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Galway County Council

GALWAY COUNTY COUNCIL.

PROPOSED BURIAL GROUND, CLAREGALWAY CO. GALWAY

TRAFFIC AND TRANSPORTATION ASSESSMENT

PROPOSED BURIAL GROUND, CLAREGALWAY, CO. GALWAY

TRAFFIC AND TRANSPORTATION ASSESSMENT

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TOBIN Consulting Engineers

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1.0 NON-TECHNICAL SUMMARY

The Non-Technical Summary is a synopsis of the Traffic and Transportation Assessment (TTA) for the proposed burial ground at Claregalway in Co. Galway. The proposed development is located on a green field site in the suburban area of Claregalway town.

Galway County Council intends to apply for permission for the development comprising of the construction of approximately 300 no. burial ground plots and all associated ancillary development works including site access, footpaths, parking, drainage, landscaping. Site access will be via a proposed direct access into a private road off the L7103 local road.

A scoping document was issued on the 21st of July 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 T-Junction N83/L7103;
- Junction 2: Existing T-Junction L7103 Local Road/Private Road; and
- Junction 3: Proposed site access/ Private 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 2022;
- the design years 2027 (+ 5 years); and
- the design year 2037 (+ 15 years).

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

The junction assessments indicate Junctions 1, 2 and 3 will operate within capacity. A max Ratio of Flow to Capacity Value (RFC) of 0.29 was encountered at Junction 1, 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 (i.e. AM peak 07:00 to 08:00 and PM Peak 15:00 to 16:00) for both scenarios with no development and with development for all junctions.

A comparison of the scenarios with no development and with development indicates a negligible impact by the proposed development on the junctions.

2.0 INTRODUCTION

2.1 INTRODUCTION

TOBIN Consulting Engineers Ltd have been appointed by Galway County Council, to prepare a Traffic and Transportation Assessment (TTA) Report for a proposed burial ground in Claregalway, Co. Galway with connection to private road off the L7103 local road. The existing land use is a green field site.

In preparing this report, TOBIN Consulting Engineers has referred to

- The Galway County Development Plan 2015 – 2021;
- 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 (May 2019)

2.2 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 T-Junction N83/L7103;
Junction 2: Existing T-Junction L7103 Local Road/Private Road; and
Junction 3: Proposed site access/ Private Road.

2.3 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 21st of July 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).

2.4 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. An investigation into link capacity is also dealt with in this chapter.
- 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 south-west of Claregalway town. The site location is shown in Figure 3-1.

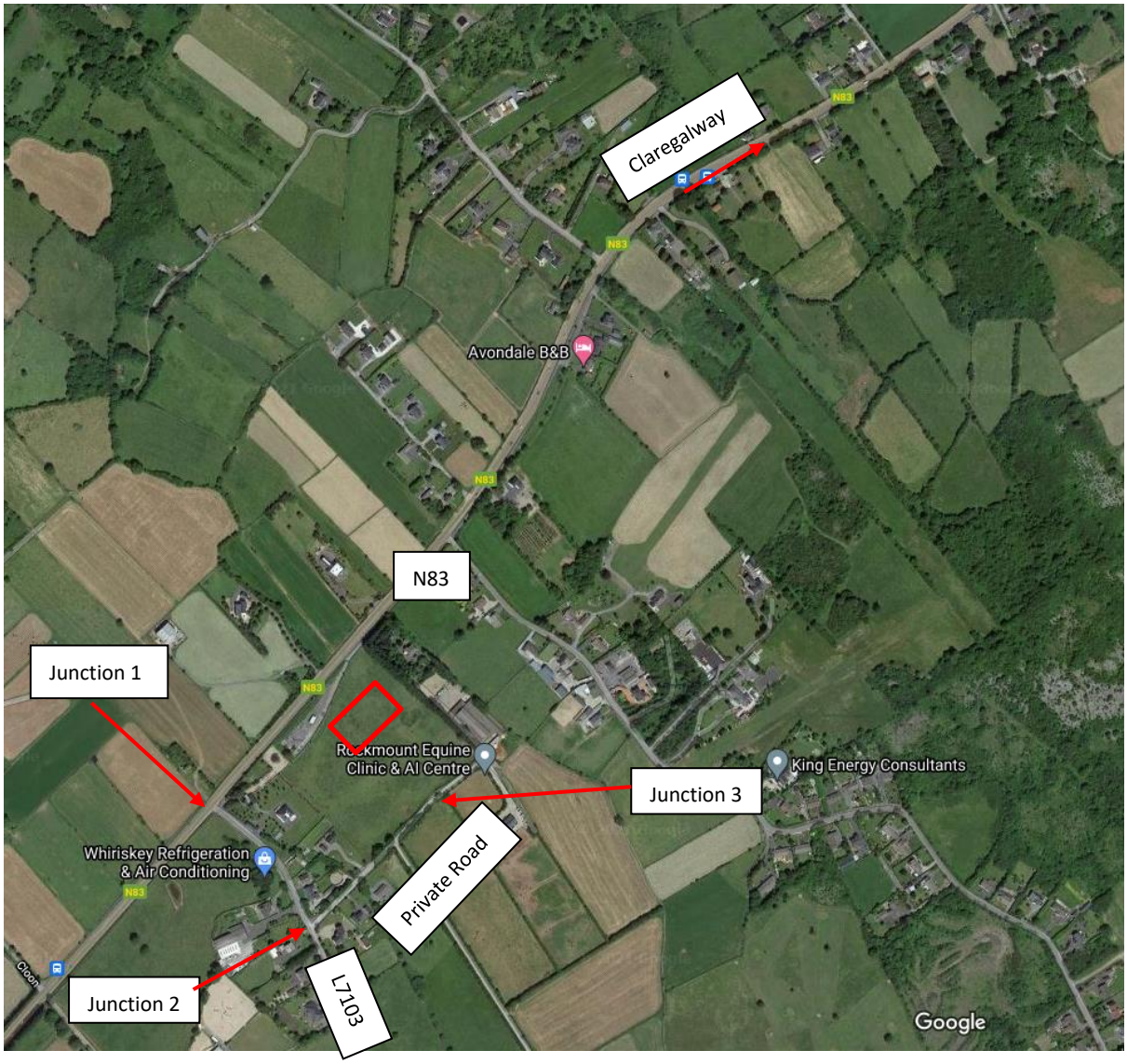


Figure 3-1: Site Location

3.2 DESCRIPTION OF PROPOSED DEVELOPMENT

Planning permission is being sought by Galway County Council for development on a greenfield site on lands to the north-west of a private road.

The proposed development will consist of the following:

- Construction of approximately 300 no. burial ground plots;
- Development will also include boundary works including walls; and

- Provision of car parking, site landscaping, direct access onto the private road and associated site development works.

3.3 PROPOSED SITE ACCESS JUNCTION

The proposed development is to be accessed via an direct access onto the private road off the L7103 local road. The proposed access road will be 6.5m in width; consisting of 5m wide road and 1.5m footpath, which is 138m in length.

4.0 EXISTING ROAD NETWORK

The proposed development is to be accessed via a direct access from the private road off the L7103 local road. The private road has a carriageway width of approximately 5.5m in the vicinity of the direct site access.

The L7103 provides access to the national road network via the N83. The N83 is a two way single carriageway approximately 10m in width with a hard shoulder on both sides and a right turn lane onto the L7103.

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 Traffinomics Ltd on Tuesday 27th July 2021 between the hours of 07:00 and 19:00. Count information was obtained at the following junctions:

- Junction 1: Existing T-Junction L7103/N83 Proposed Access; and
- Junction 2:Existing T-Junction Private Road/ L7103 Local Road; and

This survey distinguished between light good vehicles and heavy good vehicles. The results of this survey indicated that the peak traffic levels at Junction 1 (i.e. Site 1) occurred between the hours of 07:00 and 08:00 in the morning and 15:00 and 16:00 in the evening. At Junction 2(i.e. Site 2) the peak occurred between 10:30 and 11:30hrs and 18:00 and 19:00hrs.

Link-based growth rates (high sensitivity growth rates) were applied to the 2019 traffic flows to determine background traffic flows for the future assessment years.

4.2 PROPOSED NETWORK IMPROVEMENTS

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

4.3 CUMULATIVE IMPACTS

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.

A planning search was carried out which revealed some committed development in the area. These committed developments, however, are limited to one off housing. These developments are considered to be accounted for in the yearly growth figures, hence the use of the high sensitivity growth rates (TII PE-PAG-02017).

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 July against the annual average daily traffic (AADT) for the previous year. The traffic count on the day of the survey was lower than the AADT, hence a factor of 1.01 was applied to the traffic count data as a seasonal adjustment was required.

5.2 OPENING AND FUTURE YEAR FLOWS AND ENVIRONMENT

The proposed development will be constructed in one phase. Therefore, the opening year of 2022 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 2027 (+5 years) and 2037 (+ 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 2021 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)

	2022	2027	2037
LV	1.029	1.190	1.438
HV	1.048	1.325	1.795

5.3 TRIP GENERATION

No data for burial ground currently exists in the Trip Rate Information Computer System (TRICS) database, which is a computerised database and analysis package for planning and development.

Therefore, the volume of traffic expected to be generated during the AM and PM peak hours for the proposed developments were established utilising the number proposed car parking spaces while also incorporating a worst case scenario where cars park along the both sides of the internal access road.

5.3.1 TRIP GENERATION OF PROPOSED DEVELOPMENT

The volume of traffic expected (in vehicles) to be generated by the proposed development for the AM and PM peak hours are shown below in Table 5.2 and Table 5.3.

Table 5.2: Expected Trip Generation for Proposed Development for AM Peak Hour

EXPECTED TRIP GENERATION FOR PROPOSED DEVELOPMENT (AM PEAK HOUR)			
Development Type	No of Car Parking	Arrivals	Departures
Car park	15 spaces	15	15

Potential Parking along internal road	46 potential spaces*	46	46
Total		**61**	**61**

*Assuming 6m for each parked car – parking on both sides of internal road

Table 5.3: Expected Trip Generation for Proposed Development for PM Peak Hour

EXPECTED TRIP GENERATION FOR PROPOSED DEVELOPMENT (PM PEAK HOUR)			
Development Type	**No of Car Parking**	**Arrivals**	**Departures**
Car park	15 spaces	15	15
Potential Parking along internal road	46 potential spaces*	46	46
Total		**61**	**61**

*Assuming 6m for each parked car – parking on both sides of internal road

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 Junctions 1 and 2. However for Junction 3 it has been assumed all traffic will arrive and depart from the L7103. 100% turn to the L7103 and 100% turn from the L7103. The trip distribution applied to each peak hour are shown below.

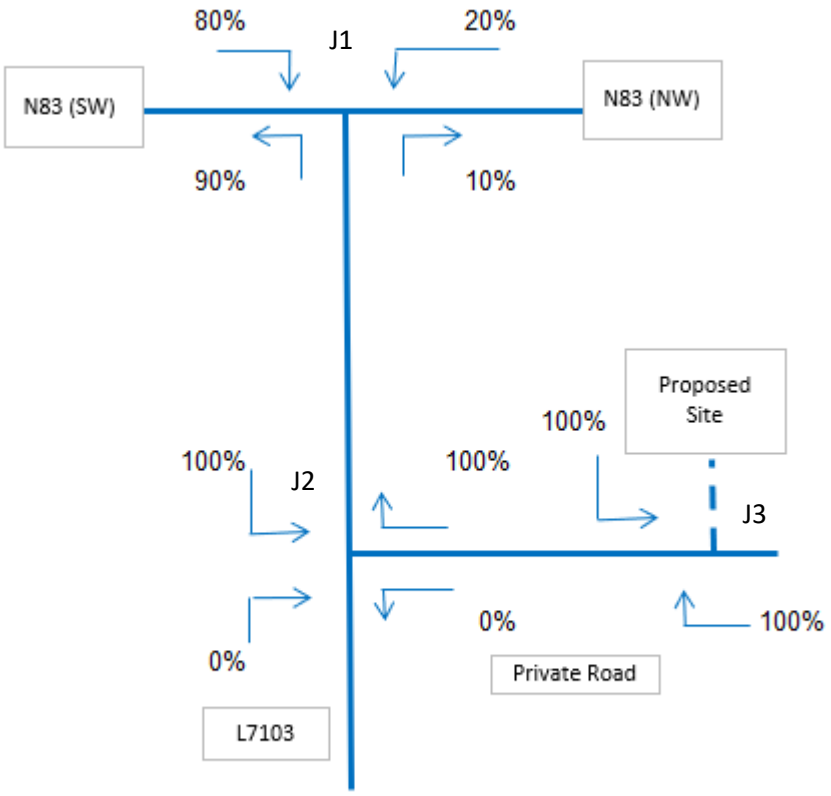


Figure 5-1: Traffic Distribution for AM Peak Hour at Junction 1 to Junction 3

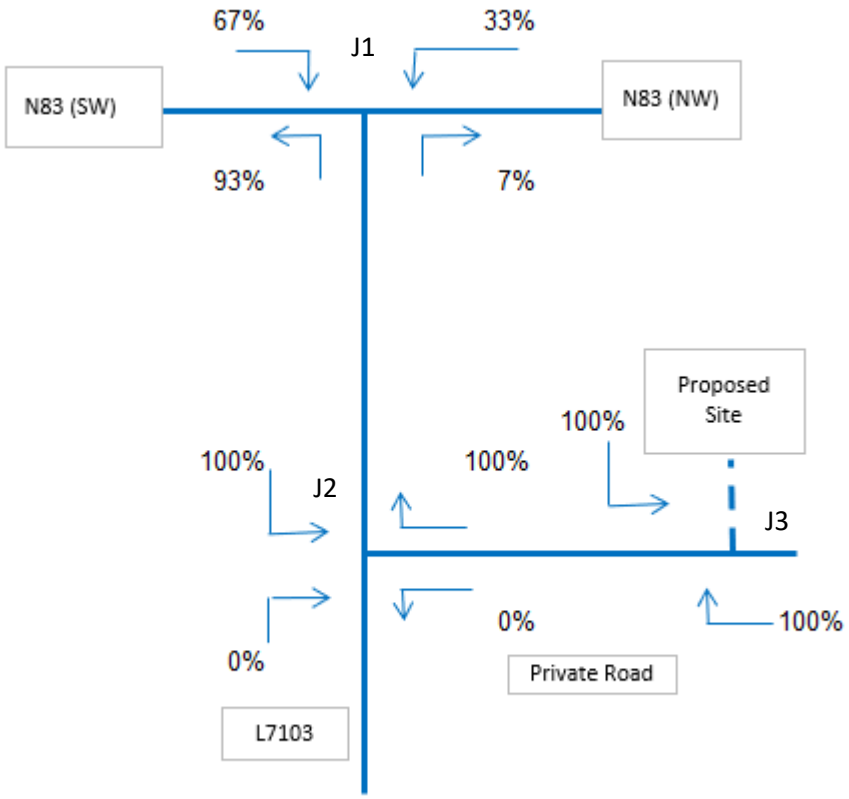


Figure 5-2: Traffic Distribution for PM Peak Hour at Junction 1 to Junction 3

5.5 TRIP DISTRIBUTION OF BASEFLOW PLUS GENERATED TRAFFIC

The baseline plus generated traffic for the year of opening 2022 and the design years 2027 and 2037 for both the AM and PM peak hours are shown in the Figures below.

