MHL & ASSOCIATES LTD.

For: HRP Construction

Proposed Residential Development, St. Ann's Road, Blarney, Co. Cork

Traffic and Transportation Assessment

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MHL & Associates Ltd.
Consulting Engineers

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1 NON-TECHNICAL SUMMARY

MHL Consulting Engineers have been engaged by HRP Construction to provide Traffic and Transport Engineering consultancy services for the Proposed Mixed-Use Development at Blarney, County Cork.

HRP Construction Limited are applying for planning permission for the construction of scheme comprising of 138 no. residential units, and a civic centre on a site spanning 3.7 ha.

The proposed development consists of the demolition/removal of existing hardstanding areas associated with the former use of the site and the construction of a number of residential units consisting of 119 no. 2,3 and 4 bed houses and 19 no. 1 and 2 bed apartments/later-living units.

This report has been prepared in accordance with the TII's 2014 publication "Traffic and Transport Assessment Guidelines" and the "Guidelines for Traffic Impact Assessments" as published by the Institution of Highways & Transportation U.K. in 1994.

The Opening Year is the year of expected completion for the development and is taken to be 2027. In accordance with the TII's "Traffic and Transport Assessment Guidelines", a traffic analysis is required to be undertaken for the **Opening Year (2027), Opening Year +5 (2032)** and fifteen years from this date i.e., the **Opening Year+15 (2042)**.

This

- **Junction 1:** T-Junction – R617 / St Ann's Road
- **Junction 2:** T-Junction- R617 / Waterloo Road
- **Junction 3:** T-Junction- R617 / Station Road

As part of this assessment, 12-hour traffic flows were recorded by third-party traffic counters, Irish Traffic Surveys Ltd., for Junctions 1, 2 & 3 with these traffic counts recorded in April 2025. These counts have been factored up to the modelling year scenarios 2027 through to 2042 using TII expansion factors.

The overall impact of the development on the adjoining local road is to increase traffic flows entering/exiting the development by 69 trips in the morning peak and by 99 trips in the evening peak in the Opening Year 2027, assuming all traffic generated by the development is new to the network. This is a very minor increase in traffic flows.

This traffic impact translates to traffic flows at Junction 1 increasing by 4% in the Opening Year 2027. The AM peak Ratio of Flow to Capacity (RFC) rises from 88% to 90%, while the PM peak RFC increases from 64% to 74%. Delays increase slightly in the peak hours. The junction is

forecast to operate within its modelled capacity, with no significant operational issues anticipated.

Junction 2 also sees a 4% increase in traffic. The AM peak RFC increases from 86% to 90%, and the PM peak RFC rises from 70% to 78%. Associated delays increase modestly but remain within acceptable limits. The junction is expected to with minor impacts effectively manageable through routine mitigation measures

Junction 3 experiences a 2% increase in traffic in 2027. The AM peak RFC increases from 88% to 91%, and the PM peak RFC rises from 70% to 72%. Delays remain minimal, increasing by less than 1 second in the PM peak and approximately 10 seconds in the AM peak. The junction is forecast to operate within modelled capacity, with no operational concerns.

The traffic generation and associated traffic distribution shows that the increase in traffic flows will be below the threshold for assessment for each of the junctions 1 to 3, per TII document PE-PDV-02045, "Traffic and Transport Assessment Guidelines". This is the threshold for which Traffic and Transport Assessments are recommended. Given that the traffic impact is sub-threshold, it is submitted that the modelling outlined in this report is not strictly warranted but has been carried to ensure a robust analysis is undertaken.

Figure 1-1: Junction Locations

2 EXISTING SITE

The application site is located within the village of Blarney, approx. 10 km to the northwest of Cork City Centre. The applicant aims to deliver a high-quality, well-connected development that aligns with the existing amenities in the area. The location shown below in Figure 2-1 below.

Figure 2-1: Site Location (Credit: Google)

3 PROPOSED DEVELOPMENT

The proposed development consists of the the construction of 138 no. residential units, a civic centre and all ancillary works.

Figure 3-1 Proposed Site Layout Plan (Credit: Deady Gahan Architects)

4 TRAFFIC

4.1 Traffic Generation -TRICs

Trip generation for the proposed development, which includes residential units, a library, community café, and creche, was derived using the TRICS database. MHL & Associates Ltd., a licensed TRICS member, utilised this robust UK and Irish database, which contains over 2,100 site locations and 7,000 survey counts, to assess projected trip rates. The TRICS program was applied to the appropriate land-use sub-categories associated with the development proposal.

For the residential component, the trip rates derived from TRICS are presented in Figure 4.1. These rates were then compared with TRICS outputs from an adjacent residential development (Ringwood LRD Scheme), which were previously reviewed and approved by CCC Transportation Department, and are considered the Reference Project. (Figure 4.2)

		AM PEAK		PM PEAK	
		Arrivals	Departures	Arrivals	Departures
Based on TRICS database					
Residential Dev					
138	Peak Trics Trip Rates Per unit	0.081	0.299	0.290	0.152
	Peak Trips	11	41	40	21
Total		52		61	

Figure 4-1: Trip Rates derived from TRICS

Hour starting	Private Houses - Person Trip Rate (1 Unit)			Private Flats- Person Trip Rate (1 Unit)		
	Arrive	Depart	Two-way	Arrive	Depart	Two-way
08:00	0.23	0.94	1.17	0.10	0.56	0.66
17:00	0.79	0.44	1.23	0.40	0.14	0.54

Figure 4-2: TRICS outputs reviewed and agreed with CCC

In the reference project, person trip rates were adjusted using Census data on the proportion of journeys made as a car driver. With this percentage being 50.1%, the TRICS trip rates were multiplied by 50.1% to obtain the final vehicular trip estimates.

In calculating the trip generation for the proposed development, the reference project trip rates were adopted and similarly adjusted to reflect the 50.1% car-driver mode share, representing local travel behaviour. The final trip generation for the development is summarised in Figure 4.3.

For a robust analysis, the results were compared and found to be generally consistent, with the trip rates applied in the adjacent development showing slightly higher trip rates. To ensure a consistent and robust assessment, the TRICS-derived residential trip rates from the adjacent development, already approved by CCC, have been adopted for the analysis.

		AM PEAK		PM PEAK	
		Arrivals	Departures	Arrivals	Departures
Based on TRICS database					
HOUSES					
119	Peak Trics Trip Rates X 50.10% Per unit	0.12	0.47	0.40	0.22
	Peak Trips	14	56	47	26
		70		73	
APARTMENTS					
19	Peak Trics Trip Rates X 50.10% Per unit	0.05	0.28	0.20	0.07
	Peak Trips	1	5	4	1
Total		6		5	

Figure 4-3: TRICS-derived residential trip rates of the adjacent development agreed with CCC and adjusted for vehicular mode share.

For the purpose of calculating trip generation, the residential quantum comprises 119 private houses and 19 apartments. The TRICS trip rates have been applied to these dwelling totals to determine the forecast number of two-way trips during the weekday peak hours.

Analysis of the TRICS data confirms that the peak traffic periods for the residential element of the development occur during the weekday AM and PM peak hours, specifically 08:00–09:00 and 17:00–18:00. These peak hours have therefore been adopted for the traffic assessment and associated modelling.

Figure below shows Peak Hour TRICs Traffic Generation for the proposed commercial developments.

It should be noted that the library opens at 09:00; therefore, no trips are generated for this use during the 08:00–09:00 period. Similarly, the community café operates only until 16:00, so the trip rate for the 17:00–18:00 period is 0.00 for this use.

		AM PEAK		PM PEAK	
		Arrivals	Departures	Arrivals	Departures
Based on TRICS database					
HOUSES					
119	Peak Trics Trip Rates X 50.10% Per unit	0.12	0.47	0.40	0.22
	Peak Trips	14	56	47	26
		70		73	
APARTMENTS					
19	Peak Trics Trip Rates X 50.10% Per unit	0.05	0.28	0.20	0.07
	Peak Trips	1	5	4	1
Total		6		5	
Library					
910 Sqm	Peak Trics Trip Rates Per 100 Sqm	0.000	0.000	2.258	1.720
9.10	Peak Trips	0	0	21	16
Total		0		36	
Café					
140 Sqm	Peak Trics Trip Rates Per 100 Sqm	1.905	1.905	0.000	0.000
1.40	Peak Trips	3	3	0	0
Total		5		0	
Creche					
No. Pupil Creche	Peak Trics Trip Rates Per 1 Pupil	0.260	0.214	0.196	0.271
32	Peak Trips	8	7	6	9
Total		15		15	
Total		**26**	**71**	**78**	**52**
		97		130	

Figure 4-4: Peak Hour TRICs Traffic Generation for the overall developments.

4.2 Site Traffic Counts

Traffic counts conducted on Tuesday 02/04/2025 by Irish Traffic Surveys Ltd. were utilised to establish the actual AM & PM Peak traffic hours for the local road network for the purposes of this assessment. These existing junction traffic counts were growth factored as described in Chapter 5. Based on the traffic counts and considering the recommendation of the Guidelines for Traffic and Transportation Assessments, the peak hours considered in this TTA are reflective of the demand case for the site.

4.3 Modal Choice

In predicting the level of traffic that will be generated by the proposed development, the means of transport (modal choice) and quantity of traffic generated (trip attraction) must be considered. It is assumed that there will be a combination of cars, public transport, and active travel, due to the nature of the development. The analysis assumes the cars will dominate the developments traffic movements. Further public transport improvements would encourage a greater modal shift in the future towards sustainable travel modes for those travelling to work or live at the facility, as encouraged by local and National Transport Authority Policy. This would reduce the modelled impact of this development on the surrounding road network.

4.4 Existing Situation

Traffic counts taken at each of the assessed junctions were used as the basis of the modelling, producing morning and evening O/D Matrices. The traffic flows through the junctions were assessed as shown in the following figures.

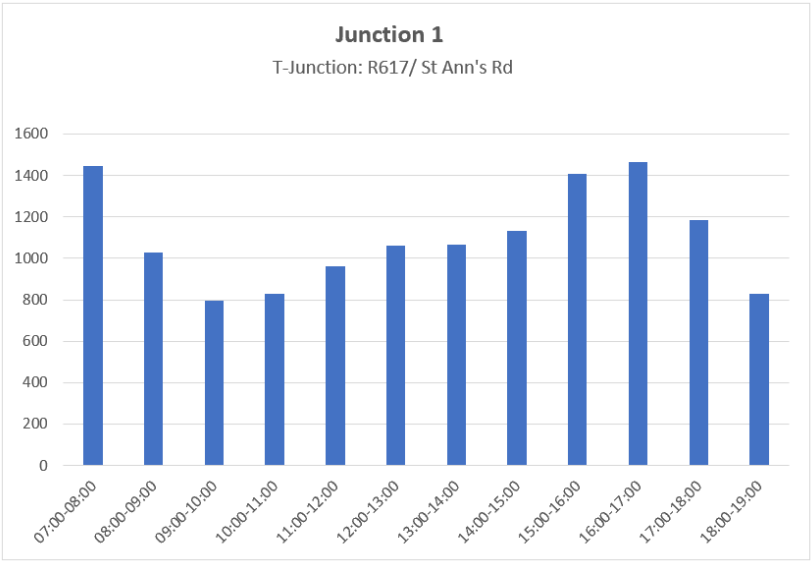


Figure.4-5 Network Traffic Profile for Junction 1 Peak Flow

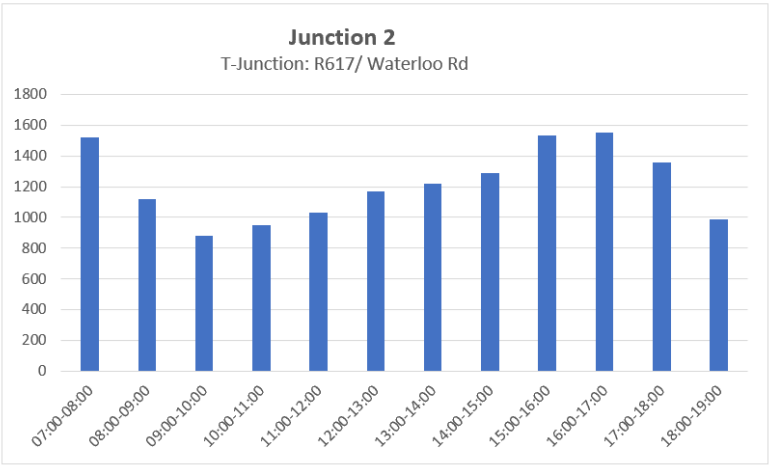


Figure.4-6 Network Traffic Profile for Junction 2 Peak Flow

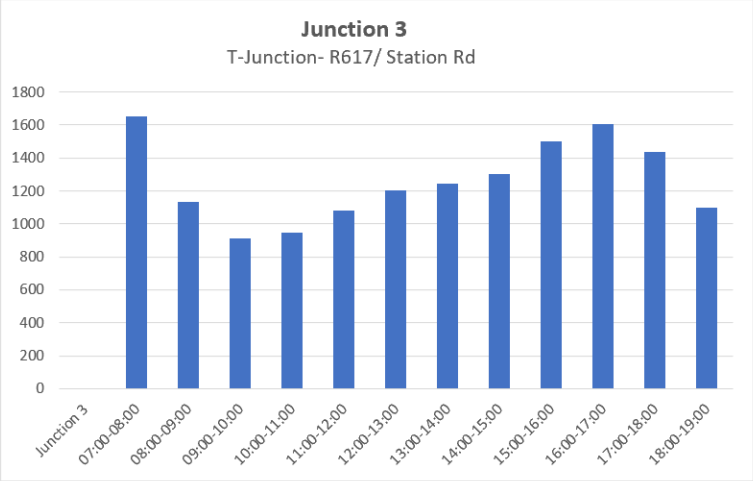


Figure 4-7 Network Traffic Profile for Junction 3 Peak Flow

4.5 Trip Distribution

Considering the network traffic profiles assessed in the figures above, along with the surrounding context—residential development near the applicant site—and in accordance with the *Guidelines for Traffic and Transportation Assessments* regarding busiest hours, the current traffic distribution pattern was used to determine the directional split to and from the proposed development. This peak hour directional split is assumed to remain consistent over time.

Based on the recorded traffic flows at key junctions, it was determined that the most heavily trafficked period is between 08:00 and 09:00 in the morning and 17:00 and 18:00 in the evening.

Development traffic has been distributed proportionally throughout the network as per the observed 2025 survey results. The calculated trip distribution is shown in table and graphs below.

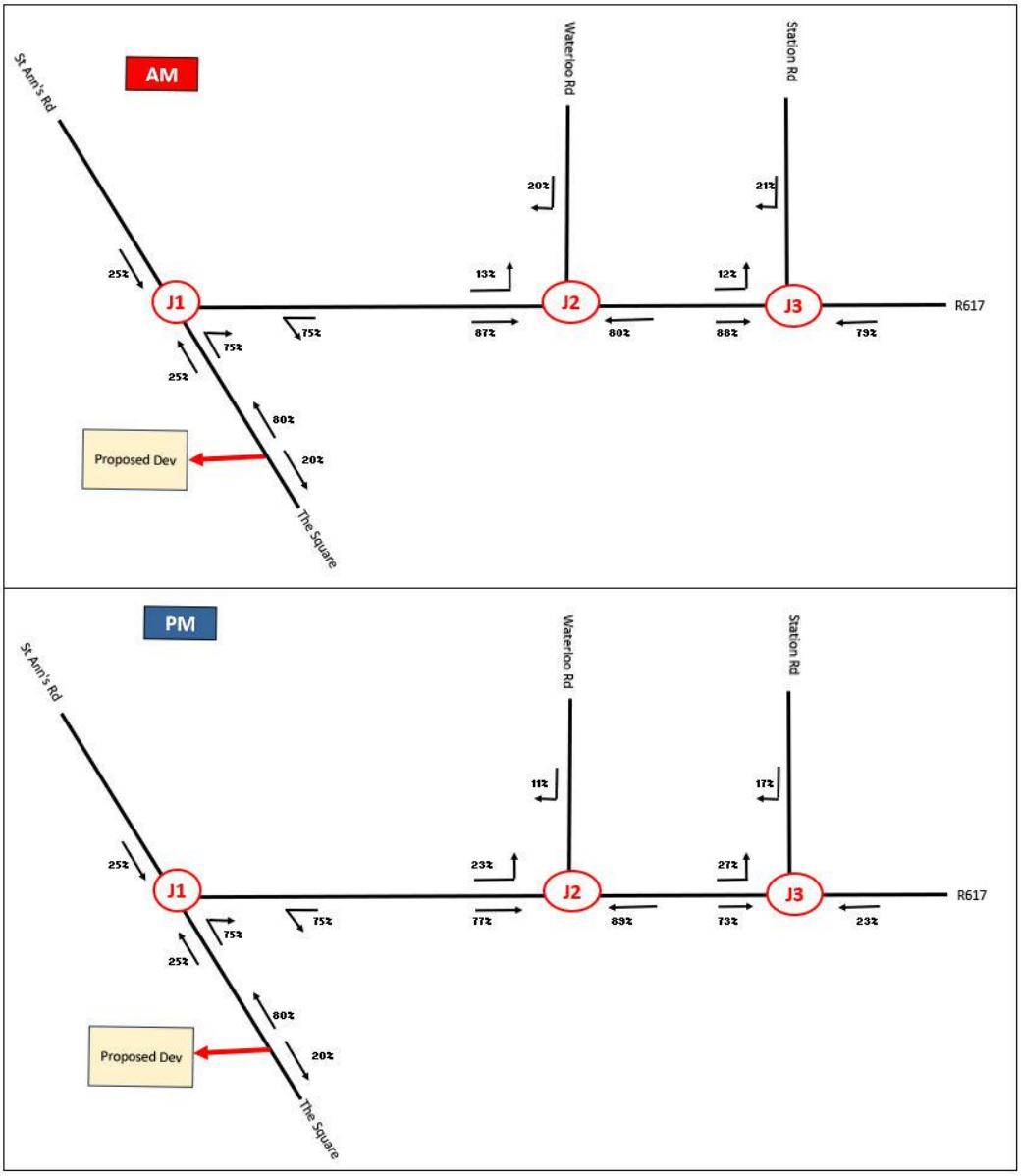


Figure 4-8: Trip Distribution Graphs for AM and PM

		O/D	AM Peak		PM Peak	
			from Dev	To Dev	from Dev	To Dev
Analysed Junctions	Entrance Junction	St Ann's Rd	80%	80%	80%	80%
		The Square	20%	20%	20%	20%
		TOTAL	100%	100%	100%	100%
	Junction 1	R617	75%	75%	75%	75%
		St Ann's Rd -W	25%	25%	25%	25%
		TOTAL	100%	100%	100%	100%
	Junction 2	R617	87%	80%	77%	89%
		Waterloo Rd	13%	20%	23%	11%
		TOTAL	100%	100%	100%	100%
	Junction 3	R617	88%	79%	73%	83%
		Station Rd	12%	21%	27%	17%
		TOTAL	100%	100%	100%	100%

Figure 4-9: Trip Distribution

Analysis indicates that the majority of traffic from the development is likely to travel via St Ann's Road, with 80% of trips in both the AM and PM peaks using this route, while the remaining 20% are expected to travel via The Square.

At Junction 1, 75% of traffic heads east via the R617, while 25% diverts west along St Ann's Road, a pattern consistent across both peak periods.

Junction 2 shows a slightly more variable pattern, with most trips remaining on the R617 (87% from the development in the AM, 77% in the PM), and the remainder using Waterloo Road.

Junction 3 demonstrates a similar distribution, with 88% of trips from the development in the AM peak continuing on the R617 and 12% turning onto Station Road; in the PM peak these proportions adjust slightly to 73% on the R617 and 27% on Station Road.

Overall, the observed split of arrivals and departures reflects the main traffic corridors serving the development, and the proportions are largely consistent between the AM and PM peaks, indicating predictable traffic patterns that can be accommodated by the existing network.

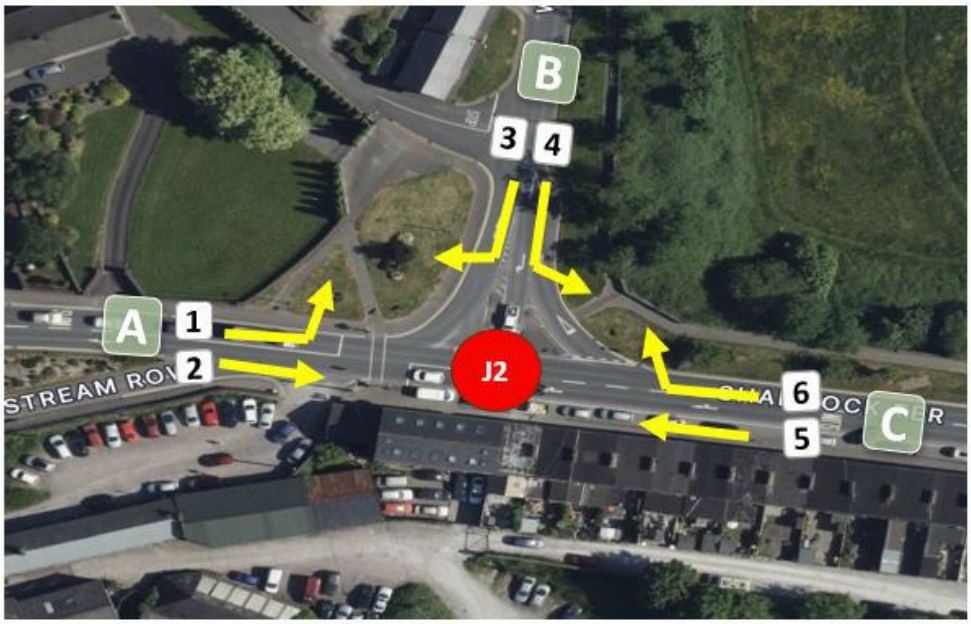
4.6 Traffic Volumes

Traffic counts taken at the assessed junction was used as the basis of the modelling, producing morning and evening O/D Matrices. The traffic flows through Junctions 1 to 3 as recorded in the traffic counts are shown in the following figures.

