
CARRAIGIN POWER LTD

CARRIGEEN RENEWABLE ENERGY DEVELOPMENT

APPENDIX 16.1

TRAFFIC AND TRANSPORT ASSESSMENT

February 2026



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DOCUMENT APPROVAL

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CARRIGEEN RENEWABLE ENERGY DEVELOPMENT**TRAFFIC AND TRANSPORT ASSESSMENT****CONTENTS**

1	INTRODUCTION	1
1.1	Brief	1
1.2	Statement of Authority	1
1.3	Design References / Standards	1
1.4	Methodology	1
1.5	Consultation With Local authority	2
1.6	Site Location, Context and Proposed Development	3
1.7	Planning Drawings	4
2	EXISTING PUBLIC ROAD NETWORK	7
2.1	Existing Traffic Volumes	7
2.2	Access to The Project	8
2.3	Existing Roads in the Vicinity of The Project	13
2.4	Public Road Junctions in the Vicinity of The Project	16
2.5	Parking Facilities	18
3	TRAFFIC GENERATION AND TRIP DISTRIBUTION	19
3.1	Trip Generation associated with the Project	19
3.2	Traffic Distribution	20
3.3	Future Traffic Growth on the Public Road Network	20
4	TRAFFIC ANALYSIS	21
4.1	Traffic analysis at the Existing N5 / L56402 Junction	21
4.2	Traffic analysis at the Realigned N5 / L5642 Junction	23
4.3	Traffic analysis at the Existing L1217 / L5601 Junction	25
4.4	Traffic Analysis with Unrelated Consented and Proposed Developments	27
5	SUMMARY	27

Appendix A – Traffic Analysis

1 INTRODUCTION

1.1 Brief

Jennings O'Donovan & Partners Limited has been appointed by Carraigin Power Ltd (the Applicant) to prepare a Traffic and Transport Assessment ("TTA") for the proposed Carrigeen Renewable Energy Development (the Project), Co. Roscommon.

1.2 Statement of Authority

The TTA has been prepared by John Doogan of Jennings O'Donovan & Partners Limited, Finisklin, Sligo. Established in Sligo in 1950, Jennings O'Donovan & Partners Limited (JOD) is a Clean Tech Company providing consulting engineering services in the areas of road design, renewable energy, civil and structural engineering, water supply, wastewater collection and treatment, environmental resource management and impact assessment and in the area of industrial and commercial development.

1.3 Design References / Standards

The TTA for the Project has been based on the following technical documents:

- Roscommon County Development Plan 2022 - 2028.
- Transport Infrastructure Ireland publications:
 - PE-PDV-02045 Traffic and Transport Assessment Guidelines.
 - PE-PAG-02017 Travel Demand Projections.
 - PE-PAG-02039, Expansion Factors for Short Period Traffic Counts.
 - Spatial Planning and National Roads.
 - Design Manual for Roads and Bridges.
 - Specification for Road Works.
- Design Manual for Urban Roads and Streets - DMURS
- Junctions 9 Traffic Analysis Software.
- N5 Ballaghaderreen to Scramoge Road Project, Environmental Impact Assessment Report.

1.4 Methodology

The methodology adopted for this TTA involved:

A site visit was undertaken on the 12th of December 2025 to record traffic volumes and turning movements of vehicles at the N5 / L56402 junction, L1217 / L5601 junction, N61 / L5650 / L6019 junction and the R368 / L6001 junction. Traffic counts at the N5 / L56402 junction and the L1217 / L5601 junction were carried out between 08.00 and 13.000am to capture peak traffic

flows during the morning period at junctions which will be used by general construction traffic. Traffic counts at the N61 / L5650 / L6019 junction and the R368 / L6001 junction were carried out between 14.00 and 16.00 to determine traffic volumes on the road network used during the construction of the Grid Connection. The locations of the traffic counts are shown in **Figure 1**. A traffic analysis was carried out at N5 / L56402 junction and at the L1217 / L5601 junction using the 2025 traffic volumes recorded during the onsite traffic counts to determine if capacity problems exist at the junctions which will be required to accommodate the Project traffic. The junctions will be used by construction, operation and Decommissioning traffic associated with the Project.

Future year traffic assessments were then carried out at the N5 / L56402, N5 / L5642 and the L1217 / L5601 junctions for the following scenarios to determine if capacity problems would arise at the junctions with and without the Project in place.

- 2027 Projected traffic flows without the Project (planning approval)
- 2037 Projected traffic flows without the Project (planning period / wind farm construction - worst case scenario for traffic growth on the public road network)
- 2072 Projected traffic flows without the Project (operations period)
- 2037 Projected traffic flows with the Project (wind farm construction traffic - worst case scenario for traffic growth on the public road network)
- 2072 Projected traffic flows with the Project (wind farm Decommissioning traffic)
- A traffic assessment was carried out at the N5 / L56402, N5 / L5642 and the L1217 / L5601 junctions with the Project under construction in 2037 with additional traffic from unrelated planned and consented developments to determine if capacity problems would arise at the junction due to combined traffic volumes in the vicinity of the Project.
- A traffic assessment was carried out at the N5 / L56402, N5 / L5642 and the L1217 / L5601 junctions with Decommissioning traffic in 2072 with additional traffic from unrelated planned and consented developments to determine if capacity problems would arise at the junction due to combined traffic volumes in the vicinity of the Project.

1.5 Consultation With Local authority

The design team carried out a site visit with Roscommon County Council staff to assess the proposed Grid Connection, site entrances and haul routes. The site visit was carried out on the 12th of December 2025. The design team consulted with the Roscommon County Council N5

project office to discuss details of the junctions and tie-in details for the realigned N5 Ballaghaderreen to Scramoge Road project.

1.6 Site Location, Context and Proposed Development

The Wind Farm Site is located to the north of the N5 national primary road approximately 2.2km southwest of Frenchpark, 11.5km north-east of Castlerea and 15.3km south-west of Carrick-on-Shannon. The Project will consist of the following main components:

- Erection of 11 no. Wind Turbines with an overall ground to blade tip height of 185m. The Wind Turbine will have a rotor diameter of 163m and a hub height of 103.5m. The overall installed capacity will be 62.7MW.
- Upgrade of existing Site Access Roads and construction of new permanent Site Access Roads, Turbine Hardstands and Turbine Foundations.
- 5 no. site entrances from the public road network
- Upgrade of existing site drainage network and installation of new site drainage.
- The construction of 6 no. Temporary Construction Compounds with associated temporary site offices, parking area and security fencing.
- The provision of two Permanent Spoil Storage areas
- The construction of 1 no. Permanent Met Mast of 30m.
- Development of biodiversity enhancement measures.
- Construction of 1 no. permanent Onsite Substation which includes 2 no. control buildings with welfare facilities, all associated internal and external electrical plant and equipment, security fencing, lightning protection, security cameras and gates, all associated underground cabling, wastewater holding tank, and all ancillary structures and works.
- All associated wind farm underground electrical and communications cabling connecting the Wind Turbines and masts to the Onsite Substation (the Internal Cabling).
- Forestry felling to facilitate construction and operation of the Project.
- Two no. Borrow Pits.
- Operational stage site signage.

All works associated with the Grid Connection of the Onsite Substation to the national electricity grid via the existing Flagford 220kV substation. The cabling will be primarily located within the public road corridor. The total length of the proposed 110kV underground cabling connection is c.17.5km.

The location of the Project is shown in **Figure 1**, the layout of the Project is shown in **Figure 2**, the route of the Grid Connection between the Onsite Substation and the existing Flagford 220kV substation is shown in **Figure 3** and the route of Internal Cabling which connects the individual Wind Turbines to the Onsite Substation is shown in **Figure 4**. The Wind Turbine components for the Project will be shipped to the Port of Galway and delivered to the wind Farm Site on the public road network using abnormal load vehicles, the Turbine Delivery Route for the Project is shown in **Figure 5**.

1.7 Planning Drawings

This TTA should also be read in conjunction with the following planning drawings which supplement the Application for the Project:

- Site layout plans 6575-JOD-CGWF-XX-DR-C-0200 to 02015
- Site entrances 6575-JOD-CGWF-XX-DR-C-0216 to 02019