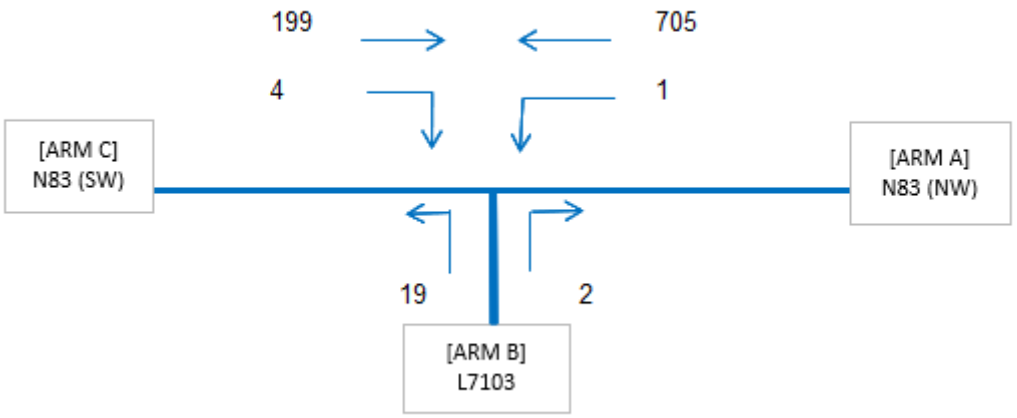


Figure 5-3: Baseflow Traffic 2021 AM Peak – Junction 1

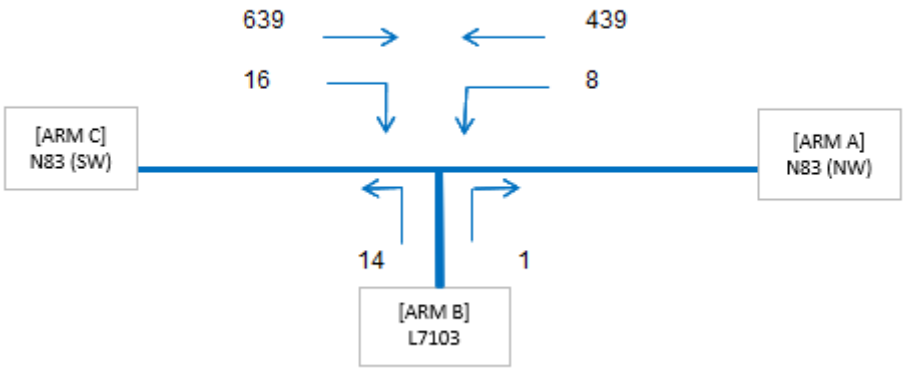


Figure 5-4: Baseflow Traffic 2021 PM Peak – Junction 1

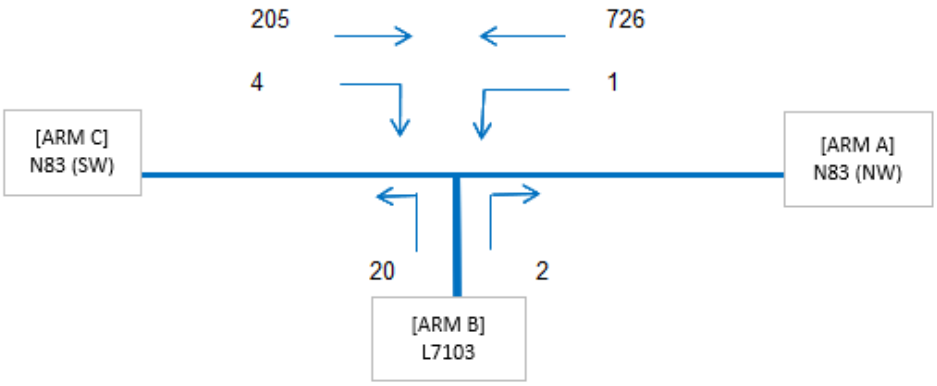


Figure 5-5: Baseflow in 2022 AM Peak – Junction 1

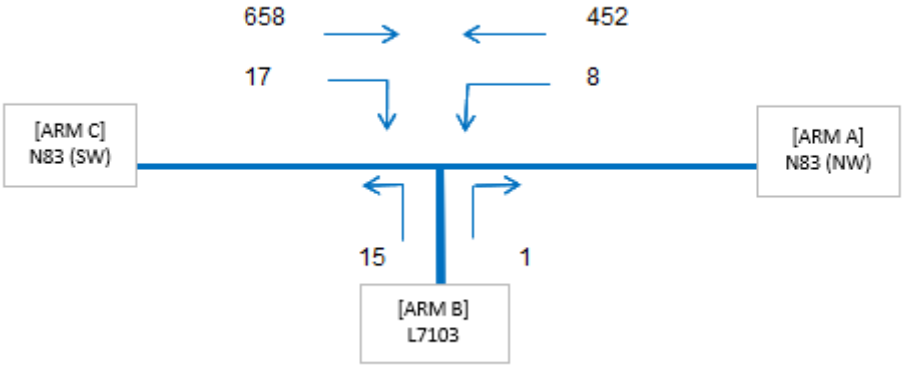


Figure 5-6: Baseflow in 2022 PM Peak – Junction 1

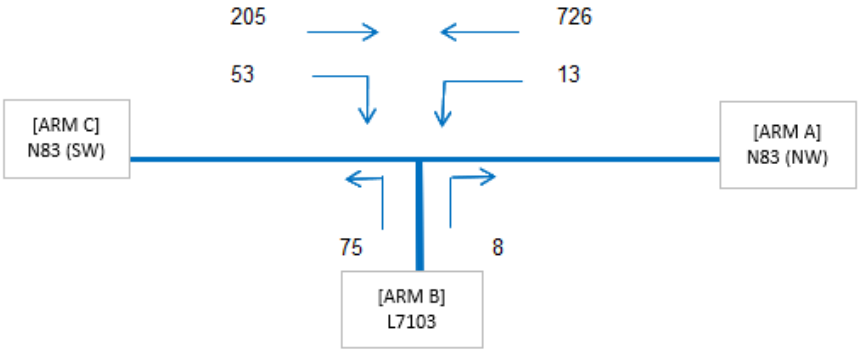


Figure 5-7: Baseflow Plus Generated Traffic 2022 AM Peak – Junction 1

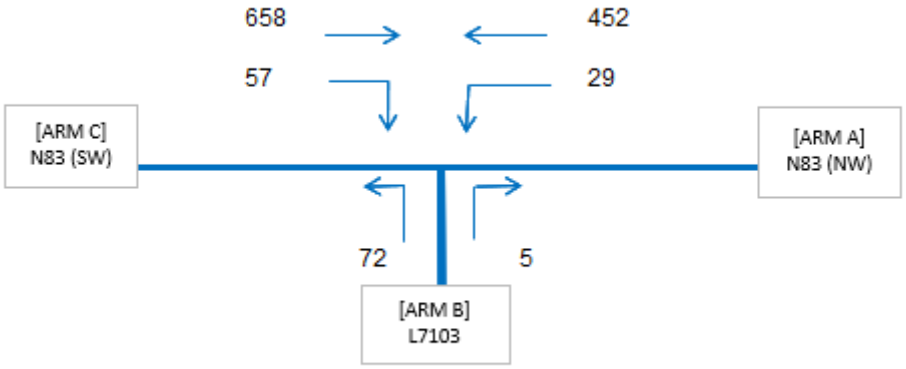


Figure 5-8: Baseflow Plus Generated Traffic 2022 PM Peak – Junction 1

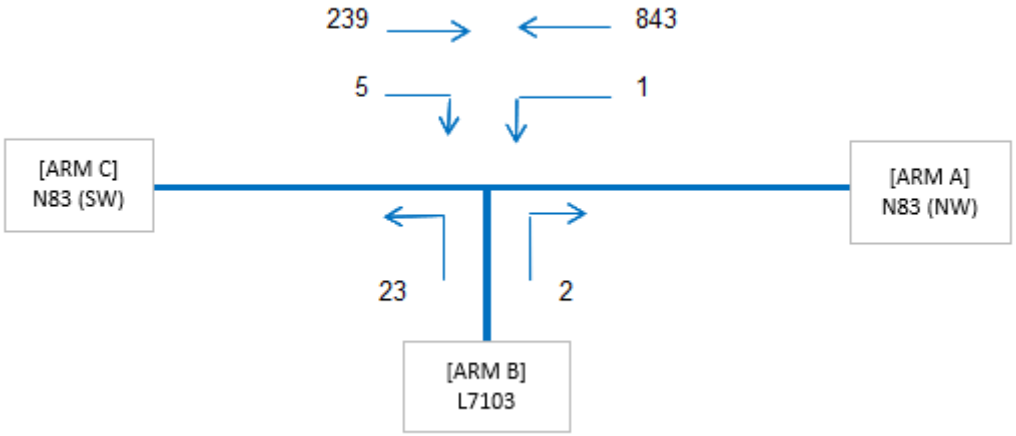


Figure 5-9: Baseflow in 2027 AM Peak – Junction 1

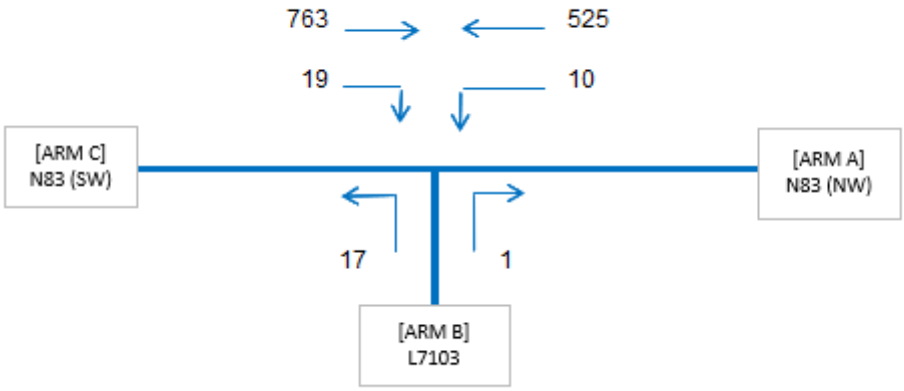


Figure 5-10: Baseflow in 2027 PM Peak – Junction 1

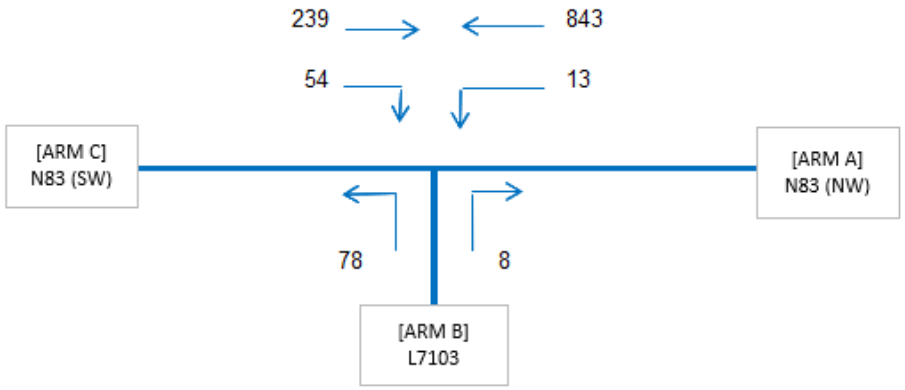


Figure 5-11: Baseflow Plus Generated Traffic 2027 AM Peak – Junction 1

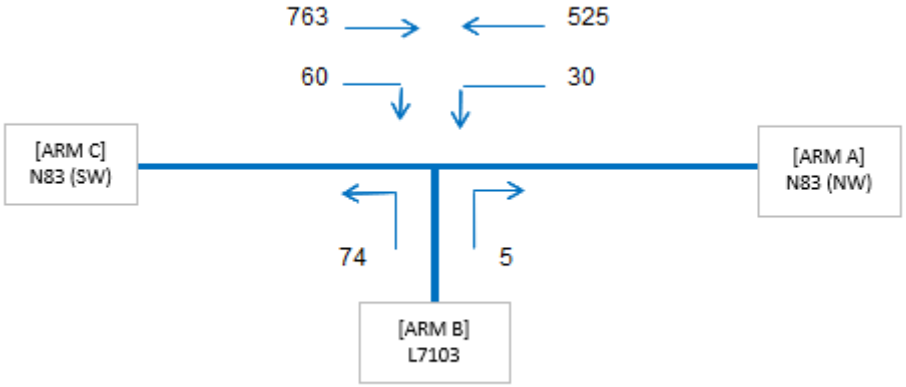


Figure 5-12: Baseflow Plus Generated Traffic 2027 PM Peak – Junction 1

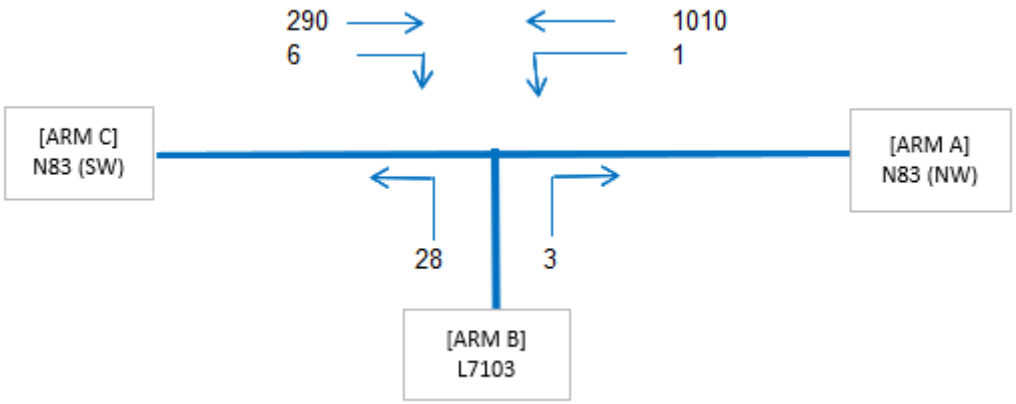


Figure 5-13: Baseflow in 2037 AM Peak – Junction 1

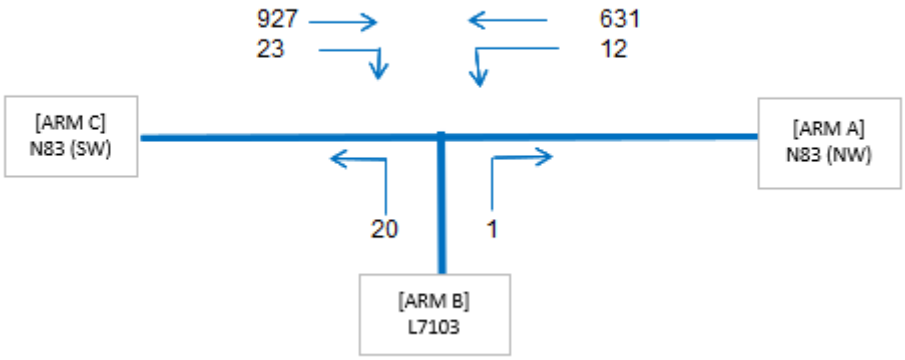


Figure 5-14: Baseflow in 2037 PM Peak – Junction 1

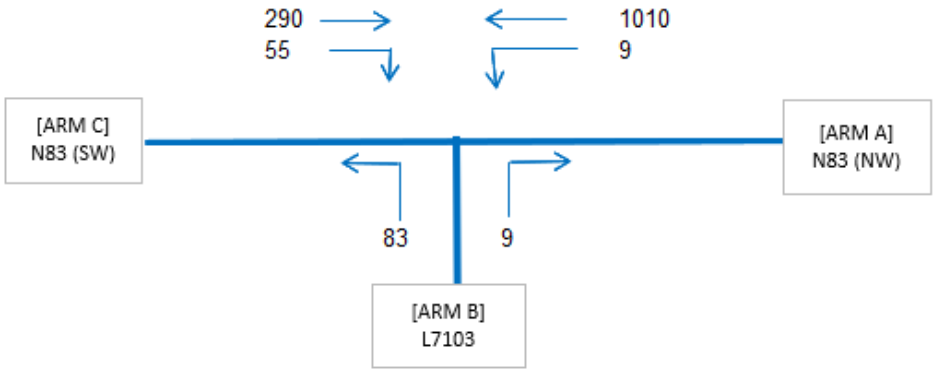


Figure 5-15: Baseflow Plus Generated Traffic 2037 AM Peak – Junction 1

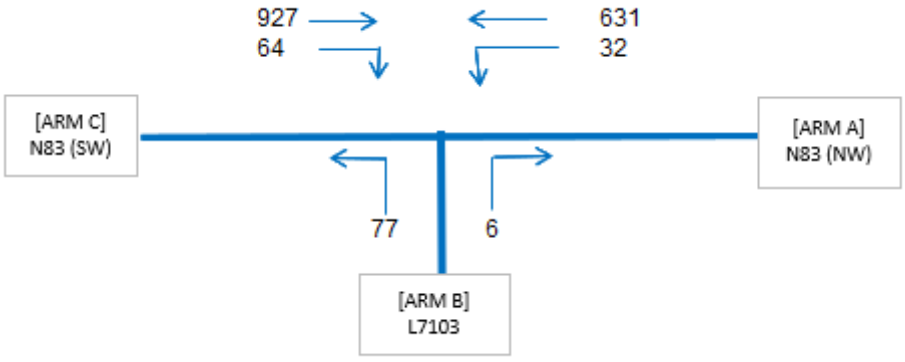


Figure 5-16: Baseflow Plus Generated Traffic 2037 PM Peak – Junction 1

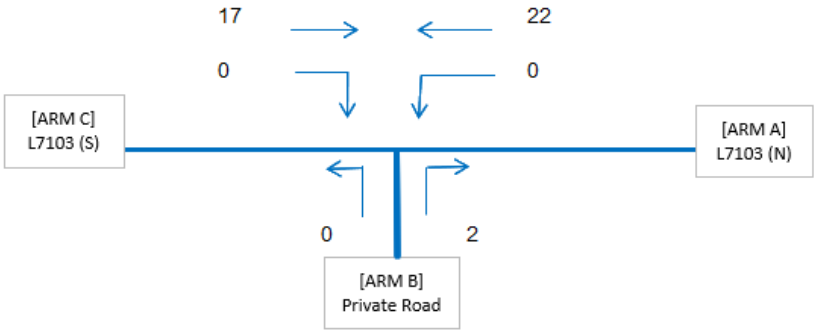


Figure 5-17: Baseflow Traffic 2021 AM Peak – Junction 2

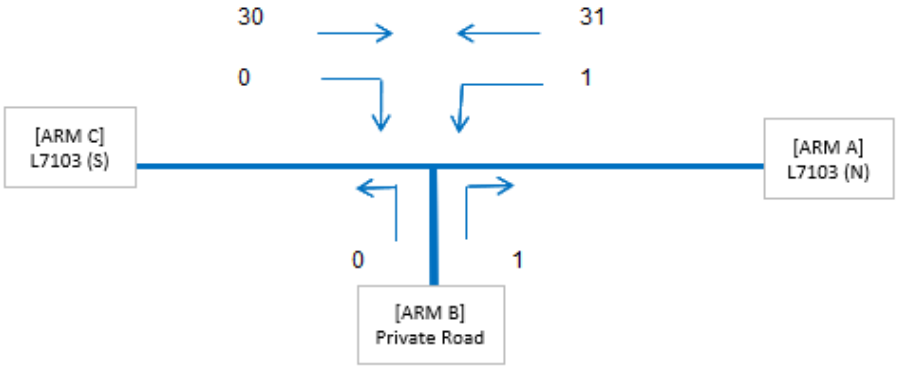


Figure 5-18: Baseflow Traffic 2021 PM Peak – Junction 2

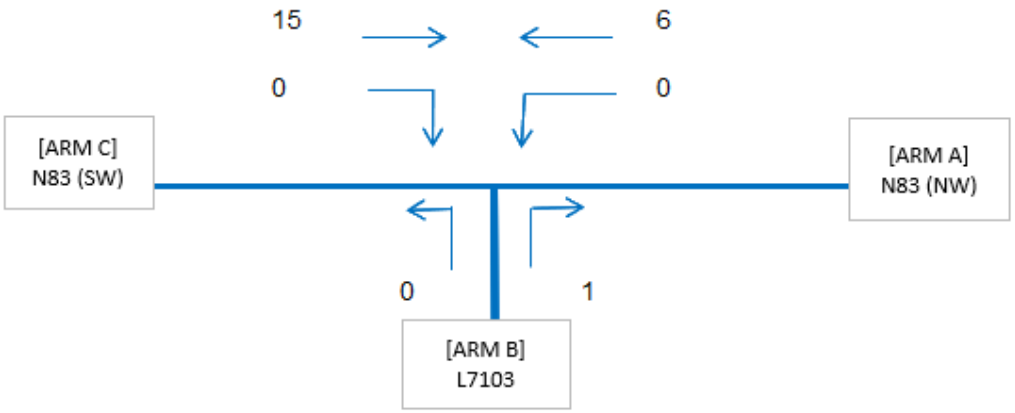


Figure 5-19: Baseflow in 2022 AM Peak – Junction 2

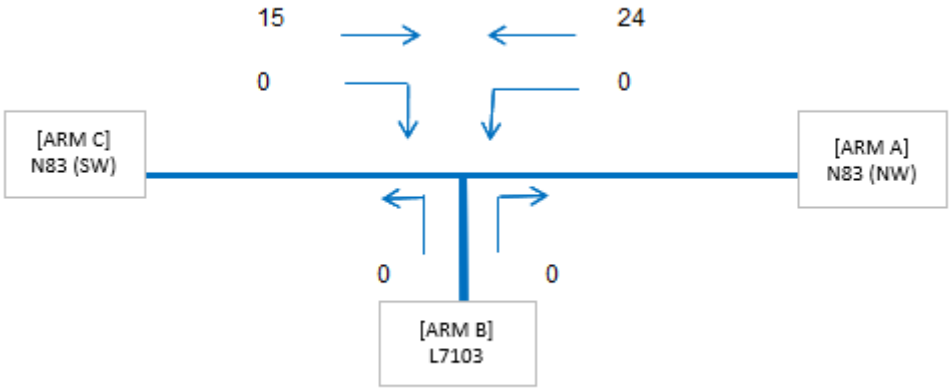


Figure 5-20: Baseflow in 2022 PM Peak – Junction 2

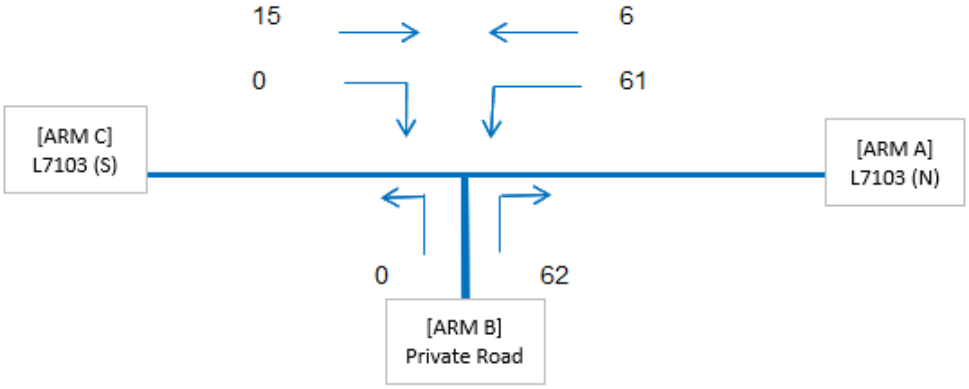


Figure 5-21: Baseflow Plus Generated Traffic 2022 AM Peak – Junction 2

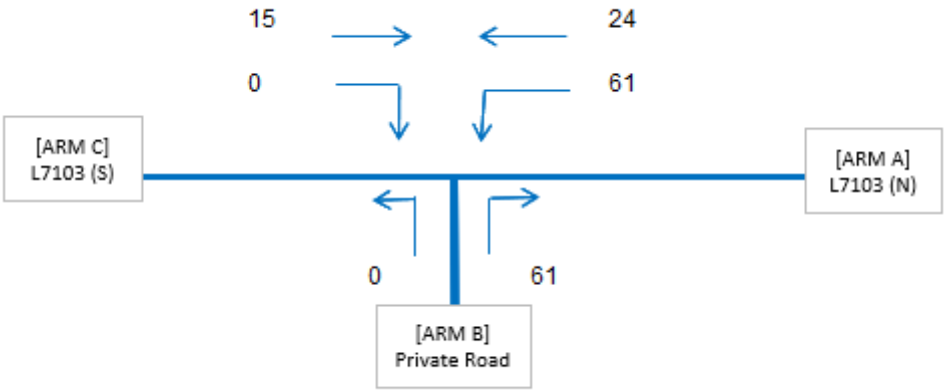


Figure 5-22: Baseflow Plus Generated Traffic 2022 PM Peak – Junction 2

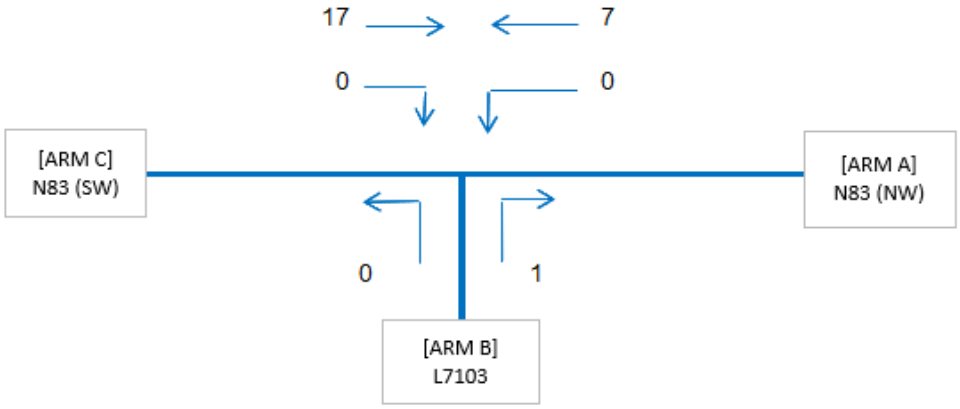


Figure 5-23: Baseflow in 2027 AM Peak – Junction 2

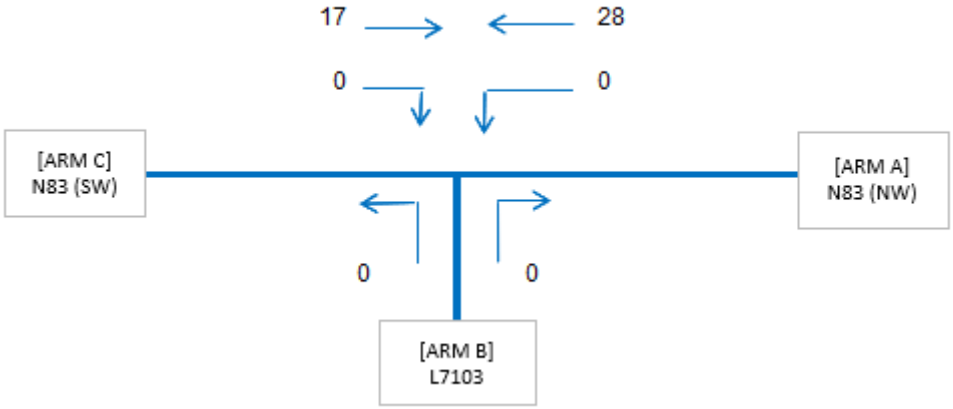


Figure 5-24: Baseflow in 2027 PM Peak – Junction 2

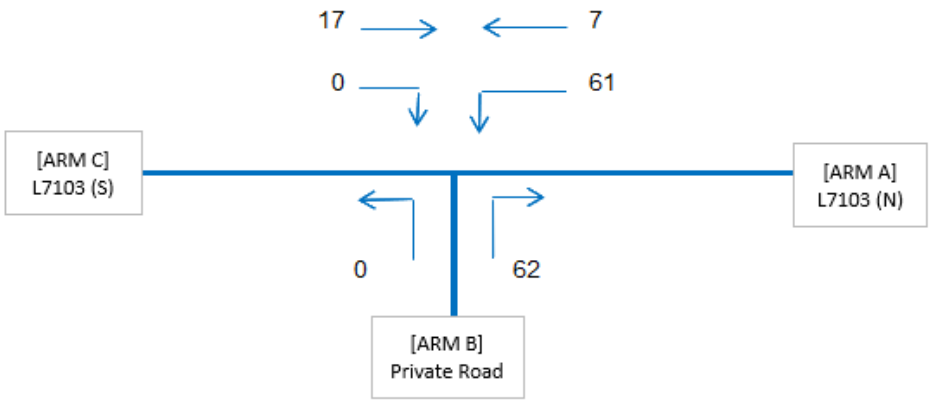


Figure 5-25: Baseflow Plus Generated Traffic 2027 AM Peak – Junction 2

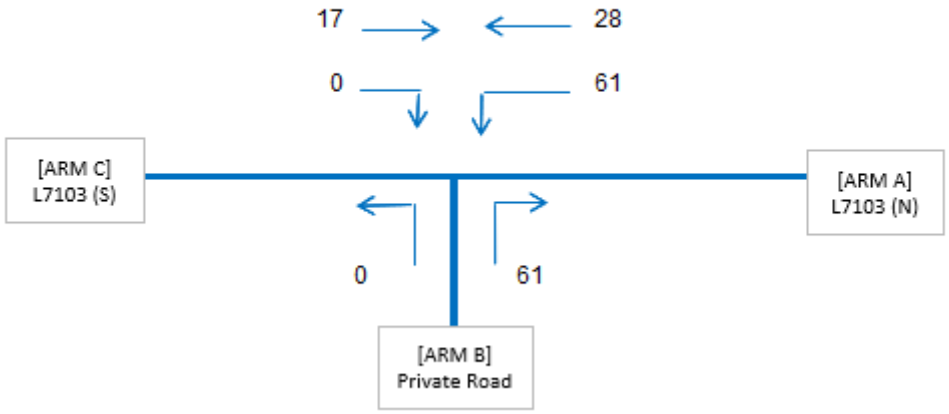


Figure 5-26: Baseflow Plus Generated Traffic 2027 PM Peak – Junction 2

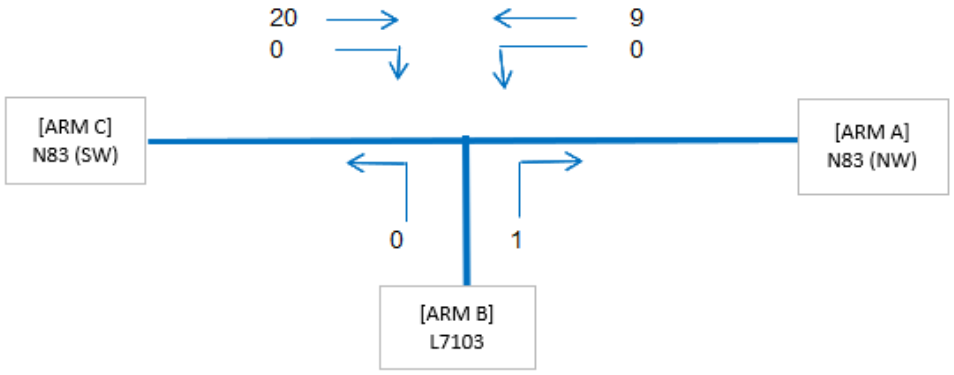


Figure 5-27: Baseflow in 2037 AM Peak – Junction 2

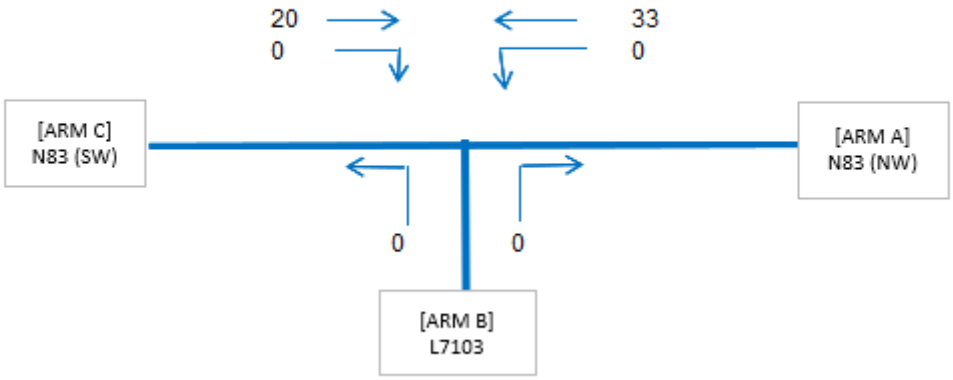


Figure 5-28: Baseflow in 2037 PM Peak – Junction 2

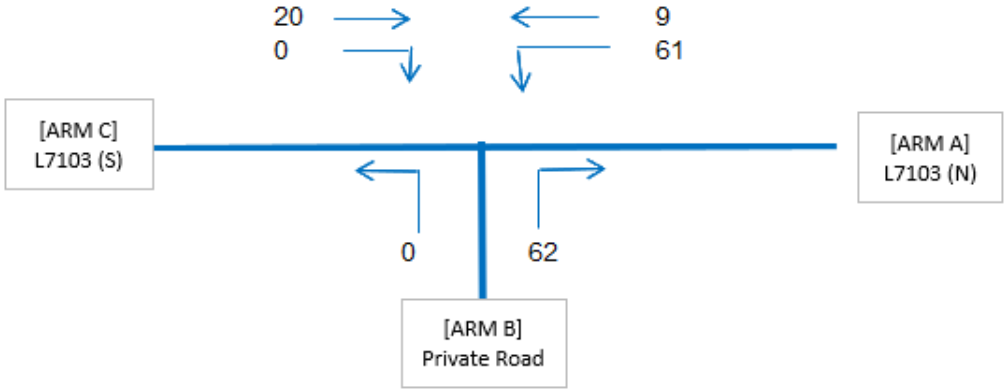


Figure 5-29: Baseflow Plus Generated Traffic 2037 AM Peak – Junction 2

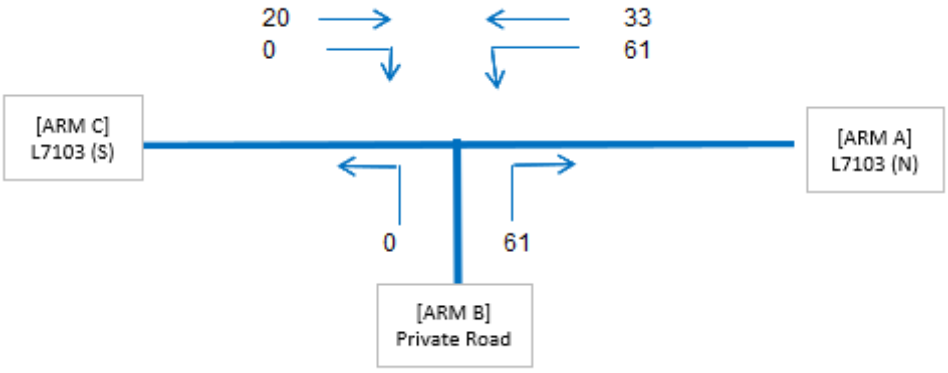


Figure 5-30: Baseflow Plus Generated Traffic 2037 PM Peak – Junction 2

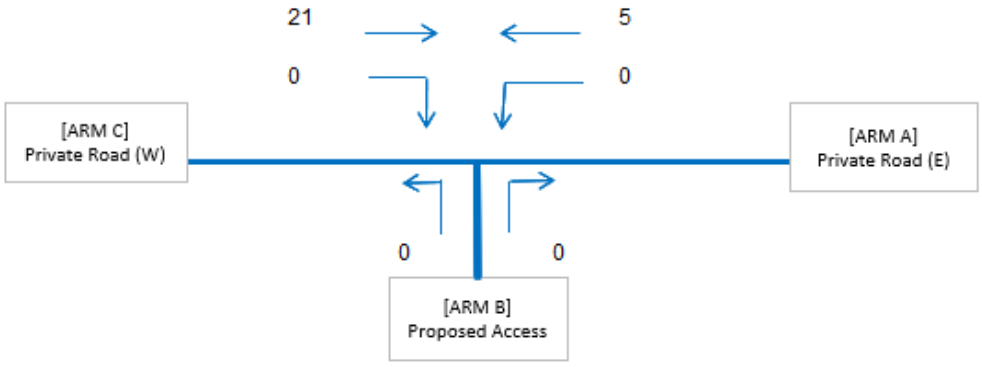


Figure 5-31: Baseflow Traffic 2021 AM Peak – Junction 3

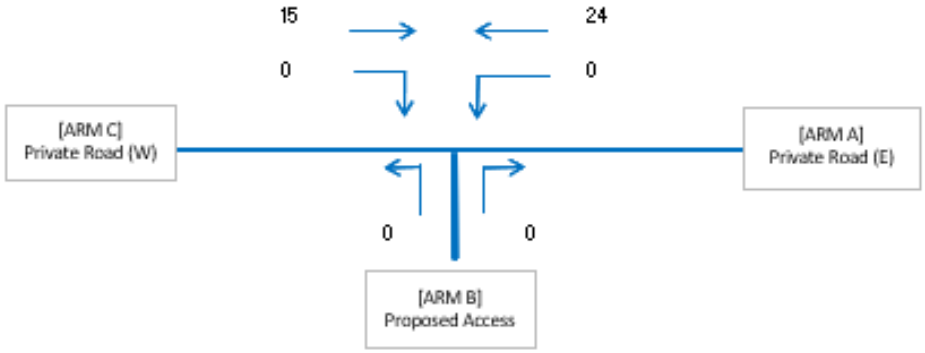


Figure 5-32: Baseflow Traffic 2021 PM Peak – Junction 3

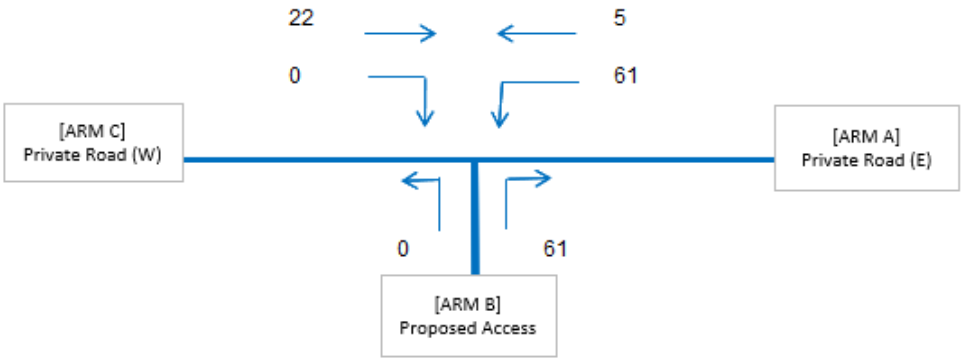


Figure 5-33: Baseflow in Traffic 2022 AM Peak – Junction 3

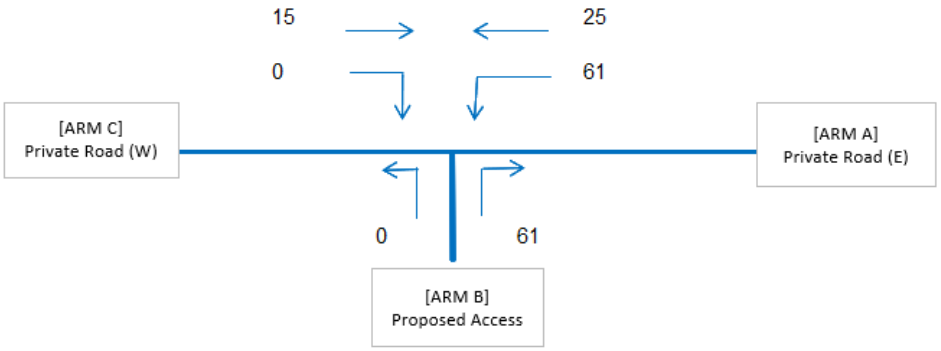


Figure 5-34: Baseflow in 2022 PM Peak – Junction 3

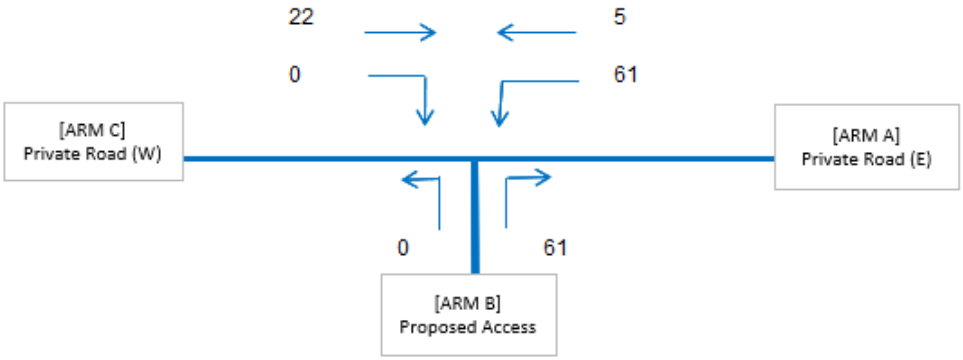


Figure 5-35: Baseflow Plus Generated Traffic 2022 AM Peak – Junction 3

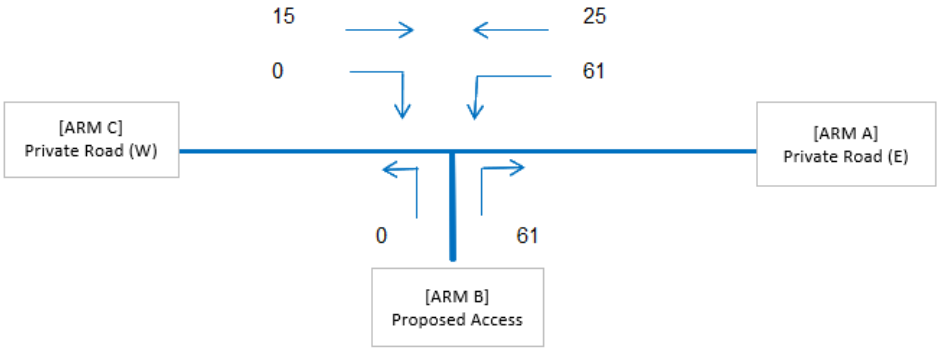


Figure 5-36: Baseflow Plus Generated Traffic 2022 PM Peak – Junction 3

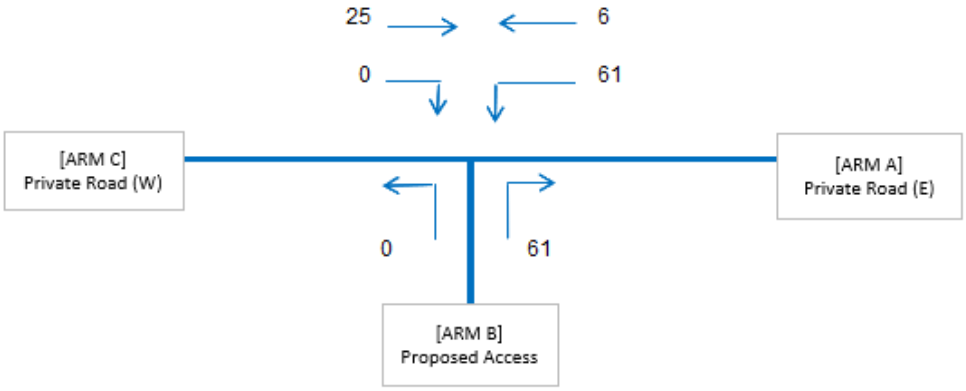


Figure 5-37: Baseflow in 2027 AM Peak – Junction 3

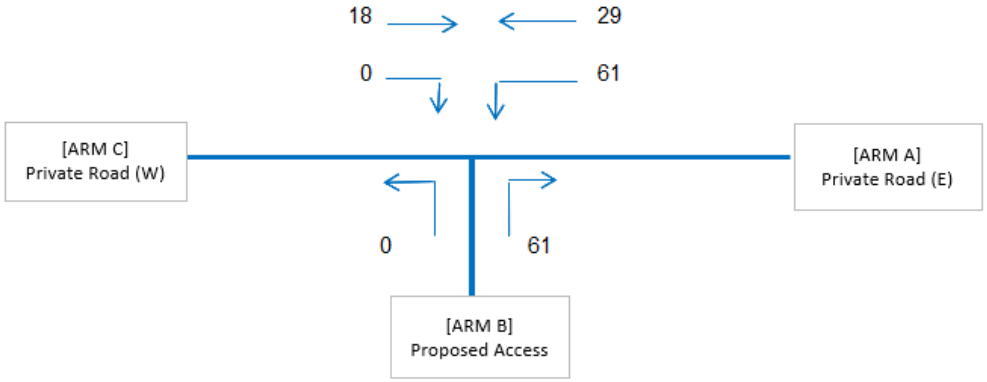


Figure 5-38: Baseflow in 2027 PM Peak – Junction 3

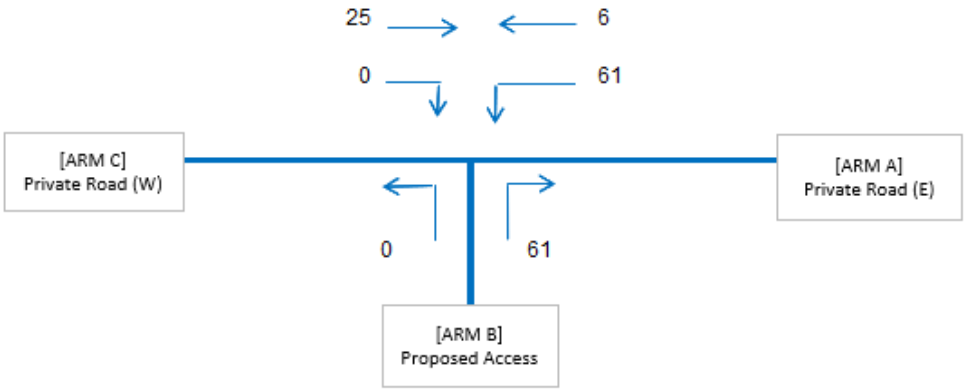


Figure 5-39: Baseflow Plus Generated Traffic 2027 AM Peak – Junction 3

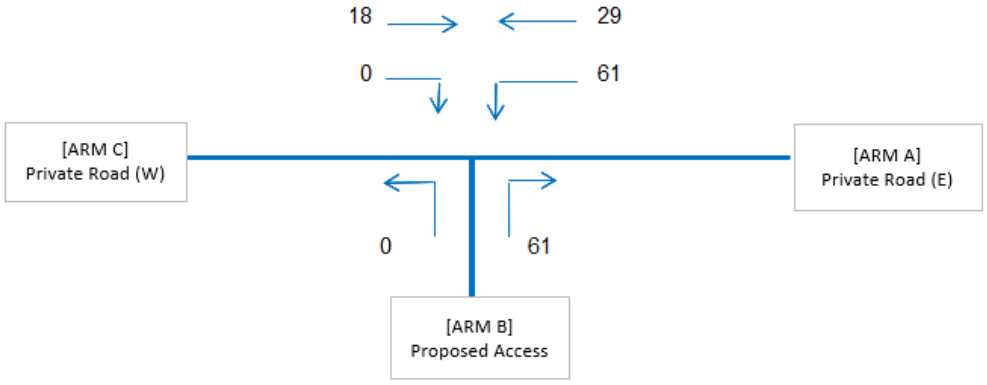


Figure 5-40: Baseflow Plus Generated Traffic 2027 PM Peak – Junction 3

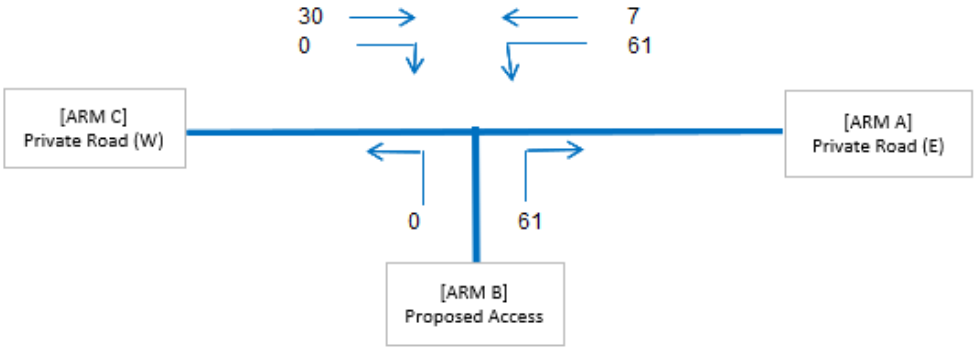


Figure 5-41: Baseflow in 2037 AM Peak – Junction 3