AM PEAK HOUR TRAFFIC FLOWS			Movement					
			1	2	3	4	5	6
SITE J1		Base Year						
		Measured Flows	41	513	14	135	495	247
		Development Traffic	15	0	43	14	0	5
	2027	Opening Year						
		Do Nothing	42	531	14	140	513	256
		With Development	58	531	57	154	513	261
	2032	Opening Year +5						
		Do Nothing	46	570	16	150	550	274
		With Development	61	570	58	164	550	280
	2042	Opening Year +15						
		Do Nothing	50	625	17	164	603	301
		With Development	65	625	60	179	603	306

PM PEAK HOUR TRAFFIC FLOWS		Movement					
		1	2	3	4	5	6
	Base Year						
	Measured Flows	19	439	41	270	611	83
	Development Traffic	47	0	31	10	0	16
2027	Opening Year						
	Do Nothing	20	455	42	280	633	86
	With Development	66	455	74	290	633	101
2032	Opening Year +5						
	Do Nothing	21	488	46	300	679	92
	With Development	68	488	77	310	679	108
2042	Opening Year +15						
	Do Nothing	23	535	50	329	744	101
	With Development	70	535	81	339	744	117

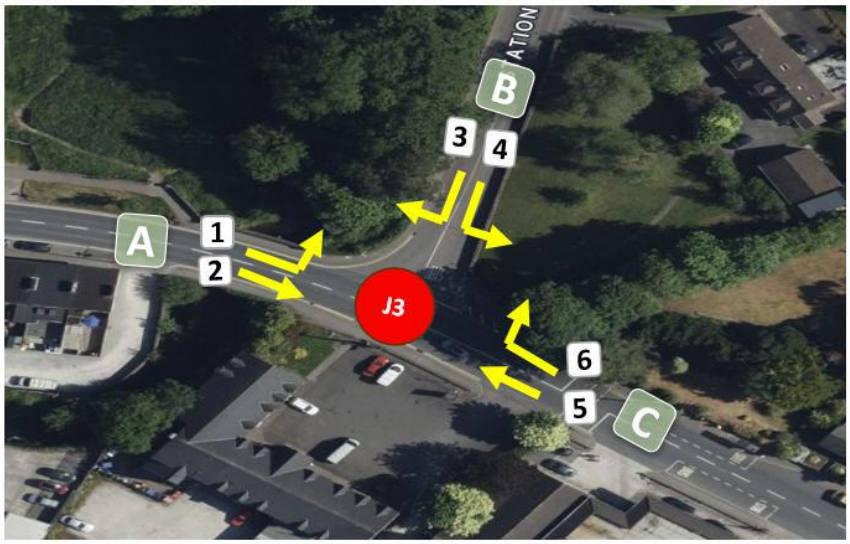
Figure 4-10: Turning Counts for Junction 1



AM PEAK HOUR TRAFFIC FLOWS			Movement					
			1	2	3	4	5	6
SITE J2		Base Year						
		Measured Flows	72	479	136	222	529	81
		Development Traffic	6	37	3	8	12	9
	2027	Opening Year						
		Do Nothing	75	496	141	230	548	84
		With Development	80	533	144	238	560	93
	2032	Opening Year +5						
		Do Nothing	80	532	151	247	588	90
		With Development	86	569	154	255	600	99
	2042	Opening Year +15						
		Do Nothing	88	584	166	270	644	99
		With Development	93	620	169	279	657	108

PM PEAK HOUR TRAFFIC FLOWS		Movement					
		1	2	3	4	5	6
	Base Year						
	Measured Flows	177	594	54	99	449	179
	Development Traffic	7	24	5	11	42	15
2027	Opening Year						
	Do Nothing	183	615	56	103	465	185
	With Development	190	639	61	114	507	200
2032	Opening Year +5						
	Do Nothing	197	660	60	110	499	199
	With Development	204	684	65	121	541	214
2042	Opening Year +15						
	Do Nothing	216	724	66	121	547	218
	With Development	223	748	71	132	589	233

Figure 4-11: Turning Counts for Junction 2



AM PEAK HOUR TRAFFIC FLOWS			Movement					
			1	2	3	4	5	6
SITE J2		Base Year						
		Measured Flows	72	479	136	222	529	81
		Development Traffic	6	37	3	8	12	9
	2027	Opening Year						
		Do Nothing	75	496	141	230	548	84
		With Development	80	533	144	238	560	93
	2032	Opening Year +5						
		Do Nothing	80	532	151	247	588	90
		With Development	86	569	154	255	600	99
	2042	Opening Year +15						
		Do Nothing	88	584	166	270	644	99
		With Development	93	620	169	279	657	108

PM PEAK HOUR TRAFFIC FLOWS		Movement					
		1	2	3	4	5	6
	Base Year						
	Measured Flows	177	594	54	99	449	179
	Development Traffic	7	24	5	11	42	15
2027	Opening Year						
	Do Nothing	183	615	56	103	465	185
	With Development	190	639	61	114	507	200
2032	Opening Year +5						
	Do Nothing	197	660	60	110	499	199
	With Development	204	684	65	121	541	214
2042	Opening Year +15						
	Do Nothing	216	724	66	121	547	218
	With Development	223	748	71	132	589	233

Figure 4-12: Turning Counts for Junction 3

5 TRAFFIC ASSESSMENT

The base year is taken as 2025, the year the traffic counts were undertaken. It is anticipated that the first year of operation, subject to a positive outcome from the planning process would be 2027. In accordance with the Guidelines for Traffic and Transportation Assessments as published by the TII, a traffic analysis is required to be undertaken for the Opening Year, Opening Year plus five years and Opening Year plus fifteen years.

The TII publication "Project Appraisal Guidelines for National Routes Unit 5.3 – Travel Demand Projections" was used to calculate growth factors for the road network traffic. Table 5.1 below shows the calculated growth factors:

			Cars/LGV	HGV	Combined
Count %			95%	5%	
2025	**to**	**2027**	1.034	1.060	**1.035**
2025	**to**	**2032**	1.107	1.191	**1.111**
2025	**to**	**2042**	1.209	1.389	**1.218**

TII Publication PE-PAG-02017

Project Appraisal Guidelines for National Roads Unit 5.3 - Travel Demand Projections

Figure 5-1: Future Projected Growth Rates

The effects of traffic growth on the existing network plus the additional traffic generated by the proposed development, have been compiled to build junction models of the priority junctions.

6 TRAFFIC MODELLING

6.1 Junctions 10 Analysis

The purpose of this Traffic and Transport Assessment is to determine if the capacity of the existing road network is sufficient to cater for the traffic generated by the proposed development.

In order to assess the capacity of the proposed development and the adjoining network, traffic models for the priority junctions were produced using the PICADY traffic modelling software.

The output movements from the models are based on the assigned junction arms. The arms are designated A to C for T-Junctions as Junctions 1 ,2 & 3.

The output result sheets from the traffic modelling software consist of tables of demand flow, capacities, queues, and delays for each 15-minute time segment of the peak hour analysis.

The Arcady output table contains information on maximum queue length, delay, and Ratio of Flow to Capacity (RFC). The RFC provides the basis for judging the acceptability of junction design and the capacity of existing junctions. Generally, an RFC of 0.85 or less is considered acceptable during the peak period. An RFC of this value indicates that at peak times the junction is at 85% of its operational capacity and therefore has a practical reserve capacity at a junction required to cater for periods of unusually high traffic flow, such as bank holiday weekends, etc. The degree of saturation of a junction is a measure of the capacity of the junction. A junction with an RFC of 0.85 would be considered to be operating at a degree of saturation of 100%.

The following summary junction performance tables describe each of the junctions' RFC, delay, and queue values for morning and evening peak hours.

Junction 1		Without Development		With Development	
		RFC (%)	Delay (s)	RFC (%)	Delay (s)
2025	AM	83%	24.62	-	-
	PM	61%	16.51	-	-
2027	AM	88%	35.15	91%	43
	PM	64%	18.08	78%	32
2032	AM	99%	87.31	101%	103
	PM	71%	23.04	86%	48
2042	AM	111%	206.61	113%	230
	PM	81%	36.26	98%	105

Figure 6-1: Junction 1 – T-Junction - R617 / St Ann's Road – Summary Table

Junction 1 was assessed to evaluate its performance with and without the proposed development across forecast years (2025, 2027, 2032, and 2042). In the base year 2025, the junction operates with RFC values of 83% and 61% in the AM and PM peaks respectively, with delays of 24.62 and 16.51 seconds. In the Opening Year 2027, the applicant's development is forecast to add 6% additional traffic to Junction 1, resulting in the AM peak RFC rising from 88% to 91% and the PM peak from 64% to 78%. By 2032, RFC rises further to 101% (AM) and 86% (PM). By 2042, the greatest effect is observed: AM peak RFC increases from 111% to 113% and PM peak RFC from 81% to 98%.

Junction 2		Without Development		With Development	
		RFC (%)	Delay (s)	RFC (%)	Delay (s)
2025	AM	81%	37.08	-	-
	PM	66%	13.64	-	-
2027	AM	86%	48.4	92%	72
	PM	70%	15.67	81%	24
2032	AM	97%	97.77	104%	156
	PM	82%	25.39	94%	60
2042	AM	115%	273.59	125%	387
	PM	98%	89.5	107%	167

Figure 6-2: Junction 2 – T-Junction – R617 / Waterloo Roa d- Summary Table

Junction 2 shows that in 2025 the junction operates with RFC values of 81% (AM) and 66% (PM), with delays of 37.08 and 13.64 seconds.
In the Opening Year 2027, the applicant's development adds 6% additional traffic to the junction, raising RFC values from 86% to 92% in the AM peak and from 70% to 81% in the PM peak, accompanied by delay increases of 24 seconds (AM) and 8 seconds (PM). By 2032, RFC increases from 97% to 104% (AM) and from 82% to 94% (PM). In 2042, RFC rises from 115% to 125% in the AM peak and from 98% to 107% in the PM peak.
The assessment confirms that the junction will operate over capacity from 2032 onwards in both scenarios.

Junction 3		Without Development		With Development	
		RFC (%)	Delay (s)	RFC (%)	Delay (s)
2025	AM	83%	41.72	-	-
	PM	66%	12.54	-	-
2027	AM	88%	57.64	91%	69
	PM	70%	14.4	72%	15.2
2032	AM	101%	133.78	107%	187
	PM	81%	22.71	84%	26.4
2042	AM	124%	373.88	129%	427
	PM	98%	81.9	100%	125

Figure 6-3: Junction 3 – T-Junction - R617 / Station Road - Summary Table

Junction 3 currently operates with RFC values of 83% (AM) and 66% (PM), with delays of 41.72 and 12.54 seconds.
In the Opening Year 2027, the applicant's development contributes 2% additional traffic, leading to increases in RFC from 88% to 91% (AM) and from 70% to 72% (PM), with additional delays of 10.76 seconds (AM) and 0.8 seconds (PM). In 2032, RFC increases from 101% to 107% (AM) and from 81% to 84% (PM), with delays rising by 44.22 and 3.69 seconds respectively. By 2042, RFC increases from 124% to 129% (AM) and from 98% to 100% (PM). The junction is forecast to operate over capacity from 2027 onwards for both the "with Development" and without" development scenario.

Opening Year 2027	Average % Traffic Added by Applicant's Development
Junction 1	6%
Junction 2	6%
Junction 3	2%

Figure 6-4: Additional Traffic from Applicant's Development (2027)

The table shows the additional traffic in 2027 attributable to the applicant's development. Junctions 1 and 2 experience modest increases of 6%, while Junction 3 sees a smaller increase of 2%. These increases are well within modelled capacity and are not expected to cause operational issues. Any minor impacts at these junctions can be managed through future measures, ensuring that overall traffic flow remains efficient.

The traffic generation and associated traffic distribution shows that the increase in traffic flows will be just at the threshold for assessment for each of the junctions 1 to 2 and under threshold for unction 3, per TII document PE-PDV-02045, "Traffic and Transport Assessment Guidelines". This is the threshold for which Traffic and Transport Assessments are recommended. Given that the traffic impact is sub-threshold, it is submitted that the modelling outlined in this report is not strictly warranted.

6.2 Cumulative Impact

The cumulative impact of the proposed development on the surrounding road network has been assessed using projected traffic growth and the junction modelling outputs for the three junctions.

The cumulative impact of the proposed development on Opening Year 2027 is modest. Junctions 1 and 2 each experience a 6% increase in traffic, while Junction 3 sees a 2% increase. These additional flows result in relatively minor increases in RFC and delays at each junction during both AM and PM peak periods.

Any minor impacts from the development can be effectively managed through network improvements and future mitigation measures, ensuring that overall traffic flow along the corridor remains efficient. Modal shift, in line with local and national government policies will also ensure that this traffic impact is reduced.

No modal shift has been incorporated into the modelling in this report, which would reduce the number of vehicles on the roads. Therefore, the results discussed show a worst-case scenario for each of the three junctions assessed.

It should be noted that the planned train station in Blarney and other BusConnects interventions are expected to have a significant impact on future commuter patterns in locations such as Blarney.

7 ROAD SAFETY

A Stage 1 Road Safety Report (RSA) is submitted as part of this planning submission.

8 INTERNAL LAYOUT & PARKING PROVISION

The layout of the site is to be designed in accordance with the Design Manual for Roads and Streets and aims to provide an optimal level of connectivity for all road users and to reduce the need for reversing manoeuvres. All parking spaces provided are required to be a minimum 2.4m x 4.9m in size.

The proposed development includes a total provision of 138no. car parking spaces, in compliance with the standards set out in the Cork City Development Plan. Additionally, a dedicated area is reserved for bicycle parking to support active travel options for residents.

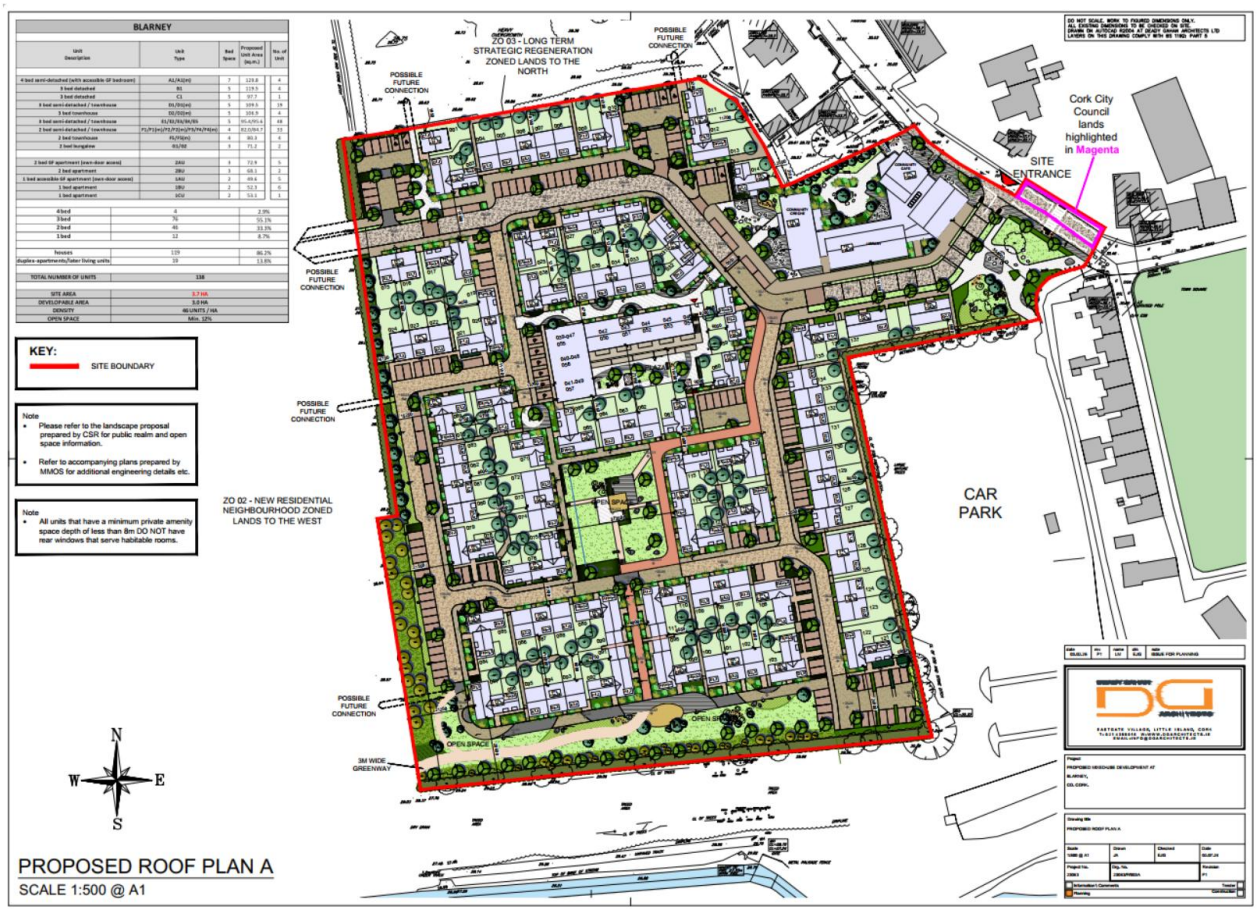


Figure 8-1: Site layout showing parking proposals (Credit: Deady Gahan Architects)

9 PUBLIC TRANSPORT

The proposed development site is served by one existing Bus Éireann Services. This service is:

Route No.	Route Description	Weekday Frequency	Weekend Frequency
215	Mahon Point to Cloghroe via Blarney	25-40min	25-40min

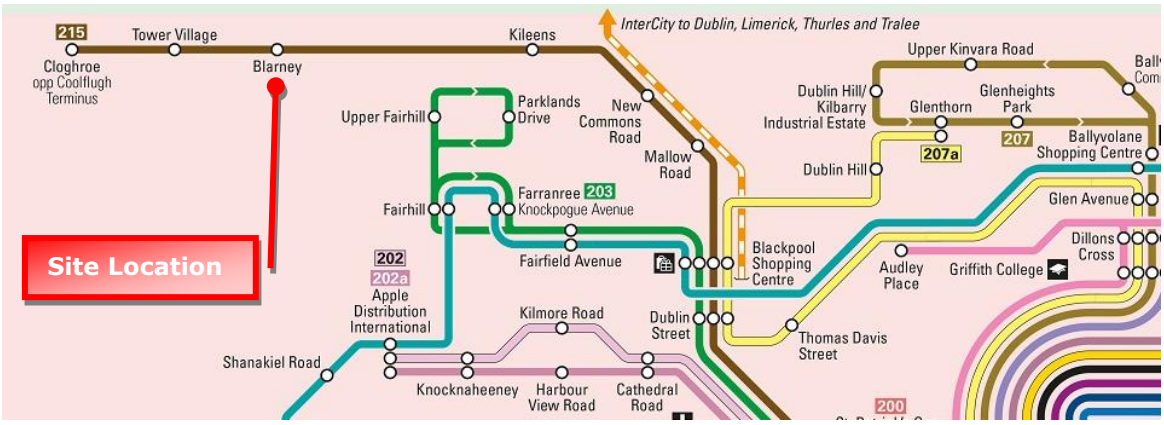


Figure 9-1 Existing Bus Services in the Area

The National Transport Authority (NTA) has published its final new bus network for Cork. This new bus network will enable more people to avail of public transport resulting in increased access to a greater number of schools and workplaces across Cork City and County. There will be a couple of new routes in the Blarney area replacing the existing routes, see the table below for details.

Route No.	Route Description	Weekday Frequency	Weekend Frequency
38	Parnell Place to Blarney Business Park	More than 60min	More than 60min
17	Ballincollig – Cloghroe – Kent Station	30min	30min

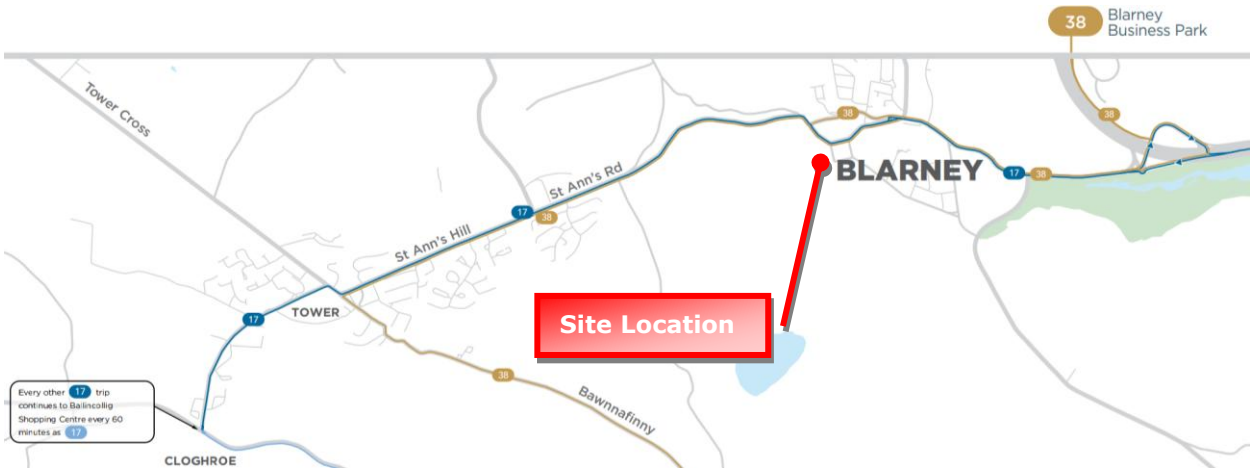


Figure 9-2 New Bus Routes Proposed for the Area

The provision of these new bus routes will give residents of the proposed development connectivity to Cork City centre and Kent train station which will help with the aim to increase the use of more sustainable modes of transport.

The planned new Bus Station (Estimated to be operational in c.2030) will provide significant sustainable travel options for commuters at this site and for the wider Blarney area.

10 PEDESTRIAN / CYCLIST / DISABILITY

All internal footpaths should be dished at all entrances and crossings with tapered/dropped kerbs and tactile paving used on approaches in accordance with the design guidelines for use with tactile paving. This is to accommodate wheelchair access and guide the visually impaired users safely through the development.