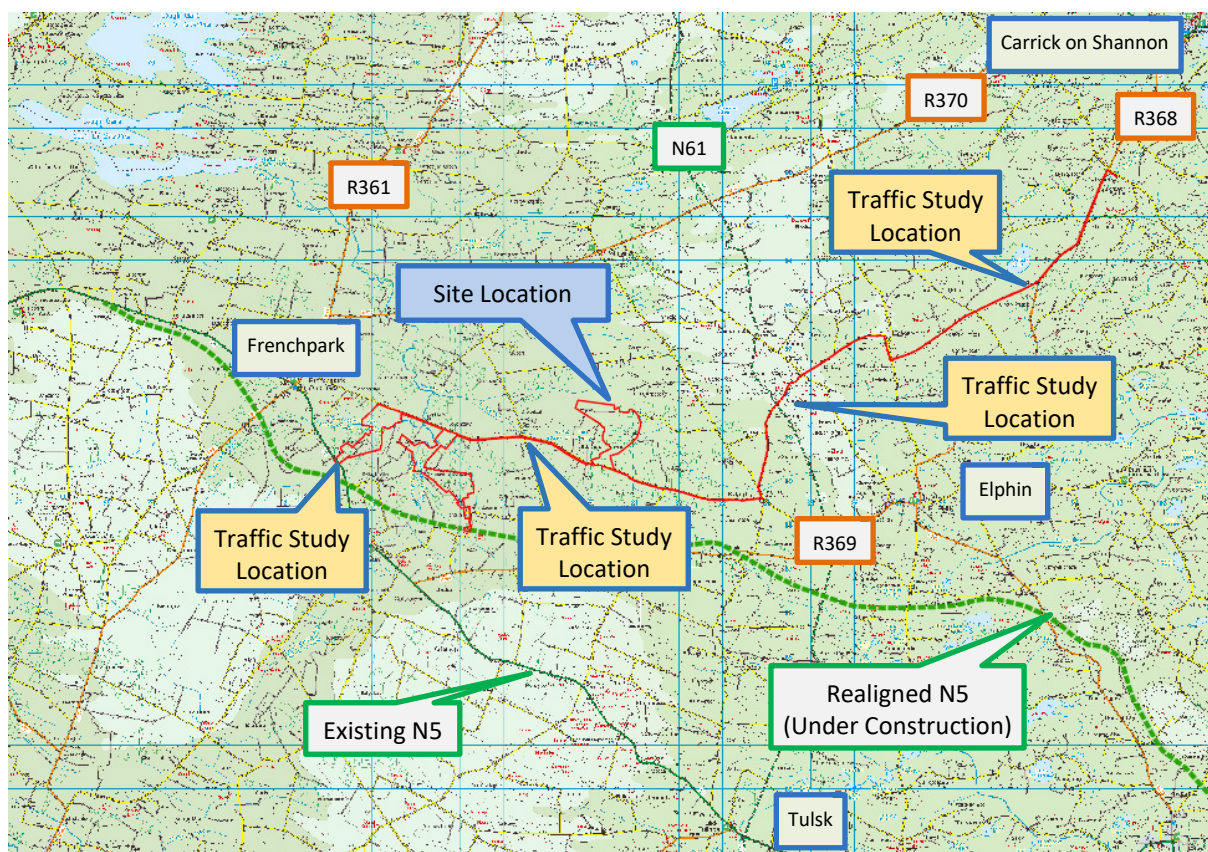


Figure 1 – Site Location



Figure 2 – Site Layout

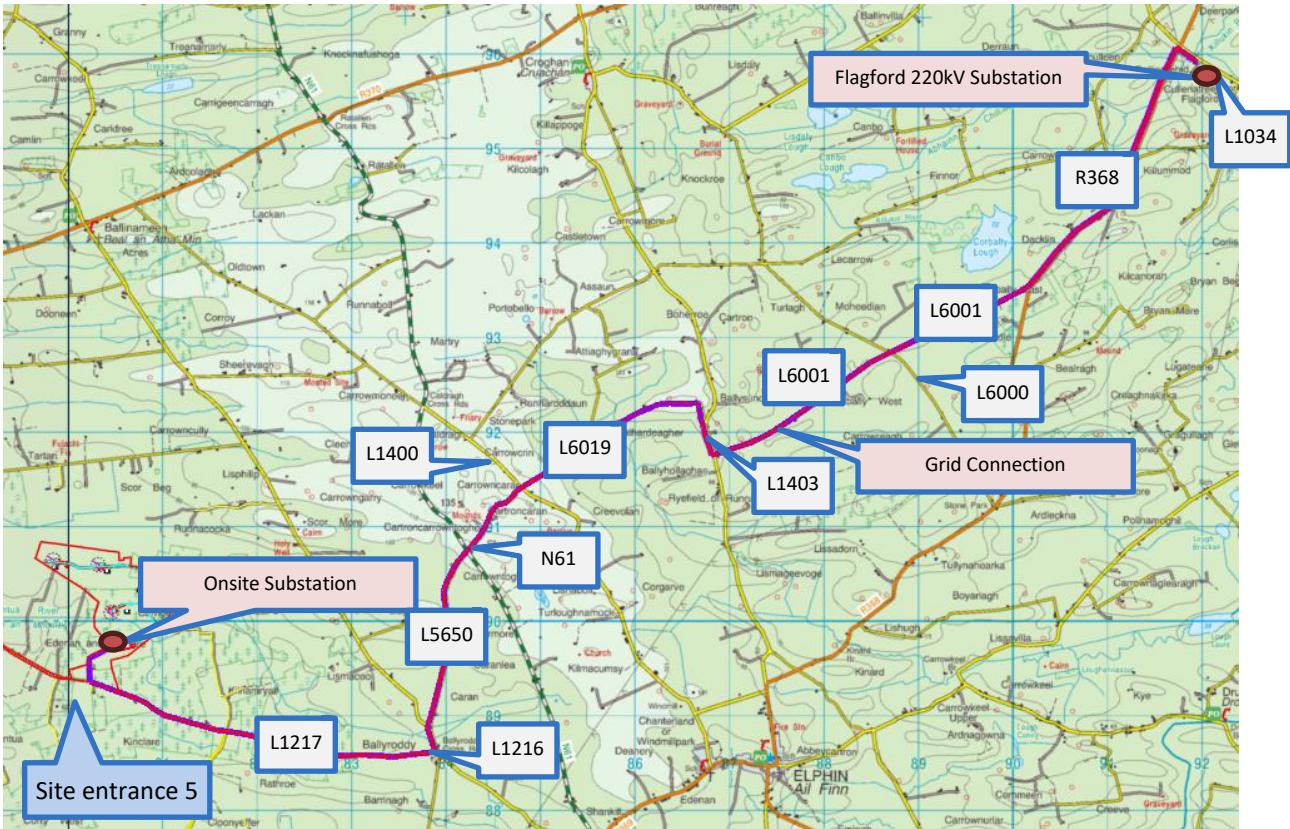


Figure 3 – Grid Connection

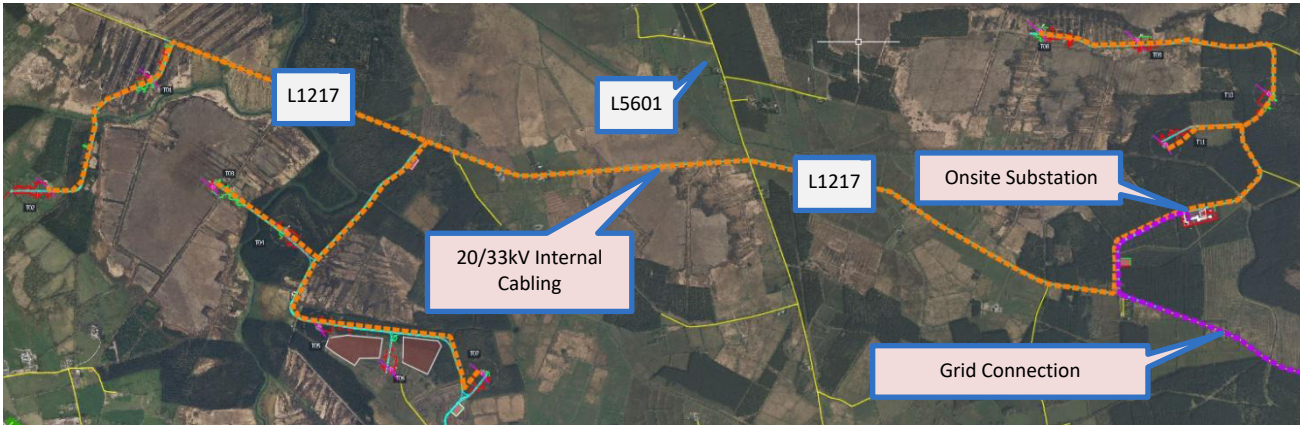


Figure 4 – Internal Cabling

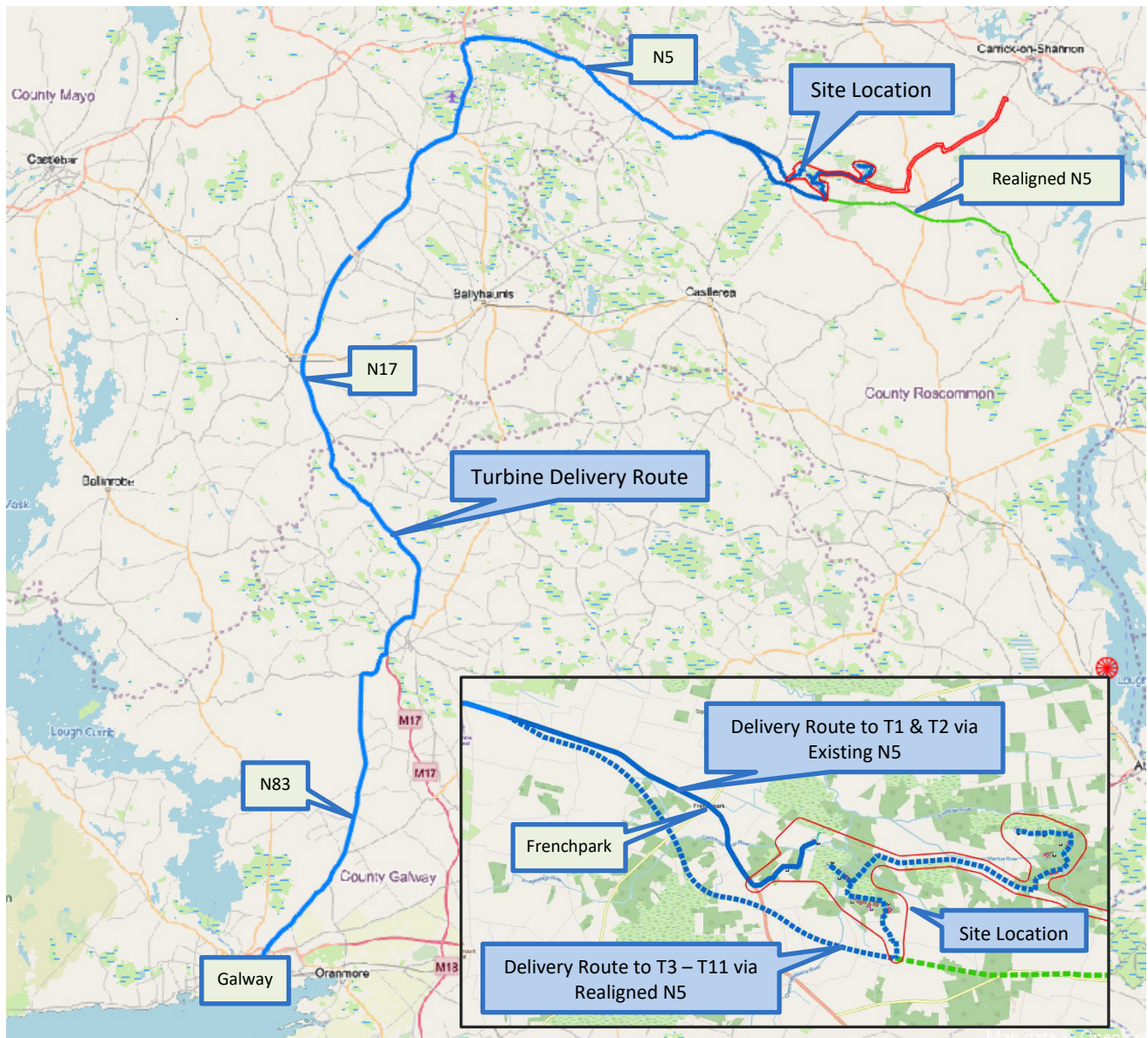


Figure 5 – Turbine Delivery Route

2 EXISTING PUBLIC ROAD NETWORK

2.1 Existing Traffic Volumes

To assess the impact of the Project on the existing road network when the Project is constructed and fully occupied, baseline traffic volumes in the area are required. JOD carried out classified traffic counts on the 12th of December 2025 to record traffic volumes and turning movements of vehicles at N5 / L56402 junction, L1217 / L5601 junction, N61 / L5650 / L6019 junction and R368 / L6001 junction. Traffic counts at the N5 / L56402 junction and the L1217 / L5601 junction. were carried out between 08.00 and 13.000am to capture peak traffic flows during the morning period at public road junctions which will be used by construction traffic. Traffic counts

at the N61 / L5650 / L6019 junction and the R368 / L6001 junction were carried out between 14.00 and 16.00 to determine traffic volumes on the road network used during the construction of the Grid Connection. The peak hour traffic periods on the public road network in the vicinity of the Project were obtained from the TII traffic counter located on the N5 to the east of Frenchpark. Data from the TII traffic counter shows that peak traffic typically occurs between 07.30 to 09.30 in the morning and between 16.30 to 18.00 in the evening during an average workday. The traffic profile for the N5 during November 2025 is shown in **Figure 6**. The peak hour period shown in **Table 1** is used to carry out capacity analysis for the Project.

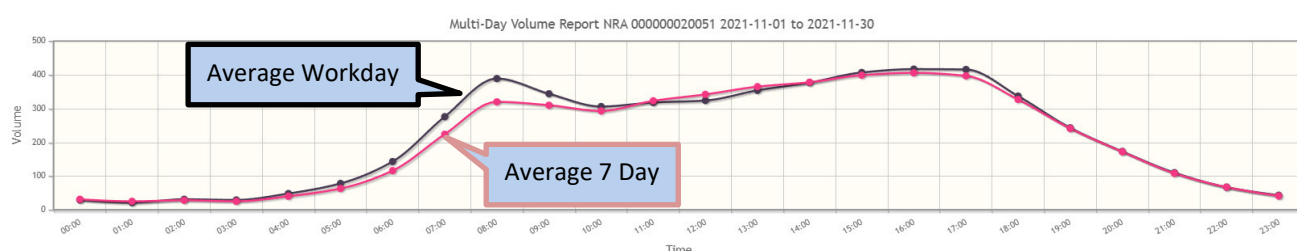


Figure 6 – N5 traffic Volumes (Between Frenchpark and Tulsk) – November 2025

AM Peak Hour	8.00 – 9.00
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Table 1 –Peak Hour Traffic Period

2.2 Access to The Project

The location of the site entrances to the Project are shown in **Figure 2**. Site entrance 1 is located in a 100km/h speed limit zone and will be constructed as a temporary entrance for delivery of abnormal load components to Wind Turbines T1 and T2 from the existing N5 national primary road. Site entrance 1 will consist of a simple T-Junction constructed to accommodate the swept path and wheel loading from abnormal load vehicles delivering Wind Turbine components during the Wind Turbine delivery phase of the Project. Site entrance 1a will be a simple priority junction constructed on the L56402, the access will serve as a link between the existing N5 and the L56402 for abnormal load vehicles which will not be able to negotiate the existing N5 / L65402 junction when delivering turbine components. Site entrance 1 and site entrance 1a will only be used during delivery of abnormal loads such as Wind Turbine components, cranes and transformers and will not be used for general construction traffic. When site entrance 1 and 1a are not in use for abnormal load deliveries, access to the junction will be restricted using temporary fencing erected along the existing N5 and L65402 boundary. The temporary fencing

will be used to restrict access and to prevent parking at the junction in the vicinity of the existing N5. Following construction, site entrance 1 and site entrance 1a will be closed off and the N5, L65402 boundaries will be fenced to prevent access. Site entrance 1 and site entrance 1a will remain in place, and the site entrances will be re-opened, for future use such as the replacement of Wind Turbine components and Decommissioning. The layout of site entrance 1 and site entrance 1a during the construction phase of the Project is shown in **Figure 7**. During the operations phase of the project, operations traffic will access the Wind Farm Site via the existing L56402 priority junction. Site entrance 1 and site entrance 1a will have dwell areas at the intersection with the N5 and L56402. Dwell areas will have a gradient of -2.5% with drainage falling towards the Wind Farm Site and away from the public road carriageway. Visibility at site entrance 1 will be in accordance with TII standards and will have visibility splays of 215m measured from the carriageway edge at a 3.0m setback distance. Site entrance 1a will have visibility splays of 90m measured from the carriageway edge at a 3.0m setback distance.

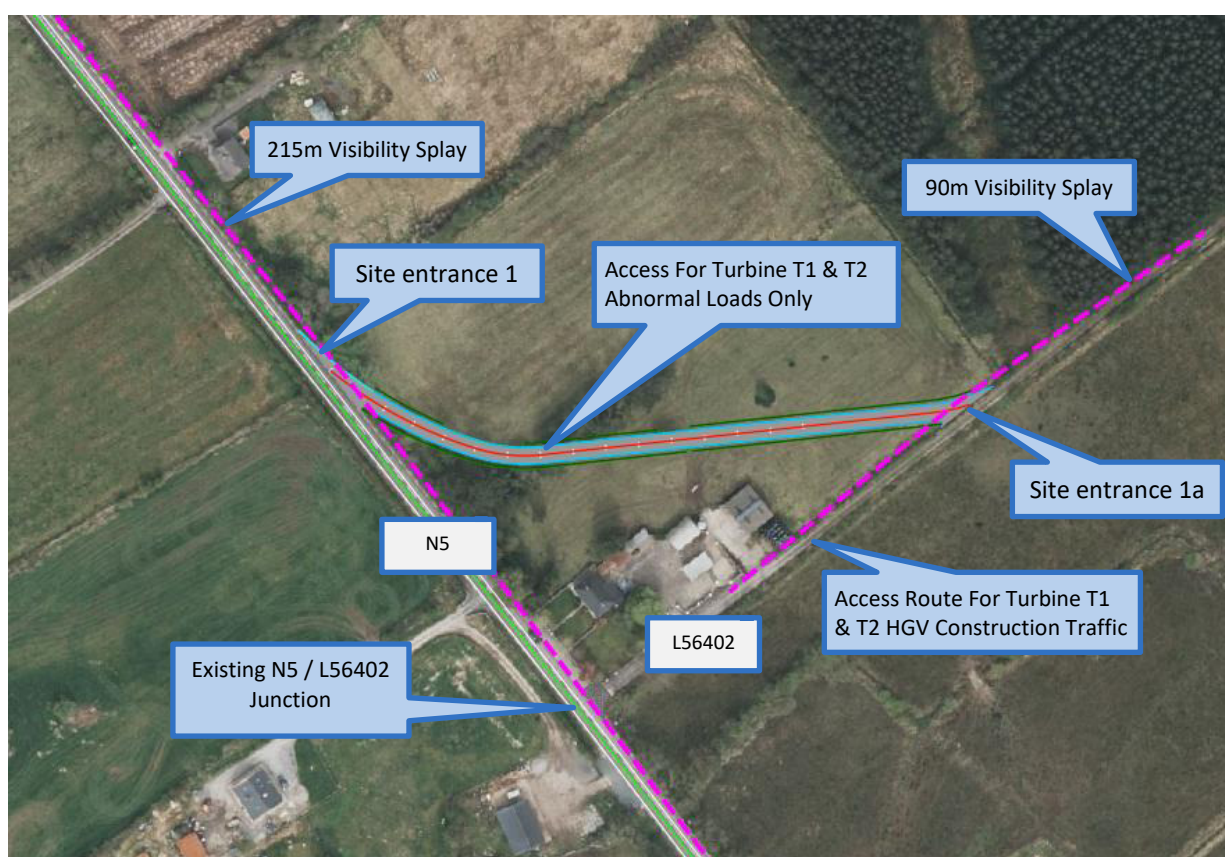


Figure 7 – Site Entrance 1 on the Existing N5 and Site Entrance 1a on the L56402

Site entrance 2 will be constructed on the L1217 local road and will consist of a simple T-Junction with priority for L1217 traffic. Site entrance 2 will be used during the construction, operations

and Decommissioning phases of the Project but will not be used for abnormal load deliveries. The layout of site entrance 2 is shown in **Figure 8**. Site entrance 2 will have a dwell area with a gradient of -2.5% at its intersection with the L1217 with drainage falling towards the Wind Farm Site and away from the L1217 carriageway. Wheel cleaning facilities will be provided at the junction to prevent the spread of mud and debris onto the L1217 carriageway. Visibility at site entrance 2 will be available at a distance of 90m measured at a 3.0m setback from the L1217 carriageway edge.

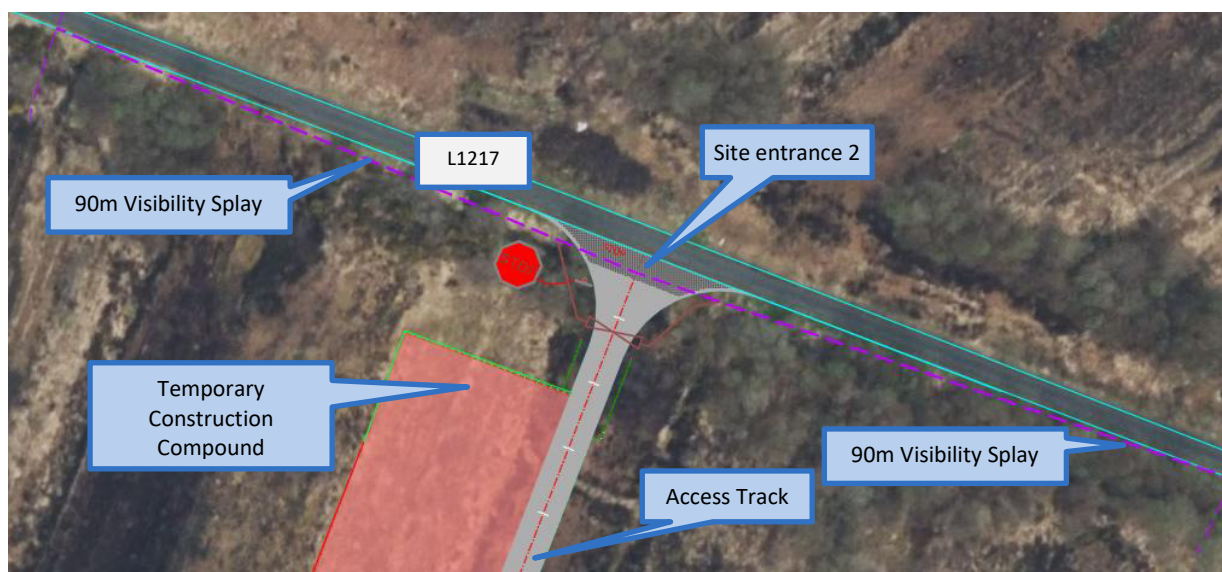


Figure 8 – Site Entrance 2 on the L1217

Site entrance 3 will be constructed on the L1217 local road and will consist of a simple T-Junction with priority for L1217 traffic. Site entrance 3 will be used during the construction, Wind Turbine delivery, operations and decommissioning phases of the Project. Site entrance 3 will be constructed with a temporary overrun area to accommodate the swept path and wheel loading from abnormal load vehicles delivering Wind Turbine components. The overrun area will be closed using temporary barriers when not in use for Wind Turbine delivery. The layout of site entrance 3 is shown in **Figure 9**. Site entrance 3 will have a dwell area with a gradient of -2.5% at its intersection with the L1217 with drainage falling towards the Wind Farm Site and away from the L1217 carriageway. Wheel cleaning facilities will be provided at the junction to prevent the spread of mud and debris onto the L1217 carriageway. Visibility at site entrance 3 will be available at a distance of 90m measured at a 3.0m setback from the L1217 carriageway edge.

