0.000	0	0.0	0.000	A
C-A	288			288			
A-B	0			0			
A-C	298			298			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	420	0.000	0	0.0	0.000	A
C-AB	0	483	0.000	0	0.0	0.000	A
C-A	236			236			
A-B	0			0			
A-C	244			244			

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	433	0.000	0	0.0	0.000	A
C-AB	0	492	0.000	0	0.0	0.000	A
C-A	197			197			
A-B	0			0			
A-C	204			204			

2024 Base + Comm, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

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)
D3	2024 Base + Comm	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	309	100.000
B		✓	0	100.000
C		✓	262	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	0	309
	B	0	0	0
	C	262	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	5
	B	0	0	0
	C	14	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	426	0.000	0	0.0	0.000	A
C-AB	0	486	0.000	0	0.0	0.000	A
C-A	197			197			
A-B	0			0			
A-C	233			233			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	412	0.000	0	0.0	0.000	A
C-AB	0	476	0.000	0	0.0	0.000	A
C-A	236			236			
A-B	0			0			
A-C	278			278			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	393	0.000	0	0.0	0.000	A
C-AB	0	462	0.000	0	0.0	0.000	A
C-A	288			288			
A-B	0			0			
A-C	340			340			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	393	0.000	0	0.0	0.000	A
C-AB	0	462	0.000	0	0.0	0.000	A
C-A	288			288			
A-B	0			0			
A-C	340			340			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	412	0.000	0	0.0	0.000	A
C-AB	0	476	0.000	0	0.0	0.000	A
C-A	236			236			
A-B	0			0			
A-C	278			278			

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	426	0.000	0	0.0	0.000	A
C-AB	0	486	0.000	0	0.0	0.000	A
C-A	197			197			
A-B	0			0			
A-C	233			233			

2024 Base + Comm + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.22	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.22	A

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)
D4	2024 Base + Comm + Dev	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	312	100.000
B		✓	12	100.000
C		✓	265	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	3	309
	B	6	0	6
	C	262	3	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	5
	B	0	0	0
	C	14	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.03	9.51	0.0	A
C-AB	0.01	5.57	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	9	426	0.021	9	0.0	8.634	A
C-AB	3	652	0.005	3	0.0	5.552	A
C-A	196			196			
A-B	2			2			
A-C	233			233			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	11	411	0.026	11	0.0	8.984	A
C-AB	4	668	0.006	4	0.0	5.405	A
C-A	234			234			
A-B	3			3			
A-C	278			278			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	13	392	0.034	13	0.0	9.514	A
C-AB	6	692	0.008	6	0.0	5.226	A
C-A	286			286			
A-B	3			3			
A-C	340			340			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	13	392	0.034	13	0.0	9.514	A
C-AB	6	692	0.008	6	0.0	5.245	A
C-A	286			286			
A-B	3			3			
A-C	340			340			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	11	411	0.026	11	0.0	8.987	A
C-AB	4	668	0.006	4	0.0	5.449	A
C-A	234			234			
A-B	3			3			
A-C	278			278			

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	9	426	0.021	9	0.0	8.639	A
C-AB	3	651	0.005	3	0.0	5.574	A
C-A	196			196			
A-B	2			2			
A-C	233			233			

2029 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

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)
D5	2029 Base	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	310	100.000
B		✓	0	100.000
C		✓	302	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	0	310
	B	0	0	0
	C	302	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	6
	B	0	0	0
	C	15	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	422	0.000	0	0.0	0.000	A
C-AB	0	483	0.000	0	0.0	0.000	A
C-A	227			227			
A-B	0			0			
A-C	233			233			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	407	0.000	0	0.0	0.000	A
C-AB	0	473	0.000	0	0.0	0.000	A
C-A	271			271			
A-B	0			0			
A-C	279			279			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	387	0.000	0	0.0	0.000	A
C-AB	0	459	0.000	0	0.0	0.000	A
C-A	333			333			
A-B	0			0			
A-C	341			341			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	387	0.000	0	0.0	0.000	A
C-AB	0	459	0.000	0	0.0	0.000	A
C-A	333			333			
A-B	0			0			
A-C	341			341			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	407	0.000	0	0.0	0.000	A
C-AB	0	473	0.000	0	0.0	0.000	A
C-A	271			271			
A-B	0			0			
A-C	279			279			