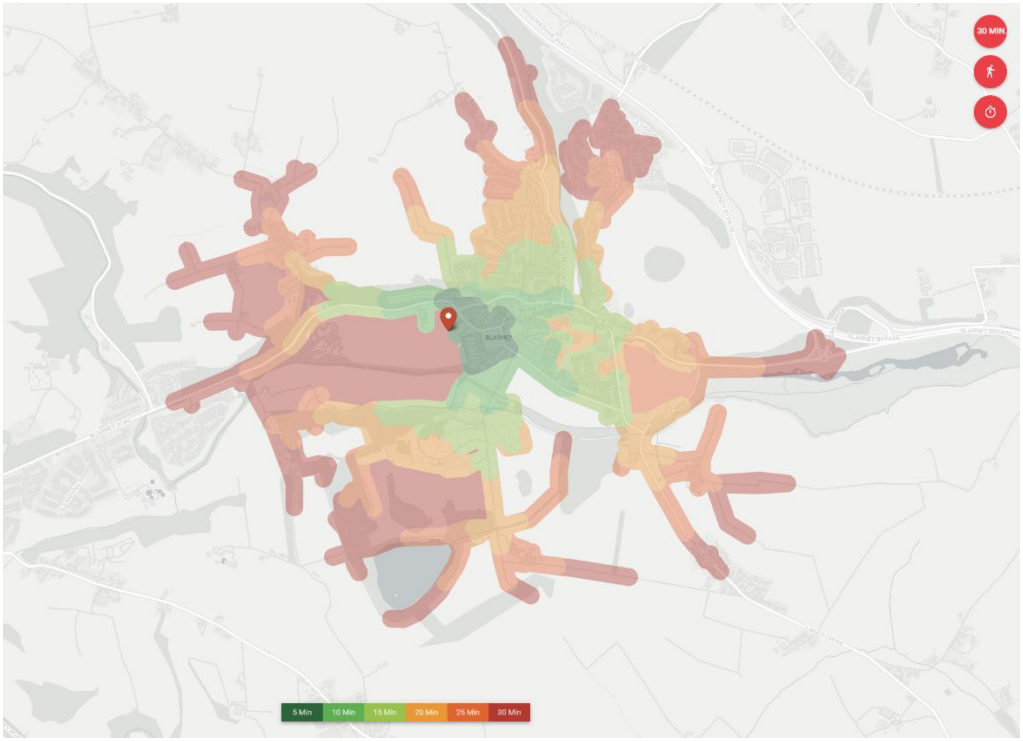


Figure 10-1: 30min Walking Distance from the proposed site.

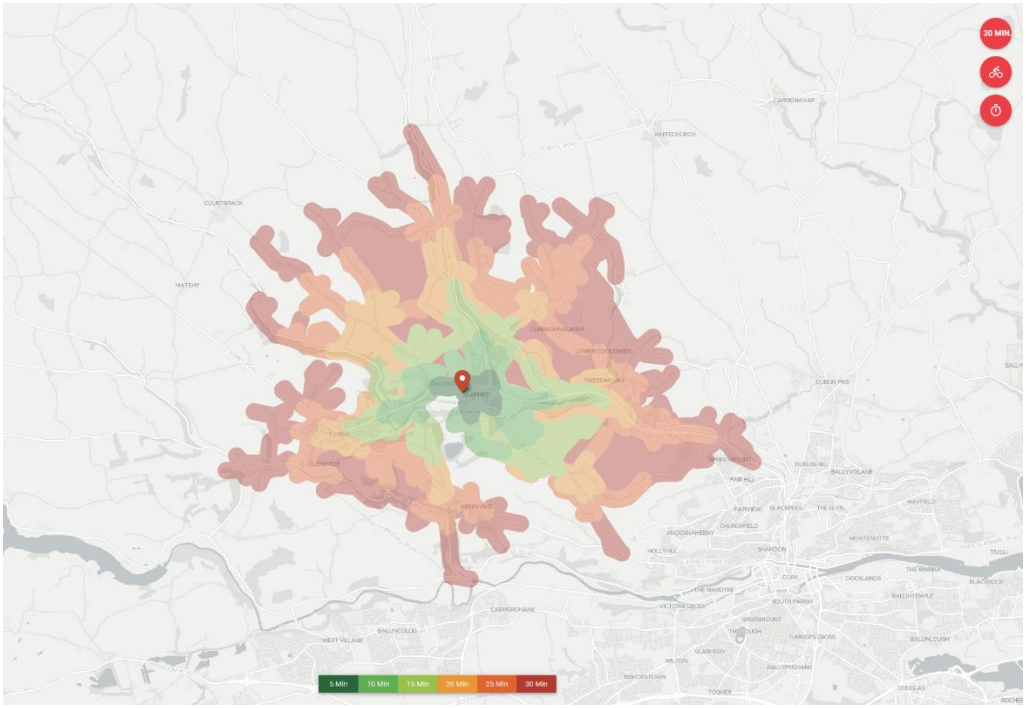


Figure 10-2: 30min Cycle Distance from the proposed site.

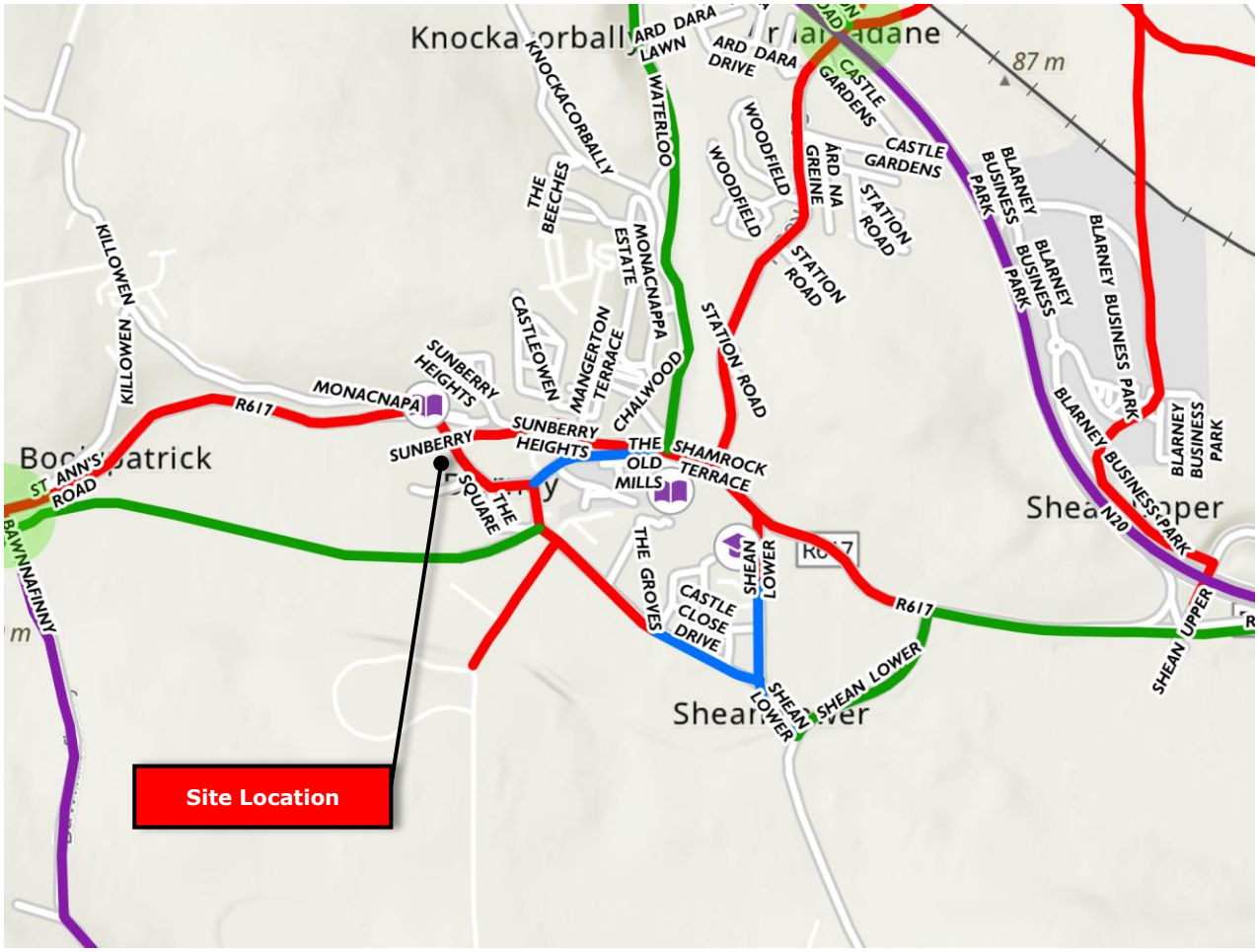


Figure 10-3 Cork CycleConnects Map for the Area

As shown in the graphic shown above it is proposed to improve cycle network facilities in the vicinity of the site with a proposal to provide a greenway (Blarney to Carrigrohane Greenway) to the south of the site. The proposed the greenway has been facilitated through the site in the submitted design proposal.

The latest layout provides a new pedestrian crossing of St Anne's Road close to the proposed site entrance. This will provide improved connectivity for future residents and also for future users of the commercial and community facilities at the site.

11 REFERENCES

- TII. Traffic and Transport Assessment Guidelines, PE-PDV-02045
- National Roads Authority (2014) Traffic and Transport Assessment Guidelines
- Institution of Highways & Transportation (1994) Guidelines for Traffic Impact Assessment IHT, London
- National Roads Authority (2000) Road Geometry Handbook NRA, Dublin
- National Roads Authority Design Manual for Roads and Bridges NRA, Dublin
- Design Manual for Urban Roads and Streets
- Transport for Ireland (Oct 2016) Project Appraisal Guidelines for National Roads Unit 16.1 – Expansion Factors for Short Period Traffic Counts
- TII. Geometric Design of Junctions, DN-GEO-03060
- TII. Rural Road Link Design, DN-GEO-03031
- National Disability Authority (NDA) guidelines – Towards Best Practice in Provision of Transport Services
- TII approved junction simulation modelling program, Junctions 10
- Trip Rate Information Computer System (TRICS)
- Traffic Surveys: Irish Traffic Surveys Ltd
- PCU (passenger carrying units) factors, Transport in The Urban Environment, The Institution of highways and Transportation.
- Google Maps
- OpenStreetMap

12 APPENDIX

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13 TRAFFIC COUNT DATA

(Traffic Count Data Available Upon Request)

14 TRICS

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TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 04 - EDUCATION

Category: D - NURSERY

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	**SOUTH EAST**		
	KC	KENT	1 day
	SC	SURREY	1 day
03	**SOUTH WEST**		
	BA	BATH & NORTH EAST SOMERSET	1 day
04	**EAST ANGLIA**		
	SF	SUFFOLK	2 days
05	**EAST MIDLANDS**		
	LN	LINCOLNSHIRE	1 day
06	**WEST MIDLANDS**		
	SH	SHROPSHIRE	1 day
	WK	WARWICKSHIRE	1 day
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	DR	DONCASTER	1 day
	NY	NORTH YORKSHIRE	1 day
09	**NORTH**		
	DH	DURHAM	1 day
	TV	TEES VALLEY	1 day
10	**WALES**		
	NW	NEWPORT	1 day
	RC	RHONDDA CYNON TAFF	1 day
11	**SCOTLAND**		
	DU	DUNDEE CITY	1 day
	ER	EAST RENFREWSHIRE	2 days
12	**CONNAUGHT**		
	RO	ROSCOMMON	2 days
16	**ULSTER (REPUBLIC OF IRELAND)**		
	MG	MONAGHAN	1 day

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

Primary Filtering Selection:

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

Parameter:	PUPILS
Actual Range:	18 to 200 (units:PUPILS)
Range Selected by User:	18 to 200 (units:PUPILS)
Parking Spaces Range:	3 - 57

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	17/12/97 to 06/09/23

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

Selected survey days:

Friday	4 days
Monday	2 days
Thursday	3 days
Tuesday	4 days
Wednesday	7 days

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

Selected survey types:

Manual count	20
Direction ATC Count	0

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

Selected Locations:

Edge of Town	4 days
Edge of Town Centre	4 days
Neighbourhood Centre	5 days
Suburban Area	7 days

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

Selected Location Sub Categories:

Residential Zone	16 days
Village	4 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Included	3 days
Servicing vehicles Unknown	17 days

1	**BA-04-D-02**	**NURSERY**	**BATH & NORTH EAST SOMERSET**

MIDFORD ROAD
BATH
COMBE DOWN
Neighbourhood Centre
Residential Zone
Gross floor area: 300 sqm
Survey date: Thursday 15/09/2022
Survey Type: Manual

2	**DH-04-D-02**	**NURSERY**	**DURHAM**

PRIORY ROAD
DURHAM
FRAMWELLGATE MOOR
Suburban Area
Residential Zone
Gross floor area: 382 sqm
Survey date: Thursday 27/11/2008
Survey Type: Manual

3	**DR-04-D-01**	**NURSERY**	**DONCASTER**

BAWTRY ROAD
DONCASTER
Suburban Area
Residential Zone
Gross floor area: 1250 sqm
Survey date: Friday 13/05/2022
Survey Type: Manual

4	**DU-04-D-01**	**NURSERY**	**DUNDEE CITY**

LONGTOWN TERRACE
DUNDEE
Suburban Area
Residential Zone
Gross floor area: 325 sqm
Survey date:
Survey Type: Manual

5	**ER-04-D-03**	**NURSERY**	**EAST RENFREWSHIRE**

ROSEMOUNT AVENUE
NEWTON MEARNS
Edge of Town
Residential Zone
Gross floor area: 407 sqm
Survey date: Tuesday 10/11/1998
Survey Type: Manual

6	**ER-04-D-07**	**NURSERY**	**EAST RENFREWSHIRE**

HIGH STREET
NEILSTON
Neighbourhood Centre
Village
Gross floor area: 341 sqm
Survey date: Tuesday 28/09/1999
Survey Type: Manual

7	**KC-04-D-01**	**NURSERY**	**KENT**

PEMBURY ROAD
TONBRIDGE
Suburban Area
Residential Zone
Gross floor area: 210 sqm
Survey date: Wednesday 09/12/2009
Survey Type: Manual

8	**LN-04-D-01**	**NURSERY**	**LINCOLNSHIRE**

NEWARK ROAD
LINCOLN
SWALLOW BECK

Suburban Area
Residential Zone
Gross floor area: 600 sqm
Survey date: Tuesday 31/10/2017 Survey Type: Manual

9 **MG-04-D-01** **NURSERY** **MONAGHAN**
THE GRANGE
MONAGHAN
Edge of Town Centre
Residential Zone
Gross floor area: 810 sqm
Survey date: Tuesday 12/10/2021 Survey Type: Manual

10 **NW-04-D-01** **NURSERY** **NEWPORT**
CHEPSTOW ROAD
NEAR NEWPORT
LANGSTONE
Neighbourhood Centre
Village
Gross floor area: 284 sqm
Survey date: Wednesday 12/10/2022 Survey Type: Manual

11 **NY-04-D-03** **NURSERY** **NORTH YORKSHIRE**
WETHERBY ROAD
KNARESBOROUGH
Suburban Area
Residential Zone
Gross floor area: 300 sqm
Survey date: Survey Type: Manual

12 **RC-04-D-01** **NURSERY** **RHONDDA CYNON TAFF**
HEOL Y COLEG
NEAR CARDIFF
NANTGARW
Neighbourhood Centre
Village
Gross floor area: 664 sqm
Survey date: Thursday 06/05/2021 Survey Type: Manual

13 **RO-04-D-01** **NURSERY** **ROSCOMMON**
PARK VIEW
ROSCOMMON
CRUBY HILL
Edge of Town
Residential Zone
Gross floor area: 500 sqm
Survey date: Friday 26/09/2014 Survey Type: Manual

14 **RO-04-D-03** **NURSERY** **ROSCOMMON**
CIRCULAR ROAD
ROSCOMMON
Edge of Town Centre
Residential Zone
Gross floor area: 509 sqm
Survey date: Tuesday 14/09/2021 Survey Type: Manual

15 **SC-04-D-02** **NURSERY** **SURREY**
GRABURN WAY
EAST MOLESEY
ELMBRIDGE
Suburban Area
Residential Zone
Gross floor area: 290 sqm

Survey date: Wednesday 17/12/1997 Survey Type: Manual

16 **SF-04-D-01** **NURSERY** **SUFFOLK**
IXWORTH ROAD
NEAR BURY ST EDMUNDS
THURSTON
Neighbourhood Centre
Village
Gross floor area: 600 sqm
Survey date: Tuesday 09/05/2006 Survey Type: Manual

17 **SF-04-D-03** **NURSERY** **SUFFOLK**
CAMP ROAD
LOWESTOFT
Edge of Town Centre
Residential Zone
Gross floor area: 750 sqm
Survey date: Wednesday 10/12/2014 Survey Type: Manual

18 **SH-04-D-01** **NURSERY** **SHROPSHIRE**
OLD COLEHAM
SHREWSBURY
Edge of Town Centre
Residential Zone
Gross floor area: 326 sqm
Survey date: Wednesday 28/05/2014 Survey Type: Manual

19 **TV-04-D-01** **NURSERY** **TEES VALLEY**
COTSWOLD DRIVE
REDCAR
Edge of Town
Residential Zone
Gross floor area: 150 sqm
Survey date: Friday 19/05/2017 Survey Type: Manual

20 **WK-04-D-01** **NURSERY** **WARWICKSHIRE**
THE RIDGEWAY
STRATFORD UPON AVON
Edge of Town
Residential Zone
Gross floor area: 340 sqm
Survey date: Friday 29/06/2018 Survey Type: Manual

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY

Total Vehicles

Calculation factor: 1 PUPILS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. PUPILS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00	**2**	**59**	**0.000**	**0.000**	**0.000**
07:00-08:00	**19**	**79**	**0.102**	**0.063**	**0.165**
08:00-09:00	**20**	**77**	**0.260**	**0.214**	**0.474**
09:00-10:00	**20**	**77**	**0.136**	**0.155**	**0.291**
10:00-11:00	**20**	**77**	**0.031**	**0.027**	**0.058**
11:00-12:00	**20**	**77**	**0.072**	**0.056**	**0.128**
12:00-13:00	**20**	**77**	**0.092**	**0.114**	**0.206**
13:00-14:00	**20**	**77**	**0.075**	**0.092**	**0.167**
14:00-15:00	**20**	**77**	**0.047**	**0.042**	**0.089**
15:00-16:00	**20**	**77**	**0.076**	**0.079**	**0.155**
16:00-17:00	**20**	**77**	**0.121**	**0.125**	**0.246**
17:00-18:00	**20**	**77**	**0.196**	**0.271**	**0.467**
18:00-19:00	**18**	**81**	**0.012**	**0.052**	**0.064**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**1.210**	**1.220**	**2.510**

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

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

Parameter Summary:

Trip rate parameter range selected:	18 - 200 (units: PUPILS)
Survey date date range:	17/12/1997 - 12/06/2023
Number of weekdays (Monday-Friday):	20
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
Surveys manually removed from selection:	0

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

Calculation Reference: AUDIT-761701-250722-0712

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	4 days
	HC	HAMPSHIRE	1 days
	SC	SURREY	1 days
	WS	WEST SUSSEX	1 days
03	SOUTH WEST		
	BA	BATH & NORTH EAST SOMERSET	1 days
	DV	DEVON	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
	NF	NORFOLK	7 days
16	ULSTER (REPUBLIC OF IRELAND)		
	MG	MONAGHAN	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 17 to 392 (units:)
Range Selected by User: 9 to 500 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 07/10/24

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

Selected survey days:

Monday	1 days
Tuesday	2 days
Wednesday	9 days
Thursday	5 days
Friday	1 days

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

Selected survey types:

Manual count	18 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	1
Edge of Town	17

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

Selected Location Sub Categories:

Residential Zone	16
No Sub Category	2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	28 days - Selected
Servicing vehicles Excluded	36 days - Selected

Secondary Filtering selection:

Use Class:

C3	18 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	8 days
5,001 to 10,000	10 days

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

Population within 5 miles:

5,001 to 25,000	5 days
25,001 to 50,000	6 days
50,001 to 75,000	7 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	15 days
1.6 to 2.0	2 days

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

Travel Plan:

Yes	16 days
No	2 days

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

PTAL Rating:

No PTAL Present	18 days

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

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

LIST OF SITES relevant to selection parameters

1 BA-03-M-01 NELSON WARD DRIVE BATH & NORTH EAST SOMERSET
FROME ROAD
RADSTOCK

Edge of Town Centre
No Sub Category
Total No of Dwellings: 141
Survey date: TUESDAY *02/10/18* *Survey Type: MANUAL*

2 CA-03-M-01 MIXED HOUSES & FLATS CAMBRIDGESHIRE
BANNOLD ROAD
WATERBEACH

Edge of Town
Residential Zone
Total No of Dwellings: 52
Survey date: WEDNESDAY *20/06/18* *Survey Type: MANUAL*

3 DV-03-M-02 MIXED HOUSES & FLATS DEVON
SAINT PETER ' SQUAY
TOTNES

Edge of Town
Residential Zone
Total No of Dwellings: 90
Survey date: FRIDAY *29/03/19* *Survey Type: MANUAL*

4 ES-03-M-15 MIXED HOUSES EAST SUSSEX
FIELD END
MARESFIELD

Edge of Town
Residential Zone
Total No of Dwellings: 80
Survey date: WEDNESDAY *13/03/19* *Survey Type: MANUAL*

5 ES-03-M-16 MIXED HOUSES & FLATS EAST SUSSEX
BARNHORN ROAD
BEXHILL
LITTLE COMMON
Edge of Town
Residential Zone
Total No of Dwellings: 119
Survey date: WEDNESDAY *10/07/19* *Survey Type: MANUAL*

6 ES-03-M-19 MIXED HOUSES & FLATS EAST SUSSEX
PARK ROAD
HAILSHAM

Edge of Town
Residential Zone
Total No of Dwellings: 149
Survey date: THURSDAY *17/06/21* *Survey Type: MANUAL*

7 ES-03-M-21 MIXED HOUSES & FLATS EAST SUSSEX
NEW ROAD
HAILSHAM
HELLINGLY
Edge of Town
Residential Zone
Total No of Dwellings: 392
Survey date: MONDAY *28/03/22* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8 HC-03-M-21 MIXED HOUSES & FLATS HAMPSHIRE
WINCHESTER ROAD
BASINGSTOKE
BEGGARWOOD
Edge of Town
Residential Zone
Total No of Dwellings: 115
Survey date: THURSDAY 02/11/23 Survey Type: MANUAL

9 MG-03-M-01 TERRACED & SEMI-DETACHED MONAGHAN
ROWANTREE ROAD
MONAGHAN
MULLACH GLAS
Edge of Town
No Sub Category
Total No of Dwellings: 17
Survey date: WEDNESDAY 16/11/16 Survey Type: MANUAL

10 NF-03-M-03 MIXED HOUSES NORFOLK
NORTH WALSHAM ROAD
NORTH WALSHAM

Edge of Town
Residential Zone
Total No of Dwellings: 70
Survey date: WEDNESDAY 18/09/19 Survey Type: MANUAL