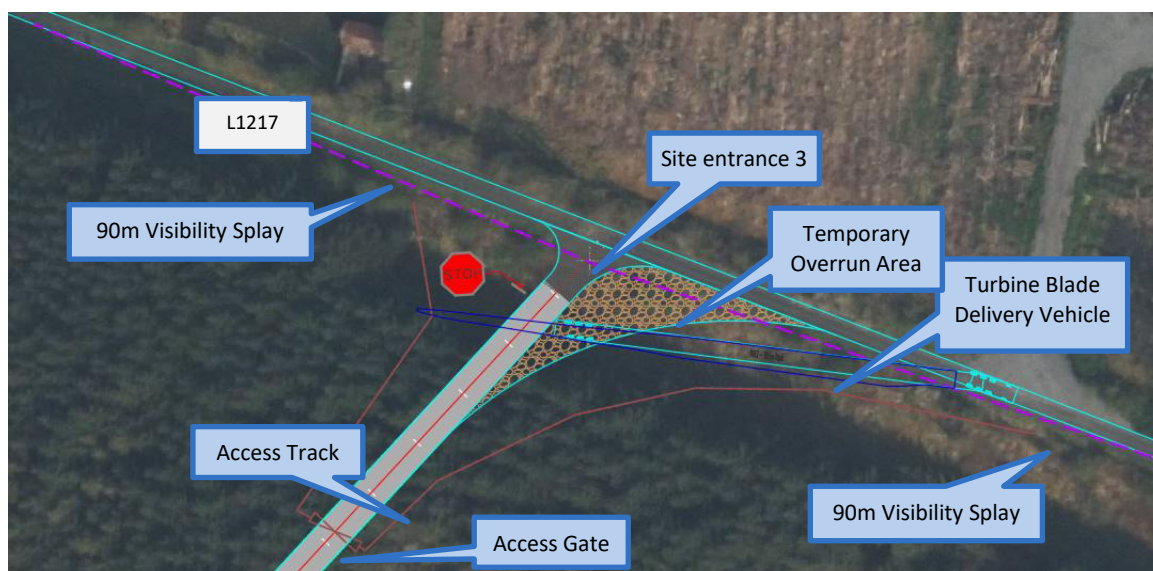


Figure 9 – Site Entrance 3 on the L1217

Site entrance 4 will be constructed on the L56421 local road and will consist of a simple T-Junction with priority for L56421 traffic. Site entrance 4 will be used during the construction, Wind Turbine delivery, operations and Decommissioning phases of the Project. The layout of site entrance 4 is shown in **Figure 10**. Site entrance 4 will have a dwell area with a gradient of -2.5% at its intersection with the L56421 with drainage falling towards the Wind Farm Site and away from the L56421 carriageway. Wheel cleaning facilities will be provided at the junction to prevent the spread of mud and debris onto the L56421 carriageway. Visibility at site entrance 4 will be available at a distance of 90m measured at a 3.0m setback from the L1217 carriageway edge.



Figure 10 – Site Entrance 4 on the L56421

Site entrance 5 will be constructed on the L1217 local road and will consist of a simple T-Junction with priority for L1217 traffic. Site entrance 5 will be used during the construction, Wind Turbine delivery, operations and Decommissioning phases of the Project. Site entrance 5 will be constructed with a temporary overrun area to accommodate the swept path and wheel loading from abnormal load vehicles delivering Wind Turbine components. The overrun area will be closed using temporary barriers when not in use for Wind Turbine delivery. The layout of site entrance 5 is shown in **Figure 11**. Site entrance 5 will have a dwell area with a gradient of -2.5% at its intersection with the L1217 with drainage falling towards the Wind Farm Site and away from the L1217 carriageway. Wheel cleaning facilities will be provided at the junction to prevent the spread of mud and debris onto the L1217 carriageway. Visibility at site entrance 5 will be available at a distance of 90m measured at a 3.0m setback from the L1217 carriageway edge.

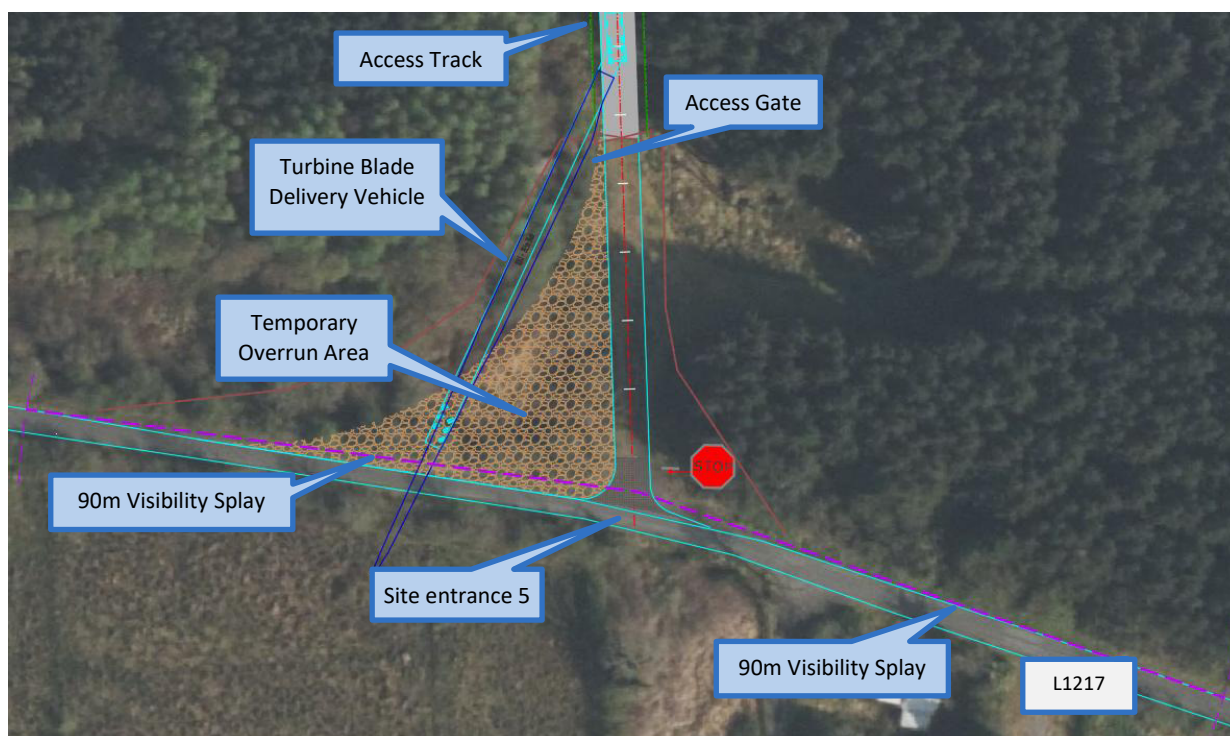


Figure 11 – Site Entrance 5 on the L1217

2.3 Existing Roads in the Vicinity of The Project

The location of the site entrances to the Wind Farm Site are shown on **Figure 2**. Site entrance 1 on the existing N5 will be constructed to facilitate the delivery of Wind Turbine components to Wind Turbines T1 and T2. Details of site entrance 1 are shown in **Figure 7**. The existing N5 (**Plate 1**) is a 6.0m wide Type 3 single carriageway with hard strips and grass verges. The N5 runs between Longford and Westport and currently has a 100km/h speed limit classification at proposed site entrance 1a and a 60km/h speed limit at the L56402 junction. Existing traffic volumes on the N5 were obtained from the TII traffic counter located to the east of Frenchpark near site entrance 1. The results from the automatic traffic counter show that in 2025 the N5 had an AADT of 6,471 vehicles with 10.6% HGV traffic. The realignment of the N5 between Ballaghaderreen to Scramoge is due to open in 2026 and the section of the N5 at site entrance 1a will become a regional / local road with reduced traffic volumes and reduced speed limit. Site entrance 1 on the N5 will be used by abnormal load vehicles during Wind Turbine delivery, general construction traffic will use the existing N5 / L56402 junction and site entrance 1b as shown in **Figure 7**.

The L56402 local road (**Plate 2**) is typically a 3.0m wide single carriageways with grass verges and has a 60km/h speed limit classification. The L56402 will be used by construction, operations

and Decommissioning traffic to access the Wind Farm Site. Existing traffic volumes on the L56402 are calculated from the classified traffic counts carried out by JOD on 12th December 2025 at the N5 / L56402 junction. Using the methodology from TII publication PE-PAG-02039 to calculate annual average daily traffic (AADT) from short period traffic counts, the resulting AADT on the L56402 is calculated from the recorded traffic counts. The L56402 local road has an AADT of 57 vehicles at its junction with the N5 which equates to a two-way traffic flow of approximately 4 vehicles during peak hour traffic periods with 0% HGV traffic recorded during the survey period.



Plate 1 – N5 National Primary Road



Plate 2 – L56402

The realignment of the N5 (**Plate 3**) between Ballaghaderreen to Scramoge will bypass the village of Frenchpark. The realigned N5 will consist of a type 1 single carriageway and will be used by general construction, Wind Turbine delivery, operations and Decommissioning traffic to access the Wind Farm Site via the new N5 / L5642 priority junction leading to Site entrance 4. The realigned N5 will have similar traffic volumes to the existing N5 when the road is opened.



Plate 3 – Realigned N5

Site entrance 4 on the L56421 will be a new entrance constructed to access Wind Turbines T3 to T11 of the Project. Details of site entrance 4 are shown in **Figure 8**. Access to site entrance 4 will be from the new N5 / L5642 priority junction using the L5642 and L56421 local roads. The L5642 (**Plate 4**) and L56421 (**Plate 5**) local roads are typically 3.0m wide single carriageways with grass verges and have a 60km/h speed limit classification. The L5642 and L56421 local roads will be used by construction, operations and Decommissioning traffic to access the Wind Farm Site.

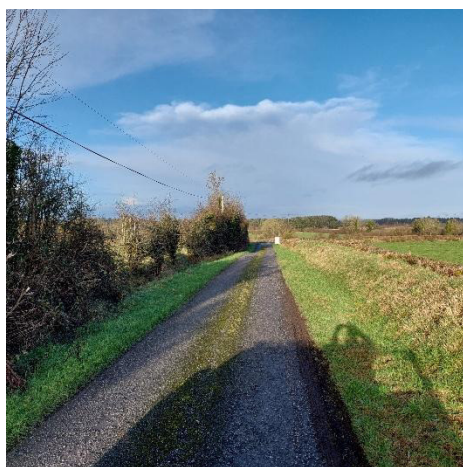


Plate 4 – L5642



Plate 5 – L56421

Site entrances 2, 3 and 5 will be constructed on the L1217 local road (**Plate 6**). Site entrance 2 will be a new entrance and site entrances 3 and 5 will be constructed at existing forestry entrances which will be upgraded for construction and Wind Turbine delivery traffic. Details of site entrances 2, 3 and 5 are shown in **Figures 8, 9 and 11**. The L1217 runs between the R361 regional road at Frenchpark to the L1216. The L1217 is typically a 3.0m wide single carriageways with grass verges and has a 60km/h speed limit classification. The L1217 local road will be used by construction, operations and decommissioning traffic to access the Wind Farm Site. Existing traffic volumes on the L1217 are calculated from the classified traffic counts carried out by JOD on 12th December 2025 at the L1216 / L5601 junction. Using the methodology from TII publication PE-PAG-02039 to calculate AADT from short period traffic counts, the resulting AADT on the L1217 is calculated from the recorded traffic counts. The L1217 local road has an AADT of 128 vehicles at its junction with the L5601 which equates to a two-way traffic flow of approximately 9 vehicles during peak hour traffic periods with 0% HGV traffic recorded during the survey period.



Plate 6 – L1217

Details of the road network for Grid Connection works are given in the Traffic Management Plan, **Appendix 16.2**. Details of the road network and enabling works for the delivery of Wind Turbine components are given in the Turbine Delivery Haul Route Assessment, **Appendix 16.3**.

2.4 Public Road Junctions in the Vicinity of The Project

The existing N5 / L56402 junction (**Plate 7**) is a simple priority junction with priority for N5 traffic. The junction is located in a 60km/h speed limit zone and has regulatory signs and road markings. The N5 / L56402 junction will be used during construction, operation and Decommissioning of the Project. Abnormal load vehicles will use site entrance 1 and site entrance 1a to access Wind Turbines T1 and T2 when delivering Wind Turbine components. Observations during the traffic counts and traffic analysis carried out at the junction using the recorded traffic volumes show that there are no capacity problems at the junction under current traffic conditions. The junction is currently operating at free flow conditions with a level of service (LOS) of A. Road network and junction capacity is measured in terms of LOS thresholds which are based on the queuing delay on each arm of the junction. The transportation LOS system uses the letters A through F with the following definitions, A = Free flow, B = Reasonably free flow, C = Stable flow, D = Approaching unstable flow, E = Unstable flow, and F = Forced or breakdown flow. The results of the analysis are included in **Appendix A**.



Plate 7 – N5 / L56402 Junction

The existing L1217 / L5601 junction (**Plate 8**) is a cross roads junction with priority for L5601 traffic. The junction is located in a 60km/h speed limit zone and has regulatory signs. The L1217 / L5601 junction will be used during construction, Wind Turbine delivery, operation and Decommissioning of the Project. Observations during the traffic counts and traffic analysis carried out at the junction using the recorded traffic volumes show that there are no capacity problems at the junction under current traffic conditions. The junction is currently operating at free flow conditions with a level of service of A. The results of the analysis are included in **Appendix A**.



Plate 8 – L1216 / L5601 Junction

The existing L5642 / L56421 junction (**Plate 9**) is a simple cross roads junction with priority for L5642 traffic. The junction is located in a 60km/h speed limit zone. The L5642 / L56421 junction will be used during construction, Wind Turbine delivery, operation and Decommissioning of the Project. Observations during the site visit show that there are no capacity problems at the junction under current traffic conditions.

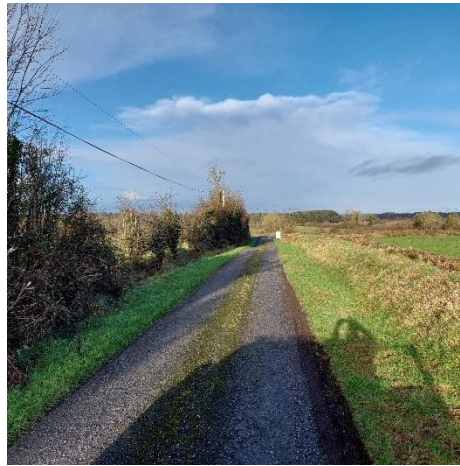


Plate 9 – L5642/ L56421 Junction

The junction between the realigned N5 / L5642 (**Plate 10**) is currently under construction. The junction is a simple priority junction with priority for traffic on the realigned N5. The N5 / L5642 junction will be used during construction, Wind Turbine delivery, operation and Decommissioning of the Project. When the realigned N5 is completed the L5642 will be severed.