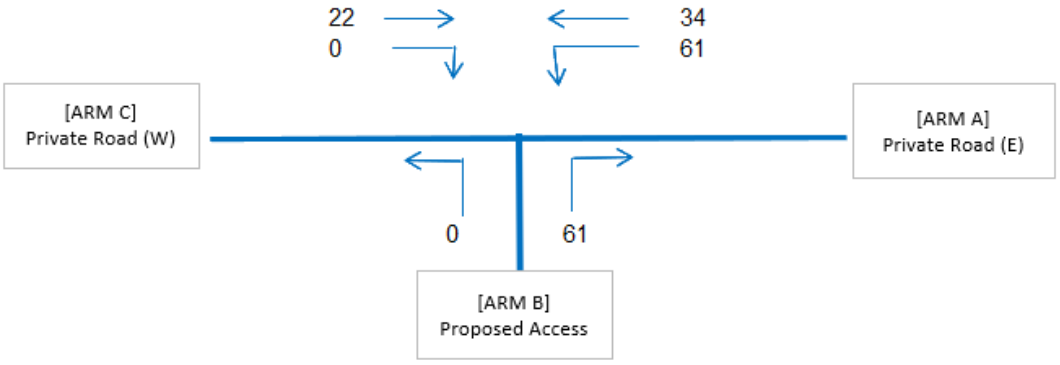


Figure 5-42: Baseflow in 2037 PM Peak – Junction 3

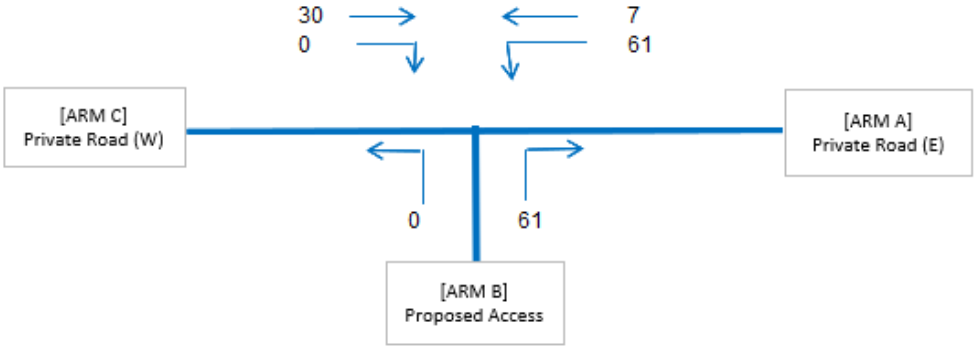


Figure 5-43: Baseflow Plus Generated Traffic 2037 AM Peak – Junction 3

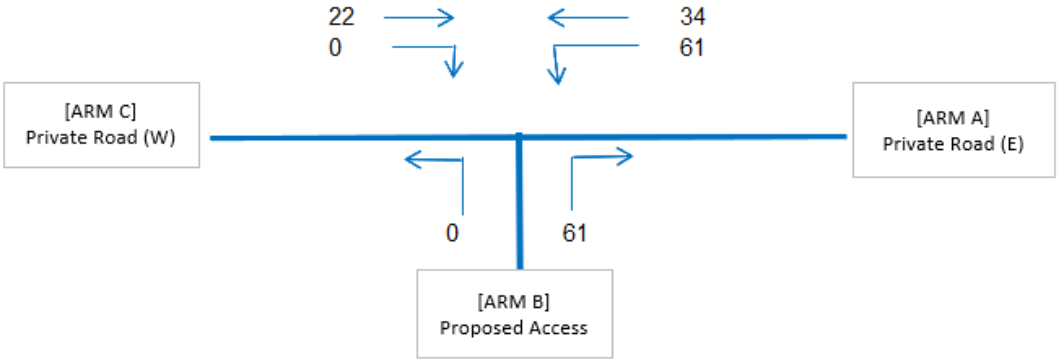


Figure 5-44: Baseflow Plus Generated Traffic 2037 PM Peak – Junction 3

6.0 TRAFFIC IMPACT

6.1 JUNCTION ANALYSIS

6.1.1 INTRODUCTION AND METHODOLOGY

The proposed site access T-junction (Junction 3) and the two existing T-junctions to the northwest of site (Junction 1 and 2) have been analysed using the Transport Research Laboratory (TRL) computer program JUNCTION 9 PICADY, widely accepted tools used for the analysis of priority junctions and roundabouts.

The key parameters examined in the results of the analysis are the Ratio of Flow to Capacity Value (RFC value – desirable value for PICADY should be no greater than 0.85 – values over 1.00 indicate the approach arm is over capacity), the maximum queue length on any approach to the junctions and the average delay for each vehicle passing through the junction during the modelled period.

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*)

*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.

The results of the 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 B.

6.1.2 ASSESSMENT TIME AND YEARS

The performance of the junction has been analysed for the critical AM peak hour (07:00 – 08:00) and PM peak hour (15:00 – 16:00). This analysis was carried out for the current year, year of opening of the development, expected to be 2022, and the design years of the development in 2027 and 2037, 5 years and 15 years beyond the expected full completion of the development.

6.1.3 ANALYSIS RESULTS

6.1.3.1 Junction 1: N83/L7103 Local Road T-Junction

A summary of the analysis results for the N83/L7103 Local Road T-Junction for the AM and PM peak hours are provided below in Table 6.1. Full outputs from JUNCTION 9 PICADY are included in Appendix C.

Table 6.1: Junction 1 Results: N83/L7103 Local Road T-Junction AM & PM Peak Hours

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
	2021 Existing					
Stream B-AC	0.1	8.86	0.05	0	7.64	0.03
Stream C-B	0	6.62	0.01	0	5.96	0.03
	2022 No Development					
Stream B-AC	0.1	8.97	0.06	0	7.69	0.04
Stream C-B	0	6.69	0.01	0	6.01	0.03
	2027 No Development					
Stream B-AC	0.1	9.65	0.07	0	8.01	0.04
Stream C-B	0	7.13	0.01	0	6.24	0.03
	2037 No Development					
Stream B-AC	0.1	11.08	0.1	0.1	8.56	0.05
Stream C-B	0	7.81	0.01	0	6.62	0.04
	2022 With Development					
Stream B-AC	0.3	11.04	0.22	0.3	12.05	0.24
Stream C-B	0.2	15.43	0.2	0.1	8.04	0.12
	2027 With Development					
Stream B-AC	0.3	12.05	0.24	0.2	9.67	0.19
Stream C-B	0.1	8.04	0.12	0.2	12.37	0.19
	2037 With Development					
Stream B-AC	0.4	14.24	0.29	0.3	10.74	0.21
Stream C-B	0.1	8.93	0.13	0.1	7.3	0.13

The summary of the junction performance analysis in Table 6-1 indicates that Junction 1 will operate within capacity, with max RFC of 0.29 encountered at the junction which is well below the maximum desired RFC of 0.85.

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

6.1.3.2 Junction 2 – L7103 Local Road/Private Road T-Junction

A summary of the analysis results for the L7103 Local Road/Private Road T-Junction for the AM peak and PM peak hours are provided below in Table 6.2. Full outputs from JUNCTION 9 PICADY are included in Appendix C.

Table 6.2: Junction 2 Results – L7103 Local Road/Private Road T-Junction AM & PM Peak Hours

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
	2021 Existing					
Stream B-AC	0	0	0	0	0	0
Stream C-AB	0	0	0	0	0	0
	2022 No Development					
Stream B-AC	0	0	0	0	0	0
Stream C-AB	0	0	0	0	0	0
	2027 No Development					
Stream B-AC	0	0	0	0	0	0
Stream C-AB	0	0	0	0	0	0
	2037 No Development					
Stream B-AC	0	0	0	0	0	0
Stream C-AB	0	0	0	0	0	0
	2022 With Development					
Stream B-AC	0.2	9.3	0.15	0.2	9.38	0.15
Stream C-AB	0	0	0	0	0	0
	2027 With Development					
Stream B-AC	0.2	9.31	0.15	0.2	9.41	0.15
Stream C-AB	0	0	0	0	0	0
	2037 With Development					
Stream B-AC	0.2	9.34	0.15	0.2	9.45	0.15