11 NF-03-M-04 MIXED HOUSES & FLATS NORFOLK
HUNSTANTON ROAD
HUNSTANTON

Edge of Town
Residential Zone
Total No of Dwellings: 70
Survey date: THURSDAY 19/09/19 Survey Type: MANUAL

12 NF-03-M-14 MIXED HOUSES & FLATS NORFOLK
NORWICH COMMON
WYMONDHAM

Edge of Town
Residential Zone
Total No of Dwellings: 321
Survey date: THURSDAY 19/09/19 Survey Type: MANUAL

13 NF-03-M-39 MIXED HOUSES NORFOLK
LONDON ROAD
ATTLEBOROUGH

Edge of Town
Residential Zone
Total No of Dwellings: 61
Survey date: WEDNESDAY 14/10/20 Survey Type: MANUAL

14 NF-03-M-51 MIXED HOUSES NORFOLK
MENDHAM LANE
HARLESTON

Edge of Town
Residential Zone
Total No of Dwellings: 120
Survey date: WEDNESDAY 29/09/21 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

15 NF-03-M-59 MIXED HOUSES NORFOLK
NORWICH COMMON
WYMONDHAM

Edge of Town
Residential Zone
Total No of Dwellings: 153
Survey date: THURSDAY *29/09/22* *Survey Type: MANUAL*

16 NF-03-M-63 MIXED HOUSES NORFOLK
NORTH WALSHAM ROAD
NORTH WALSHAM

Edge of Town
Residential Zone
Total No of Dwellings: 100
Survey date: WEDNESDAY *21/09/22* *Survey Type: MANUAL*

17 SC-03-M-13 DETACHED HOUSES & FLATS SURREY
HOLLAND ROAD
OXTED

Edge of Town
Residential Zone
Total No of Dwellings: 168
Survey date: TUESDAY *22/11/22* *Survey Type: MANUAL*

18 WS-03-M-25 MIXED HOUSES WEST SUSSEX
CLAPPERS LANE
BRACKLESHAM BAY

Edge of Town
Residential Zone
Total No of Dwellings: 110
Survey date: WEDNESDAY *24/11/21* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.74

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	**18**	**129**	**0.081**	**18**	**129**	**0.299**	**18**	**129**	**0.380**
08:00 - 09:00	18	129	0.138	18	129	0.357	18	129	0.495
09:00 - 10:00	18	129	0.128	18	129	0.166	18	129	0.294
10:00 - 11:00	18	129	0.124	18	129	0.144	18	129	0.268
11:00 - 12:00	18	129	0.122	18	129	0.135	18	129	0.257
12:00 - 13:00	18	129	0.139	18	129	0.131	18	129	0.270
13:00 - 14:00	18	129	0.164	18	129	0.159	18	129	0.323
14:00 - 15:00	18	129	0.151	18	129	0.175	18	129	0.326
15:00 - 16:00	18	129	0.264	18	129	0.166	18	129	0.430
16:00 - 17:00	**18**	**129**	**0.290**	**18**	**129**	**0.152**	**18**	**129**	**0.442**
17:00 - 18:00	18	129	0.308	18	129	0.169	18	129	0.477
18:00 - 19:00	18	129	0.276	18	129	0.144	18	129	0.420
19:00 - 20:00	1	119	0.126	1	119	0.008	1	119	0.134
20:00 - 21:00	1	119	0.101	1	119	0.017	1	119	0.118
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.412			2.222			4.634

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

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

Parameter summary

Trip rate parameter range selected:	17 - 392 (units:)
Survey date date range:	01/01/16 - 07/10/24
Number of weekdays (Monday-Friday):	18
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.74

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	18	129	0.111	18	129	0.500	18	129	0.611
08:00 - 09:00	18	129	0.208	18	129	0.765	18	129	0.973
09:00 - 10:00	18	129	0.204	18	129	0.267	18	129	0.471
10:00 - 11:00	18	129	0.185	18	129	0.234	18	129	0.419
11:00 - 12:00	18	129	0.184	18	129	0.219	18	129	0.403
12:00 - 13:00	18	129	0.222	18	129	0.210	18	129	0.432
13:00 - 14:00	18	129	0.258	18	129	0.249	18	129	0.507
14:00 - 15:00	18	129	0.253	18	129	0.287	18	129	0.540
15:00 - 16:00	18	129	0.627	18	129	0.288	18	129	0.915
16:00 - 17:00	18	129	0.525	18	129	0.268	18	129	0.793
17:00 - 18:00	18	129	0.524	18	129	0.286	18	129	0.810
18:00 - 19:00	18	129	0.479	18	129	0.261	18	129	0.740
19:00 - 20:00	1	119	0.176	1	119	0.025	1	119	0.201
20:00 - 21:00	1	119	0.151	1	119	0.017	1	119	0.168
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.107			3.876			7.983

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

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

MHL & Associates Ltd Douglas Road Cork Licence No: 761701

Calculation Reference: AUDIT-761701-250725-0759

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : K - CAFE
TOTAL VEHICLES

Selected regions and areas:

11	SCOTLAND		
	GC	GLASGOW CITY	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 105 to 105 (units: sqm)
Range Selected by User: 100 to 150 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 17/04/23

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

Selected survey days:
Monday 1 days

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

Selected survey types:
Manual count 1 days
Directional ATC Count 0 days

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

Selected Locations:
Neighbourhood Centre (PPS6 Local Centre) 1

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

Selected Location Sub Categories:
High Street 1

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

Inclusion of Servicing Vehicles Counts:
Servicing vehicles Included 1 days - Selected
Servicing vehicles Excluded X days - Selected

Secondary Filtering selection:

Use Class:
E(b) 1 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included
Population within 1 mile:
25,001 to 50,000 1 days

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

Secondary Filtering selection (Cont.):

Population within 5 miles:
500,001 or More 1 days

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

Car ownership within 5 miles:
1.1 to 1.5 1 days

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

Travel Plan:
No 1 days

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

PTAL Rating:
No PTAL Present 1 days

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

LIST OF SITES relevant to selection parameters

1 GC-06-K-01 CAFÉ GLASGOW CITY
GREAT WESTERN ROAD
GLASGOW
WEST END
Neighbourhood Centre (PPS6 Local Centre)
High Street
Total Gross floor area: 105 sqm
Survey date: MONDAY *17/04/23* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/K - CAFE
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	**1**	**105**	**0.952**	**1**	**105**	**0.000**	**1**	**105**	**0.952**
08:00 - 09:00	1	105	1.905	1	105	1.905	1	105	3.810
09:00 - 10:00	1	105	3.810	1	105	3.810	1	105	7.620
10:00 - 11:00	1	105	5.714	1	105	5.714	1	105	11.428
11:00 - 12:00	1	105	2.857	1	105	2.857	1	105	5.714
12:00 - 13:00	1	105	5.714	1	105	5.714	1	105	11.428
13:00 - 14:00	1	105	0.000	1	105	0.000	1	105	0.000
14:00 - 15:00	1	105	3.810	1	105	2.857	1	105	6.667
15:00 - 16:00	**1**	**105**	**0.000**	**1**	**105**	**1.905**	**1**	**105**	**1.905**
16:00 - 17:00									
17:00 - 18:00									
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			24.762			24.762			49.524

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

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

Parameter summary

Trip rate parameter range selected:	105 - 105 (units: sqm)
Survey date date range:	01/01/16 - 17/04/23
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

MHL & Associates Ltd Douglas Road Cork Licence No: 761701

Calculation Reference: AUDIT-761701-250725-0714

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
Category : Q - COMMUNITY CENTRE
TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days

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

Primary Filtering selection:

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

Parameter: Site area
Actual Range: 0.37 to 0.37 (units: hect)
Range Selected by User: 0.04 to 2.50 (units: hect)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 24/04/24

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

Selected survey days:
Thursday 1 days

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

Selected survey types:
Manual count 1 days
Directional ATC Count 0 days

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

Selected Locations:
Edge of Town Centre 1

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

Selected Location Sub Categories:
High Street 1

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

Inclusion of Servicing Vehicles Counts:
Servicing vehicles Included 3 days - Selected
Servicing vehicles Excluded 6 days - Selected

Secondary Filtering selection:

Use Class:
F2(b) 1 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included
Population within 1 mile:
5,001 to 10,000 1 days

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

Secondary Filtering selection (Cont.):

Population within 5 miles:
25,001 to 50,000 1 days

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

Car ownership within 5 miles:
0.6 to 1.0 1 days

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

Travel Plan:
No 1 days

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

PTAL Rating:
No PTAL Present 1 days

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

LIST OF SITES relevant to selection parameters

1 CA-07-Q-02 COMMUNITY CENTRE CAMBRIDGESHIRE
HIGH STREET
CAMBOURNE

Edge of Town Centre
High Street
Total Site area: 0.37 hect
Survey date: THURSDAY *07/06/18* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE
TOTAL VEHICLES
Calculation factor: 1 hect
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	**1**	**0.37**	**5.405**	**1**	**0.37**	**0.000**	1	0.37	5.405
08:00 - 09:00	1	0.37	32.432	1	0.37	0.000	1	0.37	32.432
09:00 - 10:00	1	0.37	24.324	1	0.37	18.919	1	0.37	43.243
10:00 - 11:00	1	0.37	18.919	1	0.37	10.811	1	0.37	29.730
11:00 - 12:00	1	0.37	2.703	1	0.37	32.432	1	0.37	35.135
12:00 - 13:00	1	0.37	2.703	1	0.37	2.703	1	0.37	5.406
13:00 - 14:00	1	0.37	2.703	1	0.37	2.703	1	0.37	5.406
14:00 - 15:00	1	0.37	5.405	1	0.37	2.703	1	0.37	8.108
15:00 - 16:00	1	0.37	8.108	1	0.37	8.108	1	0.37	16.216
16:00 - 17:00	**1**	**0.37**	**2.703**	**1**	**0.37**	**2.703**	**1**	**0.37**	**5.406**
17:00 - 18:00	1	0.37	51.351	1	0.37	21.622	1	0.37	72.973
18:00 - 19:00	1	0.37	27.027	1	0.37	5.405	1	0.37	32.432
19:00 - 20:00	1	0.37	24.324	1	0.37	81.081	1	0.37	105.405
20:00 - 21:00	1	0.37	0.000	1	0.37	18.919	1	0.37	18.919
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			208.107			208.109			416.216

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

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

Parameter summary

Trip rate parameter range selected:	0.37 to 0.37 (units: hect)
Survey date date range:	01/01/16 - 24/04/24
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

MHL & Associates Ltd Douglas Road Cork Licence No: 761701

Calculation Reference: AUDIT-761701-250725-0743

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
Category : V - LIBRARY
TOTAL VEHICLES

Selected regions and areas:

08	NORTH WEST		
	EC	CHESHIRE EAST	1 days

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

Primary Filtering selection:

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

Parameter: Gross Floor Area
Actual Range: 930 to 930 (units: sqm)
Range Selected by User: 375 to 4575 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 13/11/17

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

Selected survey days:
Monday 1 days

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

Selected survey types:
Manual count 1 days
Directional ATC Count 0 days

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

Selected Locations:
Town Centre 1

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

Selected Location Sub Categories:
Built-Up Zone 1

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

Inclusion of Servicing Vehicles Counts:
Servicing vehicles Included 1 days - Selected
Servicing vehicles Excluded X days - Selected

Secondary Filtering selection:

Use Class:
F1(d) 1 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
Selected: 0 to 2500 Actual: 0 to 7555

Population within 1 mile:
25,001 to 50,000 1 days

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

Secondary Filtering selection (Cont.):

Population within 5 miles:
50,001 to 75,000 1 days

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

Car ownership within 5 miles:
0.6 to 1.0 1 days

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

Travel Plan:
No 1 days

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

PTAL Rating:
No PTAL Present 1 days

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

LIST OF SITES relevant to selection parameters

1 EC-07-V-01 LIBRARY CHESHIRE EAST
JORDANGATE
MACCLESFIELD

Town Centre
Built-Up Zone
Total Gross Floor Area: 930 sqm
Survey date: MONDAY *13/11/17* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 07 - LEISURE/V - LIBRARY
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00	1	930	3.871	1	930	1.613	1	930	5.484
10:00 - 11:00	1	930	4.194	1	930	3.226	1	930	7.420
11:00 - 12:00	1	930	2.151	1	930	3.441	1	930	5.592
12:00 - 13:00	1	930	2.796	1	930	2.581	1	930	5.377
13:00 - 14:00	1	930	3.656	1	930	3.656	1	930	7.312
14:00 - 15:00	1	930	5.376	1	930	4.194	1	930	9.570
15:00 - 16:00	1	930	2.258	1	930	3.441	1	930	5.699
16:00 - 17:00	1	930	1.613	1	930	3.226	1	930	4.839
17:00 - 18:00	1	930	2.258	1	930	1.720	1	930	3.978
18:00 - 19:00	1	930	1.183	1	930	2.258	1	930	3.441
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			29.356			29.356			58.712

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

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

Parameter summary

Trip rate parameter range selected:	930 - 930 (units: sqm)
Survey date date range:	01/01/16 - 13/11/17
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

15 PICADY MODELLING RESULTS

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Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.1.1.1905

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

Filename: Import of 25036-Junctions 1,2 &3 - REV C.j10
Path: N:\TIA\25036TT Blarney Hotel Site\02. Traffic\Traffic Modelling\Traffic Modelling
Report generation date: 3/11/2026 9:45:54 AM

»2025 - Base Year, AM
»2025 - Base Year, PM
»2027 without Dev, AM
»2027 without Dev, PM
»2027 - with Dev, AM
»2027 - with Dev, PM
»2032 - Without Dev, AM
»2032 - without Dev, PM
»2032 - With Dev, AM
»2032 - With Dev, PM
»2042 - Without Dev, AM
»2042 -Without Dev, PM
»2042 -With Dev, AM
»2042 With Dev, PM

Summary of junction performance

	AM						PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2025 - Base Year											
Junction 1 - Stream B-AC	D1	0.4	9.80	0.31	A	-2 % [Junction 3 - Stream B-AC]	D2	1.5	16.51	0.61	C	12 % [Junction 3 - Stream B-AC]
Junction 1 - Stream C-AB		7.0	24.62	0.83	C			0.9	5.16	0.29	A	
Junction 2 - Stream B-AC		3.8	37.08	0.81	E			0.7	14.99	0.41	B	
Junction 2 - Stream C-AB		0.8	5.55	0.28	A			3.3	13.64	0.66	B	
Junction 3 - Stream B-AC		4.2	41.72	0.83	E			1.3	19.21	0.57	C	
Junction 3 - Stream C-AB		1.4	7.44	0.41	A			3.4	12.54	0.66	B	
	2027 without Dev											
Junction 1 - Stream B-AC	D3	0.5	10.18	0.32	B	-6 % [Junction 3 - Stream B-AC]	D6	1.7	18.08	0.64	C	8 % [Junction 3 - Stream B-AC]
Junction 1 - Stream C-AB		10.0	35.15	0.88	E			1.0	5.23	0.31	A	
Junction 2 - Stream B-AC		5.1	48.40	0.86	E			0.8	16.51	0.45	C	
Junction 2 - Stream C-AB		0.9	5.63	0.30	A			4.0	15.67	0.70	C	
Junction 3 - Stream B-AC		6.0	57.64	0.88	F			1.5	22.05	0.61	C	
Junction 3 - Stream C-AB		1.5	7.72	0.44	A			4.2	14.40	0.70	B	
	2027 - with Dev											
Junction 1 - Stream B-AC	D7	1.1	17.74	0.52	C	-8 % [Junction 2 - Stream B-AC]	D8	3.0	28.75	0.76	D	4 % [Junction 1 - Stream B-AC]
Junction 1 - Stream C-AB		11.7	41.57	0.90	E			1.3	5.76	0.37	A	
Junction 2 - Stream B-AC		7.5	68.95	0.91	F			1.0	19.97	0.51	C	
Junction 2 - Stream C-AB		1.1	5.95	0.34	A			6.4	22.49	0.80	C	
Junction 3 - Stream B-AC		7.1	68.49	0.91	F			1.7	24.48	0.64	C	

Junction 3 - Stream C-AB		1.6	7.86	0.45	A			4.7	15.29	0.72	C	
	2032 - Without Dev											
Junction 1 - Stream B-AC	D9	0.6	11.62	0.37	B	-12 % [Junction 3 - Stream B-AC]						
Junction 1 - Stream C-AB		24.2	87.31	0.99	F							
Junction 2 - Stream B-AC		11.4	97.77	0.97	F							
Junction 2 - Stream C-AB		1.1	5.83	0.34	A							
Junction 3 - Stream B-AC		16.0	133.78	1.01	F							
Junction 3 - Stream C-AB		2.1	8.58	0.51	A							
	2032 - without Dev											
Junction 1 - Stream B-AC							D10	2.4	23.04	0.71	C	1 % [Junction 3 - Stream B-AC]
Junction 1 - Stream C-AB								1.2	5.43	0.36	A	
Junction 2 - Stream B-AC								1.1	21.34	0.53	C	
Junction 2 - Stream C-AB								7.2	25.39	0.82	D	
Junction 3 - Stream B-AC								2.3	32.29	0.71	D	
Junction 3 - Stream C-AB								7.3	22.71	0.81	C	
	2032 - With Dev											
Junction 1 - Stream B-AC	D11	1.4	22.80	0.60	C	-14 % [Junction 2 - Stream B-AC]	D12	4.6	41.93	0.84	E	-3 % [Junction 1 - Stream B-AC]
Junction 1 - Stream C-AB		27.9	100.66	1.00	F			1.6	6.07	0.42	A	
Junction 2 - Stream B-AC		18.8	148.92	1.03	F			1.5	28.59	0.62	D	
Junction 2 - Stream C-AB		1.3	6.22	0.38	A			14.4	51.60	0.92	F	
Junction 3 - Stream B-AC		23.2	183.26	1.07	F			2.8	38.14	0.75	E	
Junction 3 - Stream C-AB		2.6	9.76	0.56	A			8.7	26.41	0.84	D	
	2042 - Without Dev											
Junction 1 - Stream B-AC	D13	0.8	14.70	0.45	B	-20 % [Junction 3 - Stream B-AC]						
Junction 1 - Stream C-AB		62.4	206.61	1.11	F							
Junction 2 - Stream B-AC		38.6	273.59	1.15	F							
Junction 2 - Stream C-AB		1.6	6.30	0.41	A							
Junction 3 - Stream B-AC		51.4	373.88	1.24	F							
Junction 3 - Stream C-AB		3.2	10.66	0.61	B							
	2042 -Without Dev											
Junction 1 - Stream B-AC							D14	4.0	36.26	0.81	E	-8 % [Junction 3 - Stream B-AC]
Junction 1 - Stream C-AB								1.7	5.91	0.43	A	
Junction 2 - Stream B-AC								2.2	41.58	0.71	E	
Junction 2 - Stream C-AB								23.7	89.50	0.98	F	
Junction 3 - Stream B-AC								7.0	88.82	0.93	F	
Junction 3 - Stream C-AB								24.2	81.90	0.98	F	
	2042 -With Dev											
Junction 1 - Stream B-AC	D15	3.0	44.52	0.78	E	-21 % [Junction 2 - Stream B-AC]						
Junction 1 - Stream C-AB		68.2	225.47	1.12	F							
Junction 2 - Stream B-AC		52.5	369.52	1.23	F							
Junction 2 - Stream C-AB		1.9	6.87	0.46	A							
Junction 3 - Stream B-AC		58.1	427.29	1.29	F							
Junction 3 - Stream C-AB		3.5	11.11	0.63	B							
	2042 With Dev											
Junction 1 - Stream B-AC							D16	11.0	91.12	0.96	F	-11 % [Junction 1 - Stream B-AC]
Junction 1 - Stream C-AB								2.3	6.82	0.50	A	
Junction 2 - Stream B-AC								5.0	86.17	0.89	F	
Junction 2 - Stream C-AB								42.5	154.39	1.06	F	
Junction 3 - Stream B-AC								10.6	125.29	1.00	F	
Junction 3 - Stream C-AB								29.3	98.20	1.00	F	

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. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	
Location	
Site number	
Date	7/29/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	MHL\szare
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75					✓	Delay	0.85	36.00	20.00		

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025 - Base Year	AM	ONE HOUR	07:00	08:30	15	✓
D2	2025 - Base Year	PM	ONE HOUR	16:00	17:30	15	✓
D3	2027 without Dev	AM	ONE HOUR	07:00	08:30	15	✓
D6	2027 without Dev	PM	ONE HOUR	16:00	17:30	15	✓
D7	2027 - with Dev	AM	ONE HOUR	07:00	08:30	15	✓
D8	2027 - with Dev	PM	ONE HOUR	16:00	17:30	15	✓
D9	2032 - Without Dev	AM	ONE HOUR	07:00	08:30	15	✓
D10	2032 - without Dev	PM	ONE HOUR	16:00	17:30	15	✓
D11	2032 - With Dev	AM	ONE HOUR	07:00	08:30	15	✓
D12	2032 - With Dev	PM	ONE HOUR	16:00	17:30	15	✓
D13	2042 - Without Dev	AM	ONE HOUR	07:00	08:30	15	✓
D14	2042 -Without Dev	PM	ONE HOUR	16:00	17:30	15	✓
D15	2042 -With Dev	AM	ONE HOUR	07:00	08:30	15	✓
D16	2042 With Dev	PM	ONE HOUR	16:00	17:30	15	✓

Analysis Set Details

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

2025 - Base Year, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix	Junction 1	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.
Warning	Vehicle Mix	Junction 2	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.
Warning	Vehicle Mix	Junction 3	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	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		10.76	B
2	untitled	T-Junction	Two-way	Two-way	Two-way		9.46	A
3	untitled	T-Junction	Two-way	Two-way	Two-way		10.10	B

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-2	Junction 3 - Stream B-AC	10.10	B

Arms

Arms

Junction	Arm	Name	Description	Arm type
1	A	untitled		Major
	B	untitled		Minor
	C	untitled		Major
2	A	untitled		Major
	B	untitled		Minor
	C	untitled		Major
3	A	untitled		Major
	B	untitled		Minor
	C	untitled		Major

Major Arm Geometry

Junction	Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
1	C	7.00			80.0	✓	0.00
2	C	6.00			80.0	✓	0.00
3	C	7.00			50.0	✓	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

Junction	Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
1	B	One lane	5.00	50	25
2	B	One lane	5.00	110	100
3	B	One lane	5.00	130	150