Plate 10 – N5 / L5642 Junction

2.5 Parking Facilities

Parking facilities are to be provided within the Wind Farm Site. Parking will not be permitted at site entrances or on the public road network.

3 TRAFFIC GENERATION AND TRIP DISTRIBUTION

3.1 Trip Generation associated with the Project

During the construction of the Project, the maximum daily traffic generated by the Project will occur during concrete pours for Turbine Foundations. The concrete pours will occur on eleven separate days during the 18-month construction period. During the concrete pours the Project will generate a maximum of 164 HGV trips and 55 LGV trips on the public road network. When concrete pours are not taking place on site, the Project will generate a maximum of 44 HGV trips and 55 LGV trips on a daily basis. The number of staff on site will vary according to the phase of the construction, peaking at approximately 60 at the height of the construction period. It is estimated that 35-40 staff light goods vehicles (LGV) will visit the site daily during the peak construction period. Additional LGV trips generated by site visitors and staff will occur on a daily basis throughout the construction period.

Vehicle movements associated with the operational period of the Project will be very low. Trips during the operational period would normally be made by vans associated with site monitoring, servicing, cleaning and maintenance operations. During the operational period, parking will be provided within the Wind Farm Site and security gates will be set back from the public road to allow operatives to access the site without obstructing the public road network.

Vehicle movements associated with the Decommissioning period of the Project are estimated to be similar to the construction period. The Decommissioning period will take approximately 4 to 6 Months, during which time infrastructure will be removed from Site.

The traffic profile for the Project during Turbine Foundation concrete pours is shown in **Table 3**. Full details of the traffic generated by the Project is included in the Traffic Management Plan, **Appendix 16.2**.

Table 3 - Development Traffic Profile During Concrete Pours

Time	Arrivals		Departures	
	HGV	LGV	HGV	LGV
06.00 – 07.00		30		
07.00 – 08.00	20	10	20	
08.00 – 09.00	15	5	15	2

Time	Arrivals		Departures	
	HGV	LGV	HGV	LGV
09.00 – 10.00	16	2	16	2
10.00 – 11.00	15		15	
11.00 – 12.00	18		18	
+12.00 – 13.00	15		15	
13.00 – 14.00	10	5	10	5
14.00 – 15.00	15	1	15	1
15.00 – 16.00	15		15	
16.00 – 17.00	10		10	
17.00 – 18.00	10	2	10	5
18.00 – 19.00	5		5	10
19.00 – 20.00				30

3.2 Traffic Distribution

During concrete pours at Wind Turbines T1 and T2, all traffic will arrive from the existing N5 and access the Wind Farm Site from the existing N5 / L56402 junction. During concrete pours at Wind Turbines T3 to T11, all traffic will arrive from the realigned N5 and access the Wind Farm Site from the N5 / L5642 junction using site entrance 4 on the L56421

3.3 Future Traffic Growth on the Public Road Network

Traffic Infrastructure Ireland (TII) forecasts for future traffic growth on the public road network are published in PE-PAG-02017 “Travel Demand Projections”. The growth factors are applied to the 2025 baseline traffic flows to approximate the traffic flows on the public road network in the future when the Project may be granted planning in 2027, 10-year planning grant and construction in 2037 and a 35-year operational period and Decommissioning in 2072. The growth factors for the relevant assessment years using the central-growth scenario for County Roscommon are shown in **Table 4**.

Year	LGV Growth Factor	HGV Growth Factor
2025	1.000	1.000
2027	1.022	1.058
2037	1.070	1.245
2072	1.157	2.245

Table 4 – Traffic Growth Factors for Public Roads

4 TRAFFIC ANALYSIS

4.1 Traffic analysis at the Existing N5 / L56402 Junction

A traffic analysis has been carried out to determine if the N5 / L56402 junction will operate within capacity for the following scenarios;

- 2025 Baseline traffic counts
- 2027 Projected traffic flows without the Project (planning approval)
- 2037 Projected traffic flows without the Project (planning period)
- 2072 Projected traffic flows without the Project (operations period)
- 2037 Projected traffic flows with the Project (wind farm construction traffic, worst case scenario allowing for projected traffic growth on the public road network.)
- 2072 Projected traffic flows with the Project (wind farm Decommissioning traffic)

The results of the analysis show that the N5 / L56402 junction will not exceed the 0.85 ratio of flow to capacity (RFC) and will continue to operate with reserve capacity beyond 2072. The ratio of flow to capacity (RFC) is calculated from Junctions 9 PICADY software. An RFC value of 1.0 indicates that the junction is operating at full capacity with a value of 0.85 considered to be the maximum RFC value after which the junction will begin to experience some capacity issues. The results of the analysis are included in **Appendix A** and summarised in **Figure 12**. Traffic volumes used during the analysis for the N5 are taken from the TII traffic counter near Frenchpark. The N5 traffic volumes do not take account of the N5 realignment which will significantly reduce traffic flows at the N5 / L56402 junction. The analysis shows that the junction will continue to operate within capacity during construction and Decommissioning in the event of traffic being diverted from the realigned N5 through Frenchpark for surfacing etc.

AM									
	Set ID	Queue (PCU)	95% Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
2025 Existing Traffic Flows									
Stream B-AC	D1	0.0	~1	0.00	0.00	A	0.05	A	466 %
Stream C-AB		0.0	0.7	6.76	0.01	A			[Stream C-AB]
2027 - Forecast Traffic Flows (No Project) - Planning Grant									
Stream B-AC	D2	0.0	~1	0.00	0.00	A	0.05	A	450 %
Stream C-AB		0.0	0.7	6.76	0.01	A			[Stream C-AB]
2037 - Forecast Traffic Flows (No Project) - Planning Period									
Stream B-AC	D3	0.0	~1	0.00	0.00	A	0.05	A	408 %
Stream C-AB		0.0	0.7	6.79	0.01	A			[Stream C-AB]
2072 - Forecast Traffic Flows (No Project) - Operational Lifespan									
Stream B-AC	D4	0.0	0.8	16.56	0.03	C	0.27	A	108 %
Stream C-AB		0.0	0.7	6.95	0.01	A			[Stream B-AC]
2037 - Forecast Traffic Flows - Project Construction Traffic									
Stream B-AC	D5	0.3	0.9	19.75	0.13	C	1.73	A	85 %
Stream C-AB		0.2	1.2	7.00	0.07	A			[Stream B-AC]
2072 - Forecast Traffic Flows - Project Decommissioning Traffic									
Stream B-AC	D6	0.3	1.2	22.45	0.15	C	1.65	A	50 %
Stream C-AB		0.3	1.6	6.94	0.09	A			[Stream B-AC]
2037 - Forecast Traffic Flows - Project Construction Traffic - Additional Developments									
Stream B-AC	D7	0.6	2.9	23.91	0.24	C	3.34	A	41 %
Stream C-AB		0.4	1.3	7.43	0.14	A			[Stream B-AC]
2072 - Forecast Traffic Flows - Project Decommissioning Traffic - Additional Developments									
Stream B-AC	D8	0.8	3.0	27.95	0.28	D	3.25	A	19 %
Stream C-AB		0.5	1.8	7.38	0.17	A			[Stream B-AC]

N5

Site entrance 1

Access For Turbine T1 & T2 Abnormal Loads Only

Site entrance 1a

L56402

L65402 (Arm B)

Access Route For Turbine T1 & T2 HGV Construction Traffic

N5 (Arm C)

Existing N5 / L56402 Junction

N5 (Arm A)

Figure 12 – Traffic Analysis Summary for the N5 / L56402 Junction

4.2 Traffic analysis at the Realigned N5 / L5642 Junction

A traffic analysis has been carried out to determine if the N5 / L5642 junction will operate within capacity for the following scenarios;

- 2027 Projected traffic flows without the Project (planning approval)
- 2037 Projected traffic flows without the Project (planning period)
- 2072 Projected traffic flows without the Project (operations period)
- 2037 Projected traffic flows with the Project (wind farm construction traffic, worst case scenario allowing for projected traffic growth on the public road network.)
- 2072 Projected traffic flows with the Project (wind farm Decommissioning traffic)

The results of the analysis show that the N5 / L5642 junction will not exceed the 0.85 ratio of flow to capacity (RFC) and will continue to operate with reserve capacity beyond 2072. The ratio of flow to capacity (RFC) is calculated from Junctions 9 PICADY software. An RFC value of 1.0 indicates that the junction is operating at full capacity with a value of 0.85 considered to be the maximum RFC value after which the junction will begin to experience some capacity issues. The results of the analysis are included in **Appendix A** and summarised in **Figure 12**. Traffic volumes used during the analysis for the realigned N5 are taken from the TII traffic counter near Frenchpark. Traffic on the realigned N5 will be diverted from the existing N5 which will be downgraded when the realignment is complete.

AM									
	Set ID	Queue (PCU)	95% Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
2027 - Forecast Traffic Flows (No Project) - Planning Grant									
Stream B-AC	D2	0.0	~1	0.00	0.00	A	0.05	A	460 %
Stream C-AB		0.0	0.7	6.62	0.01	A			[Stream C-AB]
2037 - Forecast Traffic Flows (No Project) - Planning Period									
Stream B-AC	D3	0.0	~1	0.00	0.00	A	0.05	A	416 %
Stream C-AB		0.0	0.7	6.65	0.01	A			[Stream C-AB]
2072 - Forecast Traffic Flows (No Project) - Operational Lifespan									
Stream B-AC	D4	0.0	0.8	16.17	0.03	C	0.26	A	119 %
Stream C-AB		0.0	0.7	6.82	0.01	A			[Stream B-AC]
2037 - Forecast Traffic Flows - Project Construction Traffic									
Stream B-AC	D5	0.3	0.9	19.36	0.12	C	1.69	A	93 %
Stream C-AB		0.2	1.2	6.84	0.07	A			[Stream B-AC]
2072 - Forecast Traffic Flows - Project Decommissioning Traffic									
Stream B-AC	D6	0.3	1.0	21.77	0.15	C	1.60	A	56 %
Stream C-AB		0.2	1.6	6.78	0.09	A			[Stream B-AC]
2037 - Forecast Traffic Flows - Project Construction Traffic - Additional Developments									
Stream B-AC	D7	0.6	2.8	23.29	0.24	C	3.24	A	46 %
Stream C-AB		0.3	1.2	7.23	0.14	A			[Stream B-AC]
2072 - Forecast Traffic Flows - Project Decommissioning Traffic - Additional Developments									
Stream B-AC	D8	0.7	2.8	26.87	0.27	D	3.12	A	24 %
Stream C-AB		0.5	1.7	7.18	0.16	A			[Stream B-AC]

L5642 (Arm B)

Realigned N5 (Arm A)

Realigned N5 (Arm C)

Figure 12 – Traffic Analysis Summary for the N5 / L5642 Junction

4.3 Traffic analysis at the Existing L1217 / L5601 Junction

A traffic analysis has been carried out to determine if the L1217 / L5601 junction will operate within capacity for the following scenarios;

- 2025 Baseline traffic counts
- 2027 Projected traffic flows without the Project (planning approval)
- 2037 Projected traffic flows without the Project (planning period)
- 2072 Projected traffic flows without the Project (operations period)
- 2037 Projected traffic flows with the Project (wind farm construction traffic, worst case scenario allowing for projected traffic growth on the public road network.)
- 2072 Projected traffic flows with the Project (wind farm Decommissioning traffic)

The results of the analysis show that the L1217 / L5601 junction will not exceed the 0.85 ratio of flow to capacity (RFC) and will continue to operate with reserve capacity beyond 2072. The ratio of flow to capacity (RFC) is calculated from Junctions 9 PICADY software. An RFC value of 1.0 indicates that the junction is operating at full capacity with a value of 0.85 considered to be the maximum RFC value after which the junction will begin to experience some capacity issues. The results of the analysis are included in **Appendix A** and summarised in **Figure 13**.

AM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2025 Existing Traffic Flows					
Stream B-ACD	D1	0.0	0.00	0.00	A
Stream A-BCD		0.0	6.25	0.00	A
Stream D-ABC		0.0	0.00	0.00	A
Stream C-ABD		0.0	0.00	0.00	A
2027 - Forecast Traffic Flows (No Project) - Planning Grant					
Stream B-ACD	D2	0.0	0.00	0.00	A
Stream A-BCD		0.0	6.25	0.00	A
Stream D-ABC		0.0	0.00	0.00	A
Stream C-ABD		0.0	0.00	0.00	A
2037 - Forecast Traffic Flows (No Project) - Planning Period					
Stream B-ACD	D3	0.0	0.00	0.00	A
Stream A-BCD		0.0	6.25	0.00	A
Stream D-ABC		0.0	0.00	0.00	A
Stream C-ABD		0.0	0.00	0.00	A
2072 - Forecast Traffic Flows (No Project) - Operational Lifespan					
Stream B-ACD	D4	0.0	0.00	0.00	A
Stream A-BCD		0.0	6.25	0.00	A
Stream D-ABC		0.0	0.00	0.00	A
Stream C-ABD		0.0	0.00	0.00	A
2037 - Forecast Traffic Flows - Project Construction Traffic					
Stream B-ACD	D5	0.0	0.00	0.00	A
Stream A-BCD		0.0	6.18	0.00	A
Stream D-ABC		0.0	0.00	0.00	A
Stream C-ABD		0.0	6.33	0.00	A
2072 - Forecast Traffic Flows - Project Decommissioning Traffic					
Stream B-ACD	D6	0.0	0.00	0.00	A
Stream A-BCD		0.0	6.18	0.00	A
Stream D-ABC		0.0	0.00	0.00	A
Stream C-ABD		0.0	6.33	0.00	A
2037 - Forecast Traffic Flows - Project Construction Traffic - Additional Developments					
Stream B-ACD	D7	0.0	0.00	0.00	A
Stream A-BCD		0.0	6.11	0.00	A
Stream D-ABC		0.0	0.00	0.00	A
Stream C-ABD		0.0	6.38	0.00	A
2072 - Forecast Traffic Flows - Project Decommissioning Traffic - Additional Developments					
Stream B-ACD	D8	0.0	0.00	0.00	A
Stream A-BCD		0.0	6.11	0.00	A
Stream D-ABC		0.0	0.00	0.00	A
Stream C-ABD		0.0	6.38	0.00	A

An aerial photograph of a four-way intersection. Four blue callout boxes with white text point to the different arms of the intersection: 'L5601 (Arm D)' points to the top arm, 'L1217 (Arm A)' points to the right arm, 'L1217 (Arm C)' points to the bottom arm, and 'L5601 (Arm B)' points to the left arm. The surrounding area is a mix of green grass and brownish soil.

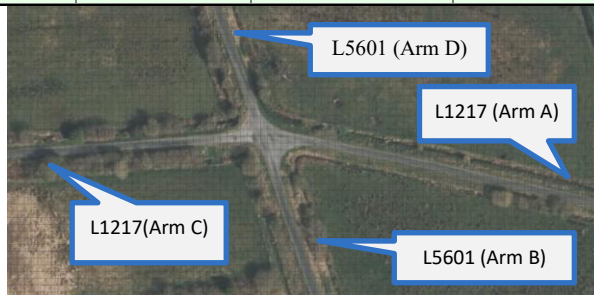


Figure 13 – Traffic Analysis Summary for the L1217 / L5601 Junction

4.4 Traffic Analysis with Unrelated Consented and Proposed Developments

A traffic assessment was carried out for the construction (2037) and Decommissioning (2072) of the Project with additional traffic from unrelated planned and consented developments to determine if capacity problems would arise on the road network due to combined traffic volumes in the vicinity of the Project. There are currently no major residential or commercial developments planned or consented in the vicinity of the Project which would generate significant volumes of new trips on the public road network. The N5 Ballaghaderreen to Scramoge Road Project will be completed prior to the construction of the Project

In order to test the ability of the road network to cater for additional developments which may coincide with the Project construction and decommissioning traffic, an analysis has been carried out with a traffic from a similar size development in addition to forecast traffic growth (TII) plus construction / Decommissioning traffic to test the capacity of the public road network. The results of the analysis show that the junctions will not exceed the 0.85 ratio of flow to capacity (RFC) in 2037 or 2072 when the Project construction / Decommissioning traffic is combined with forecast traffic and traffic from future developments. The ratio of flow to capacity (RFC) is calculated from Junctions 9 PICADY software. An RFC value of 1.0 indicates that the junction is operating at full capacity with a value of 0.85 considered to be the maximum RFC value after which the junction will begin to experience some capacity issues. The results of the analysis are included in **Appendix A** and summarised in **Tables 11, 12 and 13**.