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	422	0.000	0	0.0	0.000	A
C-AB	0	483	0.000	0	0.0	0.000	A
C-A	227			227			
A-B	0			0			
A-C	233			233			

2029 Base + Comm, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

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)
D6	2029 Base + Comm	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	348	100.000
B		✓	0	100.000
C		✓	302	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	0	348
	B	0	0	0
	C	302	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	5
	B	0	0	0
	C	15	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	416	0.000	0	0.0	0.000	A
C-AB	0	477	0.000	0	0.0	0.000	A
C-A	227			227			
A-B	0			0			
A-C	262			262			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	400	0.000	0	0.0	0.000	A
C-AB	0	466	0.000	0	0.0	0.000	A
C-A	271			271			
A-B	0			0			
A-C	313			313			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	378	0.000	0	0.0	0.000	A
C-AB	0	451	0.000	0	0.0	0.000	A
C-A	333			333			
A-B	0			0			
A-C	383			383			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	378	0.000	0	0.0	0.000	A
C-AB	0	451	0.000	0	0.0	0.000	A
C-A	333			333			
A-B	0			0			
A-C	383			383			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	400	0.000	0	0.0	0.000	A
C-AB	0	466	0.000	0	0.0	0.000	A
C-A	271			271			
A-B	0			0			
A-C	313			313			

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	416	0.000	0	0.0	0.000	A
C-AB	0	477	0.000	0	0.0	0.000	A
C-A	227			227			
A-B	0			0			
A-C	262			262			

2029 Base + Comm + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.20	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.20	A

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)
D7	2029 Base + Comm + Dev	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	351	100.000
B		✓	12	100.000
C		✓	305	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	3	348
	B	6	0	6
	C	302	3	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	5
	B	0	0	0
	C	15	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.04	9.90	0.0	A
C-AB	0.01	5.47	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	9	416	0.022	9	0.0	8.846	A
C-AB	3	665	0.005	3	0.0	5.439	A
C-A	226			226			
A-B	2			2			
A-C	262			262			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	11	400	0.027	11	0.0	9.260	A
C-AB	4	685	0.007	4	0.0	5.271	A
C-A	270			270			
A-B	3			3			
A-C	313			313			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	13	377	0.035	13	0.0	9.903	A
C-AB	6	713	0.009	6	0.0	5.069	A
C-A	330			330			
A-B	3			3			
A-C	383			383			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	13	377	0.035	13	0.0	9.903	A
C-AB	6	713	0.009	6	0.0	5.092	A
C-A	330			330			
A-B	3			3			
A-C	383			383			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	11	400	0.027	11	0.0	9.262	A
C-AB	4	685	0.007	4	0.0	5.323	A
C-A	270			270			
A-B	3			3			
A-C	313			313			

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	9	416	0.022	9	0.0	8.852	A
C-AB	3	665	0.005	3	0.0	5.466	A
C-A	226			226			
A-B	2			2			
A-C	262			262			

2039 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

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)
D8	2039 Base	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	353	100.000
B		✓	0	100.000
C		✓	347	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	0	353
	B	0	0	0
	C	347	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	6
	B	0	0	0
	C	16	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	411	0.000	0	0.0	0.000	A
C-AB	0	473	0.000	0	0.0	0.000	A
C-A	261			261			
A-B	0			0			
A-C	266			266			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	394	0.000	0	0.0	0.000	A
C-AB	0	462	0.000	0	0.0	0.000	A
C-A	312			312			
A-B	0			0			
A-C	317			317			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	370	0.000	0	0.0	0.000	A
C-AB	0	447	0.000	0	0.0	0.000	A
C-A	382			382			
A-B	0			0			
A-C	389			389			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	370	0.000	0	0.0	0.000	A
C-AB	0	447	0.000	0	0.0	0.000	A
C-A	382			382			
A-B	0			0			
A-C	389			389			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	394	0.000	0	0.0	0.000	A
C-AB	0	462	0.000	0	0.0	0.000	A
C-A	312			312			
A-B	0			0			
A-C	317			317			

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	411	0.000	0	0.0	0.000	A
C-AB	0	473	0.000	0	0.0	0.000	A
C-A	261			261			
A-B	0			0			
A-C	266			266			