Stream C-AB	0	0	0	0	0	0

Table 6-2 is the summary of Junction 2 performance analysis andindicates that junction will operate within capacity, with max RFC of 0.16 encountered at the junction, which is well below the maximum desired RFC of 0.85.

The summary indicates that there will be queues of 1 vehicle and a max delay of 9.45 seconds with the proposed development at the PM peak.

6.1.3.3 Junction 3 – Proposed Access /Private Road T-Junction

A summary of the analysis results for the Proposed Access /Private Road T-Junction for the AM peak and PM peak hours are provided below in Table 6.3. Full outputs from JUNCTION 9 PICADY are included in Appendix C.

Table 6.3: Junction 3 Results Proposed Access /Private Road T-Junction AM & PM Peak Hours

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
	2021 Existing					
Stream B-AC	0	0	0	0	0	0
Stream C-AB	0	0	0	0	0	0
	2022 No Development					
Stream B-AC	0	0	0	0	0	0
Stream C-AB	0	0	0	0	0	0
	2027 No Development					
Stream B-AC	0	0	0	0	0	0
Stream C-AB	0	0	0	0	0	0
	2037 No Development					
Stream B-AC	0	0	0	0	0	0
Stream C-AB	0	0	0	0	0	0
	2022 With Development					
Stream B-AC	0.1	8.02	0.13	0.1	8.02	0.13
Stream C-AB	0	0	0	0	0	0
	2027 With Development					
Stream B-AC	0.1	8.02	0.13	0.1	8.02	0.13
Stream C-AB	0	0	0	0	0	0
	2037 With Development					
Stream B-AC	0.1	8.02	0.13	0.1	8.02	0.13
Stream C-AB	0	0	0	0	0	0

The summary of the junction performance analysis in Table 6.3 indicates that Junction 3 will operate within capacity, with max RFC of 0.13 encountered at the junction well below the maximum desired RFC of 0.85.

The summary indicates that there will be queues of 1 vehicle and a max delay of 8.02 seconds with the proposed development at the PM peak.

A comparison of the no development and with development scenarios indicates a minor impact by the proposed development on the junction.

7.0 OTHER ROAD ISSUES

7.1 ROAD SAFETY

The proposed access onto the private road is designed in accordance with the Galway Development Plan 2015-2021 and will ensure visibility splays of 3 x 70 metres are met.. It is noted no speed limit is posted on the private road.

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 minor collisions recorded in the vicinity of the Junctions 1, 2 and 3 between 2005 and 2016 and it was located on the N83 national road.

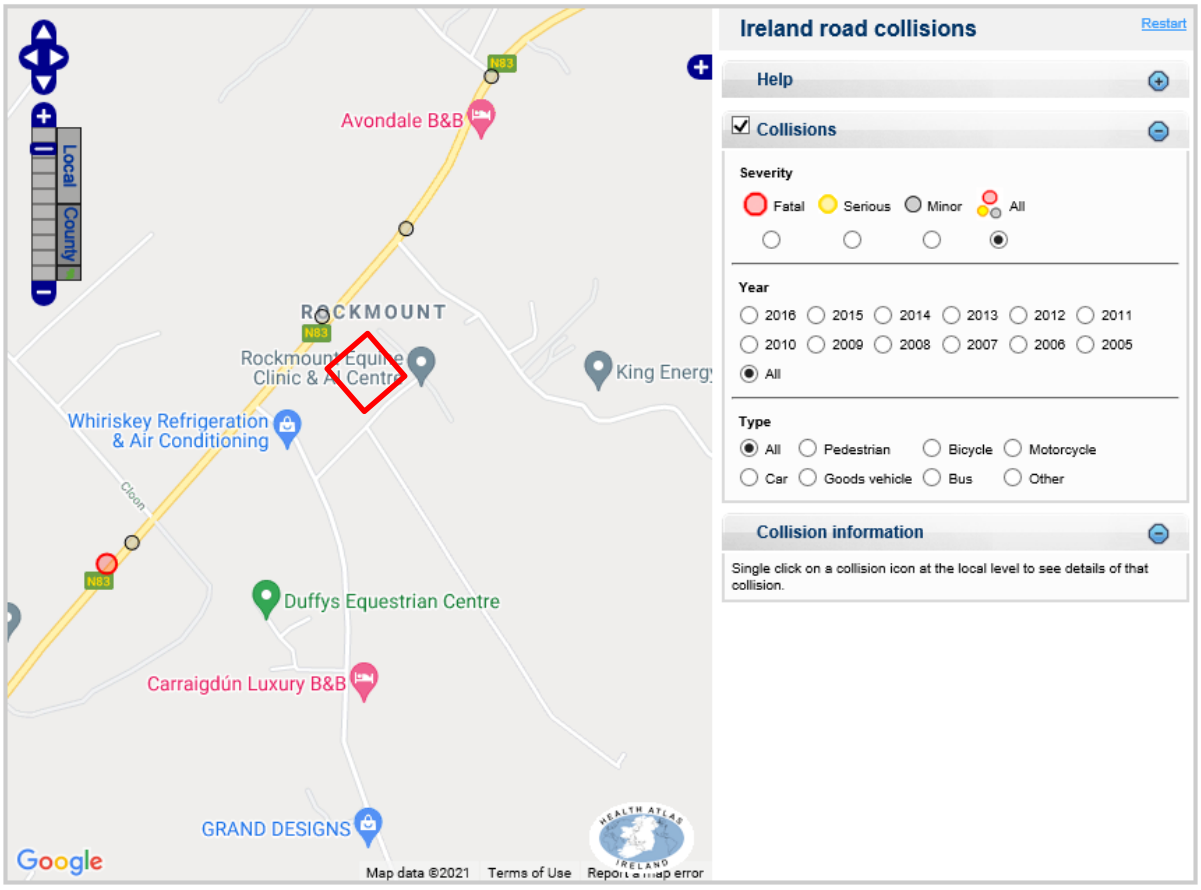


Figure 7-1: RSA Irish Road Collision Statistics

7.2 PARKING PROVISION

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

- 15 Car parking spaces

7.3 SWEPT PATH ANALYSIS

Swept path analysis has been undertaken using AUTOTRACK along the private road from the L7103 to the site. The analyses were undertaken to ensure two cars can pass one another along

the private road. Details of this analysis on the final layout are shown on Drawings Number 11169-1001 in Appendix D 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.

7.5 PUBLIC TRANSPORT

The nearest bus stop to the site is located 750m from the site on N83. The Cloone Bus Stop provides access to the 427 and 428 bus routes. The walking journey time is approximately 8 minutes from the proposed site.

8.0 CONCLUSIONS AND RECOMMENDATIONS

8.1 CONCLUSIONS

The junction assessments indicate Junctions 1,2 and 3 will operate within capacity up to and including the design year of 2027 (i.e. operational plus 15 years)The maximum RFC of 0.29 encountered at Junction 1, 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 .

A comparison of the assessment result with no development and with development scenarios indicates a negligible impact by the addition of the proposed development traffic on the junctions i.e. an maximum increase of 2.19 seconds during the AM in Junction 1.

8.2 RECOMMENDATIONS

This report recommends that:

- Site access junction visibility splays should be kept free of all restrictions including signage.
- Turning head to be incorporated into the proposed car park.
- Pedestrian footway links with associated dropped kerbing and tactile paving to be provided at all pedestrian crossing points internally.