5 SUMMARY

This Traffic and Transport Assessment (TTA) has been undertaken to analyse traffic movements during the construction, operation and Decommissioning phases of the Carrigeen Renewable Energy Development (the Project).

Increased volumes of traffic will be generated by the Project during the construction and decommissioning periods. Traffic analysis carried out in the TTA report for the Project shows that traffic generated by the Project during the construction, operation and Decommissioning phases of the Project can be accommodated on the existing public road network.

Appendix A – Traffic Analysis

Junctions 9	
PICADY 9 - Priority Intersection Module	
Version: 9.5.2.1013 © Copyright TRL Limited, 2019	
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Filename: N5 - L56402.j9

Path: P:\Jod-jobs\6575 Carrigeen Cloonkerin WF\500 Environmental\503 EIA\16 Traffic and Transportation\Project Information\Traffic Analysis

Report generation date: 10/03/2026 17:29:08

-
- »2025 Existing Traffic Flows, AM
 - »2027 - Forecast Traffic Flows (No Development) - Planning Grant, AM
 - »2037 - Forecast Traffic Flows (No Development) - Planning Period, AM
 - »2072 - Forecast Traffic Flows (No Development) - Operational Lifespan, AM
 - »2037 - Forecast Traffic Flows - Development Construction Traffic, AM
 - »2072 - Forecast Traffic Flows - Development Decomissioning Traffic , AM
 - »2037 - Forecast Traffic Flows - Development Construction Traffic - Additional Developments, AM
 - »2072 - Forecast Traffic Flows - Development Decomissioning Traffic - Additional Developments, AM

Summary of junction performance

	AM								
	Set ID	Queue (PCU)	95% Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	2025 Existing Traffic Flows								
Stream B-AC	D1	0.0	~1	0.00	0.00	A	0.05	A	466 %
Stream C-AB		0.0	0.7	6.76	0.01	A			[Stream C-AB]
	2027 - Forecast Traffic Flows (No Development) - Planning Grant								
Stream B-AC	D2	0.0	~1	0.00	0.00	A	0.05	A	450 %
Stream C-AB		0.0	0.7	6.76	0.01	A			[Stream C-AB]
	2037 - Forecast Traffic Flows (No Development) - Planning Period								
Stream B-AC	D3	0.0	~1	0.00	0.00	A	0.05	A	408 %
Stream C-AB		0.0	0.7	6.79	0.01	A			[Stream C-AB]
	2072 - Forecast Traffic Flows (No Development) - Operational Lifespan								
Stream B-AC	D4	0.0	0.8	16.56	0.03	C	0.27	A	108 %
Stream C-AB		0.0	0.7	6.95	0.01	A			[Stream B-AC]
	2037 - Forecast Traffic Flows - Development Construction Traffic								
Stream B-AC	D5	0.3	0.9	19.75	0.13	C	1.73	A	85 %
Stream C-AB		0.2	1.2	7.00	0.07	A			[Stream B-AC]
	2072 - Forecast Traffic Flows - Development Decomissioning Traffic								
Stream B-AC	D6	0.3	1.2	22.45	0.15	C	1.65	A	50 %
Stream C-AB		0.3	1.6	6.94	0.09	A			[Stream B-AC]
	2037 - Forecast Traffic Flows - Development Construction Traffic - Additional Developments								
Stream B-AC	D7	0.6	2.9	23.91	0.24	C	3.34	A	41 %
Stream C-AB		0.4	1.3	7.43	0.14	A			[Stream B-AC]
	2072 - Forecast Traffic Flows - Development Decomissioning Traffic - Additional Developments								
Stream B-AC	D8	0.8	3.0	27.95	0.28	D	3.25	A	19 %
Stream C-AB		0.5	1.8	7.38	0.17	A			[Stream B-AC]

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. Junction LOS and Junction Delay are demand-weighted averages. 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	30/08/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	JODIRELAND\jdoogan
Description	

Units

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

281 (34%) →
43 (51%) ↓

Arm C

Arm A

← 349(26%)
↓ 43(51%)

← 23 (95%)
23 (95%) →

Arm B

Flows show original traffic demand (Veh/hr).
Streams (downstream end) show RFC (l)

The junction diagram reflects the last run of Junctions.

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
✓	✓	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)
D1	2025 Existing Traffic Flows	AM	ONE HOUR	08:00	09:30	15
D2	2027 - Forecast Traffic Flows (No Development) - Planning Grant	AM	ONE HOUR	08:00	09:30	15
D3	2037 - Forecast Traffic Flows (No Development) - Planning Period	AM	ONE HOUR	08:00	09:30	15
D4	2072 - Forecast Traffic Flows (No Development) - Operational Lifespan	AM	ONE HOUR	08:00	09:30	15
D5	2037 - Forecast Traffic Flows - Development Construction Traffic	AM	ONE HOUR	08:00	09:30	15
D6	2072 - Forecast Traffic Flows - Development Decomissioning Traffic	AM	ONE HOUR	08:00	09:30	15
D7	2037 - Forecast Traffic Flows - Development Construction Traffic - Additional Developments	AM	ONE HOUR	08:00	09:30	15
D8	2072 - Forecast Traffic Flows - Development Decomissioning Traffic - Additional Developments	AM	ONE HOUR	08:00	09:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2025 Existing Traffic Flows, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	L6274 / L2275 Junction	T-Junction	Two-way		0.05	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	466	Stream C-AB

Arms

Arms

Arm	Name	Description	Arm type
A	N5 East (Existing N5)		Major
B	L56402		Minor
C	N5 West (Existing N5)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.00			220.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	2.50	10	10

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	462	0.084	0.212	0.134	0.304
B-C	599	0.092	0.232	-	-
C-B	701	0.272	0.272	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2025 Existing Traffic Flows	AM	ONE HOUR	08:00	09:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	266	100.000
B		✓	4	100.000
C		✓	205	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
From	A	0	2	264
	B	2	0	2
	C	203	2	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
From	A	0	50	15
	B	50	0	50
	C	21	50	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
08:00-08:15	A	200	231
	B	0	0
	C	154	187
08:15-08:30	A	239	276
	B	0	0
	C	184	224
08:30-08:45	A	293	338
	B	0	0
	C	226	274
08:45-09:00	A	293	338
	B	0	0
	C	226	274
09:00-09:15	A	239	276
	B	0	0
	C	184	224
09:15-09:30	A	200	231
	B	0	0
	C	154	187

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
B-AC	0.00	0.00	0.0	~1	A
C-AB	0.01	6.76	0.0	0.7	A
C-A					
A-B					
A-C					

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	453	0.000	0	0.0	0.000	A
C-AB	3	758	0.004	3	0.0	6.756	A
C-A	184			184			
A-B	2			2			
A-C	229			229			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	440	0.000	0	0.0	0.000	A
C-AB	4	770	0.005	4	0.0	6.617	A
C-A	220			220			
A-B	3			3			
A-C	273			273			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	421	0.000	0	0.0	0.000	A
C-AB	5	788	0.006	5	0.0	6.400	A
C-A	269			269			
A-B	3			3			
A-C	334			334			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	421	0.000	0	0.0	0.000	A
C-AB	5	788	0.006	5	0.0	6.368	A
C-A	269			269			
A-B	3			3			
A-C	334			334			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	440	0.000	0	0.0	0.000	A
C-AB	4	770	0.005	4	0.0	6.542	A
C-A	220			220			
A-B	3			3			
A-C	273			273			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	453	0.000	0	0.0	0.000	A
C-AB	3	758	0.004	3	0.0	6.720	A
C-A	184			184			
A-B	2			2			
A-C	229			229			

Queue Variation Results for each time segment

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.01	0.01	0.35	0.63	0.67			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

09:00 - 09:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

09:15 - 09:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

2027 - Forecast Traffic Flows (No Development) - Planning Grant, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	L6274 / L2275 Junction	T-Junction	Two-way		0.05	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	450	Stream C-AB

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2027 - Forecast Traffic Flows (No Development) - Planning Grant	AM	ONE HOUR	08:00	09:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	273	100.000
B		✓	4	100.000
C		✓	211	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	2	271
	B	2	0	2
	C	209	2	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	51	16
	B	51	0	51
	C	21	51	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
08:00-08:15	A	206	239
	B	0	0
	C	159	193
08:15-08:30	A	245	285
	B	0	0
	C	190	230
08:30-08:45	A	301	349
	B	0	0
	C	232	282
08:45-09:00	A	301	349
	B	0	0
	C	232	282
09:00-09:15	A	245	285
	B	0	0
	C	190	230
09:15-09:30	A	206	239
	B	0	0
	C	159	193

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
B-AC	0.00	0.00	0.0	~1	A
C-AB	0.01	6.76	0.0	0.7	A
C-A					
A-B					
A-C					

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	451	0.000	0	0.0	0.000	A
C-AB	3	760	0.004	3	0.0	6.764	A
C-A	190			190			
A-B	2			2			
A-C	237			237			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	437	0.000	0	0.0	0.000	A
C-AB	4	772	0.005	4	0.0	6.619	A
C-A	226			226			
A-B	3			3			
A-C	283			283			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	417	0.000	0	0.0	0.000	A
C-AB	5	791	0.007	5	0.0	6.395	A
C-A	277			277			
A-B	3			3			
A-C	346			346			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	417	0.000	0	0.0	0.000	A
C-AB	5	791	0.007	5	0.0	6.361	A
C-A	277			277			
A-B	3			3			
A-C	346			346			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	437	0.000	0	0.0	0.000	A
C-AB	4	772	0.005	4	0.0	6.541	A
C-A	226			226			
A-B	3			3			
A-C	283			283			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	451	0.000	0	0.0	0.000	A
C-AB	3	760	0.004	3	0.0	6.726	A
C-A	190			190			
A-B	2			2			
A-C	237			237			

Queue Variation Results for each time segment

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.01	0.01	0.35	0.63	0.67			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

09:00 - 09:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

09:15 - 09:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

2037 - Forecast Traffic Flows (No Development) - Planning Period, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	L6274 / L2275 Junction	T-Junction	Two-way		0.05	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	408	Stream C-AB

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2037 - Forecast Traffic Flows (No Development) - Planning Period	AM	ONE HOUR	08:00	09:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	291	100.000
B		✓	4	100.000
C		✓	227	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	2	289
	B	2	0	2
	C	225	2	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	54	17
	B	54	0	54
	C	23	54	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
08:00-08:15	A	219	257
	B	0	0
	C	171	211
08:15-08:30	A	262	307
	B	0	0
	C	204	252
08:30-08:45	A	320	376
	B	0	0
	C	250	308
08:45-09:00	A	320	376
	B	0	0
	C	250	308
09:00-09:15	A	262	307
	B	0	0
	C	204	252
09:15-09:30	A	219	257
	B	0	0
	C	171	211

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
B-AC	0.00	0.00	0.0	~1	A
C-AB	0.01	6.79	0.0	0.7	A
C-A					
A-B					
A-C					

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	445	0.000	0	0.0	0.000	A
C-AB	3	767	0.004	3	0.0	6.793	A
C-A	207			207			
A-B	2			2			
A-C	255			255			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	430	0.000	0	0.0	0.000	A
C-AB	4	781	0.005	4	0.0	6.632	A
C-A	247			247			
A-B	3			3			
A-C	304			304			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	409	0.000	0	0.0	0.000	A
C-AB	5	803	0.007	5	0.0	6.383	A
C-A	303			303			
A-B	3			3			
A-C	372			372			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	409	0.000	0	0.0	0.000	A
C-AB	5	803	0.007	5	0.0	6.345	A
C-A	303			303			
A-B	3			3			
A-C	372			372			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	430	0.000	0	0.0	0.000	A
C-AB	4	781	0.005	4	0.0	6.547	A
C-A	247			247			
A-B	3			3			
A-C	304			304			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	445	0.000	0	0.0	0.000	A
C-AB	3	767	0.004	3	0.0	6.749	A
C-A	207			207			
A-B	2			2			
A-C	255			255			

Queue Variation Results for each time segment

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.01	0.01	0.36	0.64	0.68			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

09:00 - 09:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

09:15 - 09:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

2072 - Forecast Traffic Flows (No Development) - Operational Lifespan, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	L6274 / L2275 Junction	T-Junction	Two-way		0.27	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	108	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2072 - Forecast Traffic Flows (No Development) - Operational Lifespan	AM	ONE HOUR	08:00	09:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	352	100.000
B		✓	6	100.000
C		✓	284	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	3	349
	B	3	0	3
	C	281	3	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	66	26
	B	66	0	66
	C	34	66	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
08:00-08:15	A	265	335
	B	5	7
	C	214	287
08:15-08:30	A	316	400
	B	5	9
	C	255	343
08:30-08:45	A	388	490
	B	7	11
	C	313	420
08:45-09:00	A	388	490
	B	7	11
	C	313	420
09:00-09:15	A	316	400
	B	5	9
	C	255	343
09:15-09:30	A	265	335
	B	5	7
	C	214	287

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
B-AC	0.03	16.56	0.0	0.8	C
C-AB	0.01	6.95	0.0	0.7	A
C-A					
A-B					
A-C					

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	7	420	0.018	7	0.0	14.473	B
C-AB	6	798	0.007	6	0.0	6.955	A
C-A	281			281			
A-B	4			4			
A-C	331			331			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	9	400	0.022	9	0.0	15.279	C
C-AB	8	820	0.009	8	0.0	6.732	A
C-A	335			335			
A-B	4			4			
A-C	395			395			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	372	0.029	11	0.0	16.558	C
C-AB	11	852	0.013	11	0.0	6.403	A
C-A	409			409			
A-B	5			5			
A-C	484			484			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	372	0.030	11	0.0	16.561	C
C-AB	11	852	0.013	11	0.0	6.363	A
C-A	409			409			
A-B	5			5			
A-C	484			484			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	9	400	0.022	9	0.0	15.282	C
C-AB	8	820	0.009	8	0.0	6.634	A
C-A	335			335			
A-B	4			4			
A-C	395			395			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	7	420	0.018	8	0.0	14.481	B
C-AB	6	798	0.007	6	0.0	6.904	A
C-A	281			281			
A-B	4			4			
A-C	331			331			

Queue Variation Results for each time segment

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.04	0.42	0.75	0.79			N/A	N/A
C-AB	0.02	0.02	0.38	0.68	0.72			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

09:00 - 09:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

09:15 - 09:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

2037 - Forecast Traffic Flows - Development Construction Traffic, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	L6274 / L2275 Junction	T-Junction	Two-way		1.73	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	85	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2037 - Forecast Traffic Flows - Development Construction Traffic	AM	ONE HOUR	08:00	09:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	311	100.000
B		✓	24	100.000
C		✓	247	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	22	289
	B	12	0	12
	C	225	22	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	50	17
	B	91	0	91
	C	23	50	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
08:00-08:15	A	234	279
	B	18	35
	C	186	233
08:15-08:30	A	280	334
	B	22	41
	C	222	278
08:30-08:45	A	342	409
	B	26	50
	C	272	341
08:45-09:00	A	342	409
	B	26	50
	C	272	341
09:00-09:15	A	280	334
	B	22	41
	C	222	278
09:15-09:30	A	234	279
	B	18	35
	C	186	233