2039 Base + Comm, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

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)
D9	2039 Base + Comm	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	390	100.000
B		✓	0	100.000
C		✓	347	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	0	390
	B	0	0	0
	C	347	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	6
	B	0	0	0
	C	16	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	405	0.000	0	0.0	0.000	A
C-AB	0	467	0.000	0	0.0	0.000	A
C-A	261			261			
A-B	0			0			
A-C	294			294			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	386	0.000	0	0.0	0.000	A
C-AB	0	455	0.000	0	0.0	0.000	A
C-A	312			312			
A-B	0			0			
A-C	351			351			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	360	0.000	0	0.0	0.000	A
C-AB	0	438	0.000	0	0.0	0.000	A
C-A	382			382			
A-B	0			0			
A-C	429			429			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	360	0.000	0	0.0	0.000	A
C-AB	0	438	0.000	0	0.0	0.000	A
C-A	382			382			
A-B	0			0			
A-C	429			429			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	386	0.000	0	0.0	0.000	A
C-AB	0	455	0.000	0	0.0	0.000	A
C-A	312			312			
A-B	0			0			
A-C	351			351			

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	405	0.000	0	0.0	0.000	A
C-AB	0	467	0.000	0	0.0	0.000	A
C-A	261			261			
A-B	0			0			
A-C	294			294			

2039 Base + Comm + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.19	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.19	A

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)
D10	2039 Base + Comm + Dev	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	393	100.000
B		✓	12	100.000
C		✓	350	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	3	390
	B	6	0	6
	C	347	3	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	6
	B	0	0	0
	C	16	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.04	10.40	0.0	B
C-AB	0.01	5.35	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	9	404	0.022	9	0.0	9.105	A
C-AB	4	681	0.005	4	0.0	5.317	A
C-A	260			260			
A-B	2			2			
A-C	294			294			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	11	386	0.028	11	0.0	9.606	A
C-AB	5	704	0.007	5	0.0	5.129	A
C-A	310			310			
A-B	3			3			
A-C	351			351			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	13	359	0.037	13	0.0	10.400	B
C-AB	7	738	0.009	7	0.0	4.902	A
C-A	378			378			
A-B	3			3			
A-C	429			429			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	13	359	0.037	13	0.0	10.402	B
C-AB	7	738	0.009	7	0.0	4.927	A
C-A	378			378			
A-B	3			3			
A-C	429			429			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	11	386	0.028	11	0.0	9.610	A
C-AB	5	704	0.007	5	0.0	5.183	A
C-A	310			310			
A-B	3			3			
A-C	351			351			

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	9	404	0.022	9	0.0	9.112	A
C-AB	4	680	0.005	4	0.0	5.348	A
C-A	260			260			
A-B	2			2			
A-C	294			294			

2021, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

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)
D11	2021	PM	ONE HOUR	15:15	16:45	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	246	100.000
B		✓	0	100.000
C		✓	334	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	0	246
	B	0	0	0
	C	334	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	11
	B	0	0	0
	C	9	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	430	0.000	0	0.0	0.000	A
C-AB	0	505	0.000	0	0.0	0.000	A
C-A	251			251			
A-B	0			0			
A-C	185			185			

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	417	0.000	0	0.0	0.000	A
C-AB	0	497	0.000	0	0.0	0.000	A
C-A	300			300			
A-B	0			0			
A-C	221			221			

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	398	0.000	0	0.0	0.000	A
C-AB	0	485	0.000	0	0.0	0.000	A
C-A	368			368			
A-B	0			0			
A-C	271			271			

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	398	0.000	0	0.0	0.000	A
C-AB	0	485	0.000	0	0.0	0.000	A
C-A	368			368			
A-B	0			0			
A-C	271			271			

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	417	0.000	0	0.0	0.000	A
C-AB	0	497	0.000	0	0.0	0.000	A
C-A	300			300			
A-B	0			0			
A-C	221			221			

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	430	0.000	0	0.0	0.000	A
C-AB	0	505	0.000	0	0.0	0.000	A
C-A	251			251			
A-B	0			0			
A-C	185			185			

2024 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

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)
D12	2024 Base	PM	ONE HOUR	15:15	16:45	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	234	100.000
B		✓	0	100.000
C		✓	323	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	0	234
	B	0	0	0
	C	323	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	12
	B	0	0	0
	C	10	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	433	0.000	0	0.0	0.000	A
C-AB	0	505	0.000	0	0.0	0.000	A
C-A	243			243			
A-B	0			0			
A-C	176			176			

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	420	0.000	0	0.0	0.000	A
C-AB	0	497	0.000	0	0.0	0.000	A
C-A	290			290			
A-B	0			0			
A-C	210			210			