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	607	0.106	0.267	0.168	0.382
	B-C	768	0.113	0.285	-	-
	C-B	620	0.230	0.230	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
2	B-A	677	0.123	0.312	0.196	0.445
	B-C	824	0.126	0.319	-	-
	C-B	620	0.240	0.240	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
3	B-A	717	0.125	0.316	0.199	0.451
	B-C	862	0.126	0.320	-	-
	C-B	603	0.223	0.223	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025 - Base Year	AM	ONE HOUR	07:00	08:30	15	✓

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	A		ONE HOUR	✓	554	100.000
	B		ONE HOUR	✓	149	100.000
	C		ONE HOUR	✓	742	100.000
2	A		ONE HOUR	✓	551	100.000
	B		ONE HOUR	✓	358	100.000
	C		ONE HOUR	✓	610	100.000
3	A		ONE HOUR	✓	706	100.000
	B		ONE HOUR	✓	352	100.000
	C		ONE HOUR	✓	593	100.000

Origin-Destination Data

Demand (PCU/hr)

Junction 1

		To		
		A	B	C
From	A	0	41	513
	B	14	0	135
	C	495	247	0

Junction 2

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	72	479
	B	136	0	222
	C	529	81	0

Junction 3

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	86	620
	B	131	0	221
	C	480	113	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Junction 1

Heavy Vehicle %

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

Junction 2

Heavy Vehicle %

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

Junction 3

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	B-AC	0.31	9.80	0.4	A	137	205
	C-AB	0.83	24.62	7.0	C	525	788
	C-A					156	234
	A-B					38	56
	A-C					471	706
2	B-AC	0.81	37.08	3.8	E	329	493
	C-AB	0.28	5.55	0.8	A	181	271
	C-A					379	568
	A-B					66	99
	A-C					440	659
3	B-AC	0.83	41.72	4.2	E	323	485
	C-AB	0.41	7.44	1.4	A	246	369
	C-A					298	447
	A-B					79	118
	A-C					569	853

Main Results for each time segment

07:00 - 07:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-AC	112	28	610	0.184	111	0.0	0.2	7.211	A
	C-AB	353	88	789	0.447	348	0.0	1.2	8.142	A
	C-A	206	52			206				
	A-B	31	8			31				
	A-C	386	97			386				
2	B-AC	270	67	581	0.464	266	0.0	0.8	11.325	B
	C-AB	121	30	804	0.150	120	0.0	0.3	5.261	A
	C-A	338	85			338				
	A-B	54	14			54				
	A-C	361	90			361				
3	B-AC	265	66	583	0.455	262	0.0	0.8	11.099	B
	C-AB	165	41	748	0.220	163	0.0	0.5	6.144	A
	C-A	282	70			282				
	A-B	65	16			65				
	A-C	467	117			467				

07:15 - 07:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-AC	134	33	579	0.231	134	0.2	0.3	8.079	A
	C-AB	485	121	827	0.586	481	1.2	2.1	10.460	B
	C-A	182	46			182				
	A-B	37	9			37				
	A-C	461	115			461				
2	B-AC	322	80	543	0.593	320	0.8	1.4	15.979	C
	C-AB	168	42	845	0.198	167	0.3	0.5	5.322	A
	C-A	381	95			381				
	A-B	65	16			65				
	A-C	431	108			431				
3	B-AC	316	79	537	0.590	314	0.8	1.4	16.014	C
	C-AB	228	57	783	0.291	227	0.5	0.7	6.496	A
	C-A	305	76			305				
	A-B	77	19			77				
	A-C	557	139			557				

07:30 - 07:45

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-AC	164	41	533	0.308	163	0.3	0.4	9.723	A
	C-AB	723	181	883	0.818	706	2.1	6.2	20.512	C
	C-A	94	24			94				
	A-B	45	11			45				
	A-C	565	141			565				
2	B-AC	394	99	488	0.808	386	1.4	3.6	32.756	D
	C-AB	253	63	904	0.279	251	0.5	0.8	5.531	A
	C-A	419	105			419				
	A-B	79	20			79				
	A-C	527	132			527				
3	B-AC	388	97	470	0.825	378	1.4	3.9	35.833	E
	C-AB	344	86	833	0.413	341	0.7	1.3	7.366	A
	C-A	309	77			309				
	A-B	95	24			95				
	A-C	683	171			683				

07:45 - 08:00

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-AC	164	41	532	0.309	164	0.4	0.4	9.796	A
	C-AB	736	184	891	0.826	733	6.2	7.0	24.621	C
	C-A	81	20			81				
	A-B	45	11			45				
	A-C	565	141			565				
2	B-AC	394	99	488	0.809	393	3.6	3.8	37.079	E
	C-AB	253	63	905	0.280	253	0.8	0.8	5.554	A
	C-A	418	105			418				
	A-B	79	20			79				
	A-C	527	132			527				
3	B-AC	388	97	469	0.826	386	3.9	4.2	41.718	E
	C-AB	345	86	834	0.414	345	1.3	1.4	7.438	A
	C-A	308	77			308				
	A-B	95	24			95				
	A-C	683	171			683				

08:00 - 08:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-AC	134	33	577	0.232	134	0.4	0.3	8.142	A
	C-AB	497	124	838	0.593	515	7.0	2.4	12.001	B
	C-A	170	42			170				
	A-B	37	9			37				
	A-C	461	115			461				
2	B-AC	322	80	542	0.593	331	3.8	1.5	17.720	C
	C-AB	168	42	846	0.199	170	0.8	0.5	5.347	A
	C-A	380	95			380				
	A-B	65	16			65				
	A-C	431	108			431				
3	B-AC	316	79	536	0.590	327	4.2	1.5	18.058	C
	C-AB	229	57	785	0.292	232	1.4	0.8	6.573	A
	C-A	304	76			304				
	A-B	77	19			77				
	A-C	557	139			557				

08:15 - 08:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-AC	112	28	609	0.184	112	0.3	0.2	7.255	A
	C-AB	357	89	792	0.451	362	2.4	1.3	8.511	A
	C-A	202	50			202				
	A-B	31	8			31				
	A-C	386	97			386				
2	B-AC	270	67	580	0.464	272	1.5	0.9	11.771	B
	C-AB	122	30	804	0.151	122	0.5	0.3	5.292	A
	C-A	337	84			337				
	A-B	54	14			54				
	A-C	361	90			361				
3	B-AC	265	66	582	0.455	268	1.5	0.9	11.529	B
	C-AB	166	41	750	0.221	167	0.8	0.5	6.210	A
	C-A	281	70			281				
	A-B	65	16			65				
	A-C	467	117			467				

2025 - Base Year, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix	Junction 1	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.
Warning	Vehicle Mix	Junction 2	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.
Warning	Vehicle Mix	Junction 3	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	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		4.29	A
2	untitled	T-Junction	Two-way	Two-way	Two-way		5.08	A
3	untitled	T-Junction	Two-way	Two-way	Two-way		6.11	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	12	Junction 3 - Stream B-AC	5.19	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2025 - Base Year	PM	ONE HOUR	16:00	17:30	15	✓

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	A		ONE HOUR	✓	458	100.000
	B		ONE HOUR	✓	311	100.000
	C		ONE HOUR	✓	694	100.000
2	A		ONE HOUR	✓	771	100.000
	B		ONE HOUR	✓	153	100.000
	C		ONE HOUR	✓	628	100.000
3	A		ONE HOUR	✓	693	100.000
	B		ONE HOUR	✓	224	100.000
	C		ONE HOUR	✓	690	100.000

Origin-Destination Data

Demand (PCU/hr)

Junction 1

		To		
		A	B	C
From	A	0	19	439
	B	41	0	270
	C	611	83	0

Junction 2

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	177	594
	B	54	0	99
	C	449	179	0

Junction 3

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	189	504
	B	105	0	119
	C	515	175	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Junction 1

Heavy Vehicle %

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

Junction 2

Heavy Vehicle %

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

Junction 3

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	B-AC	0.61	16.51	1.5	C	285	428
	C-AB	0.29	5.16	0.9	A	204	306
	C-A					433	650
	A-B					17	26
	A-C					403	604
2	B-AC	0.41	14.99	0.7	B	140	211
	C-AB	0.66	13.64	3.3	B	377	565
	C-A					200	300
	A-B					162	244
	A-C					545	818
3	B-AC	0.57	19.21	1.3	C	206	308
	C-AB	0.66	12.54	3.4	B	404	605
	C-A					230	344
	A-B					173	260
	A-C					462	694

Main Results for each time segment

16:00 - 16:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-AC	234	59	622	0.377	232	0.0	0.6	9.177	A
	C-AB	134	33	863	0.155	132	0.0	0.4	4.928	A
	C-A	389	97			389				
	A-B	14	4			14				
	A-C	331	83			331				
2	B-AC	115	29	536	0.215	114	0.0	0.3	8.520	A
	C-AB	251	63	729	0.345	248	0.0	0.8	7.482	A
	C-A	221	55			221				
	A-B	133	33			133				
	A-C	447	112			447				
3	B-AC	169	42	558	0.302	167	0.0	0.4	9.177	A
	C-AB	266	66	769	0.345	262	0.0	0.9	7.090	A
	C-A	254	63			254				
	A-B	142	36			142				
	A-C	379	95			379				

16:15 - 16:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-AC	280	70	596	0.469	279	0.6	0.9	11.281	B
	C-AB	188	47	915	0.205	187	0.4	0.5	4.957	A
	C-A	436	109			436				
	A-B	17	4			17				
	A-C	395	99			395				
2	B-AC	138	34	485	0.284	137	0.3	0.4	10.330	B
	C-AB	348	87	757	0.459	345	0.8	1.4	8.794	A
	C-A	217	54			217				
	A-B	159	40			159				
	A-C	534	133			534				
3	B-AC	201	50	508	0.397	201	0.4	0.6	11.681	B
	C-AB	371	93	809	0.459	369	0.9	1.4	8.232	A
	C-A	249	62			249				
	A-B	170	42			170				
	A-C	453	113			453				

16:30 - 16:45

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-AC	342	86	560	0.611	340	0.9	1.5	16.154	C
	C-AB	288	72	990	0.291	287	0.5	0.9	5.139	A
	C-A	476	119			476				
	A-B	21	5			21				
	A-C	483	121			483				
2	B-AC	168	42	410	0.411	167	0.4	0.7	14.751	B
	C-AB	525	131	799	0.657	517	1.4	3.1	12.947	B
	C-A	167	42			167				
	A-B	195	49			195				
	A-C	654	164			654				
3	B-AC	247	62	435	0.567	244	0.6	1.2	18.600	C
	C-AB	567	142	866	0.655	560	1.4	3.3	11.917	B
	C-A	193	48			193				
	A-B	208	52			208				
	A-C	555	139			555				

16:45 - 17:00

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-AC	342	86	560	0.612	342	1.5	1.5	16.512	C
	C-AB	289	72	990	0.292	289	0.9	0.9	5.158	A
	C-A	475	119			475				
	A-B	21	5			21				
	A-C	483	121			483				
2	B-AC	168	42	409	0.412	168	0.7	0.7	14.986	B
	C-AB	529	132	802	0.660	529	3.1	3.3	13.636	B
	C-A	162	40			162				
	A-B	195	49			195				
	A-C	654	164			654				
3	B-AC	247	62	434	0.569	246	1.2	1.3	19.208	C
	C-AB	573	143	870	0.658	572	3.3	3.4	12.540	B
	C-A	187	47			187				
	A-B	208	52			208				
	A-C	555	139			555				

17:00 - 17:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-AC	280	70	596	0.469	282	1.5	0.9	11.547	B
	C-AB	189	47	916	0.206	190	0.9	0.5	4.984	A
	C-A	435	109			435				
	A-B	17	4			17				
	A-C	395	99			395				
2	B-AC	138	34	483	0.285	139	0.7	0.4	10.488	B
	C-AB	352	88	762	0.462	359	3.3	1.5	9.210	A
	C-A	212	53			212				
	A-B	159	40			159				
	A-C	534	133			534				
3	B-AC	201	50	506	0.398	204	1.3	0.7	12.025	B
	C-AB	376	94	814	0.462	384	3.4	1.5	8.616	A
	C-A	244	61			244				
	A-B	170	42			170				
	A-C	453	113			453				

17:15 - 17:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-AC	234	59	622	0.377	235	0.9	0.6	9.349	A
	C-AB	135	34	864	0.156	136	0.5	0.4	4.958	A
	C-A	388	97			388				
	A-B	14	4			14				
	A-C	331	83			331				
2	B-AC	115	29	534	0.216	116	0.4	0.3	8.606	A
	C-AB	254	63	731	0.348	256	1.5	0.9	7.668	A
	C-A	219	55			219				
	A-B	133	33			133				
	A-C	447	112			447				
3	B-AC	169	42	556	0.303	170	0.7	0.4	9.330	A
	C-AB	269	67	772	0.348	271	1.5	0.9	7.267	A
	C-A	251	63			251				
	A-B	142	36			142				
	A-C	379	95			379				

2027 without Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix	Junction 1	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.
Warning	Vehicle Mix	Junction 2	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.
Warning	Vehicle Mix	Junction 3	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	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		15.52	C
2	untitled	T-Junction	Two-way	Two-way	Two-way		12.17	B
3	untitled	T-Junction	Two-way	Two-way	Two-way		13.60	B

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-6	Junction 3 - Stream B-AC	13.73	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2027 without Dev	AM	ONE HOUR	07:00	08:30	15	✓

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	A		ONE HOUR	✓	573	100.000
	B		ONE HOUR	✓	154	100.000
	C		ONE HOUR	✓	769	100.000
2	A		ONE HOUR	✓	571	100.000
	B		ONE HOUR	✓	371	100.000
	C		ONE HOUR	✓	632	100.000
3	A		ONE HOUR	✓	731	100.000
	B		ONE HOUR	✓	365	100.000
	C		ONE HOUR	✓	614	100.000

Origin-Destination Data

Demand (PCU/hr)

Junction 1

		To		
		A	B	C
From	A	0	42	531
	B	14	0	140
	C	513	256	0

Junction 2

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	75	496
	B	141	0	230
	C	548	84	0

Junction 3

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	89	642
	B	136	0	229
	C	497	117	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Junction 1

Heavy Vehicle %

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

Junction 2

Heavy Vehicle %

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

Junction 3

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	B-AC	0.32	10.18	0.5	B	141	212
	C-AB	0.88	35.15	10.0	E	565	848
	C-A					141	211
	A-B					39	58
	A-C					487	731
2	B-AC	0.86	48.40	5.1	E	340	511
	C-AB	0.30	5.63	0.9	A	194	291
	C-A					386	578
	A-B					69	103
	A-C					455	683
3	B-AC	0.88	57.64	6.0	F	335	502
	C-AB	0.44	7.72	1.5	A	264	396
	C-A					299	449
	A-B					82	123
	A-C					589	884

Main Results for each time segment

07:00 - 07:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-AC	116	29	606	0.191	115	0.0	0.2	7.324	A
	C-AB	375	94	796	0.471	369	0.0	1.3	8.414	A
	C-A	204	51			204				
	A-B	32	8			32				
	A-C	400	100			400				
2	B-AC	279	70	574	0.487	276	0.0	0.9	11.931	B
	C-AB	129	32	811	0.159	127	0.0	0.4	5.265	A
	C-A	347	87			347				
	A-B	56	14			56				
	A-C	373	93			373				
3	B-AC	275	69	575	0.478	271	0.0	0.9	11.734	B
	C-AB	175	44	754	0.232	173	0.0	0.5	6.186	A
	C-A	287	72			287				
	A-B	67	17			67				
	A-C	483	121			483				

07:15 - 07:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-AC	138	35	574	0.241	138	0.2	0.3	8.257	A
	C-AB	518	130	836	0.620	514	1.3	2.5	11.240	B
	C-A	173	43			173				
	A-B	38	9			38				
	A-C	477	119			477				
2	B-AC	334	83	534	0.625	331	0.9	1.6	17.489	C
	C-AB	180	45	854	0.210	179	0.4	0.5	5.342	A
	C-A	389	97			389				
	A-B	67	17			67				
	A-C	446	111			446				
3	B-AC	328	82	526	0.624	325	0.9	1.6	17.679	C
	C-AB	244	61	790	0.308	243	0.5	0.8	6.593	A
	C-A	308	77			308				
	A-B	80	20			80				
	A-C	577	144			577				

07:30 - 07:45

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-AC	170	42	526	0.323	169	0.3	0.5	10.075	B
	C-AB	780	195	895	0.871	756	2.5	8.4	25.898	D
	C-A	67	17			67				
	A-B	46	12			46				
	A-C	585	146			585				
2	B-AC	408	102	477	0.857	397	1.6	4.6	40.078	E
	C-AB	273	68	916	0.298	272	0.5	0.9	5.607	A
	C-A	423	106			423				
	A-B	83	21			83				
	A-C	546	137			546				
3	B-AC	402	100	456	0.881	387	1.6	5.2	45.322	E
	C-AB	371	93	843	0.440	368	0.8	1.5	7.629	A
	C-A	305	76			305				
	A-B	98	24			98				
	A-C	707	177			707				

07:45 - 08:00

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-AC	170	42	523	0.324	170	0.5	0.5	10.177	B
	C-AB	800	200	907	0.882	794	8.4	10.0	35.151	E
	C-A	47	12			47				
	A-B	46	12			46				
	A-C	585	146			585				
2	B-AC	408	102	476	0.858	406	4.6	5.1	48.400	E
	C-AB	274	69	917	0.299	274	0.9	0.9	5.630	A
	C-A	422	105			422				
	A-B	83	21			83				
	A-C	546	137			546				
3	B-AC	402	100	455	0.882	399	5.2	6.0	57.641	F
	C-AB	373	93	845	0.441	373	1.5	1.5	7.722	A
	C-A	303	76			303				
	A-B	98	24			98				
	A-C	707	177			707				

08:00 - 08:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-AC	138	35	571	0.242	139	0.5	0.3	8.342	A
	C-AB	538	134	853	0.630	566	10.0	2.9	14.160	B
	C-A	154	38			154				
	A-B	38	9			38				
	A-C	477	119			477				
2	B-AC	334	83	534	0.625	347	5.1	1.8	20.516	C
	C-AB	180	45	855	0.211	182	0.9	0.5	5.373	A
	C-A	388	97			388				
	A-B	67	17			67				
	A-C	446	111			446				
3	B-AC	328	82	525	0.624	345	6.0	1.8	21.584	C
	C-AB	245	61	793	0.310	248	1.5	0.9	6.682	A
	C-A	307	77			307				
	A-B	80	20			80				
	A-C	577	144			577				

08:15 - 08:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-AC	116	29	605	0.192	116	0.3	0.2	7.372	A
	C-AB	380	95	800	0.475	386	2.9	1.4	8.888	A
	C-A	199	50			199				
	A-B	32	8			32				
	A-C	400	100			400				
2	B-AC	279	70	573	0.487	282	1.8	1.0	12.502	B
	C-AB	130	32	812	0.160	130	0.5	0.4	5.298	A
	C-A	346	87			346				
	A-B	56	14			56				
	A-C	373	93			373				
3	B-AC	275	69	574	0.479	278	1.8	0.9	12.293	B
	C-AB	176	44	756	0.233	178	0.9	0.5	6.258	A
	C-A	286	71			286				
	A-B	67	17			67				
	A-C	483	121			483				

2027 without Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix	Junction 1	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.
Warning	Vehicle Mix	Junction 2	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.
Warning	Vehicle Mix	Junction 3	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	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		4.66	A
2	untitled	T-Junction	Two-way	Two-way	Two-way		5.92	A
3	untitled	T-Junction	Two-way	Two-way	Two-way		7.16	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	8	Junction 3 - Stream B-AC	5.96	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2027 without Dev	PM	ONE HOUR	16:00	17:30	15	✓

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	A		ONE HOUR	✓	475	100.000
	B		ONE HOUR	✓	322	100.000
	C		ONE HOUR	✓	719	100.000
2	A		ONE HOUR	✓	798	100.000
	B		ONE HOUR	✓	159	100.000
	C		ONE HOUR	✓	650	100.000
3	A		ONE HOUR	✓	718	100.000
	B		ONE HOUR	✓	232	100.000
	C		ONE HOUR	✓	714	100.000

Origin-Destination Data

Demand (PCU/hr)

Junction 1

		To		
		A	B	C
From	A	0	20	455
	B	42	0	280
	C	633	86	0

Junction 2

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	183	615
	B	56	0	103
	C	465	185	0

Junction 3

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	196	522
	B	109	0	123
	C	533	181	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Junction 1

Heavy Vehicle %

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

Junction 2

Heavy Vehicle %

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

Junction 3

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	B-AC	0.64	18.08	1.7	C	295	443
	C-AB	0.31	5.23	1.0	A	219	329
	C-A					440	660
	A-B					18	28
	A-C					418	626
2	B-AC	0.45	16.51	0.8	C	146	219
	C-AB	0.70	15.67	4.0	C	404	605
	C-A					193	289
	A-B					168	252
	A-C					564	847
3	B-AC	0.61	22.05	1.5	C	213	319
	C-AB	0.70	14.40	4.2	B	434	651
	C-A					221	332
	A-B					180	270
	A-C					479	718

Main Results for each time segment

16:00 - 16:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-AC	242	61	618	0.393	240	0.0	0.6	9.470	A
	C-AB	143	36	872	0.164	141	0.0	0.4	4.925	A
	C-A	399	100			399				
	A-B	15	4			15				
	A-C	343	86			343				
2	B-AC	120	30	527	0.227	119	0.0	0.3	8.788	A
	C-AB	266	67	733	0.363	263	0.0	0.9	7.636	A
	C-A	223	56			223				
	A-B	138	34			138				
	A-C	463	116			463				
3	B-AC	175	44	549	0.318	173	0.0	0.5	9.534	A
	C-AB	282	71	776	0.364	278	0.0	0.9	7.228	A
	C-A	255	64			255				
	A-B	148	37			148				
	A-C	393	98			393				

16:15 - 16:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-AC	289	72	591	0.490	288	0.6	0.9	11.832	B
	C-AB	202	50	927	0.218	201	0.4	0.6	4.972	A
	C-A	445	111			445				
	A-B	18	4			18				
	A-C	409	102			409				
2	B-AC	143	36	474	0.301	142	0.3	0.4	10.835	B
	C-AB	371	93	763	0.486	368	0.9	1.5	9.168	A
	C-A	213	53			213				
	A-B	165	41			165				
	A-C	553	138			553				
3	B-AC	209	52	496	0.420	208	0.5	0.7	12.420	B
	C-AB	397	99	817	0.486	395	0.9	1.6	8.570	A
	C-A	245	61			245				
	A-B	176	44			176				
	A-C	469	117			469				