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
B-AC	0.13	19.75	0.3	0.9	C
C-AB	0.07	7.00	0.2	1.2	A
C-A					
A-B					
A-C					

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	35	438	0.079	34	0.2	16.980	C
C-AB	34	761	0.045	34	0.1	7.001	A
C-A	199			199			
A-B	25			25			
A-C	255			255			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	41	422	0.098	41	0.2	18.057	C
C-AB	44	775	0.057	44	0.1	6.929	A
C-A	235			235			
A-B	30			30			
A-C	304			304			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	50	399	0.127	50	0.3	19.722	C
C-AB	59	795	0.074	59	0.2	6.806	A
C-A	282			282			
A-B	36			36			
A-C	372			372			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	50	399	0.127	50	0.3	19.753	C
C-AB	59	795	0.074	59	0.2	6.770	A
C-A	282			282			
A-B	36			36			
A-C	372			372			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	41	422	0.098	41	0.2	18.102	C
C-AB	44	775	0.057	44	0.1	6.846	A
C-A	235			235			
A-B	30			30			
A-C	304			304			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	35	438	0.079	35	0.2	17.051	C
C-AB	34	762	0.045	34	0.1	6.967	A
C-A	199			199			
A-B	25			25			
A-C	255			255			

Queue Variation Results for each time segment

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.16	0.00	0.00	0.16	0.16			N/A	N/A
C-AB	0.09	0.00	0.00	0.09	0.09			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.20	0.00	0.00	0.20	0.20			N/A	N/A
C-AB	0.13	0.04	0.35	0.64	0.67			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.27	0.05	0.50	0.90	0.95			N/A	N/A
C-AB	0.18	0.04	0.37	0.67	1.24			N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.27	0.05	0.48	0.87	0.92			N/A	N/A
C-AB	0.18	0.00	0.00	0.18	0.18			N/A	N/A

09:00 - 09:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.21	0.00	0.00	0.21	0.21			N/A	N/A
C-AB	0.13	0.00	0.00	0.13	0.13			N/A	N/A

09:15 - 09:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.17	0.00	0.00	0.17	0.17			N/A	N/A
C-AB	0.09	0.00	0.00	0.09	0.09			N/A	N/A

2072 - Forecast Traffic Flows - Development Decomissioning Traffic , AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	L6274 / L2275 Junction	T-Junction	Two-way		1.65	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	50	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2072 - Forecast Traffic Flows - Development Decomissioning Traffic	AM	ONE HOUR	08:00	09:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	372	100.000
B		✓	26	100.000
C		✓	304	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	23	349
	B	13	0	13
	C	281	23	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	52	26
	B	91	0	91
	C	34	52	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
08:00-08:15	A	280	357
	B	20	37
	C	229	310
08:15-08:30	A	334	427
	B	23	45
	C	273	370
08:30-08:45	A	410	523
	B	29	55
	C	335	453
08:45-09:00	A	410	523
	B	29	55
	C	335	453
09:00-09:15	A	334	427
	B	23	45
	C	273	370
09:15-09:30	A	280	357
	B	20	37
	C	229	310

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
B-AC	0.15	22.45	0.3	1.2	C
C-AB	0.09	6.94	0.3	1.6	A
C-A					
A-B					
A-C					

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	37	413	0.090	37	0.2	18.223	C
C-AB	41	793	0.052	41	0.1	6.940	A
C-A	269			269			
A-B	26			26			
A-C	331			331			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	45	391	0.114	44	0.2	19.798	C
C-AB	54	814	0.066	54	0.2	6.842	A
C-A	316			316			
A-B	31			31			
A-C	395			395			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	55	361	0.151	54	0.3	22.396	C
C-AB	76	845	0.090	76	0.3	6.700	A
C-A	377			377			
A-B	38			38			
A-C	484			484			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	55	361	0.152	55	0.3	22.450	C
C-AB	76	845	0.090	76	0.3	6.676	A
C-A	377			377			
A-B	38			38			
A-C	484			484			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	45	391	0.114	45	0.3	19.870	C
C-AB	54	814	0.067	55	0.2	6.785	A
C-A	316			316			
A-B	31			31			
A-C	395			395			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	37	413	0.090	38	0.2	18.323	C
C-AB	41	793	0.052	41	0.1	6.918	A
C-A	269			269			
A-B	26			26			
A-C	331			331			

Queue Variation Results for each time segment

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.19	0.00	0.00	0.19	0.19			N/A	N/A
C-AB	0.11	0.00	0.00	0.11	0.11			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.24	0.00	0.00	0.24	0.24			N/A	N/A
C-AB	0.16	0.04	0.36	0.66	0.69			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.33	0.05	0.50	0.90	0.95			N/A	N/A
C-AB	0.25	0.04	0.39	0.70	1.62			N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.34	0.05	0.51	0.91	1.15			N/A	N/A
C-AB	0.25	0.00	0.00	0.25	0.25			N/A	N/A

09:00 - 09:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.25	0.00	0.00	0.25	0.25			N/A	N/A
C-AB	0.17	0.00	0.00	0.17	0.17			N/A	N/A

09:15 - 09:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.19	0.00	0.00	0.19	0.19			N/A	N/A
C-AB	0.12	0.00	0.00	0.12	0.12			N/A	N/A

2037 - Forecast Traffic Flows - Development Construction Traffic - Additional Developments, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	L6274 / L2275 Junction	T-Junction	Two-way		3.34	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	41	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2037 - Forecast Traffic Flows - Development Construction Traffic - Additional Developments	AM	ONE HOUR	08:00	09:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	331	100.000
B		✓	44	100.000
C		✓	267	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A	B	C
	A	0	42	289
	B	22	0	22
	C	225	42	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A	B	C
	A	0	50	17
	B	95	0	95
	C	23	50	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
08:00-08:15	A	249	302
	B	33	65
	C	201	256
08:15-08:30	A	298	361
	B	40	77
	C	240	305
08:30-08:45	A	364	442
	B	48	94
	C	294	374
08:45-09:00	A	364	442
	B	48	94
	C	294	374
09:00-09:15	A	298	361
	B	40	77
	C	240	305
09:15-09:30	A	249	302
	B	33	65
	C	201	256

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
B-AC	0.24	23.91	0.6	2.9	C
C-AB	0.14	7.43	0.4	1.3	A
C-A					
A-B					
A-C					

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	65	431	0.150	63	0.3	19.005	C
C-AB	65	756	0.087	65	0.2	7.364	A
C-A	190			190			
A-B	47			47			
A-C	255			255			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	77	413	0.187	77	0.4	20.836	C
C-AB	84	769	0.109	84	0.3	7.395	A
C-A	221			221			
A-B	57			57			
A-C	304			304			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	94	388	0.244	94	0.6	23.805	C
C-AB	114	788	0.144	113	0.4	7.428	A
C-A	260			260			
A-B	69			69			
A-C	372			372			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	94	388	0.244	94	0.6	23.914	C
C-AB	114	788	0.144	114	0.4	7.387	A
C-A	260			260			
A-B	69			69			
A-C	372			372			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	77	413	0.187	78	0.5	20.973	C
C-AB	84	769	0.109	85	0.3	7.310	A
C-A	221			221			
A-B	57			57			
A-C	304			304			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	65	431	0.150	65	0.4	19.198	C
C-AB	66	756	0.087	66	0.2	7.337	A
C-A	190			190			
A-B	47			47			
A-C	255			255			

Queue Variation Results for each time segment

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.34	0.00	0.00	0.34	0.34			N/A	N/A
C-AB	0.19	0.00	0.00	0.19	0.19			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.44	0.00	0.00	0.44	0.44			N/A	N/A
C-AB	0.26	0.00	0.00	0.26	0.26			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.61	0.05	0.51	0.92	0.97			N/A	N/A
C-AB	0.37	0.04	0.37	0.66	1.28			N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.62	0.06	0.60	2.18	2.89			N/A	N/A
C-AB	0.37	0.03	0.35	0.63	0.66			N/A	N/A

09:00 - 09:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.46	0.00	0.00	0.46	0.46			N/A	N/A
C-AB	0.26	0.00	0.00	0.26	0.26			N/A	N/A

09:15 - 09:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.35	0.00	0.00	0.35	0.35			N/A	N/A
C-AB	0.20	0.00	0.00	0.20	0.20			N/A	N/A

2072 - Forecast Traffic Flows - Development Decomissioning Traffic - Additional Developments, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	L6274 / L2275 Junction	T-Junction	Two-way		3.25	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	19	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2072 - Forecast Traffic Flows - Development Decomissioning Traffic - Additional Developments	AM	ONE HOUR	08:00	09:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	392	100.000
B		✓	46	100.000
C		✓	324	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	43	349
	B	23	0	23
	C	281	43	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A	B	C
	A	0	51	26
	B	95	0	95
	C	34	51	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
08:00-08:15	A	295	380
	B	35	68
	C	244	332
08:15-08:30	A	352	454
	B	41	81
	C	291	397
08:30-08:45	A	432	556
	B	51	99
	C	357	486
08:45-09:00	A	432	556
	B	51	99
	C	357	486
09:00-09:15	A	352	454
	B	41	81
	C	291	397
09:15-09:30	A	295	380
	B	35	68
	C	244	332

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
B-AC	0.28	27.95	0.8	3.0	D
C-AB	0.17	7.38	0.5	1.8	A
C-A					
A-B					
A-C					

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	68	406	0.166	66	0.4	20.549	C
C-AB	76	787	0.097	75	0.2	7.299	A
C-A	256			256			
A-B	49			49			
A-C	331			331			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	81	383	0.211	80	0.5	23.150	C
C-AB	101	808	0.125	101	0.3	7.328	A
C-A	296			296			
A-B	58			58			
A-C	395			395			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	99	350	0.282	98	0.7	27.749	D
C-AB	142	839	0.170	142	0.5	7.379	A
C-A	344			344			
A-B	71			71			
A-C	484			484			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	99	350	0.282	99	0.8	27.953	D
C-AB	143	839	0.170	143	0.5	7.360	A
C-A	344			344			
A-B	71			71			
A-C	484			484			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	81	383	0.211	81	0.5	23.382	C
C-AB	101	809	0.125	102	0.4	7.277	A
C-A	296			296			
A-B	58			58			
A-C	395			395			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	68	406	0.166	68	0.4	20.810	C
C-AB	77	788	0.098	77	0.3	7.290	A
C-A	256			256			
A-B	49			49			
A-C	331			331			

Queue Variation Results for each time segment

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.38	0.00	0.00	0.38	0.38			N/A	N/A
C-AB	0.25	0.00	0.00	0.25	0.25			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.51	0.00	0.00	0.51	0.51			N/A	N/A
C-AB	0.34	0.00	0.00	0.34	0.34			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.74	0.05	0.51	0.92	0.97			N/A	N/A
C-AB	0.52	0.04	0.38	0.69	1.77			N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.75	0.06	0.60	2.46	3.01			N/A	N/A
C-AB	0.52	0.04	0.42	1.26	1.69			N/A	N/A

09:00 - 09:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.54	0.05	0.49	0.88	0.93			N/A	N/A
C-AB	0.35	0.00	0.00	0.35	0.35			N/A	N/A

09:15 - 09:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.40	0.05	0.49	0.88	0.93			N/A	N/A
C-AB	0.25	0.00	0.00	0.25	0.25			N/A	N/A

Junctions 9	
PICADY 9 - Priority Intersection Module	
Version: 9.5.2.1013 © Copyright TRL Limited, 2019	
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Path: P:\Jod-jobs\6575 Carrigeen Cloonkerin WF\500 Environmental\503 EIA\16 Traffic and Transportation\Project Information\Traffic Analysis

Report generation date: 10/03/2026 17:30:51

-
- »2025 Existing Traffic Flows, AM
 - »2027 - Forecast Traffic Flows (No Development) - Planning Grant, AM
 - »2037 - Forecast Traffic Flows (No Development) - Planning Period, AM
 - »2072 - Forecast Traffic Flows (No Development) - Operational Lifespan, AM
 - »2037 - Forecast Traffic Flows - Development Construction Traffic, AM
 - »2072 - Forecast Traffic Flows - Development Decomissioning Traffic , AM
 - »2037 - Forecast Traffic Flows - Development Construction Traffic - Additional Developments, AM
 - »2072 - Forecast Traffic Flows - Development Decomissioning Traffic - Additional Developments, AM

Summary of junction performance

	AM								
	Set ID	Queue (PCU)	95% Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	2025 Existing Traffic Flows								
Stream B-AC	D1	0.0	~1	0.00	0.00	A	0.05	A	476 %
Stream C-AB		0.0	0.7	6.61	0.01	A			[Stream C-AB]
	2027 - Forecast Traffic Flows (No Development) - Planning Grant								
Stream B-AC	D2	0.0	~1	0.00	0.00	A	0.05	A	460 %
Stream C-AB		0.0	0.7	6.62	0.01	A			[Stream C-AB]
	2037 - Forecast Traffic Flows (No Development) - Planning Period								
Stream B-AC	D3	0.0	~1	0.00	0.00	A	0.05	A	416 %
Stream C-AB		0.0	0.7	6.65	0.01	A			[Stream C-AB]
	2072 - Forecast Traffic Flows (No Development) - Operational Lifespan								
Stream B-AC	D4	0.0	0.8	16.17	0.03	C	0.26	A	119 %
Stream C-AB		0.0	0.7	6.82	0.01	A			[Stream B-AC]
	2037 - Forecast Traffic Flows - Development Construction Traffic								
Stream B-AC	D5	0.3	0.9	19.36	0.12	C	1.69	A	93 %
Stream C-AB		0.2	1.2	6.84	0.07	A			[Stream B-AC]
	2072 - Forecast Traffic Flows - Development Decomissioning Traffic								
Stream B-AC	D6	0.3	1.0	21.77	0.15	C	1.60	A	56 %
Stream C-AB		0.2	1.6	6.78	0.09	A			[Stream B-AC]
	2037 - Forecast Traffic Flows - Development Construction Traffic - Additional Developments								
Stream B-AC	D7	0.6	2.8	23.29	0.24	C	3.24	A	46 %
Stream C-AB		0.3	1.2	7.23	0.14	A			[Stream B-AC]
	2072 - Forecast Traffic Flows - Development Decomissioning Traffic - Additional Developments								
Stream B-AC	D8	0.7	2.8	26.87	0.27	D	3.12	A	24 %
Stream C-AB		0.5	1.7	7.18	0.16	A			[Stream B-AC]

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. Junction LOS and Junction Delay are demand-weighted averages. 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	30/08/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	JODIRELAND\jdoogan
Description	

Units

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

281 (34%) →
43 (51%) ↓

Arm C

Arm A

← 349(26%)
↓ 43(51%)

← 23 (95%)
23 (95%) →

Arm B

Flows show original traffic demand (Veh/hr).
Streams (downstream end) show RFC (l)

The junction diagram reflects the last run of Junctions.