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	402	0.000	0	0.0	0.000	A
C-AB	0	486	0.000	0	0.0	0.000	A
C-A	356			356			
A-B	0			0			
A-C	258			258			

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	402	0.000	0	0.0	0.000	A
C-AB	0	486	0.000	0	0.0	0.000	A
C-A	356			356			
A-B	0			0			
A-C	258			258			

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	420	0.000	0	0.0	0.000	A
C-AB	0	497	0.000	0	0.0	0.000	A
C-A	290			290			
A-B	0			0			
A-C	210			210			

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	433	0.000	0	0.0	0.000	A
C-AB	0	505	0.000	0	0.0	0.000	A
C-A	243			243			
A-B	0			0			
A-C	176			176			

2024 Base + Comm, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

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)
D13	2024 Base + Comm	PM	ONE HOUR	15:15	16:45	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	234	100.000
B		✓	0	100.000
C		✓	366	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	0	234
	B	0	0	0
	C	366	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	12
	B	0	0	0
	C	9	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	430	0.000	0	0.0	0.000	A
C-AB	0	507	0.000	0	0.0	0.000	A
C-A	276			276			
A-B	0			0			
A-C	176			176			

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	416	0.000	0	0.0	0.000	A
C-AB	0	499	0.000	0	0.0	0.000	A
C-A	329			329			
A-B	0			0			
A-C	210			210			

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	397	0.000	0	0.0	0.000	A
C-AB	0	488	0.000	0	0.0	0.000	A
C-A	403			403			
A-B	0			0			
A-C	258			258			

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	397	0.000	0	0.0	0.000	A
C-AB	0	488	0.000	0	0.0	0.000	A
C-A	403			403			
A-B	0			0			
A-C	258			258			

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	416	0.000	0	0.0	0.000	A
C-AB	0	499	0.000	0	0.0	0.000	A
C-A	329			329			
A-B	0			0			
A-C	210			210			

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	430	0.000	0	0.0	0.000	A
C-AB	0	507	0.000	0	0.0	0.000	A
C-A	276			276			
A-B	0			0			
A-C	176			176			

2024 Base + Comm + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.15	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.15	A

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)
D14	2024 Base + Comm + Dev	PM	ONE HOUR	15:15	16:45	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	239	100.000
B		✓	7	100.000
C		✓	370	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	5	234
	B	3	0	4
	C	366	4	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	12
	B	0	0	0
	C	9	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.02	8.98	0.0	A
C-AB	0.01	5.07	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	5	441	0.012	5	0.0	8.262	A
C-AB	5	716	0.007	5	0.0	5.058	A
C-A	274			274			
A-B	4			4			
A-C	176			176			

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	6	427	0.015	6	0.0	8.546	A
C-AB	6	746	0.009	6	0.0	4.858	A
C-A	326			326			
A-B	4			4			
A-C	210			210			

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	8	409	0.019	8	0.0	8.976	A
C-AB	9	787	0.011	9	0.0	4.613	A
C-A	398			398			
A-B	6			6			
A-C	258			258			

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	8	409	0.019	8	0.0	8.976	A
C-AB	9	787	0.011	9	0.0	4.626	A
C-A	398			398			
A-B	6			6			
A-C	258			258			

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	6	427	0.015	6	0.0	8.547	A
C-AB	6	746	0.009	6	0.0	4.886	A
C-A	326			326			
A-B	4			4			
A-C	210			210			

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	5	441	0.012	5	0.0	8.265	A
C-AB	5	716	0.007	5	0.0	5.073	A
C-A	274			274			
A-B	4			4			
A-C	176			176			

2029 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

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)
D15	2029 Base	PM	ONE HOUR	15:15	16:45	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	269	100.000
B		✓	0	100.000
C		✓	370	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	0	269
	B	0	0	0
	C	370	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	13
	B	0	0	0
	C	11	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	422	0.000	0	0.0	0.000	A
C-AB	0	496	0.000	0	0.0	0.000	A
C-A	279			279			
A-B	0			0			
A-C	203			203			

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	407	0.000	0	0.0	0.000	A
C-AB	0	486	0.000	0	0.0	0.000	A
C-A	333			333			
A-B	0			0			
A-C	242			242			

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	386	0.000	0	0.0	0.000	A
C-AB	0	473	0.000	0	0.0	0.000	A
C-A	407			407			
A-B	0			0			
A-C	296			296			