16:30 - 16:45

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-AC	355	89	553	0.641	351	0.9	1.7	17.580	C
	C-AB	312	78	1004	0.311	311	0.6	1.0	5.208	A
	C-A	479	120			479				
	A-B	22	6			22				
	A-C	501	125			501				
2	B-AC	175	44	395	0.443	174	0.4	0.8	16.050	C
	C-AB	566	141	807	0.701	556	1.5	3.8	14.540	B
	C-A	150	38			150				
	A-B	201	50			201				
	A-C	677	169			677				
3	B-AC	255	64	420	0.608	252	0.7	1.5	21.067	C
	C-AB	613	153	877	0.699	603	1.6	4.0	13.369	B
	C-A	173	43			173				
	A-B	216	54			216				
	A-C	575	144			575				

16:45 - 17:00

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-AC	355	89	553	0.641	354	1.7	1.7	18.076	C
	C-AB	313	78	1005	0.312	313	1.0	1.0	5.232	A
	C-A	478	120			478				
	A-B	22	6			22				
	A-C	501	125			501				
2	B-AC	175	44	393	0.446	175	0.8	0.8	16.505	C
	C-AB	572	143	812	0.705	571	3.8	4.0	15.672	C
	C-A	143	36			143				
	A-B	201	50			201				
	A-C	677	169			677				
3	B-AC	255	64	418	0.611	255	1.5	1.5	22.047	C
	C-AB	621	155	882	0.703	620	4.0	4.2	14.396	B
	C-A	165	41			165				
	A-B	216	54			216				
	A-C	575	144			575				

17:00 - 17:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-AC	289	72	591	0.490	292	1.7	1.0	12.173	B
	C-AB	203	51	928	0.218	204	1.0	0.6	5.001	A
	C-A	444	111			444				
	A-B	18	4			18				
	A-C	409	102			409				
2	B-AC	143	36	472	0.303	144	0.8	0.4	11.047	B
	C-AB	377	94	770	0.490	387	4.0	1.7	9.757	A
	C-A	207	52			207				
	A-B	165	41			165				
	A-C	553	138			553				
3	B-AC	209	52	494	0.423	212	1.5	0.7	12.906	B
	C-AB	404	101	824	0.490	414	4.2	1.7	9.110	A
	C-A	238	59			238				
	A-B	176	44			176				
	A-C	469	117			469				

17:15 - 17:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-AC	242	61	617	0.393	244	1.0	0.7	9.667	A
	C-AB	144	36	873	0.165	145	0.6	0.4	4.957	A
	C-A	397	99			397				
	A-B	15	4			15				
	A-C	343	86			343				
2	B-AC	120	30	526	0.228	120	0.4	0.3	8.892	A
	C-AB	269	67	736	0.366	272	1.7	0.9	7.857	A
	C-A	220	55			220				
	A-B	138	34			138				
	A-C	463	116			463				
3	B-AC	175	44	547	0.319	176	0.7	0.5	9.725	A
	C-AB	286	71	779	0.367	289	1.7	1.0	7.434	A
	C-A	252	63			252				
	A-B	148	37			148				
	A-C	393	98			393				

2027 - with Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix	Junction 1	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.
Warning	Vehicle Mix	Junction 2	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.
Warning	Vehicle Mix	Junction 3	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	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		19.04	C
2	untitled	T-Junction	Two-way	Two-way	Two-way		16.90	C
3	untitled	T-Junction	Two-way	Two-way	Two-way		15.69	C

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-8	Junction 2 - Stream B-AC	17.15	C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2027 - with Dev	AM	ONE HOUR	07:00	08:30	15	✓

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	A		ONE HOUR	✓	587	100.000
	B		ONE HOUR	✓	203	100.000
	C		ONE HOUR	✓	773	100.000
2	A		ONE HOUR	✓	607	100.000
	B		ONE HOUR	✓	381	100.000
	C		ONE HOUR	✓	650	100.000
3	A		ONE HOUR	✓	759	100.000
	B		ONE HOUR	✓	366	100.000
	C		ONE HOUR	✓	619	100.000

Origin-Destination Data

Demand (PCU/hr)

Junction 1

		To		
		A	B	C
From	A	0	56	531
	B	51	0	152
	C	513	260	0

Junction 2

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	79	528
	B	144	0	237
	C	558	92	0

Junction 3

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	92	667
	B	137	0	229
	C	502	117	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Junction 1

Heavy Vehicle %

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

Junction 2

Heavy Vehicle %

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

Junction 3

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	B-AC	0.52	17.74	1.1	C	186	279
	C-AB	0.90	41.57	11.7	E	577	866
	C-A					132	198
	A-B					51	77
	A-C					487	731
2	B-AC	0.91	68.95	7.5	F	350	524
	C-AB	0.34	5.95	1.1	A	219	328
	C-A					378	567
	A-B					72	109
	A-C					485	727
3	B-AC	0.91	68.49	7.1	F	336	504
	C-AB	0.45	7.86	1.6	A	269	403
	C-A					299	449
	A-B					84	127
	A-C					612	918

Main Results for each time segment

07:00 - 07:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-AC	153	38	538	0.284	151	0.0	0.4	9.271	A
	C-AB	381	95	794	0.480	376	0.0	1.4	8.582	A
	C-A	201	50			201				
	A-B	42	11			42				
	A-C	400	100			400				
2	B-AC	287	72	563	0.509	283	0.0	1.0	12.659	B
	C-AB	144	36	811	0.177	142	0.0	0.4	5.377	A
	C-A	346	86			346				
	A-B	59	15			59				
	A-C	398	99			398				
3	B-AC	276	69	567	0.486	272	0.0	0.9	12.051	B
	C-AB	177	44	753	0.235	175	0.0	0.5	6.217	A
	C-A	289	72			289				
	A-B	69	17			69				
	A-C	502	126			502				

07:15 - 07:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-AC	182	46	496	0.368	182	0.4	0.6	11.436	B
	C-AB	528	132	834	0.633	523	1.4	2.6	11.663	B
	C-A	167	42			167				
	A-B	50	13			50				
	A-C	477	119			477				
2	B-AC	343	86	521	0.657	339	1.0	1.8	19.465	C
	C-AB	201	50	855	0.236	201	0.4	0.6	5.515	A
	C-A	383	96			383				
	A-B	71	18			71				
	A-C	475	119			475				
3	B-AC	329	82	517	0.636	326	0.9	1.7	18.557	C
	C-AB	247	62	790	0.313	246	0.5	0.8	6.647	A
	C-A	309	77			309				
	A-B	83	21			83				
	A-C	600	150			600				

07:30 - 07:45

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-AC	224	56	431	0.518	222	0.6	1.0	17.011	C
	C-AB	796	199	893	0.892	769	2.6	9.4	28.799	D
	C-A	55	14			55				
	A-B	62	15			62				
	A-C	585	146			585				
2	B-AC	419	105	460	0.913	402	1.8	6.2	51.395	F
	C-AB	309	77	918	0.337	307	0.6	1.1	5.916	A
	C-A	407	102			407				
	A-B	87	22			87				
	A-C	581	145			581				
3	B-AC	403	101	444	0.907	386	1.7	6.0	51.096	F
	C-AB	379	95	843	0.450	376	0.8	1.6	7.765	A
	C-A	303	76			303				
	A-B	101	25			101				
	A-C	734	184			734				

07:45 - 08:00

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-AC	224	56	426	0.525	223	1.0	1.1	17.743	C
	C-AB	820	205	906	0.905	811	9.4	11.7	41.568	E
	C-A	31	8			31				
	A-B	62	15			62				
	A-C	585	146			585				
2	B-AC	419	105	459	0.914	415	6.2	7.5	68.947	F
	C-AB	310	78	919	0.337	310	1.1	1.1	5.954	A
	C-A	406	101			406				
	A-B	87	22			87				
	A-C	581	145			581				
3	B-AC	403	101	444	0.908	398	6.0	7.1	68.489	F
	C-AB	381	95	844	0.451	381	1.6	1.6	7.865	A
	C-A	301	75			301				
	A-B	101	25			101				
	A-C	734	184			734				

08:00 - 08:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-AC	182	46	489	0.373	184	1.1	0.6	11.877	B
	C-AB	552	138	854	0.646	586	11.7	3.1	15.587	C
	C-A	143	36			143				
	A-B	50	13			50				
	A-C	477	119			477				
2	B-AC	343	86	521	0.658	364	7.5	2.1	25.704	D
	C-AB	203	51	857	0.236	204	1.1	0.6	5.557	A
	C-A	382	95			382				
	A-B	71	18			71				
	A-C	475	119			475				
3	B-AC	329	82	516	0.637	350	7.1	1.9	24.016	C
	C-AB	249	62	792	0.315	252	1.6	0.9	6.747	A
	C-A	307	77			307				
	A-B	83	21			83				
	A-C	600	150			600				

08:15 - 08:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-AC	153	38	536	0.285	154	0.6	0.4	9.430	A
	C-AB	387	97	799	0.485	394	3.1	1.5	9.113	A
	C-A	195	49			195				
	A-B	42	11			42				
	A-C	400	100			400				
2	B-AC	287	72	563	0.510	291	2.1	1.1	13.412	B
	C-AB	145	36	812	0.178	146	0.6	0.4	5.417	A
	C-A	345	86			345				
	A-B	59	15			59				
	A-C	398	99			398				
3	B-AC	276	69	566	0.486	279	1.9	1.0	12.681	B
	C-AB	178	45	755	0.236	180	0.9	0.6	6.292	A
	C-A	288	72			288				
	A-B	69	17			69				
	A-C	502	126			502				

2027 - with Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix	Junction 1	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.
Warning	Vehicle Mix	Junction 2	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.
Warning	Vehicle Mix	Junction 3	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	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		7.41	A
2	untitled	T-Junction	Two-way	Two-way	Two-way		8.74	A
3	untitled	T-Junction	Two-way	Two-way	Two-way		7.82	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	4	Junction 1 - Stream B-AC	8.00	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2027 - with Dev	PM	ONE HOUR	16:00	17:30	15	✓

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	A		ONE HOUR	✓	515	100.000
	B		ONE HOUR	✓	357	100.000
	C		ONE HOUR	✓	733	100.000
2	A		ONE HOUR	✓	825	100.000
	B		ONE HOUR	✓	172	100.000
	C		ONE HOUR	✓	699	100.000
3	A		ONE HOUR	✓	730	100.000
	B		ONE HOUR	✓	236	100.000
	C		ONE HOUR	✓	737	100.000

Origin-Destination Data

Demand (PCU/hr)

Junction 1

		To		
		A	B	C
From	A	0	60	455
	B	69	0	288
	C	633	100	0

Junction 2

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	189	636
	B	60	0	112
	C	501	198	0

Junction 3

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	199	531
	B	113	0	123
	C	556	181	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Junction 1

Heavy Vehicle %

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

Junction 2

Heavy Vehicle %

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

Junction 3

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	B-AC	0.76	28.75	3.0	D	328	491
	C-AB	0.37	5.76	1.3	A	258	387
	C-A					414	622
	A-B					55	83
	A-C					418	626
2	B-AC	0.51	19.97	1.0	C	158	237
	C-AB	0.80	22.49	6.4	C	465	697
	C-A					177	265
	A-B					173	260
	A-C					584	875
3	B-AC	0.64	24.48	1.7	C	217	325
	C-AB	0.72	15.29	4.7	C	453	679
	C-A					224	336
	A-B					183	274
	A-C					487	731

Main Results for each time segment

16:00 - 16:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-AC	269	67	591	0.455	266	0.0	0.8	10.972	B
	C-AB	167	42	867	0.193	165	0.0	0.5	5.130	A
	C-A	385	96			385				
	A-B	45	11			45				
	A-C	343	86			343				
2	B-AC	129	32	516	0.251	128	0.0	0.3	9.259	A
	C-AB	300	75	749	0.400	296	0.0	1.1	7.919	A
	C-A	226	57			226				
	A-B	142	36			142				
	A-C	479	120			479				
3	B-AC	178	44	541	0.328	176	0.0	0.5	9.808	A
	C-AB	291	73	787	0.370	287	0.0	1.0	7.192	A
	C-A	264	66			264				
	A-B	150	37			150				
	A-C	400	100			400				

16:15 - 16:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-AC	321	80	560	0.573	319	0.8	1.3	14.795	B
	C-AB	237	59	921	0.257	236	0.5	0.7	5.269	A
	C-A	422	106			422				
	A-B	54	13			54				
	A-C	409	102			409				
2	B-AC	155	39	459	0.337	154	0.3	0.5	11.774	B
	C-AB	423	106	783	0.540	420	1.1	1.9	9.965	A
	C-A	205	51			205				
	A-B	170	42			170				
	A-C	572	143			572				
3	B-AC	212	53	487	0.435	211	0.5	0.8	12.987	B
	C-AB	413	103	831	0.497	410	1.0	1.7	8.603	A
	C-A	250	62			250				
	A-B	179	45			179				
	A-C	477	119			477				

16:30 - 16:45

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-AC	393	98	516	0.761	387	1.3	2.8	26.581	D
	C-AB	369	92	998	0.369	366	0.7	1.2	5.721	A
	C-A	439	110			439				
	A-B	66	17			66				
	A-C	501	125			501				
2	B-AC	189	47	373	0.507	187	0.5	1.0	19.177	C
	C-AB	657	164	834	0.788	642	1.9	5.8	19.088	C
	C-A	112	28			112				
	A-B	208	52			208				
	A-C	700	175			700				
3	B-AC	260	65	409	0.636	256	0.8	1.6	23.114	C
	C-AB	643	161	895	0.719	633	1.7	4.4	13.981	B
	C-A	168	42			168				
	A-B	219	55			219				
	A-C	585	146			585				

16:45 - 17:00

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-AC	393	98	516	0.762	392	2.8	3.0	28.750	D
	C-AB	370	92	1000	0.370	370	1.2	1.3	5.764	A
	C-A	437	109			437				
	A-B	66	17			66				
	A-C	501	125			501				
2	B-AC	189	47	369	0.513	189	1.0	1.0	19.967	C
	C-AB	670	168	842	0.795	668	5.8	6.4	22.488	C
	C-A	99	25			99				
	A-B	208	52			208				
	A-C	700	175			700				
3	B-AC	260	65	406	0.640	260	1.6	1.7	24.476	C
	C-AB	653	163	901	0.724	651	4.4	4.7	15.289	C
	C-A	159	40			159				
	A-B	219	55			219				
	A-C	585	146			585				

17:00 - 17:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-AC	321	80	560	0.573	327	3.0	1.4	15.870	C
	C-AB	238	60	923	0.258	240	1.3	0.7	5.312	A
	C-A	421	105			421				
	A-B	54	13			54				
	A-C	409	102			409				
2	B-AC	155	39	455	0.340	157	1.0	0.5	12.163	B
	C-AB	434	109	795	0.547	451	6.4	2.1	11.214	B
	C-A	194	48			194				
	A-B	170	42			170				
	A-C	572	143			572				
3	B-AC	212	53	484	0.438	216	1.7	0.8	13.604	B
	C-AB	421	105	839	0.501	432	4.7	1.9	9.234	A
	C-A	242	60			242				
	A-B	179	45			179				
	A-C	477	119			477				

17:15 - 17:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-AC	269	67	590	0.455	271	1.4	0.9	11.351	B
	C-AB	169	42	868	0.194	170	0.7	0.5	5.172	A
	C-A	383	96			383				
	A-B	45	11			45				
	A-C	343	86			343				
2	B-AC	129	32	514	0.252	130	0.5	0.3	9.401	A
	C-AB	304	76	753	0.404	308	2.1	1.1	8.227	A
	C-A	222	56			222				
	A-B	142	36			142				
	A-C	479	120			479				
3	B-AC	178	44	539	0.329	179	0.8	0.5	10.022	B
	C-AB	295	74	790	0.373	298	1.9	1.0	7.414	A
	C-A	260	65			260				
	A-B	150	37			150				
	A-C	400	100			400				

2032 - Without Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix	Junction 1	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.
Warning	Vehicle Mix	Junction 2	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.
Warning	Vehicle Mix	Junction 3	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	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		39.83	E
2	untitled	T-Junction	Two-way	Two-way	Two-way		23.90	C
3	untitled	T-Junction	Two-way	Two-way	Two-way		30.13	D

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-12	Junction 3 - Stream B-AC	31.12	D

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2032 - Without Dev	AM	ONE HOUR	07:00	08:30	15	✓

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	A		ONE HOUR	✓	616	100.000
	B		ONE HOUR	✓	166	100.000
	C		ONE HOUR	✓	824	100.000
2	A		ONE HOUR	✓	612	100.000
	B		ONE HOUR	✓	398	100.000
	C		ONE HOUR	✓	678	100.000
3	A		ONE HOUR	✓	785	100.000
	B		ONE HOUR	✓	392	100.000
	C		ONE HOUR	✓	659	100.000

Origin-Destination Data

Demand (PCU/hr)

Junction 1

		To		
		A	B	C
From	A	0	46	570
	B	16	0	150
	C	550	274	0

Junction 2

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	80	532
	B	151	0	247
	C	588	90	0

Junction 3

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	96	689
	B	146	0	246
	C	533	126	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Junction 1

Heavy Vehicle %

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

Junction 2

Heavy Vehicle %

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

Junction 3

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	B-AC	0.37	11.62	0.6	B	152	228
	C-AB	0.99	87.31	24.2	F	652	978
	C-A					104	156
	A-B					42	63
	A-C					523	785
2	B-AC	0.97	97.77	11.4	F	365	548
	C-AB	0.34	5.83	1.1	A	225	337
	C-A					397	596
	A-B					73	110
	A-C					488	732
3	B-AC	1.01	133.78	16.0	F	360	540
	C-AB	0.51	8.58	2.1	A	307	461
	C-A					298	446
	A-B					88	132
	A-C					632	948

Main Results for each time segment

07:00 - 07:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-AC	125	31	591	0.211	124	0.0	0.3	7.686	A
	C-AB	422	106	810	0.522	416	0.0	1.6	9.097	A
	C-A	198	50			198				
	A-B	35	9			35				
	A-C	429	107			429				
2	B-AC	300	75	559	0.536	295	0.0	1.1	13.409	B
	C-AB	146	36	827	0.176	144	0.0	0.4	5.272	A
	C-A	365	91			365				
	A-B	60	15			60				
	A-C	401	100			401				
3	B-AC	295	74	557	0.530	291	0.0	1.1	13.331	B
	C-AB	199	50	767	0.259	196	0.0	0.6	6.304	A
	C-A	297	74			297				
	A-B	72	18			72				
	A-C	519	130			519				

07:15 - 07:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-AC	149	37	556	0.269	149	0.3	0.4	8.839	A
	C-AB	592	148	854	0.693	585	1.6	3.4	13.495	B
	C-A	149	37			149				
	A-B	41	10			41				
	A-C	512	128			512				
2	B-AC	358	89	516	0.693	354	1.1	2.1	21.661	C
	C-AB	206	52	874	0.236	205	0.4	0.6	5.396	A
	C-A	403	101			403				
	A-B	72	18			72				
	A-C	478	120			478				
3	B-AC	352	88	504	0.699	348	1.1	2.2	22.516	C
	C-AB	281	70	807	0.349	280	0.6	1.0	6.859	A
	C-A	311	78			311				
	A-B	86	22			86				
	A-C	619	155			619				

07:30 - 07:45

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-AC	183	46	500	0.366	182	0.4	0.6	11.290	B
	C-AB	907	227	918	0.988	850	3.4	17.7	48.269	E
	C-A	0	0			0				
	A-B	51	13			51				
	A-C	628	157			628				
2	B-AC	438	110	453	0.967	412	2.1	8.6	65.000	F
	C-AB	320	80	942	0.340	318	0.6	1.1	5.795	A
	C-A	426	107			426				
	A-B	88	22			88				
	A-C	586	146			586				
3	B-AC	432	108	426	1.013	397	2.2	10.9	79.959	F
	C-AB	437	109	865	0.506	433	1.0	2.0	8.417	A
	C-A	288	72			288				
	A-B	106	26			106				
	A-C	759	190			759				

07:45 - 08:00

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-AC	183	46	492	0.371	183	0.6	0.6	11.615	B
	C-AB	907	227	920	0.986	881	17.7	24.2	87.313	F
	C-A	0	0			0				
	A-B	51	13			51				
	A-C	628	157			628				
2	B-AC	438	110	453	0.968	427	8.6	11.4	97.769	F
	C-AB	321	80	943	0.341	321	1.1	1.1	5.833	A
	C-A	425	106			425				
	A-B	88	22			88				
	A-C	586	146			586				
3	B-AC	432	108	425	1.015	411	10.9	16.0	133.782	F
	C-AB	440	110	867	0.508	440	2.0	2.1	8.583	A
	C-A	285	71			285				
	A-B	106	26			106				
	A-C	759	190			759				

08:00 - 08:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-AC	149	37	547	0.273	150	0.6	0.4	9.079	A
	C-AB	651	163	899	0.725	729	24.2	4.7	32.479	D
	C-A	89	22			89				
	A-B	41	10			41				
	A-C	512	128			512				
2	B-AC	358	89	516	0.694	393	11.4	2.5	36.000	E
	C-AB	207	52	876	0.237	209	1.1	0.6	5.441	A
	C-A	402	101			402				
	A-B	72	18			72				
	A-C	478	120			478				
3	B-AC	352	88	503	0.701	406	16.0	2.6	50.692	F
	C-AB	284	71	810	0.350	288	2.1	1.1	7.001	A
	C-A	308	77			308				
	A-B	86	22			86				
	A-C	619	155			619				

08:15 - 08:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-AC	125	31	590	0.212	125	0.4	0.3	7.758	A
	C-AB	432	108	818	0.528	443	4.7	1.8	10.031	B
	C-A	189	47			189				
	A-B	35	9			35				
	A-C	429	107			429				
2	B-AC	300	75	559	0.536	305	2.5	1.2	14.432	B
	C-AB	147	37	828	0.178	148	0.6	0.4	5.314	A
	C-A	363	91			363				
	A-B	60	15			60				
	A-C	401	100			401				
3	B-AC	295	74	556	0.531	301	2.6	1.2	14.421	B
	C-AB	201	50	769	0.261	203	1.1	0.6	6.397	A
	C-A	295	74			295				
	A-B	72	18			72				
	A-C	519	130			519				