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
✓	✓	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)
D1	2025 Existing Traffic Flows	AM	ONE HOUR	08:00	09:30	15
D2	2027 - Forecast Traffic Flows (No Development) - Planning Grant	AM	ONE HOUR	08:00	09:30	15
D3	2037 - Forecast Traffic Flows (No Development) - Planning Period	AM	ONE HOUR	08:00	09:30	15
D4	2072 - Forecast Traffic Flows (No Development) - Operational Lifespan	AM	ONE HOUR	08:00	09:30	15
D5	2037 - Forecast Traffic Flows - Development Construction Traffic	AM	ONE HOUR	08:00	09:30	15
D6	2072 - Forecast Traffic Flows - Development Decomissioning Traffic	AM	ONE HOUR	08:00	09:30	15
D7	2037 - Forecast Traffic Flows - Development Construction Traffic - Additional Developments	AM	ONE HOUR	08:00	09:30	15
D8	2072 - Forecast Traffic Flows - Development Decomissioning Traffic - Additional Developments	AM	ONE HOUR	08:00	09:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2025 Existing Traffic Flows, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	L6274 / L2275 Junction	T-Junction	Two-way		0.05	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	476	Stream C-AB

Arms

Arms

Arm	Name	Description	Arm type
A	N5 East (Realigned N5)		Major
B	L5642		Minor
C	N5 West (Realigned N5)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.30			250.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	2.50	10	10

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	462	0.079	0.200	0.126	0.286
B-C	599	0.087	0.219	-	-
C-B	719	0.263	0.263	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2025 Existing Traffic Flows	AM	ONE HOUR	08:00	09:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	266	100.000
B		✓	4	100.000
C		✓	205	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
From	A	0	2	264
	B	2	0	2
	C	203	2	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
From	A	0	50	15
	B	50	0	50
	C	21	50	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
08:00-08:15	A	200	231
	B	0	0
	C	154	187
08:15-08:30	A	239	276
	B	0	0
	C	184	224
08:30-08:45	A	293	338
	B	0	0
	C	226	274
08:45-09:00	A	293	338
	B	0	0
	C	226	274
09:00-09:15	A	239	276
	B	0	0
	C	184	224
09:15-09:30	A	200	231
	B	0	0
	C	154	187

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
B-AC	0.00	0.00	0.0	~1	A
C-AB	0.01	6.61	0.0	0.7	A
C-A					
A-B					
A-C					

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	457	0.000	0	0.0	0.000	A
C-AB	3	775	0.004	3	0.0	6.612	A
C-A	184			184			
A-B	2			2			
A-C	229			229			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	444	0.000	0	0.0	0.000	A
C-AB	4	788	0.005	4	0.0	6.478	A
C-A	220			220			
A-B	3			3			
A-C	273			273			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	427	0.000	0	0.0	0.000	A
C-AB	5	806	0.006	5	0.0	6.271	A
C-A	269			269			
A-B	3			3			
A-C	334			334			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	427	0.000	0	0.0	0.000	A
C-AB	5	806	0.006	5	0.0	6.240	A
C-A	269			269			
A-B	3			3			
A-C	334			334			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	444	0.000	0	0.0	0.000	A
C-AB	4	788	0.005	4	0.0	6.404	A
C-A	220			220			
A-B	3			3			
A-C	273			273			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	457	0.000	0	0.0	0.000	A
C-AB	3	775	0.004	3	0.0	6.574	A
C-A	184			184			
A-B	2			2			
A-C	229			229			

Queue Variation Results for each time segment

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.01	0.01	0.35	0.63	0.67			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

09:00 - 09:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

09:15 - 09:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

2027 - Forecast Traffic Flows (No Development) - Planning Grant, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	L6274 / L2275 Junction	T-Junction	Two-way		0.05	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	460	Stream C-AB

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2027 - Forecast Traffic Flows (No Development) - Planning Grant	AM	ONE HOUR	08:00	09:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	273	100.000
B		✓	4	100.000
C		✓	211	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	2	271
	B	2	0	2
	C	209	2	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	51	16
	B	51	0	51
	C	21	51	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
08:00-08:15	A	206	239
	B	0	0
	C	159	193
08:15-08:30	A	245	285
	B	0	0
	C	190	230
08:30-08:45	A	301	349
	B	0	0
	C	232	282
08:45-09:00	A	301	349
	B	0	0
	C	232	282
09:00-09:15	A	245	285
	B	0	0
	C	190	230
09:15-09:30	A	206	239
	B	0	0
	C	159	193

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
B-AC	0.00	0.00	0.0	~1	A
C-AB	0.01	6.62	0.0	0.7	A
C-A					
A-B					
A-C					

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	455	0.000	0	0.0	0.000	A
C-AB	3	777	0.004	3	0.0	6.620	A
C-A	190			190			
A-B	2			2			
A-C	237			237			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	442	0.000	0	0.0	0.000	A
C-AB	4	790	0.005	4	0.0	6.481	A
C-A	226			226			
A-B	3			3			
A-C	283			283			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	423	0.000	0	0.0	0.000	A
C-AB	5	808	0.006	5	0.0	6.266	A
C-A	277			277			
A-B	3			3			
A-C	346			346			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	423	0.000	0	0.0	0.000	A
C-AB	5	808	0.006	5	0.0	6.231	A
C-A	277			277			
A-B	3			3			
A-C	346			346			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	442	0.000	0	0.0	0.000	A
C-AB	4	790	0.005	4	0.0	6.404	A
C-A	226			226			
A-B	3			3			
A-C	283			283			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	455	0.000	0	0.0	0.000	A
C-AB	3	777	0.004	3	0.0	6.583	A
C-A	190			190			
A-B	2			2			
A-C	237			237			

Queue Variation Results for each time segment

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.01	0.01	0.35	0.64	0.67			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

09:00 - 09:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

09:15 - 09:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

2037 - Forecast Traffic Flows (No Development) - Planning Period, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	L6274 / L2275 Junction	T-Junction	Two-way		0.05	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	416	Stream C-AB

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2037 - Forecast Traffic Flows (No Development) - Planning Period	AM	ONE HOUR	08:00	09:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	291	100.000
B		✓	4	100.000
C		✓	227	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	2	289
	B	2	0	2
	C	225	2	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	54	17
	B	54	0	54
	C	23	54	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
08:00-08:15	A	219	257
	B	0	0
	C	171	211
08:15-08:30	A	262	307
	B	0	0
	C	204	252
08:30-08:45	A	320	376
	B	0	0
	C	250	308
08:45-09:00	A	320	376
	B	0	0
	C	250	308
09:00-09:15	A	262	307
	B	0	0
	C	204	252
09:15-09:30	A	219	257
	B	0	0
	C	171	211

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
B-AC	0.00	0.00	0.0	~1	A
C-AB	0.01	6.65	0.0	0.7	A
C-A					
A-B					
A-C					

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	449	0.000	0	0.0	0.000	A
C-AB	3	784	0.004	3	0.0	6.651	A
C-A	208			208			
A-B	2			2			
A-C	255			255			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	435	0.000	0	0.0	0.000	A
C-AB	4	799	0.005	4	0.0	6.497	A
C-A	248			248			
A-B	3			3			
A-C	304			304			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	415	0.000	0	0.0	0.000	A
C-AB	5	820	0.007	5	0.0	6.259	A
C-A	303			303			
A-B	3			3			
A-C	372			372			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	415	0.000	0	0.0	0.000	A
C-AB	5	820	0.007	5	0.0	6.221	A
C-A	303			303			
A-B	3			3			
A-C	372			372			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	435	0.000	0	0.0	0.000	A
C-AB	4	799	0.005	4	0.0	6.415	A
C-A	248			248			
A-B	3			3			
A-C	304			304			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	449	0.000	0	0.0	0.000	A
C-AB	3	784	0.004	3	0.0	6.611	A
C-A	208			208			
A-B	2			2			
A-C	255			255			

Queue Variation Results for each time segment

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.01	0.01	0.36	0.64	0.68			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

09:00 - 09:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

09:15 - 09:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

2072 - Forecast Traffic Flows (No Development) - Operational Lifespan, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	L6274 / L2275 Junction	T-Junction	Two-way		0.26	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	119	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2072 - Forecast Traffic Flows (No Development) - Operational Lifespan	AM	ONE HOUR	08:00	09:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	352	100.000
B		✓	6	100.000
C		✓	284	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	3	349
	B	3	0	3
	C	281	3	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	66	26
	B	66	0	66
	C	34	66	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
08:00-08:15	A	265	335
	B	5	7
	C	214	287
08:15-08:30	A	316	400
	B	5	9
	C	255	343
08:30-08:45	A	388	490
	B	7	11
	C	313	420
08:45-09:00	A	388	490
	B	7	11
	C	313	420
09:00-09:15	A	316	400
	B	5	9
	C	255	343
09:15-09:30	A	265	335
	B	5	7
	C	214	287

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
B-AC	0.03	16.17	0.0	0.8	C
C-AB	0.01	6.82	0.0	0.7	A
C-A					
A-B					
A-C					

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	7	426	0.018	7	0.0	14.271	B
C-AB	6	815	0.007	6	0.0	6.818	A
C-A	281			281			
A-B	4			4			
A-C	331			331			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	9	407	0.022	9	0.0	15.009	C
C-AB	8	837	0.009	8	0.0	6.605	A
C-A	335			335			
A-B	4			4			
A-C	395			395			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	381	0.029	11	0.0	16.165	C
C-AB	11	869	0.012	10	0.0	6.289	A
C-A	410			410			
A-B	5			5			
A-C	484			484			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	381	0.029	11	0.0	16.169	C
C-AB	11	869	0.012	11	0.0	6.250	A
C-A	410			410			
A-B	5			5			
A-C	484			484			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	9	407	0.022	9	0.0	15.012	C
C-AB	8	837	0.009	8	0.0	6.510	A
C-A	335			335			
A-B	4			4			
A-C	395			395			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	7	426	0.018	8	0.0	14.282	B
C-AB	6	815	0.007	6	0.0	6.766	A
C-A	281			281			
A-B	4			4			
A-C	331			331			

Queue Variation Results for each time segment

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.04	0.42	0.75	0.79			N/A	N/A
C-AB	0.01	0.01	0.38	0.68	0.72			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

09:00 - 09:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

09:15 - 09:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

2037 - Forecast Traffic Flows - Development Construction Traffic, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	L6274 / L2275 Junction	T-Junction	Two-way		1.69	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	93	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2037 - Forecast Traffic Flows - Development Construction Traffic	AM	ONE HOUR	08:00	09:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	311	100.000
B		✓	24	100.000
C		✓	247	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	22	289
	B	12	0	12
	C	225	22	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	50	17
	B	91	0	91
	C	23	50	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
08:00-08:15	A	234	279
	B	18	35
	C	186	233
08:15-08:30	A	280	334
	B	22	41
	C	222	278
08:30-08:45	A	342	409
	B	26	50
	C	272	341
08:45-09:00	A	342	409
	B	26	50
	C	272	341
09:00-09:15	A	280	334
	B	22	41
	C	222	278
09:15-09:30	A	234	279
	B	18	35
	C	186	233

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
B-AC	0.12	19.36	0.3	0.9	C
C-AB	0.07	6.84	0.2	1.2	A
C-A					
A-B					
A-C					

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	35	443	0.078	34	0.2	16.781	C
C-AB	34	779	0.044	34	0.1	6.842	A
C-A	199			199			
A-B	25			25			
A-C	255			255			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	41	427	0.096	41	0.2	17.787	C
C-AB	43	793	0.055	43	0.1	6.769	A
C-A	235			235			
A-B	30			30			
A-C	304			304			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	50	406	0.124	50	0.3	19.327	C
C-AB	58	813	0.072	58	0.2	6.649	A
C-A	283			283			
A-B	36			36			
A-C	372			372			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	50	406	0.124	50	0.3	19.355	C
C-AB	58	813	0.072	58	0.2	6.617	A
C-A	283			283			
A-B	36			36			
A-C	372			372			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	41	427	0.096	41	0.2	17.830	C
C-AB	43	793	0.055	44	0.1	6.695	A
C-A	235			235			
A-B	30			30			
A-C	304			304			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	35	443	0.078	35	0.2	16.850	C
C-AB	34	779	0.044	34	0.1	6.806	A
C-A	199			199			
A-B	25			25			
A-C	255			255			

Queue Variation Results for each time segment

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.16	0.00	0.00	0.16	0.16			N/A	N/A
C-AB	0.09	0.00	0.00	0.09	0.09			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.20	0.00	0.00	0.20	0.20			N/A	N/A
C-AB	0.12	0.04	0.35	0.64	0.67			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.27	0.05	0.50	0.90	0.95			N/A	N/A
C-AB	0.17	0.04	0.37	0.67	1.17			N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.27	0.05	0.48	0.87	0.91			N/A	N/A
C-AB	0.18	0.00	0.00	0.18	0.18			N/A	N/A

09:00 - 09:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.21	0.00	0.00	0.21	0.21			N/A	N/A
C-AB	0.12	0.00	0.00	0.12	0.12			N/A	N/A

09:15 - 09:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.16	0.00	0.00	0.16	0.16			N/A	N/A
C-AB	0.09	0.00	0.00	0.09	0.09			N/A	N/A

2072 - Forecast Traffic Flows - Development Decomissioning Traffic , AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	L6274 / L2275 Junction	T-Junction	Two-way		1.60	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	56	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2072 - Forecast Traffic Flows - Development Decomissioning Traffic	AM	ONE HOUR	08:00	09:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	372	100.000
B		✓	26	100.000
C		✓	304	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	23	349
	B	13	0	13
	C	281	23	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	52	26
	B	91	0	91
	C	34	52	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
08:00-08:15	A	280	357
	B	20	37
	C	229	310
08:15-08:30	A	334	427
	B	23	45
	C	273	370
08:30-08:45	A	410	523
	B	29	55
	C	335	453
08:45-09:00	A	410	523
	B	29	55
	C	335	453
09:00-09:15	A	334	427
	B	23	45
	C	273	370
09:15-09:30	A	280	357
	B	20	37
	C	229	310

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
B-AC	0.15	21.77	0.3	1.0	C
C-AB	0.09	6.78	0.2	1.6	A
C-A					
A-B					
A-C					

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	37	420	0.089	37	0.2	17.926	C
C-AB	40	810	0.050	40	0.1	6.784	A
C-A	269			269			
A-B	26			26			
A-C	331			331			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	45	399	0.112	44	0.2	19.377	C
C-AB	53	831	0.064	53	0.2	6.693	A
C-A	317			317			
A-B	31			31			
A-C	395			395			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	55	370	0.148	54	0.3	21.727	C
C-AB	74	862	0.086	74	0.2	6.553	A
C-A	379			379			
A-B	38			38			
A-C	484			484			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	55	370	0.148	55	0.3	21.774	C
C-AB	75	862	0.087	75	0.2	6.530	A
C-A	378			378			
A-B	38			38			
A-C	484			484			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	45	399	0.112	45	0.2	19.441	C
C-AB	53	831	0.064	54	0.2	6.638	A
C-A	317			317			
A-B	31			31			
A-C	395			395			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	37	419	0.089	38	0.2	18.019	C
C-AB	41	810	0.050	41	0.1	6.767	A
C-A	269			269			
A-B	26			26			
A-C	331			331			

Queue Variation Results for each time segment

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.18	0.00	0.00	0.18	0.18			N/A	N/A
C-AB	0.11	0.00	0.00	0.11	0.11			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.24	0.00	0.00	0.24	0.24			N/A	N/A
C-AB	0.15	0.04	0.36	0.66	0.69			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.32	0.05	0.50	0.90	0.95			N/A	N/A
C-AB	0.24	0.04	0.39	0.70	1.55			N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.33	0.05	0.50	0.90	0.95			N/A	N/A
C-AB	0.24	0.00	0.00	0.24	0.24			N/A	N/A

09:00 - 09:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.25	0.00	0.00	0.25	0.25			N/A	N/A
C-AB	0.16	0.00	0.00	0.16	0.16			N/A	N/A

09:15 - 09:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.19	0.00	0.00	0.19	0.19			N/A	N/A
C-AB	0.11	0.00	0.00	0.11	0.11			N/A	N/A

2037 - Forecast Traffic Flows - Development Construction Traffic - Additional Developments, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	L6274 / L2275 Junction	T-Junction	Two-way		3.24	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	46	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2037 - Forecast Traffic Flows - Development Construction Traffic - Additional Developments	AM	ONE HOUR	08:00	09:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	331	100.000
B		✓	44	100.000
C		✓	267	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A	B	C
	A	0	42	289
	B	22	0	22
	C	225	42	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A	B	C
	A	0	50	17
	B	95	0	95
	C	23	50	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
08:00-08:15	A	249	302
	B	33	65
	C	201	256
08:15-08:30	A	298	361
	B	40	77
	C	240	305
08:30-08:45	A	364	442
	B	48	94
	C	294	374
08:45-09:00	A	364	442
	B	48	94
	C	294	374
09:00-09:15	A	298	361
	B	40	77
	C	240	305
09:15-09:30	A	249	302
	B	33	65
	C	201	256