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	386	0.000	0	0.0	0.000	A
C-AB	0	473	0.000	0	0.0	0.000	A
C-A	407			407			
A-B	0			0			
A-C	296			296			

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	407	0.000	0	0.0	0.000	A
C-AB	0	486	0.000	0	0.0	0.000	A
C-A	333			333			
A-B	0			0			
A-C	242			242			

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	422	0.000	0	0.0	0.000	A
C-AB	0	496	0.000	0	0.0	0.000	A
C-A	279			279			
A-B	0			0			
A-C	203			203			

2029 Base + Comm, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

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)
D16	2029 Base + Comm	PM	ONE HOUR	15:15	16:45	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	269	100.000
B		✓	0	100.000
C		✓	414	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	0	269
	B	0	0	0
	C	414	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	13
	B	0	0	0
	C	10	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	419	0.000	0	0.0	0.000	A
C-AB	0	498	0.000	0	0.0	0.000	A
C-A	312			312			
A-B	0			0			
A-C	203			203			

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	403	0.000	0	0.0	0.000	A
C-AB	0	489	0.000	0	0.0	0.000	A
C-A	372			372			
A-B	0			0			
A-C	242			242			

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	381	0.000	0	0.0	0.000	A
C-AB	0	476	0.000	0	0.0	0.000	A
C-A	456			456			
A-B	0			0			
A-C	296			296			

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	381	0.000	0	0.0	0.000	A
C-AB	0	476	0.000	0	0.0	0.000	A
C-A	456			456			
A-B	0			0			
A-C	296			296			

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	403	0.000	0	0.0	0.000	A
C-AB	0	489	0.000	0	0.0	0.000	A
C-A	372			372			
A-B	0			0			
A-C	242			242			

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	419	0.000	0	0.0	0.000	A
C-AB	0	498	0.000	0	0.0	0.000	A
C-A	312			312			
A-B	0			0			
A-C	203			203			

2029 Base + Comm + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.14	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.14	A

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)
D17	2029 Base + Comm + Dev	PM	ONE HOUR	15:15	16:45	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	274	100.000
B		✓	7	100.000
C		✓	418	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	5	269
	B	3	0	4
	C	414	4	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	13
	B	0	0	0
	C	10	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.02	9.34	0.0	A
C-AB	0.01	4.96	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	5	430	0.012	5	0.0	8.464	A
C-AB	5	734	0.007	5	0.0	4.936	A
C-A	309			309			
A-B	4			4			
A-C	203			203			

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	6	415	0.015	6	0.0	8.809	A
C-AB	7	768	0.009	7	0.0	4.719	A
C-A	369			369			
A-B	4			4			
A-C	242			242			

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	8	393	0.020	8	0.0	9.342	A
C-AB	10	815	0.012	10	0.0	4.457	A
C-A	450			450			
A-B	6			6			
A-C	296			296			

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	8	393	0.020	8	0.0	9.342	A
C-AB	10	815	0.012	10	0.0	4.470	A
C-A	450			450			
A-B	6			6			
A-C	296			296			

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	6	415	0.015	6	0.0	8.810	A
C-AB	7	768	0.009	7	0.0	4.751	A
C-A	369			369			
A-B	4			4			
A-C	242			242			

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	5	430	0.012	5	0.0	8.467	A
C-AB	5	734	0.007	5	0.0	4.955	A
C-A	309			309			
A-B	4			4			
A-C	203			203			

2039 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

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)
D18	2039 Base	PM	ONE HOUR	15:15	16:45	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	308	100.000
B		✓	0	100.000
C		✓	423	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	0	308
	B	0	0	0
	C	423	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	14
	B	0	0	0
	C	12	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	410	0.000	0	0.0	0.000	A
C-AB	0	486	0.000	0	0.0	0.000	A
C-A	318			318			
A-B	0			0			
A-C	232			232			

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	392	0.000	0	0.0	0.000	A
C-AB	0	475	0.000	0	0.0	0.000	A
C-A	380			380			
A-B	0			0			
A-C	277			277			

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	368	0.000	0	0.0	0.000	A
C-AB	0	460	0.000	0	0.0	0.000	A
C-A	466			466			
A-B	0			0			
A-C	339			339			

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	368	0.000	0	0.0	0.000	A
C-AB	0	460	0.000	0	0.0	0.000	A
C-A	466			466			
A-B	0			0			
A-C	339			339			