Appendix A. Scoping Document

TOBIN
CONSULTING ENGINEERS

SCOPING STUDY FOR: Claregalway Burial Ground, Co. Galway

CLIENT: Galway County Council

LOCAL AUTHORITY: Galway County Council

SCOPING FORM SENT TO: Jack Houlihan, Galway County Council

SENT BY: Maria Rooney **DATE:** 21.07.2021

Ref	Item	Requirements
1	Location, size, operating hours, and nature of proposed description of proposal	Burial ground on a private road off the L7140 south-west of Claregalway.
2	Is the development in line with National, County and Local Area Plan policy?	Yes
3	Description of existing uses of land	Greenfield Site
4	Does the development involve the relocation of an existing use?	No
5	Is a new or modified highway access likely?	No
6	What existing / proposed provisions are there for Pedestrians, Cyclists, Public Transport, Disabled access, set down, loading areas? (Rational for no. of provisions)	TBC. Pedestrian access routes provided in the development
7	What background data / information available? (i.e. staffing number, weighbridge data etc)	Proposed 15 no. Car Parking Spaces
8	Are traffic surveys of the existing conditions available or required?	Counts undertaken by Galway County Council
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?	Existing T-Junction at N83/L7104 and Existing T-Junction at L7104/Private Road
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)	Utilising the proposed car parking spaces.
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?	TII Live Traffic Counters
15	Link based Growth Rates? (Low Sensitivity, Central, High Sensitivity)	TII Project Appraisal Guidelines for National Roads Unit 5.3 - Travel Demand Projections – High Growth Rate
16	When are the critical time periods for assessment? (i.e. AM, PM and Noon peak hours)	AM and PM Peaks
17	When will the site become fully operational?	2022
18	What are the assessment years? (Base, opening & future (+5 years & +15 years of operation or any additional)	2022, 2027 (+5years), 2037 (+15 years)

Ref	Item	Requirements
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
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)	PICADY
24	Will adjacent links become overloaded or significantly impacted? (Design Standards: Urban – UK DMRB TA 79/99 or Rural – TII DN-GEO-03031 (formerly TD9/12) Table 6/1 or alternative Rural to RT 180 when single carriageway width is less than 6.0m)	TBC
25	What are the sightlines / visibility splays requirements? Are they available? (DMURS, TII DN0-GEO-0343, Development Plan etc)	70m as outlined in Galway Development Plan 2015-2021 for 50km/h speed limit.
26	Are there ways to reduce car dependency? Is a workplace travel plan / statement required? (formerly mobility management plans)	TBC
27	What are the targets for mode share and how are they achieved?	TBC
28	What level of car parking provision is proposed? To what standard? (included disabled parking provisions)	TBC - in accordance with Galway County Development Plan.
29	Are special provisions required for cyclists? To what standard?	TBC - in accordance with Galway County Development Plan.
30	Are special provisions required for pedestrians or disabled facilities? To what standard?	TBC - in accordance with Galway County Development Plan.
31	Proposals (if necessary) for public transport facilities?	TBC
32	Will the proposals have an impact on road safety?	TBC
33	Is a Road Safety Impact Assessment or Road Safety Audit required?	TBC
34	What Stage RSA?	Stage 1
35	Are there any other special circumstances relevant to this proposal?	None

Appendix B. Origin / Destination Matrices

Traffic Calculations for Claregalway Graveyard

Site 1 -N83/L7103 Local Road T-Junction

At Present AM Peak 07:00 - 08:00)

Seasonally Adjusted 2021

Route	A	HGV	B	HGV	C	HGV
A	0	0	1	0	671	33
B	2	0	0	0	19	0
C	190	9	4	0	0	0

2022 - Year of Opening

	Galway	LV	HV
2013 - 2030 index		1.0294	1.0480
Years		1	1
Growth Factor		**1.029**	**1.048**

Route	A	HGV	B	HGV	C	HGV
A	0	0	1	0	691	35
B	2	0	0	0	20	0
C	196	10	4	0	0	0

2027 (5 Years after Opening)

	Galway	LV	HV
2013 - 2030 index		1.0294	1.0480
Years		6	6
Growth Factor		**1.190**	**1.325**

Route	A	HGV	B	HGV	C	HGV
A	0	0	1	0	799	44
B	2	0	0	0	23	0
C	227	12	5	0	0	0

2037(15 Years after Opening)

	Galway	LV	HV
2013-2030 index		1.0294	1.0480
Years		9	9
Growth Factor		**1.298**	**1.525**

2037 (15 Years after Opening)

	Galway	LV	HV
2030 - 2040 index		1.0148	1.0236
Years		7	7
Growth Factor		**1.108**	**1.177**
Combined Factors		**1.438**	**1.795**

Route	A	HGV	B	HGV	C	HGV
A	0	0	1	0	965	44
B	3	0	0	0	28	0
C	274	16	6	0	0	0

AM PEAK GENERATED TRAFFIC

Site 1 -N83/L7103 Local Road T-Junction

WITH PROPOSED DEVELOPMENT

Proposed Dev

Route	A	HGV	B	HGV	C	HGV
A	0	0	12	0	0	0
B	6	0	0	0	55	0
C	0	0	49	0	0	0

2022 - Year of Opening

Route	A	HGV	B	HGV	C	HGV
A	0	0	13	0	691	35
B	8	0	0	0	75	0
C	196	10	53	0	0	0

2027 (5 Years after Opening)

Route	A	HGV	B	HGV	C	HGV
A	0	0	13	0	799	44
B	8	0	0	0	78	0
C	227	12	54	0	0	0

2037 (15 Years after Opening)

Route	A	HGV	B	HGV	C	HGV
A	0	0	14	0	965	44
B	9	0	0	0	83	0
C	274	16	55	0	0	0

Traffic Calculations for Claregalway Graveyard

Site 1 -N83/L7103 Local Road T-Junction

At Present PM Peak (15:00 - 16:00)

Seasonally Adjusted 2021

2022 - Year of Opening

	Galway	LV	HV
2013 - 2030 index		1.0294	1.0480
Years		1	1
Growth Factor		**1.029**	**1.048**

2027 (5 Years after Opening)

	Galway	LV	HV
2013 - 2030 index		1.0294	1.0480
Years		6	6
Growth Factor		**1.190**	**1.325**

2037(15 Years after Opening)

	Galway	LV	HV
2013-2030 index		1.0294	1.0480
Years		9	9
Growth Factor		**1.298**	**1.525**

2037 (15 Years after Opening)

	Galway	LV	HV
2030 - 2040 index		1.0148	1.0236
Years		7	7
Growth Factor		**1.108**	**1.177**
Combined Factors		**1.438**	**1.795**

Route	A	HGV	B	HGV	C	HGV
A	0	0	7	1	427	12
B	1	0	0	0	14	0
C	616	23	16	0	0	0

Route	A	HGV	B	HGV	C	HGV
A	0	0	7	1	440	13
B	1	0	0	0	15	0
C	633	24	17	0	0	0

Route	A	HGV	B	HGV	C	HGV
A	0	0	8	1	508	16
B	1	0	0	0	17	0
C	733	31	19	0	0	0

Route	A	HGV	B	HGV	C	HGV
A	0	0	10	2	614	16
B	1	0	0	0	20	0
C	885	42	23	0	0	0

PM PEAK GENERATED TRAFFIC

Site 1 -N83/L7103 Local Road T-Junction

WITH PROPOSED DEVELOPMENT

Proposed Dev

Route	A	HGV	B	HGV	C	HGV
A	0	0	20	0	0	0
B	4	0	0	0	57	0
C	0	0	41	0	0	0

2022 - Year of Opening

Route	A	HGV	B	HGV	C	HGV
A	0	0	28	1	440	13
B	5	0	0	0	72	0
C	633	24	57	0	0	0

2027 (5 Years after Opening)

Route	A	HGV	B	HGV	C	HGV
A	0	0	29	1	508	16
B	5	0	0	0	74	0
C	733	31	60	0	0	0

2037 (15 Years after Opening)

Route	A	HGV	B	HGV	C	HGV
A	0	0	31	2	614	16
B	6	0	0	0	77	0
C	885	42	64	0	0	0

Traffic Calculations for Claregalway Graveyard

Site 2 -L7103 Local Road/Private Road T-Junction

At Present AM Peak (10:30 - 11:30)

Seasonally Adjusted 2021

2022 - Year of Opening

	Galway	***LV***	***HV***
2013 - 2030 index		*1.0294*	*1.0480*
Years		*1*	*1*
Growth Factor		***1.029***	***1.048***

2027 (5 Years after Opening)

	Galway	***LV***	***HV***
2013 - 2030 index		*1.0294*	*1.0480*
Years		*6*	*6*
Growth Factor		***1.190***	***1.325***

2037(15 Years after Opening)

	Galway	***LV***	***HV***
2013-2030 index		*1.0294*	*1.0480*
Years		*9*	*9*
Growth Factor		***1.298***	***1.525***

2037 (15 Years after Opening)

	Galway	***LV***	***HV***
2030 - 2040 index		*1.0148*	*1.0236*
Years		*7*	*7*
Growth Factor		***1.108***	***1.177***

Combined Factors ***1.438*** ***1.795***

Route	A	HGV	B	HGV	C	HGV
A	0	0	0	0	6	0
B	1	0	0	0	0	0
C	14	0	0	0	0	0

Route	A	HGV	B	HGV	C	HGV
A	0	0	0	0	6	0
B	1	0	0	0	0	0
C	15	0	0	0	0	0

Route	A	HGV	B	HGV	C	HGV
A	0	0	0	0	7	0
B	1	0	0	0	0	0
C	17	0	0	0	0	0

Route	A	HGV	B	HGV	C	HGV
A	0	0	0	0	9	0
B	1	0	0	0	0	0
C	20	0	0	0	0	0

AM PEAK GENERATED TRAFFIC

Site 2 -L7103 Local Road/Private Road T-Junction

WITH PROPOSED DEVELOPMENT

Proposed Dev

Route	A	HGV	B	HGV	C	HGV
A	0	0	61	0	0	0
B	61	0	0	0	0	0
C	0	0	0	0	0	0

2022 - Year of Opening

Route	A	HGV	B	HGV	C	HGV
A	0	0	61	0	6	0
B	62	0	0	0	0	0
C	15	0	0	0	0	0

2027 (5 Years after Opening)

Route	A	HGV	B	HGV	C	HGV
A	0	0	61	0	7	0
B	62	0	0	0	0	0
C	17	0	0	0	0	0

2037 (15 Years after Opening)

Route	A	HGV	B	HGV	C	HGV
A	0	0	61	0	9	0
B	62	0	0	0	0	0
C	20	0	0	0	0	0

Traffic Calculations for Claregalway Graveyard

Site 2 -L7103 Local Road/Private Road T-Junction

At Present PM Peak (18:00 - 19:00)

Seasonally Adjusted 2021

2022 - Year of Opening

	Galway	***LV***	***HV***
2013 - 2030 index		*1.0294*	*1.0480*
Years		*1*	*1*
Growth Factor		***1.029***	***1.048***

2027 (5 Years after Opening)

	Galway	***LV***	***HV***
2013 - 2030 index		*1.0294*	*1.0480*
Years		*6*	*6*
Growth Factor		***1.190***	***1.325***

2037(15 Years after Opening)

	Galway	***LV***	***HV***
2013-2030 index		*1.0294*	*1.0480*
Years		*9*	*9*
Growth Factor		***1.298***	***1.525***

2037 (15 Years after Opening)

	Galway	***LV***	***HV***
2030 - 2040 index		*1.0148*	*1.0236*
Years		*7*	*7*
Growth Factor		***1.108***	***1.177***

Combined Factors ***1.438*** ***1.795***

Route	A	HGV	B	HGV	C	HGV
A	0	0	0	0	23	0
B	0	0	0	0	0	0
C	14	0	0	0	0	0

Route	A	HGV	B	HGV	C	HGV
A	0	0	0	0	24	0
B	0	0	0	0	0	0
C	15	0	0	0	0	0

Route	A	HGV	B	HGV	C	HGV
A	0	0	0	0	28	0
B	0	0	0	0	0	0
C	17	0	0	0	0	0

Route	A	HGV	B	HGV	C	HGV
A	0	0	0	0	33	0
B	0	0	0	0	0	0
C	20	0	0	0	0	0

PM PEAK GENERATED TRAFFIC

Site 2 -L7103 Local Road/Private Road T-Junction

WITH PROPOSED DEVELOPMENT

Proposed Dev

Route	A	HGV	B	HGV	C	HGV
A	0	0	61	0	0	0
B	61	0	0	0	0	0
C	0	0	0	0	0	0

2022 - Year of Opening

Route	A	HGV	B	HGV	C	HGV
A	0	0	61	0	24	0
B	61	0	0	0	0	0
C	15	0	0	0	0	0

2027 (5 Years after Opening)

Route	A	HGV	B	HGV	C	HGV
A	0	0	61	0	28	0
B	61	0	0	0	0	0
C	17	0	0	0	0	0

2037 (15 Years after Opening)

Route	A	HGV	B	HGV	C	HGV
A	0	0	61	0	33	0
B	61	0	0	0	0	0
C	20	0	0	0	0	0

1.00

Site 3 -Proposed Access/Private Road T-Junction

At Present AM Peak (10:30 - 11:30)

Seasonally Adjusted 2021

Route	A	HGV	B	HGV	C	HGV
A	0	0	0	0	0	0
B	0	0	0	0	0	0
C	1	0	0	0	0	0

2022 - Year of Opening

Galway	*LV*	*HV*
2013 - 2030 index	*1.0294*	*1.0480*
Years	*1*	*1*
Growth Factor	***1.029***	***1.048***

Route	A	HGV	B	HGV	C	HGV
A	0	0	0	0	0	0
B	0	0	0	0	0	0
C	1	0	0	0	0	0

2027 (5 Years after Opening)

Galway	*LV*	*HV*
2013 - 2030 index	*1.0294*	*1.0480*
Years	*6*	*6*
Growth Factor	***1.190***	***1.325***

Route	A	HGV	B	HGV	C	HGV
A	0	0	0	0	0	0
B	0	0	0	0	0	0
C	1	0	0	0	0	0

2037(15 Years after Opening)

Galway	*LV*	*HV*
2013-2030 index	*1.0294*	*1.0480*
Years	*9*	*9*
Growth Factor	***1.298***	***1.525***

2037 (15 Years after Opening)

Galway	*LV*	*HV*
2030 - 2040 index	*1.0148*	*1.0236*
Years	*7*	*7*
Growth Factor	***1.108***	***1.177***
Combined Factors	***1.438***	***1.795***

Route	A	HGV	B	HGV	C	HGV
A	0	0	0	0	0	0
B	0	0	0	0	0	0
C	1	0	0	0	0	0

AM PEAK GENERATED TRAFFIC

Site 3 -Proposed Access/Private Road T-Junction

WITH PROPOSED DEVELOPMENT

Proposed Dev

Route	A	HGV	B	HGV	C	HGV
A	0	0	61	0	0	0
B	61	0	0	0	0	0
C	0	0	0	0	0	0

2022 - Year of Opening

Route	A	HGV	B	HGV	C	HGV
A	0	0	61	0	0	0
B	61	0	0	0	0	0
C	1	0	0	0	0	0

2027 (5 Years after Opening)

Route	A	HGV	B	HGV	C	HGV
A	0	0	61	0	0	0
B	61	0	0	0	0	0
C	1	0	0	0	0	0

2037 (15 Years after Opening)

Route	A	HGV	B	HGV	C	HGV
A	0	0	61	0	0	0
B	61	0	0	0	0	0
C	1	0	0	0	0	0

Traffic Calculations for Claregalway Graveyard

Site 3 -Proposed Access/Private Road T-Junction

At Present PM Peak (18:00 - 19:00)

Seasonally Adjusted 2021

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

2022 - Year of Opening

Galway	LV	HV
2013 - 2030 index	1.0294	1.0480
Years	1	1
Growth Factor	1.029	1.048

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

2027 (5 Years after Opening)

Galway	LV	HV
2013 - 2030 index	1.0294	1.0480
Years	6	6
Growth Factor	1.190	1.325

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

2037(15 Years after Opening)

Galway	LV	HV
2013-2030 index	1.0294	1.0480
Years	9	9
Growth Factor	1.298	1.525

2037 (15 Years after Opening)

Galway	LV	HV
2030 - 2040 index	1.0148	1.0236
Years	7	7
Growth Factor	1.108	1.177
Combined Factors	1.438	1.795

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

PM PEAK GENERATED TRAFFIC

Site 3 -Proposed Access/Private Road T-Junction

WITH PROPOSED DEVELOPMENT

Proposed Dev

Route	A	HGV	B	HGV	C	HGV
A	0	0	61	0	0	0
B	61	0	0	0	0	0
C	0	0	0	0	0	0

2022 - Year of Opening

Route	A	HGV	B	HGV	C	HGV
A	0	0	61	0	0	0
B	61	0	0	0	0	0
C	0	0	0	0	0	0

2027 (5 Years after Opening)

Route	A	HGV	B	HGV	C	HGV
A	0	0	61	0	0	0
B	61	0	0	0	0	0
C	0	0	0	0	0	0

2037 (15 Years after Opening)

Route	A	HGV	B	HGV	C	HGV
A	0	0	61	0	0	0
B	61	0	0	0	0	0
C	0	0	0	0	0	0

Appendix C. JUNCTION 9 PICADY Detailed Output- Junction 1,2 &3

Junctions 9

PICADY 9 - Priority Intersection Module

Filename: Junction 1.j9
Path: J:\Projects\11169 - Proposed Burial Ground in Claregalway TTA\05-Design\01-Calculations
Report generation date: 31/08/2021 16:44:16

»2021 Existing , AM
»2021 Existing , PM
»2022 No Development , AM
»2022 No Development , PM
»2027 No Development, AM
»2027 No Development , PM
»2037 No Development, AM
»2037 No Development, PM
»2022 With Development , AM
»2022 With Development , PM
»2027 With Development , AM
»2027 With Development , PM
»2037 With Development , AM
»2037 With Development , PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2021 Existing									
Stream B-AC	D1	0.1	8.86	0.05	A	D2	0.0	7.64	0.03	A
Stream C-B		0.0	6.62	0.01	A		0.0	5.96	0.03	A
	2022 No Development									
Stream B-AC	D3	0.1	8.97	0.06	A	D4	0.0	7.69	0.04	A
Stream C-B		0.0	6.69	0.01	A		0.0	6.01	0.03	A
	2027 No Development									
Stream B-AC	D5	0.1	9.65	0.07	A	D6	0.0	8.01	0.04	A
Stream C-B		0.0	7.13	0.01	A		0.0	6.24	0.03	A
	2037 No Development									
Stream B-AC	D7	0.1	11.08	0.10	B	D8	0.1	8.56	0.05	A
Stream C-B		0.0	7.81	0.01	A		0.0	6.62	0.04	A
	2022 With Development									
Stream B-AC	D9	0.3	11.04	0.22	B	D10	0.3	12.05	0.24	B
Stream C-B		0.2	15.43	0.20	C		0.1	8.04	0.12	A
	2027 With Development									
Stream B-AC	D11	0.3	12.05	0.24	B	D12	0.2	9.67	0.19	A
Stream C-B		0.1	8.04	0.12	A		0.2	12.37	0.19	B
	2037 With Development									
Stream B-AC	D13	0.4	14.24	0.29	B	D14	0.3	10.74	0.21	B
Stream C-B		0.1	8.93	0.13	A		0.1	7.30	0.13	A

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

File summary

File Description

Title	
Location	
Site number	
Date	27/08/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	TOBIN\Maria Rooney
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

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 Existing	AM	ONE HOUR	07:45	09:15	15
D2	2021 Existing	PM	ONE HOUR	14:45	16:15	15
D3	2022 No Development	AM	ONE HOUR	07:45	09:15	15
D4	2022 No Development	PM	ONE HOUR	14:45	16:15	15
D5	2027 No Development	AM	ONE HOUR	07:45	09:15	15
D6	2027 No Development	PM	ONE HOUR	14:45	16:15	15
D7	2037 No Development	AM	ONE HOUR	07:45	09:15	15
D8	2037 No Development	PM	ONE HOUR	14:45	16:15	15
D9	2022 With Development	AM	ONE HOUR	07:45	09:15	15
D10	2022 With Development	PM	ONE HOUR	14:45	16:15	15
D11	2027 With Development	AM	ONE HOUR	07:45	09:15	15
D12	2027 With Development	PM	ONE HOUR	14:45	16:15	15
D13	2037 With Development	AM	ONE HOUR	07:45	09:15	15
D14	2037 With Development	PM	ONE HOUR	14:45	16:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2021 Existing , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.22	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	N83 (NE)		Major
B	L7103		Minor
C	N83 (SW)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	10.00		✓	2.50	250.0		-

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	2.50	18	28

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	472	0.071	0.180	0.113	0.257
B-C	609	0.077	0.195	-	-
C-B	742	0.238	0.238	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2021 Existing	AM	ONE HOUR	07:45	09:15	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		✓	706	100.000
B		✓	21	100.000
C		✓	203	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	1	705
	B	2	0	19
	C	199	4	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.05	8.86	0.1	A
C-A				
C-B	0.01	6.62	0.0	A
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	16	482	0.033	16	0.0	7.725	A
C-A	150			150			
C-B	3	610	0.005	3	0.0	5.933	A
A-B	0.75			0.75			
A-C	531			531			

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	19	460	0.041	19	0.0	8.163	A
C-A	179			179			
C-B	4	584	0.006	4	0.0	6.202	A
A-B	0.90			0.90			
A-C	634			634			