2032 - without Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix	Junction 1	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.
Warning	Vehicle Mix	Junction 2	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.
Warning	Vehicle Mix	Junction 3	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	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		5.83	A
2	untitled	T-Junction	Two-way	Two-way	Two-way		9.67	A
3	untitled	T-Junction	Two-way	Two-way	Two-way		11.53	B

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	1	Junction 3 - Stream B-AC	9.10	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2032 - without Dev	PM	ONE HOUR	16:00	17:30	15	✓

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	A		ONE HOUR	✓	509	100.000
	B		ONE HOUR	✓	346	100.000
	C		ONE HOUR	✓	771	100.000
2	A		ONE HOUR	✓	857	100.000
	B		ONE HOUR	✓	170	100.000
	C		ONE HOUR	✓	698	100.000
3	A		ONE HOUR	✓	770	100.000
	B		ONE HOUR	✓	249	100.000
	C		ONE HOUR	✓	766	100.000

Origin-Destination Data

Demand (PCU/hr)

Junction 1

		To		
		A	B	C
From	A	0	21	488
	B	46	0	300
	C	679	92	0

Junction 2

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	197	660
	B	60	0	110
	C	499	199	0

Junction 3

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	210	560
	B	117	0	132
	C	572	194	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Junction 1

Heavy Vehicle %

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

Junction 2

Heavy Vehicle %

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

Junction 3

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	B-AC	0.71	23.04	2.4	C	317	476
	C-AB	0.36	5.43	1.2	A	255	382
	C-A					453	679
	A-B					19	29
	A-C					448	672
2	B-AC	0.53	21.34	1.1	C	156	234
	C-AB	0.82	25.39	7.2	D	471	707
	C-A					169	253
	A-B					181	271
	A-C					606	908
3	B-AC	0.71	32.29	2.3	D	228	343
	C-AB	0.81	22.71	7.3	C	507	760
	C-A					196	294
	A-B					193	289
	A-C					514	771

Main Results for each time segment

16:00 - 16:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-AC	260	65	607	0.429	258	0.0	0.7	10.215	B
	C-AB	162	41	892	0.182	160	0.0	0.4	4.919	A
	C-A	418	105			418				
	A-B	16	4			16				
	A-C	367	92			367				
2	B-AC	128	32	507	0.252	127	0.0	0.3	9.423	A
	C-AB	303	76	744	0.407	298	0.0	1.1	8.063	A
	C-A	223	56			223				
	A-B	148	37			148				
	A-C	497	124			497				
3	B-AC	187	47	530	0.354	185	0.0	0.5	10.390	B
	C-AB	321	80	791	0.406	316	0.0	1.1	7.573	A
	C-A	256	64			256				
	A-B	158	40			158				
	A-C	422	105			422				

16:15 - 16:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-AC	311	78	578	0.538	309	0.7	1.1	13.314	B
	C-AB	232	58	952	0.244	232	0.4	0.7	5.014	A
	C-A	461	115			461				
	A-B	19	5			19				
	A-C	439	110			439				
2	B-AC	153	38	449	0.340	152	0.3	0.5	12.101	B
	C-AB	428	107	777	0.551	424	1.1	2.0	10.281	B
	C-A	200	50			200				
	A-B	177	44			177				
	A-C	593	148			593				
3	B-AC	224	56	472	0.474	222	0.5	0.9	14.322	B
	C-AB	458	115	836	0.548	455	1.1	2.1	9.510	A
	C-A	230	58			230				
	A-B	189	47			189				
	A-C	503	126			503				

16:30 - 16:45

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-AC	381	95	536	0.711	376	1.1	2.3	21.915	C
	C-AB	368	92	1036	0.355	366	0.7	1.2	5.395	A
	C-A	481	120			481				
	A-B	23	6			23				
	A-C	537	134			537				
2	B-AC	187	47	360	0.520	185	0.5	1.0	20.341	C
	C-AB	668	167	826	0.808	650	2.0	6.4	20.825	C
	C-A	101	25			101				
	A-B	217	54			217				
	A-C	727	182			727				
3	B-AC	274	69	388	0.706	269	0.9	2.2	29.040	D
	C-AB	724	181	903	0.802	706	2.1	6.5	18.763	C
	C-A	120	30			120				
	A-B	231	58			231				
	A-C	617	154			617				

16:45 - 17:00

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-AC	381	95	536	0.711	381	2.3	2.4	23.038	C
	C-AB	369	92	1038	0.356	369	1.2	1.2	5.429	A
	C-A	480	120			480				
	A-B	23	6			23				
	A-C	537	134			537				
2	B-AC	187	47	355	0.527	187	1.0	1.1	21.339	C
	C-AB	683	171	836	0.816	679	6.4	7.2	25.394	D
	C-A	86	21			86				
	A-B	217	54			217				
	A-C	727	182			727				
3	B-AC	274	69	384	0.715	273	2.2	2.3	32.288	D
	C-AB	740	185	913	0.811	737	6.5	7.3	22.713	C
	C-A	103	26			103				
	A-B	231	58			231				
	A-C	617	154			617				

17:00 - 17:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-AC	311	78	578	0.538	316	2.4	1.2	13.954	B
	C-AB	234	58	953	0.245	236	1.2	0.7	5.055	A
	C-A	459	115			459				
	A-B	19	5			19				
	A-C	439	110			439				
2	B-AC	153	38	444	0.344	155	1.1	0.5	12.558	B
	C-AB	441	110	790	0.558	461	7.2	2.3	11.826	B
	C-A	187	47			187				
	A-B	177	44			177				
	A-C	593	148			593				
3	B-AC	224	56	467	0.479	229	2.3	0.9	15.490	C
	C-AB	473	118	850	0.556	493	7.3	2.3	10.866	B
	C-A	216	54			216				
	A-B	189	47			189				
	A-C	503	126			503				

17:15 - 17:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-AC	260	65	607	0.429	262	1.2	0.8	10.501	B
	C-AB	164	41	894	0.183	165	0.7	0.5	4.957	A
	C-A	417	104			417				
	A-B	16	4			16				
	A-C	367	92			367				
2	B-AC	128	32	506	0.253	129	0.5	0.3	9.575	A
	C-AB	307	77	748	0.411	311	2.3	1.2	8.398	A
	C-A	218	55			218				
	A-B	148	37			148				
	A-C	497	124			497				
3	B-AC	187	47	528	0.355	189	0.9	0.6	10.680	B
	C-AB	326	81	795	0.410	330	2.3	1.2	7.883	A
	C-A	251	63			251				
	A-B	158	40			158				
	A-C	422	105			422				

2032 - With Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix	Junction 1	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.
Warning	Vehicle Mix	Junction 2	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.
Warning	Vehicle Mix	Junction 3	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	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		46.43	E
2	untitled	T-Junction	Two-way	Two-way	Two-way		35.61	E
3	untitled	T-Junction	Two-way	Two-way	Two-way		40.59	E

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-14	Junction 2 - Stream B-AC	40.78	E

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2032 - With Dev	AM	ONE HOUR	07:00	08:30	15	✓

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	A		ONE HOUR	✓	629	100.000
	B		ONE HOUR	✓	214	100.000
	C		ONE HOUR	✓	829	100.000
2	A		ONE HOUR	✓	649	100.000
	B		ONE HOUR	✓	408	100.000
	C		ONE HOUR	✓	697	100.000
3	A		ONE HOUR	✓	813	100.000
	B		ONE HOUR	✓	398	100.000
	C		ONE HOUR	✓	675	100.000

Origin-Destination Data

Demand (PCU/hr)

Junction 1

		To		
		A	B	C
From	A	0	59	570
	B	52	0	162
	C	550	279	0

Junction 2

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	85	564
	B	154	0	254
	C	599	98	0

Junction 3

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	99	714
	B	147	0	251
	C	538	137	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Junction 1

Heavy Vehicle %

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

Junction 2

Heavy Vehicle %

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

Junction 3

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	B-AC	0.60	22.80	1.4	C	196	295
	C-AB	1.00	100.66	27.9	F	663	995
	C-A					98	146
	A-B					54	81
	A-C					523	785
2	B-AC	1.03	148.92	18.8	F	374	562
	C-AB	0.38	6.22	1.3	A	252	378
	C-A					388	581
	A-B					78	117
	A-C					518	776
3	B-AC	1.07	183.26	23.2	F	365	548
	C-AB	0.56	9.76	2.6	A	340	510
	C-A					279	419
	A-B					91	136
	A-C					655	983

Main Results for each time segment

07:00 - 07:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-AC	161	40	526	0.306	159	0.0	0.4	9.770	A
	C-AB	431	108	808	0.533	424	0.0	1.7	9.333	A
	C-A	193	48			193				
	A-B	44	11			44				
	A-C	429	107			429				
2	B-AC	307	77	549	0.560	302	0.0	1.2	14.345	B
	C-AB	162	41	828	0.196	160	0.0	0.5	5.391	A
	C-A	363	91			363				
	A-B	64	16			64				
	A-C	425	106			425				
3	B-AC	300	75	548	0.547	295	0.0	1.2	13.986	B
	C-AB	219	55	766	0.286	216	0.0	0.7	6.538	A
	C-A	289	72			289				
	A-B	75	19			75				
	A-C	538	134			538				

07:15 - 07:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-AC	192	48	480	0.401	191	0.4	0.7	12.456	B
	C-AB	605	151	853	0.710	597	1.7	3.6	14.240	B
	C-A	140	35			140				
	A-B	53	13			53				
	A-C	512	128			512				
2	B-AC	367	92	503	0.730	362	1.2	2.5	24.729	C
	C-AB	231	58	876	0.263	230	0.5	0.7	5.589	A
	C-A	396	99			396				
	A-B	76	19			76				
	A-C	507	127			507				
3	B-AC	358	89	493	0.726	353	1.2	2.4	24.862	C
	C-AB	311	78	806	0.385	309	0.7	1.1	7.273	A
	C-A	296	74			296				
	A-B	89	22			89				
	A-C	642	160			642				

07:30 - 07:45

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-AC	236	59	407	0.580	233	0.7	1.3	20.441	C
	C-AB	913	228	909	1.004	849	3.6	19.7	53.606	F
	C-A	0	0			0				
	A-B	65	16			65				
	A-C	628	157			628				
2	B-AC	449	112	435	1.032	409	2.5	12.4	86.349	F
	C-AB	361	90	945	0.382	359	0.7	1.3	6.173	A
	C-A	406	102			406				
	A-B	94	23			94				
	A-C	621	155			621				
3	B-AC	438	110	411	1.066	390	2.4	14.4	99.501	F
	C-AB	486	122	865	0.562	481	1.1	2.5	9.480	A
	C-A	257	64			257				
	A-B	109	27			109				
	A-C	786	197			786				

07:45 - 08:00

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-AC	236	59	392	0.601	235	1.3	1.4	22.804	C
	C-AB	913	228	910	1.003	880	19.7	27.9	100.656	F
	C-A	0	0			0				
	A-B	65	16			65				
	A-C	628	157			628				
2	B-AC	449	112	435	1.034	424	12.4	18.8	148.916	F
	C-AB	363	91	947	0.383	363	1.3	1.3	6.225	A
	C-A	405	101			405				
	A-B	94	23			94				
	A-C	621	155			621				
3	B-AC	438	110	410	1.070	403	14.4	23.2	183.261	F
	C-AB	490	123	868	0.565	490	2.5	2.6	9.757	A
	C-A	253	63			253				
	A-B	109	27			109				
	A-C	786	197			786				

08:00 - 08:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-AC	192	48	461	0.417	195	1.4	0.7	13.665	B
	C-AB	676	169	904	0.748	766	27.9	5.4	43.083	E
	C-A	69	17			69				
	A-B	53	13			53				
	A-C	512	128			512				
2	B-AC	367	92	502	0.731	429	18.8	3.1	68.230	F
	C-AB	232	58	878	0.264	234	1.3	0.8	5.645	A
	C-A	394	99			394				
	A-B	76	19			76				
	A-C	507	127			507				
3	B-AC	358	89	491	0.728	438	23.2	3.2	91.250	F
	C-AB	314	79	810	0.388	320	2.6	1.2	7.481	A
	C-A	293	73			293				
	A-B	89	22			89				
	A-C	642	160			642				

08:15 - 08:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-AC	161	40	523	0.308	162	0.7	0.5	10.011	B
	C-AB	442	110	818	0.540	456	5.4	1.9	10.478	B
	C-A	182	46			182				
	A-B	44	11			44				
	A-C	429	107			429				
2	B-AC	307	77	548	0.560	314	3.1	1.3	15.858	C
	C-AB	164	41	829	0.197	165	0.8	0.5	5.440	A
	C-A	361	90			361				
	A-B	64	16			64				
	A-C	425	106			425				
3	B-AC	300	75	547	0.548	308	3.2	1.3	15.487	C
	C-AB	221	55	769	0.288	223	1.2	0.7	6.657	A
	C-A	287	72			287				
	A-B	75	19			75				
	A-C	538	134			538				

2032 - With Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix	Junction 1	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.
Warning	Vehicle Mix	Junction 2	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.
Warning	Vehicle Mix	Junction 3	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	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		10.46	B
2	untitled	T-Junction	Two-way	Two-way	Two-way		19.79	C
3	untitled	T-Junction	Two-way	Two-way	Two-way		13.65	B

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-3	Junction 1 - Stream B-AC	14.71	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2032 - With Dev	PM	ONE HOUR	16:00	17:30	15	✓

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	A		ONE HOUR	✓	550	100.000
	B		ONE HOUR	✓	381	100.000
	C		ONE HOUR	✓	785	100.000
2	A		ONE HOUR	✓	884	100.000
	B		ONE HOUR	✓	184	100.000
	C		ONE HOUR	✓	747	100.000
3	A		ONE HOUR	✓	784	100.000
	B		ONE HOUR	✓	253	100.000
	C		ONE HOUR	✓	790	100.000

Origin-Destination Data

Demand (PCU/hr)

Junction 1

		To		
		A	B	C
From	A	0	62	488
	B	72	0	309
	C	679	106	0

Junction 2

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	203	681
	B	64	0	120
	C	535	212	0

Junction 3

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	214	570
	B	121	0	132
	C	596	194	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Junction 1

Heavy Vehicle %

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

Junction 2

Heavy Vehicle %

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

Junction 3

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	B-AC	0.84	41.93	4.6	E	350	524
	C-AB	0.42	6.07	1.6	A	298	446
	C-A					423	634
	A-B					57	85
	A-C					448	672
2	B-AC	0.62	28.59	1.5	D	169	253
	C-AB	0.92	51.60	14.4	F	545	818
	C-A					140	211
	A-B					186	279
	A-C					625	937
3	B-AC	0.75	38.14	2.8	E	232	348
	C-AB	0.84	26.41	8.7	D	531	797
	C-A					194	291
	A-B					196	295
	A-C					523	785

Main Results for each time segment

16:00 - 16:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-AC	287	72	581	0.493	283	0.0	0.9	11.923	B
	C-AB	188	47	887	0.212	186	0.0	0.5	5.136	A
	C-A	403	101			403				
	A-B	47	12			47				
	A-C	367	92			367				
2	B-AC	139	35	496	0.279	137	0.0	0.4	9.980	A
	C-AB	340	85	760	0.447	334	0.0	1.3	8.435	A
	C-A	223	56			223				
	A-B	153	38			153				
	A-C	513	128			513				
3	B-AC	190	48	522	0.365	188	0.0	0.6	10.730	B
	C-AB	331	83	802	0.413	327	0.0	1.2	7.556	A
	C-A	263	66			263				
	A-B	161	40			161				
	A-C	429	107			429				

16:15 - 16:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-AC	343	86	549	0.624	340	0.9	1.6	17.031	C
	C-AB	271	68	946	0.286	270	0.5	0.8	5.338	A
	C-A	435	109			435				
	A-B	56	14			56				
	A-C	439	110			439				
2	B-AC	165	41	434	0.381	165	0.4	0.6	13.325	B
	C-AB	486	122	798	0.610	481	1.3	2.6	11.487	B
	C-A	185	46			185				
	A-B	182	46			182				
	A-C	612	153			612				
3	B-AC	227	57	463	0.492	226	0.6	0.9	15.117	C
	C-AB	477	119	851	0.561	473	1.2	2.2	9.625	A
	C-A	233	58			233				
	A-B	192	48			192				
	A-C	512	128			512				

16:30 - 16:45

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-AC	419	105	500	0.838	409	1.6	4.2	35.913	E
	C-AB	431	108	1030	0.418	428	0.8	1.5	6.008	A
	C-A	434	108			434				
	A-B	68	17			68				
	A-C	537	134			537				
2	B-AC	203	51	337	0.602	199	0.6	1.4	25.636	D
	C-AB	774	194	854	0.907	740	2.6	11.0	32.141	D
	C-A	48	12			48				
	A-B	224	56			224				
	A-C	750	187			750				
3	B-AC	279	70	375	0.742	272	0.9	2.5	33.070	D
	C-AB	762	191	921	0.828	741	2.2	7.5	20.578	C
	C-A	107	27			107				
	A-B	236	59			236				
	A-C	628	157			628				

16:45 - 17:00

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-AC	419	105	500	0.839	418	4.2	4.6	41.927	E
	C-AB	433	108	1032	0.419	433	1.5	1.6	6.072	A
	C-A	432	108			432				
	A-B	68	17			68				
	A-C	537	134			537				
2	B-AC	203	51	327	0.619	202	1.4	1.5	28.590	D
	C-AB	807	202	873	0.924	794	11.0	14.4	51.598	F
	C-A	15	4			15				
	A-B	224	56			224				
	A-C	750	187			750				
3	B-AC	279	70	370	0.753	278	2.5	2.8	38.142	E
	C-AB	784	196	934	0.839	779	7.5	8.7	26.414	D
	C-A	86	22			86				
	A-B	236	59			236				
	A-C	628	157			628				

17:00 - 17:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-AC	343	86	548	0.625	354	4.6	1.7	19.474	C
	C-AB	273	68	949	0.288	276	1.6	0.9	5.402	A
	C-A	433	108			433				
	A-B	56	14			56				
	A-C	439	110			439				
2	B-AC	165	41	422	0.392	169	1.5	0.7	14.406	B
	C-AB	518	129	827	0.626	563	14.4	3.1	16.651	C
	C-A	154	38			154				
	A-B	182	46			182				
	A-C	612	153			612				
3	B-AC	227	57	456	0.499	234	2.8	1.0	16.746	C
	C-AB	496	124	868	0.571	520	8.7	2.6	11.387	B
	C-A	214	54			214				
	A-B	192	48			192				
	A-C	512	128			512				

17:15 - 17:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-AC	287	72	581	0.494	290	1.7	1.0	12.487	B
	C-AB	190	48	889	0.214	191	0.9	0.5	5.186	A
	C-A	401	100			401				
	A-B	47	12			47				
	A-C	367	92			367				
2	B-AC	139	35	494	0.281	140	0.7	0.4	10.197	B
	C-AB	346	86	766	0.451	352	3.1	1.4	8.939	A
	C-A	217	54			217				
	A-B	153	38			153				
	A-C	513	128			513				
3	B-AC	190	48	519	0.367	192	1.0	0.6	11.065	B
	C-AB	337	84	807	0.417	342	2.6	1.3	7.892	A
	C-A	258	64			258				
	A-B	161	40			161				
	A-C	429	107			429				

2042 - Without Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix	Junction 1	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.
Warning	Vehicle Mix	Junction 2	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.
Warning	Vehicle Mix	Junction 3	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	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		99.66	F
2	untitled	T-Junction	Two-way	Two-way	Two-way		65.47	F
3	untitled	T-Junction	Two-way	Two-way	Two-way		81.90	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-20	Junction 3 - Stream B-AC	82.05	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2042 - Without Dev	AM	ONE HOUR	07:00	08:30	15	✓

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	A		ONE HOUR	✓	675	100.000
	B		ONE HOUR	✓	181	100.000
	C		ONE HOUR	✓	904	100.000
2	A		ONE HOUR	✓	672	100.000
	B		ONE HOUR	✓	436	100.000
	C		ONE HOUR	✓	743	100.000
3	A		ONE HOUR	✓	860	100.000
	B		ONE HOUR	✓	429	100.000
	C		ONE HOUR	✓	723	100.000

Origin-Destination Data

Demand (PCU/hr)

Junction 1

		To		
		A	B	C
From	A	0	50	625
	B	17	0	164
	C	603	301	0

Junction 2

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	88	584
	B	166	0	270
	C	644	99	0

Junction 3

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	105	755
	B	160	0	269
	C	585	138	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Junction 1

Heavy Vehicle %

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

Junction 2

Heavy Vehicle %

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

Junction 3

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	B-AC	0.45	14.70	0.8	B	166	249
	C-AB	1.11	206.61	62.4	F	767	1151
	C-A					62	93
	A-B					46	69
	A-C					574	860
2	B-AC	1.15	273.59	38.6	F	400	600
	C-AB	0.41	6.30	1.6	A	276	414
	C-A					406	609
	A-B					81	121
	A-C					536	804
3	B-AC	1.24	373.88	51.4	F	394	590
	C-AB	0.61	10.66	3.2	B	377	566
	C-A					286	429
	A-B					96	145
	A-C					693	1039

Main Results for each time segment

07:00 - 07:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-AC	136	34	576	0.237	135	0.0	0.3	8.150	A
	C-AB	500	125	830	0.602	491	0.0	2.3	10.524	B
	C-A	181	45			181				
	A-B	38	9			38				
	A-C	471	118			471				
2	B-AC	328	82	538	0.610	322	0.0	1.5	16.296	C
	C-AB	174	43	849	0.205	172	0.0	0.5	5.314	A
	C-A	386	96			386				
	A-B	66	17			66				
	A-C	440	110			440				
3	B-AC	323	81	531	0.608	317	0.0	1.5	16.412	C
	C-AB	236	59	787	0.300	233	0.0	0.8	6.500	A
	C-A	308	77			308				
	A-B	79	20			79				
	A-C	568	142			568				

07:15 - 07:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-AC	163	41	535	0.304	162	0.3	0.4	9.658	A
	C-AB	716	179	882	0.812	701	2.3	6.0	20.086	C
	C-A	97	24			97				
	A-B	45	11			45				
	A-C	562	140			562				
2	B-AC	392	98	489	0.802	384	1.5	3.4	32.167	D
	C-AB	251	63	902	0.278	249	0.5	0.8	5.535	A
	C-A	417	104			417				
	A-B	79	20			79				
	A-C	525	131			525				
3	B-AC	386	96	471	0.818	377	1.5	3.7	35.106	E
	C-AB	341	85	832	0.410	339	0.8	1.3	7.344	A
	C-A	309	77			309				
	A-B	94	24			94				
	A-C	679	170			679				