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	392	0.000	0	0.0	0.000	A
C-AB	0	475	0.000	0	0.0	0.000	A
C-A	380			380			
A-B	0			0			
A-C	277			277			

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	410	0.000	0	0.0	0.000	A
C-AB	0	486	0.000	0	0.0	0.000	A
C-A	318			318			
A-B	0			0			
A-C	232			232			

2039 Base + Comm, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

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)
D19	2039 Base + Comm	PM	ONE HOUR	15:15	16:45	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	308	100.000
B		✓	0	100.000
C		✓	467	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	0	308
	B	0	0	0
	C	467	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	14
	B	0	0	0
	C	11	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	407	0.000	0	0.0	0.000	A
C-AB	0	488	0.000	0	0.0	0.000	A
C-A	352			352			
A-B	0			0			
A-C	232			232			

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	389	0.000	0	0.0	0.000	A
C-AB	0	478	0.000	0	0.0	0.000	A
C-A	420			420			
A-B	0			0			
A-C	277			277			

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	363	0.000	0	0.0	0.000	A
C-AB	0	463	0.000	0	0.0	0.000	A
C-A	514			514			
A-B	0			0			
A-C	339			339			

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	363	0.000	0	0.0	0.000	A
C-AB	0	463	0.000	0	0.0	0.000	A
C-A	514			514			
A-B	0			0			
A-C	339			339			

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	389	0.000	0	0.0	0.000	A
C-AB	0	478	0.000	0	0.0	0.000	A
C-A	420			420			
A-B	0			0			
A-C	277			277			

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	407	0.000	0	0.0	0.000	A
C-AB	0	488	0.000	0	0.0	0.000	A
C-A	352			352			
A-B	0			0			
A-C	232			232			

2039 Base + Comm + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.13	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.13	A

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)
D20	2039 Base + Comm + Dev	PM	ONE HOUR	15:15	16:45	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	313	100.000
B		✓	7	100.000
C		✓	471	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	5	308
	B	3	0	4
	C	467	4	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	14
	B	0	0	0
	C	11	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.02	9.80	0.0	A
C-AB	0.01	4.83	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	5	419	0.013	5	0.0	8.705	A
C-AB	6	754	0.007	6	0.0	4.807	A
C-A	349			349			
A-B	4			4			
A-C	232			232			

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	6	401	0.016	6	0.0	9.128	A
C-AB	8	792	0.010	8	0.0	4.574	A
C-A	416			416			
A-B	4			4			
A-C	277			277			

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	8	375	0.021	8	0.0	9.797	A
C-AB	11	847	0.013	11	0.0	4.295	A
C-A	507			507			
A-B	6			6			
A-C	339			339			

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	8	375	0.021	8	0.0	9.797	A
C-AB	11	847	0.013	11	0.0	4.311	A
C-A	507			507			
A-B	6			6			
A-C	339			339			

16:15 - 16:30

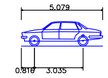
Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	6	401	0.016	6	0.0	9.130	A
C-AB	8	792	0.010	8	0.0	4.609	A
C-A	416			416			
A-B	4			4			
A-C	277			277			

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	5	419	0.013	5	0.0	8.708	A
C-AB	6	754	0.008	6	0.0	4.827	A
C-A	349			349			
A-B	4			4			
A-C	232			232			

Appendix E. AUTOTRACKS

THE INFORMATION ON THIS DRAWING IS TO THE ORDNANCE SURVEY IRELAND ITM COORDINATE SYSTEM



Large Car (2006)	
Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	5.900m

NOTES:

1. FIGURED DIMENSIONS ONLY TO BE TAKEN FROM THIS DRAWING.
2. ALL DRAWINGS TO BE CHECKED BY THE CONTRACTOR ON SITE.
3. ENGINEER/EMPLOYERS REPRESENTATIVE, AS APPROPRIATE, TO BE INFORMED BY THE CONTRACTOR OF ANY DISCREPANCIES BEFORE ANY WORK COMMENCES.
4. THE CONTRACTOR SHALL UNDERTAKE A THOROUGH CHECK FOR THE ACTUAL LOCATION OF ALL SERVICES/UTILITIES, ABOVE AND BELOW GROUND, BEFORE ANY WORK COMMENCES.
5. ALL LEVELS SHOWN RELATE TO ORDNANCE SURVEY DATUM AT MALIN HEAD.