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	23	430	0.054	23	0.1	8.853	A
C-A	219			219			
C-B	4	548	0.008	4	0.0	6.617	A
A-B	1			1			
A-C	776			776			

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	23	430	0.054	23	0.1	8.855	A
C-A	219			219			
C-B	4	548	0.008	4	0.0	6.617	A
A-B	1			1			
A-C	776			776			

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	19	460	0.041	19	0.0	8.165	A
C-A	179			179			
C-B	4	584	0.006	4	0.0	6.202	A
A-B	0.90			0.90			
A-C	634			634			

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	16	482	0.033	16	0.0	7.731	A
C-A	150			150			
C-B	3	610	0.005	3	0.0	5.933	A
A-B	0.75			0.75			
A-C	531			531			

2021 Existing , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.18	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2021 Existing	PM	ONE HOUR	14:45	16:15	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		✓	447	100.000
B		✓	15	100.000
C		✓	655	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	8	439
	B	1	0	14
	C	639	16	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	13	3
	B	0	0	0
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.03	7.64	0.0	A
C-A				
C-B	0.03	5.96	0.0	A
A-B				
A-C				

Main Results for each time segment

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	11	523	0.022	11	0.0	7.027	A
C-A	481			481			
C-B	12	660	0.018	12	0.0	5.557	A
A-B	6			6			
A-C	331			331			

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	13	509	0.027	13	0.0	7.269	A
C-A	574			574			
C-B	14	644	0.022	14	0.0	5.719	A
A-B	7			7			
A-C	395			395			

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	17	488	0.034	16	0.0	7.639	A
C-A	704			704			
C-B	18	622	0.028	18	0.0	5.959	A
A-B	9			9			
A-C	483			483			

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	17	488	0.034	17	0.0	7.639	A
C-A	704			704			
C-B	18	622	0.028	18	0.0	5.959	A
A-B	9			9			
A-C	483			483			

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	13	509	0.027	14	0.0	7.273	A
C-A	574			574			
C-B	14	644	0.022	14	0.0	5.720	A
A-B	7			7			
A-C	395			395			

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	11	523	0.022	11	0.0	7.028	A
C-A	481			481			
C-B	12	660	0.018	12	0.0	5.557	A
A-B	6			6			
A-C	331			331			

2022 No Development , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.22	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2022 No Development	AM	ONE HOUR	07:45	09:15	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		✓	727	100.000
B		✓	22	100.000
C		✓	209	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	1	726
	B	2	0	20
	C	205	4	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.06	8.97	0.1	A
C-A				
C-B	0.01	6.69	0.0	A
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	17	479	0.035	16	0.0	7.777	A
C-A	154			154			
C-B	3	606	0.005	3	0.0	5.972	A
A-B	0.75			0.75			
A-C	547			547			

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	20	457	0.043	20	0.0	8.238	A
C-A	184			184			
C-B	4	579	0.006	4	0.0	6.253	A
A-B	0.90			0.90			
A-C	653			653			

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	24	426	0.057	24	0.1	8.966	A
C-A	226			226			
C-B	4	543	0.008	4	0.0	6.688	A
A-B	1			1			
A-C	799			799			

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	24	426	0.057	24	0.1	8.968	A
C-A	226			226			
C-B	4	543	0.008	4	0.0	6.688	A
A-B	1			1			
A-C	799			799			

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	20	457	0.043	20	0.0	8.242	A
C-A	184			184			
C-B	4	579	0.006	4	0.0	6.253	A
A-B	0.90			0.90			
A-C	653			653			

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	17	479	0.035	17	0.0	7.785	A
C-A	154			154			
C-B	3	606	0.005	3	0.0	5.974	A
A-B	0.75			0.75			
A-C	547			547			

2022 No Development , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.19	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2022 No Development	PM	ONE HOUR	14:45	16:15	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		✓	460	100.000
B		✓	16	100.000
C		✓	675	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	8	452
	B	1	0	15
	C	658	17	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	13	3
	B	0	0	0
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.04	7.69	0.0	A
C-A				
C-B	0.03	6.01	0.0	A
A-B				
A-C				

Main Results for each time segment

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	12	522	0.023	12	0.0	7.053	A
C-A	495			495			
C-B	13	657	0.019	13	0.0	5.584	A
A-B	6			6			
A-C	340			340			

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	14	507	0.028	14	0.0	7.304	A
C-A	592			592			
C-B	15	641	0.024	15	0.0	5.754	A
A-B	7			7			
A-C	406			406			

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	18	486	0.036	18	0.0	7.690	A
C-A	724			724			
C-B	19	618	0.030	19	0.0	6.005	A
A-B	9			9			
A-C	498			498			

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	18	486	0.036	18	0.0	7.690	A
C-A	724			724			
C-B	19	618	0.030	19	0.0	6.005	A
A-B	9			9			
A-C	498			498			

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	14	507	0.028	14	0.0	7.308	A
C-A	592			592			
C-B	15	641	0.024	15	0.0	5.754	A
A-B	7			7			
A-C	406			406			

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	12	522	0.023	12	0.0	7.053	A
C-A	495			495			
C-B	13	657	0.019	13	0.0	5.587	A
A-B	6			6			
A-C	340			340			

2027 No Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.24	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2027 No Development	AM	ONE HOUR	07:45	09:15	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		✓	844	100.000
B		✓	25	100.000
C		✓	244	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	1	843
	B	2	0	23
	C	239	5	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.07	9.65	0.1	A
C-A				
C-B	0.01	7.13	0.0	A
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	19	463	0.041	19	0.0	8.105	A
C-A	180			180			
C-B	4	584	0.006	4	0.0	6.206	A
A-B	0.75			0.75			
A-C	635			635			

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	22	437	0.051	22	0.1	8.689	A
C-A	215			215			
C-B	4	553	0.008	4	0.0	6.562	A
A-B	0.90			0.90			
A-C	758			758			

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	28	401	0.069	27	0.1	9.646	A
C-A	263			263			
C-B	6	510	0.011	5	0.0	7.128	A
A-B	1			1			
A-C	928			928			

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	28	401	0.069	28	0.1	9.650	A
C-A	263			263			
C-B	6	510	0.011	6	0.0	7.128	A
A-B	1			1			
A-C	928			928			

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	22	437	0.051	23	0.1	8.693	A
C-A	215			215			
C-B	4	553	0.008	5	0.0	6.562	A
A-B	0.90			0.90			
A-C	758			758			

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	19	463	0.041	19	0.0	8.113	A
C-A	180			180			
C-B	4	584	0.006	4	0.0	6.208	A
A-B	0.75			0.75			
A-C	635			635			

2027 No Development , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.19	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2027 No Development	PM	ONE HOUR	14:45	16:15	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		✓	535	100.000
B		✓	18	100.000
C		✓	782	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	10	525
	B	1	0	17
	C	763	19	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	14	3
	B	0	0	0
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.04	8.01	0.0	A
C-A				
C-B	0.03	6.24	0.0	A
A-B				
A-C				

Main Results for each time segment

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	14	512	0.026	13	0.0	7.220	A
C-A	574			574			
C-B	14	643	0.022	14	0.0	5.721	A
A-B	8			8			
A-C	395			395			

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	16	494	0.033	16	0.0	7.530	A
C-A	686			686			
C-B	17	624	0.027	17	0.0	5.927	A
A-B	9			9			
A-C	472			472			

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	20	469	0.042	20	0.0	8.011	A
C-A	840			840			
C-B	21	598	0.035	21	0.0	6.239	A
A-B	11			11			
A-C	578			578			

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	20	469	0.042	20	0.0	8.011	A
C-A	840			840			
C-B	21	598	0.035	21	0.0	6.239	A
A-B	11			11			
A-C	578			578			

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	16	494	0.033	16	0.0	7.532	A
C-A	686			686			
C-B	17	624	0.027	17	0.0	5.930	A
A-B	9			9			
A-C	472			472			

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	14	512	0.026	14	0.0	7.227	A
C-A	574			574			
C-B	14	643	0.022	14	0.0	5.723	A
A-B	8			8			
A-C	395			395			

2037 No Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.28	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2037 No Development	AM	ONE HOUR	07:45	09:15	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		✓	1011	100.000
B		✓	31	100.000
C		✓	296	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	1	1010
	B	3	0	28
	C	290	6	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	4
	B	0	0	0
	C	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.10	11.08	0.1	B
C-A				
C-B	0.01	7.81	0.0	A
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	23	434	0.054	23	0.1	8.756	A
C-A	218			218			
C-B	5	554	0.008	4	0.0	6.548	A
A-B	0.75			0.75			
A-C	760			760			

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	28	403	0.069	28	0.1	9.600	A
C-A	261			261			
C-B	5	518	0.010	5	0.0	7.026	A
A-B	0.90			0.90			
A-C	908			908			

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	34	359	0.095	34	0.1	11.069	B
C-A	319			319			
C-B	7	467	0.014	7	0.0	7.814	A
A-B	1			1			
A-C	1112			1112			

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	34	359	0.095	34	0.1	11.075	B
C-A	319			319			
C-B	7	467	0.014	7	0.0	7.814	A
A-B	1			1			
A-C	1112			1112			

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	28	403	0.069	28	0.1	9.609	A
C-A	261			261			
C-B	5	518	0.010	5	0.0	7.026	A
A-B	0.90			0.90			
A-C	908			908			

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	23	434	0.054	23	0.1	8.768	A
C-A	218			218			
C-B	5	554	0.008	5	0.0	6.551	A
A-B	0.75			0.75			
A-C	760			760			

2037 No Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.20	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2037 No Development	PM	ONE HOUR	14:45	16:15	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		✓	643	100.000
B		✓	21	100.000
C		✓	950	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	12	631
	B	1	0	20
	C	927	23	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	15	3
	B	0	0	0
	C	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.05	8.56	0.1	A
C-A				
C-B	0.04	6.62	0.0	A
A-B				
A-C				

Main Results for each time segment

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	16	496	0.032	16	0.0	7.494	A
C-A	698			698			
C-B	17	624	0.028	17	0.0	5.937	A
A-B	9			9			
A-C	475			475			

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	19	475	0.040	19	0.0	7.900	A
C-A	833			833			
C-B	21	600	0.034	21	0.0	6.208	A
A-B	11			11			
A-C	567			567			

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	23	444	0.052	23	0.1	8.555	A
C-A	1021			1021			
C-B	25	569	0.045	25	0.0	6.625	A
A-B	13			13			
A-C	695			695			

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	23	444	0.052	23	0.1	8.557	A
C-A	1021			1021			
C-B	25	569	0.045	25	0.0	6.625	A
A-B	13			13			
A-C	695			695			

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	19	475	0.040	19	0.0	7.903	A
C-A	833			833			
C-B	21	600	0.034	21	0.0	6.211	A
A-B	11			11			
A-C	567			567			

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	16	496	0.032	16	0.0	7.501	A
C-A	698			698			
C-B	17	624	0.028	17	0.0	5.940	A
A-B	9			9			
A-C	475			475			

2022 With Development , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.07	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2022 With Development	AM	ONE HOUR	07:45	09:15	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		✓	739	100.000
B		✓	83	100.000
C		✓	258	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	13	726
	B	8	0	75
	C	205	53	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	5
	B	0	0	0
	C	5	85	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.22	11.04	0.3	B
C-A				
C-B	0.20	15.43	0.2	C
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	62	474	0.132	62	0.2	8.725	A
C-A	154			154			
C-B	40	326	0.122	39	0.1	12.524	B
A-B	10			10			
A-C	547			547			

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	75	450	0.166	74	0.2	9.570	A
C-A	184			184			
C-B	48	312	0.153	47	0.2	13.616	B
A-B	12			12			
A-C	653			653			

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	91	418	0.219	91	0.3	11.015	B
C-A	226			226			
C-B	58	292	0.200	58	0.2	15.398	C
A-B	14			14			
A-C	799			799			

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	91	418	0.219	91	0.3	11.037	B
C-A	226			226			
C-B	58	292	0.200	58	0.2	15.432	C
A-B	14			14			
A-C	799			799			

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	75	450	0.166	75	0.2	9.598	A
C-A	184			184			
C-B	48	312	0.153	48	0.2	13.661	B
A-B	12			12			
A-C	653			653			

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	62	474	0.132	63	0.2	8.758	A
C-A	154			154			
C-B	40	326	0.122	40	0.1	12.588	B
A-B	10			10			
A-C	547			547			

2022 With Development , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.14	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2022 With Development	PM	ONE HOUR	14:45	16:15	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		✓	856	100.000
B		✓	86	100.000
C		✓	293	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	13	843
	B	8	0	78
	C	239	54	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.24	12.05	0.3	B
C-A				
C-B	0.12	8.04	0.1	A
A-B				
A-C				

Main Results for each time segment

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	65	458	0.141	64	0.2	9.133	A
C-A	180			180			
C-B	41	582	0.070	40	0.1	6.649	A
A-B	10			10			
A-C	635			635			

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	77	431	0.179	77	0.2	10.169	B
C-A	215			215			
C-B	49	550	0.088	48	0.1	7.172	A
A-B	12			12			
A-C	758			758			

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	95	394	0.241	94	0.3	12.014	B
C-A	263			263			
C-B	59	507	0.117	59	0.1	8.033	A
A-B	14			14			
A-C	928			928			

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	95	394	0.241	95	0.3	12.045	B
C-A	263			263			
C-B	59	507	0.117	59	0.1	8.037	A
A-B	14			14			
A-C	928			928			

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	77	431	0.179	78	0.2	10.203	B
C-A	215			215			
C-B	49	550	0.088	49	0.1	7.178	A
A-B	12			12			
A-C	758			758			

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	65	458	0.141	65	0.2	9.175	A
C-A	180			180			
C-B	41	582	0.070	41	0.1	6.659	A
A-B	10			10			
A-C	635			635			

2027 With Development , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.14	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D11	2027 With Development	AM	ONE HOUR	07:45	09:15	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		✓	856	100.000
B		✓	86	100.000
C		✓	293	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	13	843
	B	8	0	78
	C	239	54	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.24	12.05	0.3	B
C-A				
C-B	0.12	8.04	0.1	A
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	65	458	0.141	64	0.2	9.133	A
C-A	180			180			
C-B	41	582	0.070	40	0.1	6.649	A
A-B	10			10			
A-C	635			635			

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	77	431	0.179	77	0.2	10.169	B
C-A	215			215			
C-B	49	550	0.088	48	0.1	7.172	A
A-B	12			12			
A-C	758			758			

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	95	394	0.241	94	0.3	12.014	B
C-A	263			263			
C-B	59	507	0.117	59	0.1	8.033	A
A-B	14			14			
A-C	928			928			

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	95	394	0.241	95	0.3	12.045	B
C-A	263			263			
C-B	59	507	0.117	59	0.1	8.037	A
A-B	14			14			
A-C	928			928			

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	77	431	0.179	78	0.2	10.203	B
C-A	215			215			
C-B	49	550	0.088	49	0.1	7.178	A
A-B	12			12			
A-C	758			758			

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	65	458	0.141	65	0.2	9.175	A
C-A	180			180			
C-B	41	582	0.070	41	0.1	6.659	A
A-B	10			10			
A-C	635			635			

2027 With Development , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.29	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D12	2027 With Development	PM	ONE HOUR	14:45	16:15	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		✓	555	100.000
B		✓	79	100.000
C		✓	823	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	30	525
	B	5	0	74
	C	763	60	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	4	3
	B	0	0	0
	C	4	66	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.19	9.67	0.2	A
C-A				
C-B	0.19	12.37	0.2	B
A-B				
A-C				

Main Results for each time segment

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	59	506	0.118	59	0.1	8.050	A
C-A	574			574			
C-B	45	386	0.117	45	0.1	10.546	B
A-B	23			23			
A-C	395			395			

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	71	487	0.146	71	0.2	8.654	A
C-A	686			686			
C-B	54	374	0.144	54	0.2	11.254	B
A-B	27			27			
A-C	472			472			

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	87	459	0.189	87	0.2	9.658	A
C-A	840			840			
C-B	66	357	0.185	66	0.2	12.353	B
A-B	33			33			
A-C	578			578			

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	87	459	0.189	87	0.2	9.670	A
C-A	840			840			
C-B	66	357	0.185	66	0.2	12.372	B
A-B	33			33			
A-C	578			578			

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	71	487	0.146	71	0.2	8.670	A
C-A	686			686			
C-B	54	374	0.144	54	0.2	11.281	B
A-B	27			27			
A-C	472			472			

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	59	506	0.118	60	0.1	8.073	A
C-A	574			574			
C-B	45	386	0.117	45	0.1	10.586	B
A-B	23			23			
A-C	395			395			

2037 With Development , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.19	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D13	2037 With Development	AM	ONE HOUR	07:45	09:15	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		✓	1024	100.000
B		✓	92	100.000
C		✓	345	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	14	1010
	B	9	0	83
	C	290	55	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	4
	B	0	0	0
	C	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.29	14.24	0.4	B
C-A				
C-B	0.13	8.93	0.1	A
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	69	431	0.161	69	0.2	9.907	A
C-A	218			218			
C-B	41	552	0.075	41	0.1	7.043	A
A-B	11			11			
A-C	760			760			

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	83	399	0.207	82	0.3	11.357	B
C-A	261			261			
C-B	49	515	0.096	49	0.1	7.730	A
A-B	13			13			
A-C	908			908			

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	101	354	0.286	101	0.4	14.178	B
C-A	319			319			
C-B	61	464	0.131	60	0.1	8.919	A
A-B	15			15			
A-C	1112			1112			

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	101	354	0.286	101	0.4	14.237	B
C-A	319			319			
C-B	61	464	0.131	61	0.1	8.926	A
A-B	15			15			
A-C	1112			1112			

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	83	399	0.207	83	0.3	11.418	B
C-A	261			261			
C-B	49	515	0.096	50	0.1	7.740	A
A-B	13			13			
A-C	908			908			

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	69	431	0.161	70	0.2	9.964	A
C-A	218			218			
C-B	41	552	0.075	42	0.1	7.054	A
A-B	11			11			
A-C	760			760			

2037 With Development , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.75	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D14	2037 With Development	PM	ONE HOUR	14:45	16:15	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		✓	663	100.000
B		✓	83	100.000
C		✓	991	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	32	631
	B	6	0	77
	C	927	64	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.21	10.74	0.3	B
C-A				
C-B	0.13	7.30	0.1	A
A-B				
A-C				

Main Results for each time segment

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	62	485	0.129	62	0.1	8.502	A
C-A	698			698			
C-B	48	620	0.078	48	0.1	6.290	A
A-B	24			24			
A-C	475			475			

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	75	461	0.162	74	0.2	9.306	A
C-A	833			833			
C-B	58	596	0.097	57	0.1	6.682	A
A-B	29			29			
A-C	567			567			

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	91	427	0.214	91	0.3	10.723	B
C-A	1021			1021			
C-B	70	563	0.125	70	0.1	7.299	A
A-B	35			35			
A-C	695			695			

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	91	426	0.214	91	0.3	10.742	B
C-A	1021			1021			
C-B	70	563	0.125	70	0.1	7.302	A
A-B	35			35			
A-C	695			695			

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	75	461	0.162	75	0.2	9.330	A
C-A	833			833			
C-B	58	596	0.097	58	0.1	6.688	A
A-B	29			29			
A-C	567			567			

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	62	485	0.129	63	0.1	8.536	A
C-A	698			698			
C-B	48	620	0.078	48	0.1	6.297	A
A-B	24			24			
A-C	475			475			

Junctions 9

PICADY 9 - Priority Intersection Module

Filename: Junction 2.j9
Path: J:\Projects\11169 - Proposed Burial Ground in Claregalway TTA\05-Design\01-Calculations
Report generation date: 31/08/2021 16:43:42