07:30 - 07:45

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-AC	199	50	466	0.427	198	0.4	0.7	13.355	B
	C-AB	995	249	898	1.108	872	6.0	36.9	95.552	F
	C-A	0	0			0				
	A-B	55	14			55				
	A-C	688	172			688				
2	B-AC	480	120	417	1.151	405	3.4	22.1	135.326	F
	C-AB	401	100	979	0.409	398	0.8	1.5	6.238	A
	C-A	417	104			417				
	A-B	97	24			97				
	A-C	643	161			643				
3	B-AC	472	118	382	1.237	375	3.7	28.1	175.376	F
	C-AB	547	137	898	0.610	540	1.3	3.1	10.215	B
	C-A	249	62			249				
	A-B	116	29			116				
	A-C	831	208			831				

07:45 - 08:00

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-AC	199	50	444	0.449	199	0.7	0.8	14.698	B
	C-AB	995	249	900	1.106	893	36.9	62.4	206.613	F
	C-A	0	0			0				
	A-B	55	14			55				
	A-C	688	172			688				
2	B-AC	480	120	416	1.153	414	22.1	38.6	273.586	F
	C-AB	403	101	981	0.411	403	1.5	1.6	6.301	A
	C-A	415	104			415				
	A-B	97	24			97				
	A-C	643	161			643				
3	B-AC	472	118	380	1.242	379	28.1	51.4	373.877	F
	C-AB	553	138	902	0.613	553	3.1	3.2	10.664	B
	C-A	243	61			243				
	A-B	116	29			116				
	A-C	831	208			831				

08:00 - 08:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-AC	163	41	506	0.322	164	0.8	0.5	10.572	B
	C-AB	813	203	941	0.864	916	62.4	36.6	191.087	F
	C-A	0	0			0				
	A-B	45	11			45				
	A-C	562	140			562				
2	B-AC	392	98	488	0.803	476	38.6	17.7	217.570	F
	C-AB	253	63	905	0.279	255	1.6	0.8	5.599	A
	C-A	415	104			415				
	A-B	79	20			79				
	A-C	525	131			525				
3	B-AC	386	96	469	0.822	460	51.4	32.7	327.064	F
	C-AB	346	87	838	0.413	353	3.2	1.4	7.634	A
	C-A	304	76			304				
	A-B	94	24			94				
	A-C	679	170			679				

08:15 - 08:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-AC	136	34	563	0.242	137	0.5	0.3	8.455	A
	C-AB	584	146	901	0.649	718	36.6	3.1	38.650	E
	C-A	96	24			96				
	A-B	38	9			38				
	A-C	471	118			471				
2	B-AC	328	82	537	0.611	392	17.7	1.7	35.390	E
	C-AB	175	44	851	0.206	177	0.8	0.5	5.366	A
	C-A	384	96			384				
	A-B	66	17			66				
	A-C	440	110			440				
3	B-AC	323	81	530	0.610	447	32.7	1.7	88.099	F
	C-AB	239	60	789	0.303	241	1.4	0.8	6.635	A
	C-A	305	76			305				
	A-B	79	20			79				
	A-C	568	142			568				

2042 -Without Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix	Junction 1	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.
Warning	Vehicle Mix	Junction 2	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.
Warning	Vehicle Mix	Junction 3	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	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		8.85	A
2	untitled	T-Junction	Two-way	Two-way	Two-way		34.22	D
3	untitled	T-Junction	Two-way	Two-way	Two-way		41.29	E

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-8	Junction 3 - Stream B-AC	28.65	D

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2042 -Without Dev	PM	ONE HOUR	16:00	17:30	15	✓

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	A		ONE HOUR	✓	558	100.000
	B		ONE HOUR	✓	379	100.000
	C		ONE HOUR	✓	845	100.000
2	A		ONE HOUR	✓	940	100.000
	B		ONE HOUR	✓	187	100.000
	C		ONE HOUR	✓	765	100.000
3	A		ONE HOUR	✓	844	100.000
	B		ONE HOUR	✓	273	100.000
	C		ONE HOUR	✓	840	100.000

Origin-Destination Data

Demand (PCU/hr)

Junction 1

		To		
		A	B	C
From	A	0	23	535
	B	50	0	329
	C	744	101	0

Junction 2

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	216	724
	B	66	0	121
	C	547	218	0

Junction 3

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	230	614
	B	128	0	145
	C	627	213	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Junction 1

Heavy Vehicle %

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

Junction 2

Heavy Vehicle %

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

Junction 3

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	B-AC	0.81	36.26	4.0	E	348	522
	C-AB	0.43	5.91	1.7	A	315	473
	C-A					460	690
	A-B					21	32
	A-C					491	736
2	B-AC	0.71	41.58	2.2	E	172	257
	C-AB	0.98	89.50	23.7	F	584	876
	C-A					118	177
	A-B					198	297
	A-C					664	997
3	B-AC	0.93	88.82	7.0	F	251	376
	C-AB	0.98	81.90	24.2	F	634	951
	C-A					137	206
	A-B					211	317
	A-C					563	845

Main Results for each time segment

16:00 - 16:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-AC	285	71	593	0.481	282	0.0	0.9	11.425	B
	C-AB	194	49	921	0.211	192	0.0	0.5	4.939	A
	C-A	442	111			442				
	A-B	17	4			17				
	A-C	403	101			403				
2	B-AC	141	35	479	0.294	139	0.0	0.4	10.533	B
	C-AB	359	90	759	0.473	353	0.0	1.4	8.843	A
	C-A	217	54			217				
	A-B	163	41			163				
	A-C	545	136			545				
3	B-AC	206	51	502	0.409	203	0.0	0.7	11.911	B
	C-AB	383	96	812	0.472	377	0.0	1.5	8.255	A
	C-A	249	62			249				
	A-B	173	43			173				
	A-C	462	116			462				

16:15 - 16:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-AC	341	85	561	0.607	338	0.9	1.5	15.994	C
	C-AB	284	71	987	0.288	283	0.5	0.9	5.131	A
	C-A	475	119			475				
	A-B	21	5			21				
	A-C	481	120			481				
2	B-AC	168	42	412	0.408	167	0.4	0.7	14.619	B
	C-AB	519	130	797	0.651	512	1.4	3.1	12.783	B
	C-A	169	42			169				
	A-B	194	49			194				
	A-C	651	163			651				
3	B-AC	245	61	438	0.561	243	0.7	1.2	18.319	C
	C-AB	560	140	864	0.648	553	1.5	3.2	11.742	B
	C-A	195	49			195				
	A-B	207	52			207				
	A-C	552	138			552				

16:30 - 16:45

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-AC	417	104	513	0.813	409	1.5	3.7	32.031	D
	C-AB	464	116	1082	0.429	461	0.9	1.7	5.838	A
	C-A	466	116			466				
	A-B	25	6			25				
	A-C	589	147			589				
2	B-AC	206	51	306	0.672	201	0.7	1.8	32.918	D
	C-AB	840	210	856	0.982	783	3.1	17.4	48.141	E
	C-A	2	0.62			2				
	A-B	238	59			238				
	A-C	797	199			797				
3	B-AC	301	75	340	0.885	286	1.2	4.9	56.441	F
	C-AB	916	229	941	0.974	858	3.2	17.7	43.771	E
	C-A	9	2			9				
	A-B	253	63			253				
	A-C	676	169			676				

16:45 - 17:00

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-AC	417	104	513	0.814	416	3.7	4.0	36.256	E
	C-AB	467	117	1084	0.431	467	1.7	1.7	5.906	A
	C-A	463	116			463				
	A-B	25	6			25				
	A-C	589	147			589				
2	B-AC	206	51	289	0.713	204	1.8	2.2	41.580	E
	C-AB	842	211	859	0.981	817	17.4	23.7	89.500	F
	C-A	0	0			0				
	A-B	238	59			238				
	A-C	797	199			797				
3	B-AC	301	75	323	0.930	292	4.9	7.0	88.823	F
	C-AB	925	231	947	0.977	899	17.7	24.2	81.905	F
	C-A	0	0			0				
	A-B	253	63			253				
	A-C	676	169			676				

17:00 - 17:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-AC	341	85	561	0.608	350	4.0	1.6	17.786	C
	C-AB	287	72	990	0.289	290	1.7	0.9	5.196	A
	C-A	473	118			473				
	A-B	21	5			21				
	A-C	481	120			481				
2	B-AC	168	42	391	0.430	174	2.2	0.8	16.976	C
	C-AB	577	144	847	0.682	655	23.7	4.1	28.540	D
	C-A	110	28			110				
	A-B	194	49			194				
	A-C	651	163			651				
3	B-AC	245	61	416	0.590	267	7.0	1.5	27.384	D
	C-AB	626	156	916	0.683	705	24.2	4.3	25.563	D
	C-A	129	32			129				
	A-B	207	52			207				
	A-C	552	138			552				

17:15 - 17:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-AC	285	71	593	0.481	288	1.6	0.9	11.902	B
	C-AB	196	49	923	0.213	198	0.9	0.6	4.989	A
	C-A	440	110			440				
	A-B	17	4			17				
	A-C	403	101			403				
2	B-AC	141	35	476	0.296	142	0.8	0.4	10.829	B
	C-AB	367	92	767	0.478	377	4.1	1.6	9.584	A
	C-A	209	52			209				
	A-B	163	41			163				
	A-C	545	136			545				
3	B-AC	206	51	499	0.412	209	1.5	0.7	12.551	B
	C-AB	392	98	821	0.478	403	4.3	1.7	8.944	A
	C-A	240	60			240				
	A-B	173	43			173				
	A-C	462	116			462				

2042 -With Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix	Junction 1	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.
Warning	Vehicle Mix	Junction 2	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.
Warning	Vehicle Mix	Junction 3	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	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		110.20	F
2	untitled	T-Junction	Two-way	Two-way	Two-way		87.17	F
3	untitled	T-Junction	Two-way	Two-way	Two-way		92.12	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-21	Junction 2 - Stream B-AC	96.19	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D15	2042 -With Dev	AM	ONE HOUR	07:00	08:30	15	✓

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	A		ONE HOUR	✓	688	100.000
	B		ONE HOUR	✓	231	100.000
	C		ONE HOUR	✓	908	100.000
2	A		ONE HOUR	✓	709	100.000
	B		ONE HOUR	✓	446	100.000
	C		ONE HOUR	✓	762	100.000
3	A		ONE HOUR	✓	888	100.000
	B		ONE HOUR	✓	430	100.000
	C		ONE HOUR	✓	727	100.000

Origin-Destination Data

Demand (PCU/hr)

Junction 1

		To		
		A	B	C
From	A	0	63	625
	B	54	0	177
	C	603	305	0

Junction 2

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	93	616
	B	168	0	278
	C	655	107	0

Junction 3

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	108	780
	B	161	0	269
	C	589	138	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Junction 1

Heavy Vehicle %

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

Junction 2

Heavy Vehicle %

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

Junction 3

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	B-AC	0.78	44.52	3.0	E	212	318
	C-AB	1.12	225.47	68.2	F	778	1166
	C-A					56	84
	A-B					58	87
	A-C					574	860
2	B-AC	1.23	369.52	52.5	F	409	614
	C-AB	0.46	6.87	1.9	A	308	462
	C-A					391	587
	A-B					85	128
	A-C					565	848
3	B-AC	1.29	427.29	58.1	F	395	592
	C-AB	0.63	11.11	3.5	B	384	576
	C-A					283	425
	A-B					99	149
	A-C					716	1074

Main Results for each time segment

07:00 - 07:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-AC	174	43	508	0.342	172	0.0	0.5	10.639	B
	C-AB	508	127	829	0.613	498	0.0	2.4	10.811	B
	C-A	176	44			176				
	A-B	47	12			47				
	A-C	471	118			471				
2	B-AC	336	84	527	0.637	329	0.0	1.7	17.628	C
	C-AB	192	48	850	0.226	189	0.0	0.6	5.448	A
	C-A	382	95			382				
	A-B	70	18			70				
	A-C	464	116			464				
3	B-AC	324	81	523	0.618	318	0.0	1.5	17.022	C
	C-AB	239	60	785	0.304	236	0.0	0.8	6.547	A
	C-A	309	77			309				
	A-B	81	20			81				
	A-C	587	147			587				

07:15 - 07:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-AC	208	52	455	0.457	206	0.5	0.8	14.426	B
	C-AB	728	182	880	0.827	711	2.4	6.5	21.531	C
	C-A	88	22			88				
	A-B	57	14			57				
	A-C	562	140			562				
2	B-AC	401	100	476	0.843	391	1.7	4.2	38.316	E
	C-AB	278	70	904	0.308	277	0.6	0.9	5.763	A
	C-A	407	102			407				
	A-B	84	21			84				
	A-C	554	138			554				
3	B-AC	387	97	462	0.837	376	1.5	4.1	38.189	E
	C-AB	346	87	831	0.417	344	0.8	1.4	7.441	A
	C-A	308	77			308				
	A-B	97	24			97				
	A-C	701	175			701				

07:30 - 07:45

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-AC	254	64	365	0.696	249	0.8	2.1	29.836	D
	C-AB	1000	250	890	1.123	867	6.5	39.7	103.437	F
	C-A	0	0			0				
	A-B	69	17			69				
	A-C	688	172			688				
2	B-AC	491	123	399	1.231	392	4.2	29.0	174.632	F
	C-AB	450	112	982	0.458	446	0.9	1.9	6.765	A
	C-A	389	97			389				
	A-B	102	26			102				
	A-C	678	170			678				
3	B-AC	473	118	370	1.281	364	4.1	31.5	198.324	F
	C-AB	559	140	897	0.623	551	1.4	3.3	10.576	B
	C-A	241	60			241				
	A-B	119	30			119				
	A-C	859	215			859				

07:45 - 08:00

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-AC	254	64	327	0.777	251	2.1	3.0	44.517	E
	C-AB	1000	250	891	1.122	886	39.7	68.2	225.468	F
	C-A	0	0			0				
	A-B	69	17			69				
	A-C	688	172			688				
2	B-AC	491	123	398	1.234	397	29.0	52.5	369.523	F
	C-AB	453	113	985	0.460	452	1.9	1.9	6.868	A
	C-A	386	97			386				
	A-B	102	26			102				
	A-C	678	170			678				
3	B-AC	473	118	368	1.287	367	31.5	58.1	427.293	F
	C-AB	566	141	902	0.627	565	3.3	3.5	11.105	B
	C-A	235	59			235				
	A-B	119	30			119				
	A-C	859	215			859				

08:00 - 08:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-AC	208	52	399	0.520	215	3.0	1.1	20.272	C
	C-AB	816	204	933	0.875	911	68.2	44.4	218.682	F
	C-A	0	0			0				
	A-B	57	14			57				
	A-C	562	140			562				
2	B-AC	401	100	475	0.845	466	52.5	36.3	340.902	F
	C-AB	281	70	907	0.310	285	1.9	1.0	5.855	A
	C-A	404	101			404				
	A-B	84	21			84				
	A-C	554	138			554				
3	B-AC	387	97	460	0.841	452	58.1	41.7	391.087	F
	C-AB	352	88	837	0.420	360	3.5	1.5	7.761	A
	C-A	302	75			302				
	A-B	97	24			97				
	A-C	701	175			701				

08:15 - 08:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-AC	174	43	479	0.363	176	1.1	0.6	11.951	B
	C-AB	614	153	914	0.672	777	44.4	3.5	60.501	F
	C-A	70	17			70				
	A-B	47	12			47				
	A-C	471	118			471				
2	B-AC	336	84	527	0.638	473	36.3	2.1	118.070	F
	C-AB	194	48	852	0.227	195	1.0	0.6	5.514	A
	C-A	380	95			380				
	A-B	70	18			70				
	A-C	464	116			464				
3	B-AC	324	81	522	0.620	483	41.7	2.0	144.784	F
	C-AB	242	60	788	0.307	244	1.5	0.8	6.688	A
	C-A	306	76			306				
	A-B	81	20			81				
	A-C	587	147			587				

2042 With Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix	Junction 1	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.
Warning	Vehicle Mix	Junction 2	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.
Warning	Vehicle Mix	Junction 3	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	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		21.63	C
2	untitled	T-Junction	Two-way	Two-way	Two-way		64.14	F
3	untitled	T-Junction	Two-way	Two-way	Two-way		52.74	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-11	Junction 1 - Stream B-AC	46.64	E

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D16	2042 With Dev	PM	ONE HOUR	16:00	17:30	15	✓

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	A		ONE HOUR	✓	599	100.000
	B		ONE HOUR	✓	415	100.000
	C		ONE HOUR	✓	859	100.000
2	A		ONE HOUR	✓	966	100.000
	B		ONE HOUR	✓	200	100.000
	C		ONE HOUR	✓	814	100.000
3	A		ONE HOUR	✓	857	100.000
	B		ONE HOUR	✓	278	100.000
	C		ONE HOUR	✓	864	100.000

Origin-Destination Data

Demand (PCU/hr)

Junction 1

		To		
		A	B	C
From	A	0	64	535
	B	77	0	338
	C	744	115	0

Junction 2

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	222	744
	B	70	0	130
	C	583	231	0

Junction 3

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	234	623
	B	133	0	145
	C	651	213	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Junction 1

Heavy Vehicle %

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

Junction 2

Heavy Vehicle %

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

Junction 3

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	B-AC	0.96	91.12	11.0	F	381	571
	C-AB	0.50	6.82	2.3	A	365	547
	C-A					424	636
	A-B					59	88
	A-C					491	736
2	B-AC	0.89	86.17	5.0	F	184	275
	C-AB	1.06	154.39	42.5	F	652	979
	C-A					95	142
	A-B					204	306
	A-C					683	1024
3	B-AC	1.00	125.29	10.6	F	255	383
	C-AB	1.00	98.20	29.3	F	660	990
	C-A					133	200
	A-B					215	322
	A-C					572	858

Main Results for each time segment

16:00 - 16:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-AC	312	78	567	0.551	308	0.0	1.2	13.631	B
	C-AB	223	56	916	0.243	220	0.0	0.6	5.175	A
	C-A	424	106			424				
	A-B	48	12			48				
	A-C	403	101			403				
2	B-AC	151	38	467	0.322	149	0.0	0.5	11.238	B
	C-AB	400	100	776	0.516	394	0.0	1.7	9.387	A
	C-A	212	53			212				
	A-B	167	42			167				
	A-C	560	140			560				
3	B-AC	209	52	494	0.424	206	0.0	0.7	12.400	B
	C-AB	396	99	824	0.480	389	0.0	1.6	8.273	A
	C-A	255	64			255				
	A-B	176	44			176				
	A-C	469	117			469				

16:15 - 16:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-AC	373	93	531	0.703	369	1.2	2.2	21.713	C
	C-AB	327	82	982	0.333	326	0.6	1.0	5.510	A
	C-A	445	111			445				
	A-B	58	14			58				
	A-C	481	120			481				
2	B-AC	180	45	395	0.455	178	0.5	0.8	16.485	C
	C-AB	587	147	819	0.717	578	1.7	4.1	15.175	C
	C-A	144	36			144				
	A-B	200	50			200				
	A-C	669	167			669				
3	B-AC	250	62	427	0.585	247	0.7	1.3	19.748	C
	C-AB	583	146	879	0.664	576	1.6	3.4	12.066	B
	C-A	193	48			193				
	A-B	210	53			210				
	A-C	560	140			560				

16:30 - 16:45

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-AC	457	114	476	0.961	432	2.2	8.4	61.686	F
	C-AB	538	135	1077	0.500	534	1.0	2.2	6.689	A
	C-A	408	102			408				
	A-B	70	18			70				
	A-C	589	147			589				
2	B-AC	220	55	279	0.791	211	0.8	3.0	48.643	E
	C-AB	896	224	848	1.057	804	4.1	27.1	73.229	F
	C-A	0	0			0				
	A-B	244	61			244				
	A-C	819	205			819				
3	B-AC	306	77	326	0.939	286	1.3	6.4	69.657	F
	C-AB	951	238	953	0.999	882	3.4	20.9	50.093	F
	C-A	0	0			0				
	A-B	258	64			258				
	A-C	686	171			686				

16:45 - 17:00

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-AC	457	114	475	0.962	447	8.4	11.0	91.117	F
	C-AB	542	136	1080	0.502	542	2.2	2.3	6.816	A
	C-A	404	101			404				
	A-B	70	18			70				
	A-C	589	147			589				
2	B-AC	220	55	247	0.893	212	3.0	5.0	86.170	F
	C-AB	896	224	850	1.054	835	27.1	42.5	154.392	F
	C-A	0	0			0				
	A-B	244	61			244				
	A-C	819	205			819				
3	B-AC	306	77	306	1.000	289	6.4	10.6	125.293	F
	C-AB	951	238	955	0.996	918	20.9	29.3	98.201	F
	C-A	0	0			0				
	A-B	258	64			258				
	A-C	686	171			686				

17:00 - 17:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-AC	373	93	530	0.704	407	11.0	2.6	35.152	E
	C-AB	331	83	986	0.336	335	2.3	1.1	5.616	A
	C-A	441	110			441				
	A-B	58	14			58				
	A-C	481	120			481				
2	B-AC	180	45	353	0.509	195	5.0	1.1	24.799	C
	C-AB	716	179	910	0.787	851	42.5	8.7	95.036	F
	C-A	16	4			16				
	A-B	200	50			200				
	A-C	669	167			669				
3	B-AC	250	62	400	0.624	285	10.6	1.8	39.063	E
	C-AB	670	167	943	0.710	766	29.3	5.1	34.662	D
	C-A	107	27			107				
	A-B	210	53			210				
	A-C	560	140			560				

17:15 - 17:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-AC	312	78	567	0.551	318	2.6	1.3	14.743	B
	C-AB	225	56	918	0.245	227	1.1	0.7	5.242	A
	C-A	421	105			421				
	A-B	48	12			48				
	A-C	403	101			403				
2	B-AC	151	38	460	0.327	153	1.1	0.5	11.805	B
	C-AB	418	105	794	0.526	445	8.7	2.0	11.293	B
	C-A	195	49			195				
	A-B	167	42			167				
	A-C	560	140			560				
3	B-AC	209	52	489	0.428	213	1.8	0.8	13.227	B
	C-AB	407	102	835	0.488	420	5.1	1.7	9.092	A
	C-A	243	61			243				
	A-B	176	44			176				
	A-C	469	117			469				

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