Rev	Date	Description	By	Chkd.
D01	12/07/2023	Draft Planning	RM	RB

Client: Galway County Council

Project: Proposed Residential Development
Baile an Chlair
Claregalway

Title: Autotrack Analysis
Large Car (Sheet 1 of 2)

Scale @ A1: 1:250

Prepared by:	Checked:	Date:
RM	RB	July 2023

Project Director: Brian Carroll

Drawing Status: Draft Planning

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Revision:

Drawing No.: 11171-2011 D01

Sheet 1

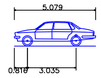
Sheet 2

R381

Lakeview Road

ESB

THE INFORMATION ON THIS DRAWING IS TO THE ORDNANCE SURVEY IRELAND ITM COORDINATE SYSTEM



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Rev	Date	Description	By	Chkd.
D01	12/07/2023	Draft Planning	RM	RB

Client: Galway County Council

Project: Proposed Residential Development
Baile an Chlair
Claregalway

Title: Autotrack Analysis
Large Car (Sheet 2 of 2)

Scale @ A1: 1:250

Prepared by:	Checked:	Date:
RM	RM	July 2023

Project Director: Brian Carroll

Drawing Status: Draft Planning

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Drawing No.: 11171-2011 Revision: D01

Sheet 2

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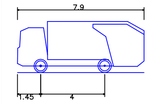

DB32 Refuse Vehicle	
Overall Length	7.900m
Overall Width	2.400m
Overall Body Height	3.183m
Min Body Ground Clearance	0.388m
Max Track Width	2.400m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	9.625m

NOTES:

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Rev	Date	Description	By	Chkd.
D01	12/07/2023	Draft Planning	RM	RB

Client: Galway County Council

Project: Proposed Residential Development
Baile an Chlair
Claregalway

Title: Autotrack Analysis
Refuse Truck (Sheet 1 of 2)

Scale @ A1: 1:250

Prepared by:	Checked:	Date:
RM	RB	July 2023

Project Director: Brian Carroll

Drawing Status: Draft Planning

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Drawing No.: 11171-2012 Revision: D01

Sheet 1

Sheet 2

R381

Lakeview Road

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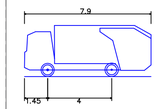

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Rev	Date	Description	By	Chkd.
D01	12/07/2023	Draft Planning	RM	RB

Client: Galway County Council

Project: Proposed Residential Development
Baile an Chlair
Claregalway

Title: Autotrack Analysis
Refuse Truck (Sheet 2 of 2)

Scale @ A1: 1:250

Prepared by:	Checked:	Date:
RM	RB	July 2023

Project Director: Brian Carroll

Drawing Status: Draft Planning

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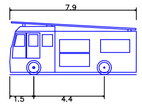
Revision:

Drawing No.: 11171-2013 D01

Sheet 2

THE INFORMATION ON THIS DRAWING IS TO THE ORDNANCE SURVEY IRELAND ITM COORDINATE SYSTEM



Pumping Appliance	
Overall Length	7.900m
Overall Width	2.500m
Overall Body Height	3.300m
Min Body Ground Clearance	0.140m
Track Width	2.500m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	7.750m

NOTES:

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Rev	Date	Description	By	Chkd.
D01	12/07/2023	Draft Planning	RM	RB

Client: Galway County Council

Project: Proposed Residential Development
Baile an Chlair
Claregalway

Title: Autotrack Analysis
Fire Tender (Sheet 1 of 2)

Scale @ A1: 1:250

Prepared by:	Checked:	Date:
RM	RB	July 2023

Project Director: Brian Carroll

Drawing Status: Draft Planning

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Drawing No.: 11171-2014 Revision: D01

Sheet 1

Sheet 2

R381

Lakeview Road

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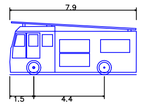

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D01	12/07/2023	Draft Planning	RM	RB
Rev	Date	Description	By	Chkd.

Client: Galway County Council

Project: Proposed Residential Development
Baile an Chlair
Claregalway

Title: Autotrack Analysis
Fire Tender (Sheet 2 of 2)

Scale @ A1: 1:250

Prepared by:	Checked:	Date:
RM	RB	July 2023

Project Director: Brian Carroll

Drawing Status: Draft Planning

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Revision:

Drawing No.: 11171-2015 D01

Sheet 2