»2021 Existing , AM
»2021 Existing , PM
»2022 No Development , AM
»2022 No Development , PM
»2027 No Development, AM
»2027 No Development , PM
»2037 No Development, AM
»2037 No Development, PM
»2022 With Development , AM
»2022 With Development , PM
»2027 With Development , AM
»2027 With Development , PM
»2037 With Development , AM
»2037 With Development , PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2021 Existing									
Stream B-AC	D1	0.0	0.00	0.00	A	D2	0.0	0.00	0.00	A
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2022 No Development									
Stream B-AC	D3	0.0	0.00	0.00	A	D4	0.0	0.00	0.00	A
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2027 No Development									
Stream B-AC	D5	0.0	0.00	0.00	A	D6	0.0	0.00	0.00	A
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2037 No Development									
Stream B-AC	D7	0.0	0.00	0.00	A	D8	0.0	0.00	0.00	A
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2022 With Development									
Stream B-AC	D9	0.2	9.30	0.15	A	D10	0.2	9.38	0.15	A
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2027 With Development									
Stream B-AC	D11	0.2	9.31	0.15	A	D12	0.2	9.41	0.15	A
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2037 With Development									
Stream B-AC	D13	0.2	9.34	0.15	A	D14	0.2	9.45	0.15	A
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

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

File summary

File Description

Title	
Location	
Site number	
Date	27/08/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	TOBIN\Maria Rooney
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

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 Existing	AM	ONE HOUR	07:45	09:15	15
D2	2021 Existing	PM	ONE HOUR	14:45	16:15	15
D3	2022 No Development	AM	ONE HOUR	07:45	09:15	15
D4	2022 No Development	PM	ONE HOUR	14:45	16:15	15
D5	2027 No Development	AM	ONE HOUR	07:45	09:15	15
D6	2027 No Development	PM	ONE HOUR	14:45	16:15	15
D7	2037 No Development	AM	ONE HOUR	07:45	09:15	15
D8	2037 No Development	PM	ONE HOUR	14:45	16:15	15
D9	2022 With Development	AM	ONE HOUR	07:45	09:15	15
D10	2022 With Development	PM	ONE HOUR	14:45	16:15	15
D11	2027 With Development	AM	ONE HOUR	07:45	09:15	15
D12	2027 With Development	PM	ONE HOUR	14:45	16:15	15
D13	2037 With Development	AM	ONE HOUR	07:45	09:15	15
D14	2037 With Development	PM	ONE HOUR	14:45	16:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2021 Existing , AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	L7103 (N)		Major
B	Private Road		Minor
C	L7103 (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	5.00			75.0	✓	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	2.50	14	15

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	465	0.088	0.223	0.141	0.319
B-C	602	0.096	0.243	-	-
C-B	617	0.250	0.250	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2021 Existing	AM	ONE HOUR	07:45	09:15	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		✓	6	100.000
B		✓	1	100.000
C		✓	14	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	0	6
	B	1	0	0
	C	14	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (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

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	523	0.000	0	0.0	0.000	A
C-AB	0	616	0.000	0	0.0	0.000	A
C-A	11			11			
A-B	0			0			
A-C	5			5			

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	522	0.000	0	0.0	0.000	A
C-AB	0	616	0.000	0	0.0	0.000	A
C-A	13			13			
A-B	0			0			
A-C	5			5			

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	522	0.000	0	0.0	0.000	A
C-AB	0	616	0.000	0	0.0	0.000	A
C-A	15			15			
A-B	0			0			
A-C	7			7			

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	522	0.000	0	0.0	0.000	A
C-AB	0	616	0.000	0	0.0	0.000	A
C-A	15			15			
A-B	0			0			
A-C	7			7			

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	522	0.000	0	0.0	0.000	A
C-AB	0	616	0.000	0	0.0	0.000	A
C-A	13			13			
A-B	0			0			
A-C	5			5			

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	523	0.000	0	0.0	0.000	A
C-AB	0	616	0.000	0	0.0	0.000	A
C-A	11			11			
A-B	0			0			
A-C	5			5			

2021 Existing , PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2021 Existing	PM	ONE HOUR	14:45	16:15	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		✓	23	100.000
B		✓	0	100.000
C		✓	14	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	0	23
	B	0	0	0
	C	14	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (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

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	520	0.000	0	0.0	0.000	A
C-AB	0	613	0.000	0	0.0	0.000	A
C-A	11			11			
A-B	0			0			
A-C	17			17			

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	519	0.000	0	0.0	0.000	A
C-AB	0	612	0.000	0	0.0	0.000	A
C-A	13			13			
A-B	0			0			
A-C	21			21			

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	517	0.000	0	0.0	0.000	A
C-AB	0	611	0.000	0	0.0	0.000	A
C-A	15			15			
A-B	0			0			
A-C	25			25			

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	517	0.000	0	0.0	0.000	A
C-AB	0	611	0.000	0	0.0	0.000	A
C-A	15			15			
A-B	0			0			
A-C	25			25			

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	519	0.000	0	0.0	0.000	A
C-AB	0	612	0.000	0	0.0	0.000	A
C-A	13			13			
A-B	0			0			
A-C	21			21			

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	520	0.000	0	0.0	0.000	A
C-AB	0	613	0.000	0	0.0	0.000	A
C-A	11			11			
A-B	0			0			
A-C	17			17			

2022 No Development , AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2022 No Development	AM	ONE HOUR	07:45	09:15	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		✓	6	100.000
B		✓	1	100.000
C		✓	15	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	0	6
	B	1	0	0
	C	15	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (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

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	523	0.000	0	0.0	0.000	A
C-AB	0	616	0.000	0	0.0	0.000	A
C-A	11			11			
A-B	0			0			
A-C	5			5			

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	522	0.000	0	0.0	0.000	A
C-AB	0	616	0.000	0	0.0	0.000	A
C-A	13			13			
A-B	0			0			
A-C	5			5			

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	522	0.000	0	0.0	0.000	A
C-AB	0	616	0.000	0	0.0	0.000	A
C-A	17			17			
A-B	0			0			
A-C	7			7			

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	522	0.000	0	0.0	0.000	A
C-AB	0	616	0.000	0	0.0	0.000	A
C-A	17			17			
A-B	0			0			
A-C	7			7			

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	522	0.000	0	0.0	0.000	A
C-AB	0	616	0.000	0	0.0	0.000	A
C-A	13			13			
A-B	0			0			
A-C	5			5			

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	523	0.000	0	0.0	0.000	A
C-AB	0	616	0.000	0	0.0	0.000	A
C-A	11			11			
A-B	0			0			
A-C	5			5			

2022 No Development , PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2022 No Development	PM	ONE HOUR	14:45	16:15	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		✓	24	100.000
B		✓	0	100.000
C		✓	15	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	0	24
	B	0	0	0
	C	15	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (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

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	519	0.000	0	0.0	0.000	A
C-AB	0	613	0.000	0	0.0	0.000	A
C-A	11			11			
A-B	0			0			
A-C	18			18			

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	518	0.000	0	0.0	0.000	A
C-AB	0	612	0.000	0	0.0	0.000	A
C-A	13			13			
A-B	0			0			
A-C	22			22			

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	517	0.000	0	0.0	0.000	A
C-AB	0	611	0.000	0	0.0	0.000	A
C-A	17			17			
A-B	0			0			
A-C	26			26			

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	517	0.000	0	0.0	0.000	A
C-AB	0	611	0.000	0	0.0	0.000	A
C-A	17			17			
A-B	0			0			
A-C	26			26			

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	518	0.000	0	0.0	0.000	A
C-AB	0	612	0.000	0	0.0	0.000	A
C-A	13			13			
A-B	0			0			
A-C	22			22			

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	519	0.000	0	0.0	0.000	A
C-AB	0	613	0.000	0	0.0	0.000	A
C-A	11			11			
A-B	0			0			
A-C	18			18			

2027 No Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2027 No Development	AM	ONE HOUR	07:45	09:15	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		✓	7	100.000
B		✓	1	100.000
C		✓	17	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	0	7
	B	1	0	0
	C	17	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (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

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	522	0.000	0	0.0	0.000	A
C-AB	0	616	0.000	0	0.0	0.000	A
C-A	13			13			
A-B	0			0			
A-C	5			5			

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	522	0.000	0	0.0	0.000	A
C-AB	0	616	0.000	0	0.0	0.000	A
C-A	15			15			
A-B	0			0			
A-C	6			6			

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	521	0.000	0	0.0	0.000	A
C-AB	0	615	0.000	0	0.0	0.000	A
C-A	19			19			
A-B	0			0			
A-C	8			8			

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	521	0.000	0	0.0	0.000	A
C-AB	0	615	0.000	0	0.0	0.000	A
C-A	19			19			
A-B	0			0			
A-C	8			8			

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	522	0.000	0	0.0	0.000	A
C-AB	0	616	0.000	0	0.0	0.000	A
C-A	15			15			
A-B	0			0			
A-C	6			6			

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	522	0.000	0	0.0	0.000	A
C-AB	0	616	0.000	0	0.0	0.000	A
C-A	13			13			
A-B	0			0			
A-C	5			5			

2027 No Development , PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2027 No Development	PM	ONE HOUR	14:45	16:15	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		✓	28	100.000
B		✓	0	100.000
C		✓	17	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	0	28
	B	0	0	0
	C	17	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (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

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	519	0.000	0	0.0	0.000	A
C-AB	0	612	0.000	0	0.0	0.000	A
C-A	13			13			
A-B	0			0			
A-C	21			21			

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	517	0.000	0	0.0	0.000	A
C-AB	0	611	0.000	0	0.0	0.000	A
C-A	15			15			
A-B	0			0			
A-C	25			25			

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	516	0.000	0	0.0	0.000	A
C-AB	0	610	0.000	0	0.0	0.000	A
C-A	19			19			
A-B	0			0			
A-C	31			31			

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	516	0.000	0	0.0	0.000	A
C-AB	0	610	0.000	0	0.0	0.000	A
C-A	19			19			
A-B	0			0			
A-C	31			31			

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	517	0.000	0	0.0	0.000	A
C-AB	0	611	0.000	0	0.0	0.000	A
C-A	15			15			
A-B	0			0			
A-C	25			25			

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	519	0.000	0	0.0	0.000	A
C-AB	0	612	0.000	0	0.0	0.000	A
C-A	13			13			
A-B	0			0			
A-C	21			21			

2037 No Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2037 No Development	AM	ONE HOUR	07:45	09:15	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		✓	9	100.000
B		✓	1	100.000
C		✓	20	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	0	9
	B	1	0	0
	C	20	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (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

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	522	0.000	0	0.0	0.000	A
C-AB	0	616	0.000	0	0.0	0.000	A
C-A	15			15			
A-B	0			0			
A-C	7			7			

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	521	0.000	0	0.0	0.000	A
C-AB	0	615	0.000	0	0.0	0.000	A
C-A	18			18			
A-B	0			0			
A-C	8			8			

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	520	0.000	0	0.0	0.000	A
C-AB	0	615	0.000	0	0.0	0.000	A
C-A	22			22			
A-B	0			0			
A-C	10			10			

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	520	0.000	0	0.0	0.000	A
C-AB	0	615	0.000	0	0.0	0.000	A
C-A	22			22			
A-B	0			0			
A-C	10			10			

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	521	0.000	0	0.0	0.000	A
C-AB	0	615	0.000	0	0.0	0.000	A
C-A	18			18			
A-B	0			0			
A-C	8			8			

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	522	0.000	0	0.0	0.000	A
C-AB	0	616	0.000	0	0.0	0.000	A
C-A	15			15			
A-B	0			0			
A-C	7			7			

2037 No Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2037 No Development	PM	ONE HOUR	14:45	16:15	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		✓	33	100.000
B		✓	0	100.000
C		✓	20	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	0	33
	B	0	0	0
	C	20	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (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

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	517	0.000	0	0.0	0.000	A
C-AB	0	611	0.000	0	0.0	0.000	A
C-A	15			15			
A-B	0			0			
A-C	25			25			

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	516	0.000	0	0.0	0.000	A
C-AB	0	610	0.000	0	0.0	0.000	A
C-A	18			18			
A-B	0			0			
A-C	30			30			

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	514	0.000	0	0.0	0.000	A
C-AB	0	608	0.000	0	0.0	0.000	A
C-A	22			22			
A-B	0			0			
A-C	36			36			

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	514	0.000	0	0.0	0.000	A
C-AB	0	608	0.000	0	0.0	0.000	A
C-A	22			22			
A-B	0			0			
A-C	36			36			

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	516	0.000	0	0.0	0.000	A
C-AB	0	610	0.000	0	0.0	0.000	A
C-A	18			18			
A-B	0			0			
A-C	30			30			

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	517	0.000	0	0.0	0.000	A
C-AB	0	611	0.000	0	0.0	0.000	A
C-A	15			15			
A-B	0			0			
A-C	25			25			

2022 With Development , AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		4.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2022 With Development	AM	ONE HOUR	07:45	09:15	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		✓	67	100.000
B		✓	62	100.000
C		✓	15	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	61	6
	B	62	0	0
	C	15	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.15	9.30	0.2	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	47	458	0.102	46	0.1	8.724	A
C-AB	0	605	0.000	0	0.0	0.000	A
C-A	11			11			
A-B	46			46			
A-C	5			5			

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	56	457	0.122	56	0.1	8.965	A
C-AB	0	602	0.000	0	0.0	0.000	A
C-A	13			13			
A-B	55			55			
A-C	5			5			

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	68	455	0.150	68	0.2	9.290	A
C-AB	0	599	0.000	0	0.0	0.000	A
C-A	17			17			
A-B	67			67			
A-C	7			7			

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	68	455	0.150	68	0.2	9.300	A
C-AB	0	599	0.000	0	0.0	0.000	A
C-A	17			17			
A-B	67			67			
A-C	7			7			

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	56	457	0.122	56	0.1	8.977	A
C-AB	0	602	0.000	0	0.0	0.000	A
C-A	13			13			
A-B	55			55			
A-C	5			5			

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	47	458	0.102	47	0.1	8.747	A
C-AB	0	605	0.000	0	0.0	0.000	A
C-A	11			11			
A-B	46			46			
A-C	5			5			

2022 With Development , PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.55	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2022 With Development	PM	ONE HOUR	14:45	16:15	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		✓	85	100.000
B		✓	61	100.000
C		✓	15	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	61	24
	B	61	0	0
	C	15	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.15	9.38	0.2	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	46	455	0.101	45	0.1	8.774	A
C-AB	0	601	0.000	0	0.0	0.000	A
C-A	11			11			
A-B	46			46			
A-C	18			18			

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	55	453	0.121	55	0.1	9.026	A
C-AB	0	598	0.000	0	0.0	0.000	A
C-A	13			13			
A-B	55			55			
A-C	22			22			

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	67	451	0.149	67	0.2	9.371	A
C-AB	0	594	0.000	0	0.0	0.000	A
C-A	17			17			
A-B	67			67			
A-C	26			26			

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	67	451	0.149	67	0.2	9.381	A
C-AB	0	594	0.000	0	0.0	0.000	A
C-A	17			17			
A-B	67			67			
A-C	26			26			

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	55	453	0.121	55	0.1	9.038	A
C-AB	0	598	0.000	0	0.0	0.000	A
C-A	13			13			
A-B	55			55			
A-C	22			22			

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	46	455	0.101	46	0.1	8.798	A
C-AB	0	601	0.000	0	0.0	0.000	A
C-A	11			11			
A-B	46			46			
A-C	18			18			

2027 With Development , AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.93	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D11	2027 With Development	AM	ONE HOUR	07:45	09:15	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		✓	68	100.000
B		✓	62	100.000
C		✓	17	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	61	7
	B	62	0	0
	C	17	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.15	9.31	0.2	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	47	458	0.102	46	0.1	8.732	A
C-AB	0	605	0.000	0	0.0	0.000	A
C-A	13			13			
A-B	46			46			
A-C	5			5			

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	56	457	0.122	56	0.1	8.975	A
C-AB	0	602	0.000	0	0.0	0.000	A
C-A	15			15			
A-B	55			55			
A-C	6			6			

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	68	455	0.150	68	0.2	9.303	A
C-AB	0	599	0.000	0	0.0	0.000	A
C-A	19			19			
A-B	67			67			
A-C	8			8			

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	68	455	0.150	68	0.2	9.313	A
C-AB	0	599	0.000	0	0.0	0.000	A
C-A	19			19			
A-B	67			67			
A-C	8			8			

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	56	457	0.122	56	0.1	8.987	A
C-AB	0	602	0.000	0	0.0	0.000	A
C-A	15			15			
A-B	55			55			
A-C	6			6			

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	47	458	0.102	47	0.1	8.755	A
C-AB	0	605	0.000	0	0.0	0.000	A
C-A	13			13			
A-B	46			46			
A-C	5			5			

2027 With Development , PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.44	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D12	2027 With Development	PM	ONE HOUR	14:45	16:15	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		✓	89	100.000
B		✓	61	100.000
C		✓	17	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	61	28
	B	61	0	0
	C	17	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.15	9.41	0.2	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	46	454	0.101	45	0.1	8.792	A
C-AB	0	601	0.000	0	0.0	0.000	A
C-A	13			13			
A-B	46			46			
A-C	21			21			

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	55	452	0.121	55	0.1	9.050	A
C-AB	0	597	0.000	0	0.0	0.000	A
C-A	15			15			
A-B	55			55			
A-C	25			25			

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	67	450	0.149	67	0.2	9.402	A
C-AB	0	593	0.000	0	0.0	0.000	A
C-A	19			19			
A-B	67			67			
A-C	31			31			

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	67	450	0.149	67	0.2	9.412	A
C-AB	0	593	0.000	0	0.0	0.000	A
C-A	19			19			
A-B	67			67			
A-C	31			31			

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	55	452	0.121	55	0.1	9.060	A
C-AB	0	597	0.000	0	0.0	0.000	A
C-A	15			15			
A-B	55			55			
A-C	25			25			

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	46	454	0.101	46	0.1	8.817	A
C-AB	0	601	0.000	0	0.0	0.000	A
C-A	13			13			
A-B	46			46			
A-C	21			21			

2037 With Development , AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.81	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D13	2037 With Development	AM	ONE HOUR	07:45	09:15	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		✓	70	100.000
B		✓	62	100.000
C		✓	20	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	61	9
	B	62	0	0
	C	20	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.15	9.34	0.2	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	47	457	0.102	46	0.1	8.746	A
C-AB	0	604	0.000	0	0.0	0.000	A
C-A	15			15			
A-B	46			46			
A-C	7			7			

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	56	456	0.122	56	0.1	8.993	A
C-AB	0	602	0.000	0	0.0	0.000	A
C-A	18			18			
A-B	55			55			
A-C	8			8			

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	68	454	0.150	68	0.2	9.326	A
C-AB	0	598	0.000	0	0.0	0.000	A
C-A	22			22			
A-B	67			67			
A-C	10			10			

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	68	454	0.150	68	0.2	9.336	A
C-AB	0	598	0.000	0	0.0	0.000	A
C-A	22			22			
A-B	67			67			
A-C	10			10			

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	56	456	0.122	56	0.1	9.004	A
C-AB	0	602	0.000	0	0.0	0.000	A
C-A	18			18			
A-B	55			55			
A-C	8			8			

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	47	457	0.102	47	0.1	8.771	A
C-AB	0	604	0.000	0	0.0	0.000	A
C-A	15			15			
A-B	46			46			
A-C	7			7			

2037 With Development , PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.30	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D14	2037 With Development	PM	ONE HOUR	14:45	16:15	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		✓	94	100.000
B		✓	61	100.000
C		✓	20	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	61	33
	B	61	0	0
	C	20	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.15	9.45	0.2	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	46	453	0.101	45	0.1	8.817	A
C-AB	0	600	0.000	0	0.0	0.000	A
C-A	15			15			
A-B	46			46			
A-C	25			25			

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	55	451	0.122	55	0.1	9.082	A
C-AB	0	596	0.000	0	0.0	0.000	A
C-A	18			18			
A-B	55			55			
A-C	30			30			

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	67	448	0.150	67	0.2	9.447	A
C-AB	0	592	0.000	0	0.0	0.000	A
C-A	22			22			
A-B	67			67			
A-C	36			36			

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	67	448	0.150	67	0.2	9.454	A
C-AB	0	592	0.000	0	0.0	0.000	A
C-A	22			22			
A-B	67			67			
A-C	36			36			

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	55	451	0.122	55	0.1	9.092	A
C-AB	0	596	0.000	0	0.0	0.000	A
C-A	18			18			
A-B	55			55			
A-C	30			30			

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	46	453	0.101	46	0.1	8.840	A
C-AB	0	600	0.000	0	0.0	0.000	A
C-A	15			15			
A-B	46			46			
A-C	25			25			