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
B-AC	0.24	23.29	0.6	2.8	C
C-AB	0.14	7.23	0.3	1.2	A
C-A					
A-B					
A-C					

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	65	437	0.148	63	0.3	18.743	C
C-AB	65	774	0.084	64	0.2	7.183	A
C-A	191			191			
A-B	47			47			
A-C	255			255			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	77	420	0.184	77	0.4	20.454	C
C-AB	83	787	0.106	83	0.2	7.212	A
C-A	222			222			
A-B	57			57			
A-C	304			304			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	94	396	0.239	94	0.6	23.192	C
C-AB	112	806	0.139	112	0.3	7.230	A
C-A	262			262			
A-B	69			69			
A-C	372			372			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	94	396	0.239	94	0.6	23.292	C
C-AB	112	806	0.139	112	0.3	7.196	A
C-A	262			262			
A-B	69			69			
A-C	372			372			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	77	419	0.184	78	0.5	20.582	C
C-AB	83	787	0.106	84	0.2	7.130	A
C-A	222			222			
A-B	57			57			
A-C	304			304			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	65	436	0.148	65	0.3	18.926	C
C-AB	65	774	0.084	65	0.2	7.154	A
C-A	191			191			
A-B	47			47			
A-C	255			255			

Queue Variation Results for each time segment

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.33	0.00	0.00	0.33	0.33			N/A	N/A
C-AB	0.18	0.00	0.00	0.18	0.18			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.43	0.00	0.00	0.43	0.43			N/A	N/A
C-AB	0.24	0.00	0.00	0.24	0.24			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.59	0.05	0.51	0.92	0.97			N/A	N/A
C-AB	0.35	0.04	0.37	0.66	1.25			N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.60	0.06	0.60	2.14	2.85			N/A	N/A
C-AB	0.35	0.03	0.35	0.63	0.66			N/A	N/A

09:00 - 09:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.45	0.00	0.00	0.45	0.45			N/A	N/A
C-AB	0.25	0.00	0.00	0.25	0.25			N/A	N/A

09:15 - 09:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.35	0.00	0.00	0.35	0.35			N/A	N/A
C-AB	0.19	0.00	0.00	0.19	0.19			N/A	N/A

2072 - Forecast Traffic Flows - Development Decomissioning Traffic - Additional Developments, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	L6274 / L2275 Junction	T-Junction	Two-way		3.12	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	24	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2072 - Forecast Traffic Flows - Development Decomissioning Traffic - Additional Developments	AM	ONE HOUR	08:00	09:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	392	100.000
B		✓	46	100.000
C		✓	324	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	43	349
	B	23	0	23
	C	281	43	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	51	26
	B	95	0	95
	C	34	51	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
08:00-08:15	A	295	380
	B	35	68
	C	244	332
08:15-08:30	A	352	454
	B	41	81
	C	291	397
08:30-08:45	A	432	556
	B	51	99
	C	357	486
08:45-09:00	A	432	556
	B	51	99
	C	357	486
09:00-09:15	A	352	454
	B	41	81
	C	291	397
09:15-09:30	A	295	380
	B	35	68
	C	244	332

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
B-AC	0.27	26.87	0.7	2.8	D
C-AB	0.16	7.18	0.5	1.7	A
C-A					
A-B					
A-C					

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	68	413	0.164	66	0.4	20.155	C
C-AB	75	805	0.094	75	0.2	7.121	A
C-A	257			257			
A-B	49			49			
A-C	331			331			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	81	391	0.206	80	0.5	22.551	C
C-AB	99	826	0.120	99	0.3	7.141	A
C-A	297			297			
A-B	58			58			
A-C	395			395			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	99	360	0.274	98	0.7	26.681	D
C-AB	139	856	0.163	139	0.5	7.181	A
C-A	347			347			
A-B	71			71			
A-C	484			484			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	99	360	0.274	99	0.7	26.865	D
C-AB	140	856	0.163	140	0.5	7.164	A
C-A	346			346			
A-B	71			71			
A-C	484			484			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	81	391	0.206	81	0.5	22.756	C
C-AB	100	826	0.121	100	0.3	7.094	A
C-A	297			297			
A-B	58			58			
A-C	395			395			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	68	413	0.164	68	0.4	20.402	C
C-AB	76	805	0.094	76	0.2	7.112	A
C-A	256			256			
A-B	49			49			
A-C	331			331			

Queue Variation Results for each time segment

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.37	0.00	0.00	0.37	0.37			N/A	N/A
C-AB	0.24	0.00	0.00	0.24	0.24			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.49	0.00	0.00	0.49	0.49			N/A	N/A
C-AB	0.33	0.00	0.00	0.33	0.33			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.71	0.05	0.51	0.92	0.97			N/A	N/A
C-AB	0.49	0.04	0.38	0.69	1.71			N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.72	0.06	0.60	2.41	2.81			N/A	N/A
C-AB	0.49	0.04	0.40	0.80	1.47			N/A	N/A

09:00 - 09:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.52	0.05	0.49	0.88	0.93			N/A	N/A
C-AB	0.33	0.00	0.00	0.33	0.33			N/A	N/A

09:15 - 09:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.39	0.05	0.49	0.88	0.93			N/A	N/A
C-AB	0.24	0.00	0.00	0.24	0.24			N/A	N/A

Junctions 9	
PICADY 9 - Priority Intersection Module	
Version: 9.5.2.1013 © Copyright TRL Limited, 2019	
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Filename: L1215 - L5601 Cross roads.j9

Path: P:\Jod-jobs\6575 Carrigeen Cloonkerin WF\500 Environmental\503 EIA\16 Traffic and Transportation\Project Information\Traffic Analysis

Report generation date: 10/03/2026 17:31:48

«2037 - Forecast Traffic Flows - Development Construction Traffic, AM

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

Summary of junction performance

	AM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2025 Existing Traffic Flows				
Stream B-ACD	D1	0.0	0.00	0.00	A
Stream A-BCD		0.0	6.25	0.00	A
Stream D-ABC		0.0	0.00	0.00	A
Stream C-ABD		0.0	0.00	0.00	A
	2027 - Forecast Traffic Flows (No Development) - Planning Grant				
Stream B-ACD	D2	0.0	0.00	0.00	A
Stream A-BCD		0.0	6.25	0.00	A
Stream D-ABC		0.0	0.00	0.00	A
Stream C-ABD		0.0	0.00	0.00	A
	2037 - Forecast Traffic Flows (No Development) - Planning Period				
Stream B-ACD	D3	0.0	0.00	0.00	A
Stream A-BCD		0.0	6.25	0.00	A
Stream D-ABC		0.0	0.00	0.00	A
Stream C-ABD		0.0	0.00	0.00	A
	2072 - Forecast Traffic Flows (No Development) - Operational Lifespan				
Stream B-ACD	D4	0.0	0.00	0.00	A
Stream A-BCD		0.0	6.25	0.00	A
Stream D-ABC		0.0	0.00	0.00	A
Stream C-ABD		0.0	0.00	0.00	A
	2037 - Forecast Traffic Flows - Development Construction Traffic				
Stream B-ACD	D5	0.0	0.00	0.00	A
Stream A-BCD		0.0	6.18	0.00	A
Stream D-ABC		0.0	0.00	0.00	A
Stream C-ABD		0.0	6.33	0.00	A
	2072 - Forecast Traffic Flows - Development Decomissioning Traffic				
Stream B-ACD	D6	0.0	0.00	0.00	A
Stream A-BCD		0.0	6.18	0.00	A
Stream D-ABC		0.0	0.00	0.00	A
Stream C-ABD		0.0	6.33	0.00	A
	2037 - Forecast Traffic Flows - Development Construction Traffic - Additional Developments				
Stream B-ACD	D7	0.0	0.00	0.00	A
Stream A-BCD		0.0	6.11	0.00	A
Stream D-ABC		0.0	0.00	0.00	A
Stream C-ABD		0.0	6.38	0.00	A
	2072 - Forecast Traffic Flows - Development Decomissioning Traffic - Additional Developments				
Stream B-ACD	D8	0.0	0.00	0.00	A
Stream A-BCD		0.0	6.11	0.00	A
Stream D-ABC		0.0	0.00	0.00	A
Stream C-ABD		0.0	6.38	0.00	A

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

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

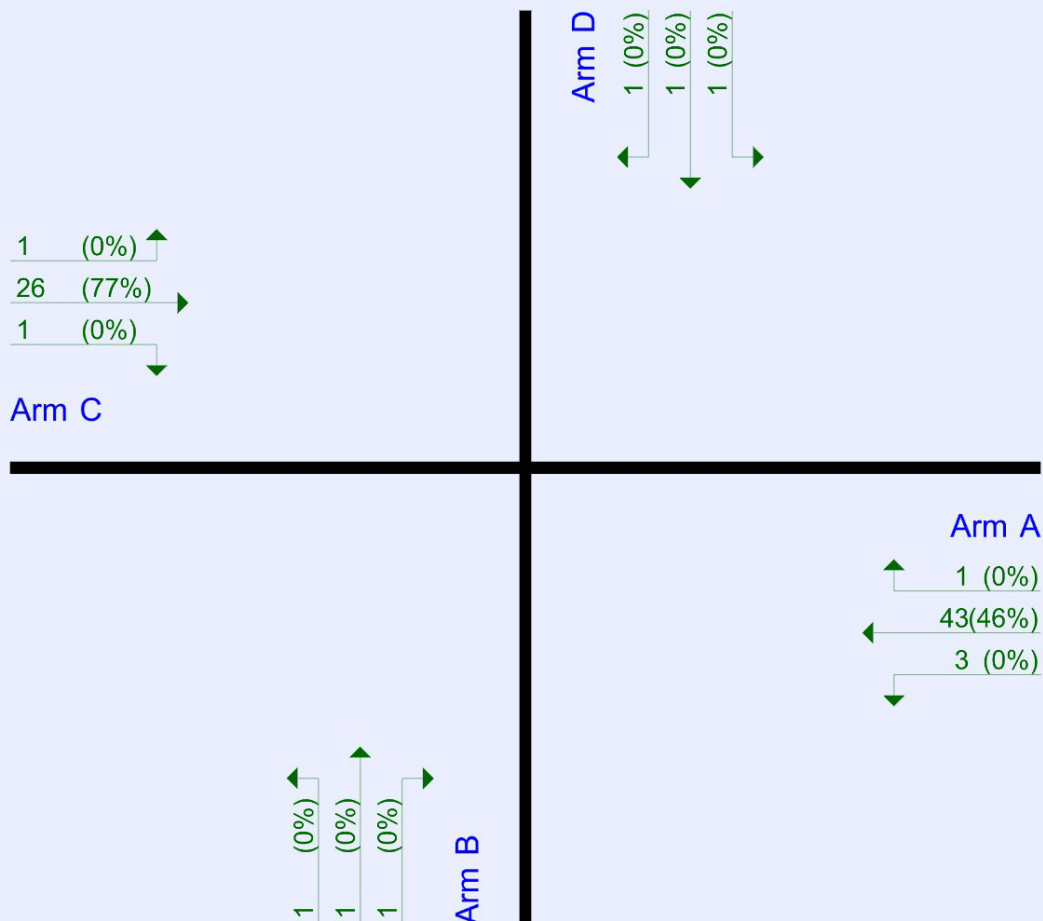
File summary

File Description

Title	
Location	
Site number	
Date	07/01/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	JODSLIGO\jdoogan
Description	

Units

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



Flows show original traffic demand (Veh/hr).
Streams (downstream end) show RFC (l)

The junction diagram reflects the last run of Junctions.

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2037 - Forecast Traffic Flows - Development Construction Traffic	AM	ONE HOUR	08:00	09:30	15

2037 - Forecast Traffic Flows - Development Construction Traffic, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		0.12	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	L1215 West		Major
B	L5601 North		Minor
C	L1215 East		Major
D	L5601 South		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A	6.00			0.0	✓	0.00
C	6.00			0.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	2.20	0	0
D	One lane	2.20	0	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
A-D	574	-	-	-	-	-	-	0.222	0.318	0.222	-	-	-
B-A	440	0.080	0.202	0.202	-	-	-	0.127	0.289	-	0.202	0.202	0.101
B-C	574	0.088	0.222	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	440	0.080	0.202	0.202	-	-	-	0.127	0.289	0.127	-	-	-
B-D, offside lane	440	0.080	0.202	0.202	-	-	-	0.127	0.289	0.127	-	-	-
C-B	574	0.222	0.222	0.318	-	-	-	-	-	-	-	-	-
D-A	574	-	-	-	-	-	-	0.222	-	0.088	-	-	-
D-B, nearside lane	440	0.127	0.127	0.289	-	-	-	0.202	0.202	0.080	-	-	-
D-B, offside lane	440	0.127	0.127	0.289	-	-	-	0.202	0.202	0.080	-	-	-
D-C	440	-	0.127	0.289	0.101	0.202	0.202	0.202	0.202	0.080	-	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	47	100.000
B		✓	3	100.000
C		✓	28	100.000
D		✓	3	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
	A	B	C	D	
From	A	0	3	43	1
	B	1	0	1	1
	C	26	1	0	1
	D	1	1	1	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
	A	B	C	D	
From	A	0	0	46	0
	B	0	0	0	0
	C	77	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.00	0.00	0.0	A
A-BCD	0.00	6.18	0.0	A
A-B				
A-C				
D-ABC	0.00	0.00	0.0	A
C-ABD	0.00	6.33	0.0	A
C-D				
C-A				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	453	0.000	0	0.0	0.000	A
ABCD	0.82	600	0.001	0.81	0.0	6.162	A
A-B	2			2			
A-C	47			47			
D-ABC	0	454	0.000	0	0.0	0.000	A
C-ABD	0.80	587	0.001	0.80	0.0	6.301	A
C-D	0.75			0.75			
C-A	35			35			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	450	0.000	0	0.0	0.000	A
ABCD	1.00	605	0.002	1.00	0.0	6.128	A
A-B	3			3			
A-C	56			56			
D-ABC	0	452	0.000	0	0.0	0.000	A
C-ABD	0.97	590	0.002	0.97	0.0	6.293	A
C-D	0.90			0.90			
C-A	41			41			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	446	0.000	0	0.0	0.000	A
ABCD	1	612	0.002	1	0.0	6.095	A
A-B	3			3			
A-C	69			69			
D-ABC	0	448	0.000	0	0.0	0.000	A
C-ABD	1	593	0.002	1	0.0	6.296	A
C-D	1			1			
C-A	51			51			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	446	0.000	0	0.0	0.000	A
ABCD	1	612	0.002	1	0.0	6.113	A
A-B	3			3			
A-C	69			69			
D-ABC	0	448	0.000	0	0.0	0.000	A
C-ABD	1	593	0.002	1	0.0	6.316	A
C-D	1			1			
C-A	51			51			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	450	0.000	0	0.0	0.000	A
ABCD	1.00	605	0.002	1.00	0.0	6.167	A
A-B	3			3			
A-C	56			56			
D-ABC	0	452	0.000	0	0.0	0.000	A
C-ABD	0.97	590	0.002	0.97	0.0	6.335	A
C-D	0.90			0.90			
C-A	41			41			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	453	0.000	0	0.0	0.000	A
ABCD	0.82	600	0.001	0.82	0.0	6.182	A
A-B	2			2			
A-C	47			47			
D-ABC	0	454	0.000	0	0.0	0.000	A
C-ABD	0.80	587	0.001	0.80	0.0	6.323	A
C-D	0.75			0.75			
C-A	35			35			