Junctions 9

PICADY 9 - Priority Intersection Module

Filename: Junction 3.j9
Path: J:\Projects\11169 - Proposed Burial Ground in Claregalway TTA\05-Design\01-Calculations
Report generation date: 31/08/2021 16:43:07

»2021 Existing , AM
»2021 Existing , PM
»2022 No Development , AM
»2022 No Development , PM
»2027 No Development, AM
»2027 No Development , PM
»2037 No Development, AM
»2037 No Development, PM
»2022 With Development , AM
»2022 With Development , PM
»2027 With Development , AM
»2027 With Development , PM
»2037 With Development , AM
»2037 With Development , PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2021 Existing									
Stream B-AC	D1	0.0	0.00	0.00	A	D2	0.0	0.00	0.00	A
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2022 No Development									
Stream B-AC	D3	0.0	0.00	0.00	A	D4	0.0	0.00	0.00	A
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2027 No Development									
Stream B-AC	D5	0.0	0.00	0.00	A	D6	0.0	0.00	0.00	A
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2037 No Development									
Stream B-AC	D7	0.0	0.00	0.00	A	D8	0.0	0.00	0.00	A
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2022 With Development									
Stream B-AC	D9	0.1	8.02	0.13	A	D10	0.1	8.02	0.13	A
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2027 With Development									
Stream B-AC	D11	0.1	8.02	0.13	A	D12	0.1	8.02	0.13	A
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2037 With Development									
Stream B-AC	D13	0.1	8.02	0.13	A	D14	0.1	8.02	0.13	A
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

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

File summary

File Description

Title	
Location	
Site number	
Date	27/08/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	TOBIN\Maria Rooney
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

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 Existing	AM	ONE HOUR	07:45	09:15	15
D2	2021 Existing	PM	ONE HOUR	14:45	16:15	15
D3	2022 No Development	AM	ONE HOUR	07:45	09:15	15
D4	2022 No Development	PM	ONE HOUR	14:45	16:15	15
D5	2027 No Development	AM	ONE HOUR	07:45	09:15	15
D6	2027 No Development	PM	ONE HOUR	14:45	16:15	15
D7	2037 No Development	AM	ONE HOUR	07:45	09:15	15
D8	2037 No Development	PM	ONE HOUR	14:45	16:15	15
D9	2022 With Development	AM	ONE HOUR	07:45	09:15	15
D10	2022 With Development	PM	ONE HOUR	14:45	16:15	15
D11	2027 With Development	AM	ONE HOUR	07:45	09:15	15
D12	2027 With Development	PM	ONE HOUR	14:45	16:15	15
D13	2037 With Development	AM	ONE HOUR	07:45	09:15	15
D14	2037 With Development	PM	ONE HOUR	14:45	16:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2021 Existing , AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.00	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Private Road (W)		Major
B	Proposed Access		Minor
C	Private Road (E)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	5.50			44.0	✓	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	3.00	55	55

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	523	0.097	0.246	0.155	0.351
B-C	659	0.103	0.261	-	-
C-B	599	0.237	0.237	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2021 Existing	AM	ONE HOUR	07:45	09:15	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		✓	0	100.000
B		✓	0	100.000
C		✓	1	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	1	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (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

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	583	0.000	0	0.0	0.000	A
C-AB	0	599	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	0			0			
A-C	0			0			

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	583	0.000	0	0.0	0.000	A
C-AB	0	599	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	0			0			
A-C	0			0			

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	583	0.000	0	0.0	0.000	A
C-AB	0	599	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	0			0			
A-C	0			0			

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	583	0.000	0	0.0	0.000	A
C-AB	0	599	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	0			0			
A-C	0			0			

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	583	0.000	0	0.0	0.000	A
C-AB	0	599	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	0			0			
A-C	0			0			

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	583	0.000	0	0.0	0.000	A
C-AB	0	599	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	0			0			
A-C	0			0			

2021 Existing , PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.00	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2021 Existing	PM	ONE HOUR	14:45	16:15	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		✓	0	100.000
B		✓	0	100.000
C		✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (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

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	583	0.000	0	0.0	0.000	A
C-AB	0	599	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	0			0			
A-C	0			0			

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	583	0.000	0	0.0	0.000	A
C-AB	0	599	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	0			0			
A-C	0			0			

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	583	0.000	0	0.0	0.000	A
C-AB	0	599	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	0			0			
A-C	0			0			

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	583	0.000	0	0.0	0.000	A
C-AB	0	599	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	0			0			
A-C	0			0			

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	583	0.000	0	0.0	0.000	A
C-AB	0	599	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	0			0			
A-C	0			0			

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	583	0.000	0	0.0	0.000	A
C-AB	0	599	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	0			0			
A-C	0			0			

2022 No Development , AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.00	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2022 No Development	AM	ONE HOUR	07:45	09:15	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		✓	0	100.000
B		✓	0	100.000
C		✓	1	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	1	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (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

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	583	0.000	0	0.0	0.000	A
C-AB	0	599	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	0			0			
A-C	0			0			

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	583	0.000	0	0.0	0.000	A
C-AB	0	599	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	0			0			
A-C	0			0			

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	583	0.000	0	0.0	0.000	A
C-AB	0	599	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	0			0			
A-C	0			0			

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	583	0.000	0	0.0	0.000	A
C-AB	0	599	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	0			0			
A-C	0			0			

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	583	0.000	0	0.0	0.000	A
C-AB	0	599	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	0			0			
A-C	0			0			

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	583	0.000	0	0.0	0.000	A
C-AB	0	599	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	0			0			
A-C	0			0			

2022 No Development , PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.00	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2022 No Development	PM	ONE HOUR	14:45	16:15	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		✓	0	100.000
B		✓	0	100.000
C		✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	4
	B	0	0	0
	C	0	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

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	583	0.000	0	0.0	0.000	A
C-AB	0	599	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	0			0			
A-C	0			0			

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	583	0.000	0	0.0	0.000	A
C-AB	0	599	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	0			0			
A-C	0			0			

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	583	0.000	0	0.0	0.000	A
C-AB	0	599	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	0			0			
A-C	0			0			

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	583	0.000	0	0.0	0.000	A
C-AB	0	599	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	0			0			
A-C	0			0			

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	583	0.000	0	0.0	0.000	A
C-AB	0	599	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	0			0			
A-C	0			0			

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	583	0.000	0	0.0	0.000	A
C-AB	0	599	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	0			0			
A-C	0			0			

2027 No Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2027 No Development	AM	ONE HOUR	07:45	09:15	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		✓	6	100.000
B		✓	0	100.000
C		✓	25	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	0	6
	B	0	0	0
	C	25	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (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

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	580	0.000	0	0.0	0.000	A
C-AB	0	598	0.000	0	0.0	0.000	A
C-A	19			19			
A-B	0			0			
A-C	5			5			

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	579	0.000	0	0.0	0.000	A
C-AB	0	598	0.000	0	0.0	0.000	A
C-A	22			22			
A-B	0			0			
A-C	5			5			

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	578	0.000	0	0.0	0.000	A
C-AB	0	598	0.000	0	0.0	0.000	A
C-A	28			28			
A-B	0			0			
A-C	7			7			

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	578	0.000	0	0.0	0.000	A
C-AB	0	598	0.000	0	0.0	0.000	A
C-A	28			28			
A-B	0			0			
A-C	7			7			

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	579	0.000	0	0.0	0.000	A
C-AB	0	598	0.000	0	0.0	0.000	A
C-A	22			22			
A-B	0			0			
A-C	5			5			

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	580	0.000	0	0.0	0.000	A
C-AB	0	598	0.000	0	0.0	0.000	A
C-A	19			19			
A-B	0			0			
A-C	5			5			

2027 No Development , PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.00	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2027 No Development	PM	ONE HOUR	14:45	16:15	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		✓	0	100.000
B		✓	0	100.000
C		✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

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

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	583	0.000	0	0.0	0.000	A
C-AB	0	599	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	0			0			
A-C	0			0			

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	583	0.000	0	0.0	0.000	A
C-AB	0	599	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	0			0			
A-C	0			0			

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	583	0.000	0	0.0	0.000	A
C-AB	0	599	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	0			0			
A-C	0			0			

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	583	0.000	0	0.0	0.000	A
C-AB	0	599	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	0			0			
A-C	0			0			

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	583	0.000	0	0.0	0.000	A
C-AB	0	599	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	0			0			
A-C	0			0			

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	583	0.000	0	0.0	0.000	A
C-AB	0	599	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	0			0			
A-C	0			0			

2037 No Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.00	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2037 No Development	AM	ONE HOUR	07:45	09:15	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		✓	0	100.000
B		✓	0	100.000
C		✓	1	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	1	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (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

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	583	0.000	0	0.0	0.000	A
C-AB	0	599	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	0			0			
A-C	0			0			

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	583	0.000	0	0.0	0.000	A
C-AB	0	599	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	0			0			
A-C	0			0			

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	583	0.000	0	0.0	0.000	A
C-AB	0	599	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	0			0			
A-C	0			0			

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	583	0.000	0	0.0	0.000	A
C-AB	0	599	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	0			0			
A-C	0			0			

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	583	0.000	0	0.0	0.000	A
C-AB	0	599	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	0			0			
A-C	0			0			

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	583	0.000	0	0.0	0.000	A
C-AB	0	599	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	0			0			
A-C	0			0			

2037 No Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.00	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2037 No Development	PM	ONE HOUR	14:45	16:15	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		✓	0	100.000
B		✓	0	100.000
C		✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	4
	B	0	0	0
	C	0	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

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	583	0.000	0	0.0	0.000	A
C-AB	0	599	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	0			0			
A-C	0			0			

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	583	0.000	0	0.0	0.000	A
C-AB	0	599	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	0			0			
A-C	0			0			

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	583	0.000	0	0.0	0.000	A
C-AB	0	599	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	0			0			
A-C	0			0			

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	583	0.000	0	0.0	0.000	A
C-AB	0	599	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	0			0			
A-C	0			0			

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	583	0.000	0	0.0	0.000	A
C-AB	0	599	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	0			0			
A-C	0			0			

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	583	0.000	0	0.0	0.000	A
C-AB	0	599	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	0			0			
A-C	0			0			

2022 With Development , AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		4.01	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2022 With Development	AM	ONE HOUR	07:45	09:15	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		✓	61	100.000
B		✓	61	100.000
C		✓	1	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	61	0
	B	61	0	0
	C	1	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.13	8.02	0.1	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	46	518	0.089	46	0.1	7.609	A
C-AB	0	589	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	46			46			
A-C	0			0			

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	55	517	0.106	55	0.1	7.782	A
C-AB	0	586	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	55			55			
A-C	0			0			

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	67	516	0.130	67	0.1	8.015	A
C-AB	0	584	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	67			67			
A-C	0			0			

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	67	516	0.130	67	0.1	8.018	A
C-AB	0	584	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	67			67			
A-C	0			0			

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	55	517	0.106	55	0.1	7.787	A
C-AB	0	586	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	55			55			
A-C	0			0			

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	46	518	0.089	46	0.1	7.627	A
C-AB	0	589	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	46			46			
A-C	0			0			

2022 With Development , PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		4.01	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2022 With Development	PM	ONE HOUR	14:45	16:15	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		✓	61	100.000
B		✓	61	100.000
C		✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	61	0
	B	61	0	0
	C	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.13	8.02	0.1	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	46	518	0.089	46	0.1	7.609	A
C-AB	0	589	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	46			46			
A-C	0			0			

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	55	517	0.106	55	0.1	7.782	A
C-AB	0	586	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	55			55			
A-C	0			0			

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	67	516	0.130	67	0.1	8.015	A
C-AB	0	584	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	67			67			
A-C	0			0			

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	67	516	0.130	67	0.1	8.018	A
C-AB	0	584	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	67			67			
A-C	0			0			

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	55	517	0.106	55	0.1	7.787	A
C-AB	0	586	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	55			55			
A-C	0			0			

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	46	518	0.089	46	0.1	7.627	A
C-AB	0	589	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	46			46			
A-C	0			0			

2027 With Development , AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		4.01	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D11	2027 With Development	AM	ONE HOUR	07:45	09:15	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		✓	61	100.000
B		✓	61	100.000
C		✓	1	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	61	0
	B	61	0	0
	C	1	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.13	8.02	0.1	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	46	518	0.089	46	0.1	7.609	A
C-AB	0	589	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	46			46			
A-C	0			0			

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	55	517	0.106	55	0.1	7.782	A
C-AB	0	586	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	55			55			
A-C	0			0			

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	67	516	0.130	67	0.1	8.015	A
C-AB	0	584	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	67			67			
A-C	0			0			

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	67	516	0.130	67	0.1	8.018	A
C-AB	0	584	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	67			67			
A-C	0			0			

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	55	517	0.106	55	0.1	7.787	A
C-AB	0	586	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	55			55			
A-C	0			0			

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	46	518	0.089	46	0.1	7.627	A
C-AB	0	589	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	46			46			
A-C	0			0			

2027 With Development , PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		4.01	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D12	2027 With Development	PM	ONE HOUR	14:45	16:15	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		✓	61	100.000
B		✓	61	100.000
C		✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	61	0
	B	61	0	0
	C	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.13	8.02	0.1	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	46	518	0.089	46	0.1	7.609	A
C-AB	0	589	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	46			46			
A-C	0			0			

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	55	517	0.106	55	0.1	7.782	A
C-AB	0	586	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	55			55			
A-C	0			0			

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	67	516	0.130	67	0.1	8.015	A
C-AB	0	584	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	67			67			
A-C	0			0			

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	67	516	0.130	67	0.1	8.018	A
C-AB	0	584	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	67			67			
A-C	0			0			

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	55	517	0.106	55	0.1	7.787	A
C-AB	0	586	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	55			55			
A-C	0			0			

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	46	518	0.089	46	0.1	7.627	A
C-AB	0	589	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	46			46			
A-C	0			0			

2037 With Development , AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		4.01	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D13	2037 With Development	AM	ONE HOUR	07:45	09:15	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		✓	61	100.000
B		✓	61	100.000
C		✓	1	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	61	0
	B	61	0	0
	C	1	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.13	8.02	0.1	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	46	518	0.089	46	0.1	7.609	A
C-AB	0	589	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	46			46			
A-C	0			0			

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	55	517	0.106	55	0.1	7.782	A
C-AB	0	586	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	55			55			
A-C	0			0			

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	67	516	0.130	67	0.1	8.015	A
C-AB	0	584	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	67			67			
A-C	0			0			

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	67	516	0.130	67	0.1	8.018	A
C-AB	0	584	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	67			67			
A-C	0			0			

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	55	517	0.106	55	0.1	7.787	A
C-AB	0	586	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	55			55			
A-C	0			0			

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	46	518	0.089	46	0.1	7.627	A
C-AB	0	589	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	46			46			
A-C	0			0			

2037 With Development , PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		4.01	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D14	2037 With Development	PM	ONE HOUR	14:45	16:15	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		✓	61	100.000
B		✓	61	100.000
C		✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	61	0
	B	61	0	0
	C	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.13	8.02	0.1	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	46	518	0.089	46	0.1	7.609	A
C-AB	0	589	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	46			46			
A-C	0			0			

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	55	517	0.106	55	0.1	7.782	A
C-AB	0	586	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	55			55			
A-C	0			0			

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	67	516	0.130	67	0.1	8.015	A
C-AB	0	584	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	67			67			
A-C	0			0			

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	67	516	0.130	67	0.1	8.018	A
C-AB	0	584	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	67			67			
A-C	0			0			

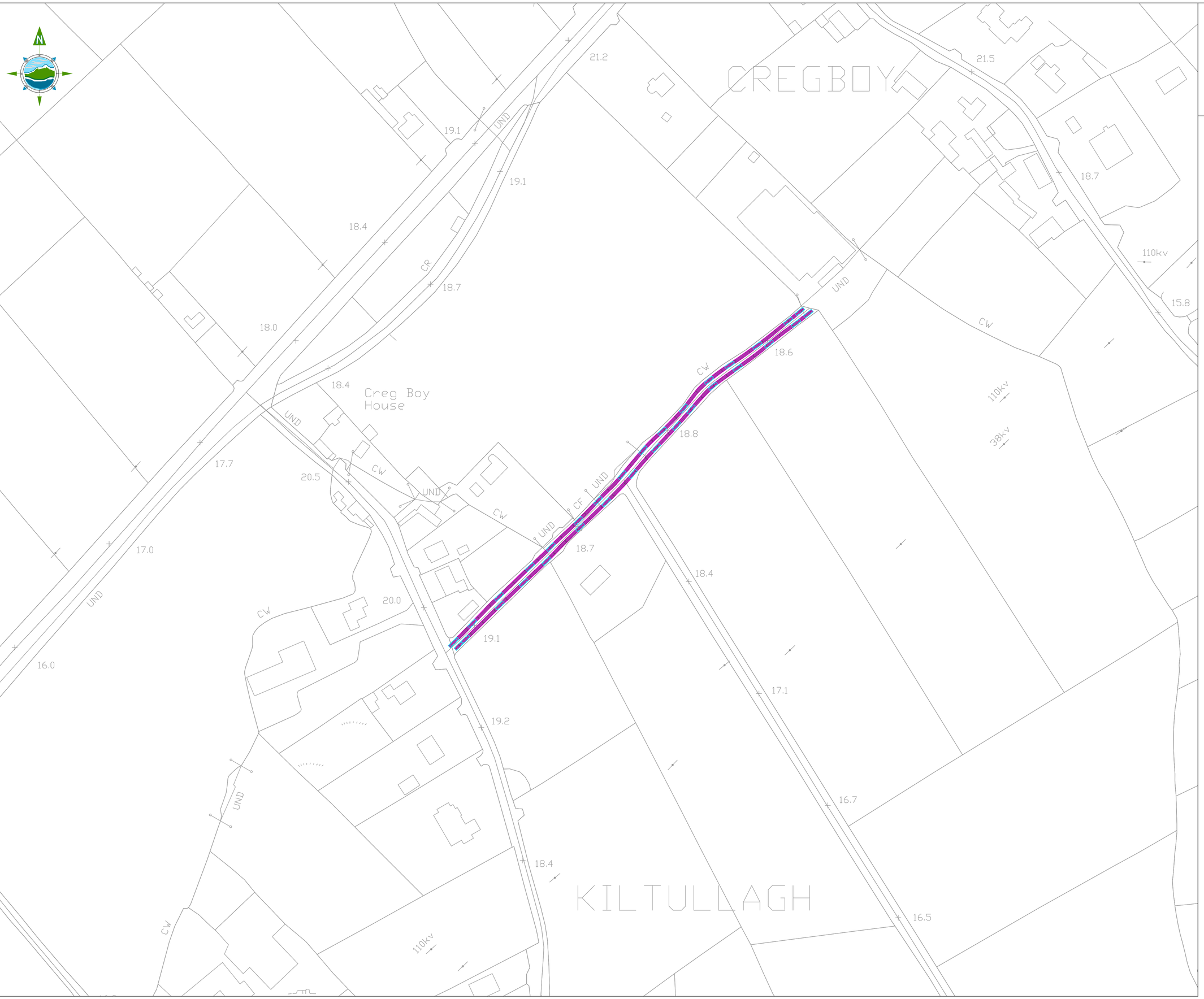
15:45 - 16:00

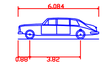
Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	55	517	0.106	55	0.1	7.787	A
C-AB	0	586	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	55			55			
A-C	0			0			

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	46	518	0.089	46	0.1	7.627	A
C-AB	0	589	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	46			46			
A-C	0			0			

Appendix D. AUTOTRACKS





Limousine (2006)	
Overall Length	6.084m
Overall Width	1.790m
Overall Body Height	1.583m
Min Body Ground Clearance	0.275m
Max Track Width	1.950m
Lock to lock time	4.00s
Wall to Wall Turning Radius	7.000m

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.
A	AUG'21	Planning	TI	MR

Client: Galway County Council

Project: Proposed Burial Ground Claregalway

Title: Autotrack

0m ## ## ## ### ### Scale @ A1:NTS

Prepared by: TI	Checked MR	Date Aug 2021
Project Director	Micheal Mc Donnell	
Drawing Status	PLANNING	

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Drawing No. 11123-1001 | Issue A