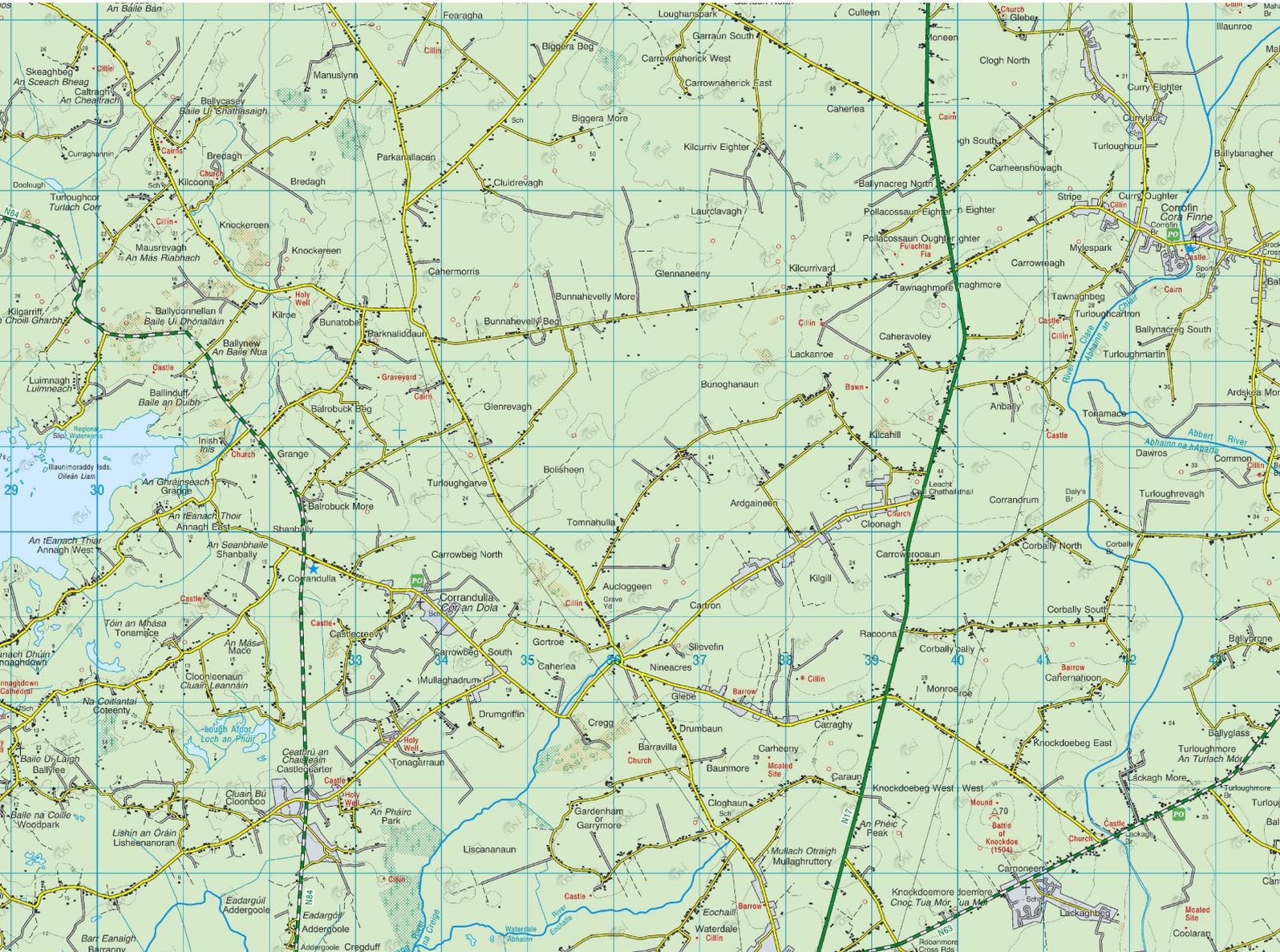


CHAPTER 13

TRAFFIC

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Environmental Impact Assessment Report

Client: Harringtons Concrete and Quarries

Ref. No.: 03.24

Project: Proposed Lateral Extension to a Limestone Quarry at Ardgaheen, Claregalway, Co. Galway

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INTRODUCTION

13.1 TOBIN were engaged by the Quarry Consulting to prepare the Traffic Chapter as part of an Environmental Impact Assessment Report (EIAR) for a proposed lateral extension of an existing limestone quarry at Ardgaheen, Claregalway, Co. Galway.

Site Location

13.2 The proposed site is located in the townland of Ardgaheen, Claregalway, Co. Galway, which is situated approximately 7.9km to the northeast of Claregalway. The site approximately 12.3km southwest of Tuam and 17.2km northwest of Athenry. Galway City is located 17km to the south. The site location is shown in Figure 0.1.



Figure 0.1: Site Location (© Google Maps)

Statement of Authority

13.3 This chapter of the EIAR has been prepared by the following staff of TOBIN:

13.4 Viswas Kutty (Project Engineer Roads and Transportation) holds a B. Tech in Civil Engineering and M.S in Transportation Engineering from Wayne State University, Michigan, USA. He is a Member of Engineers Ireland and has over 18 years' of experience in road and traffic design. He has extensive experience in preparation of EIAR and EIS for environmental projects including Wind Farms, Solar Farms and Quarries. This document has been reviewed by Maria Rooney and approved by John O' Flaherty of TOBIN.

Existing and Proposed Development

13.5 The existing development is authorised by way of a number of planning permissions for extraction and manufacturing of quarry products. The proposed limestone quarry extension sought by Harrington Concrete and Quarry consists of 12.0 Ha lateral extension to an existing limestone quarry, the main area of which lies immediately to the northeast of the existing site. The aggregate would continue to be extracted using conventional quarry methods through drilling and blasting. The material would then be loaded onto dump trucks and taken to the existing processing plant within the existing permitted quarry (mobile or fixed crushers and screens) or relocated plant.

13.6 There are approximately 5.5 million tonnes of aggregate stone available for extraction in the proposed lateral quarry extension area. The applicant is seeking a 25 year permission in order to extract the available reserve. The operational life of the quarry will cease when the material supply has been exhausted. Following this, it is proposed to allow water rebound to its natural level and restore the site to natural habitat uses, with the retained topsoil and overburden used in this process.

Scope of Traffic Assessment

13.7 The Traffic Chapter includes the following discussed in the subsequent sections:

- Traffic and Transportation Assessment (Appendix A)

Relevant Standards

13.8 This assessment has been carried out in accordance with relevant guidelines including:

- EPA Guidelines on the Information to be contained in Environmental Impact Assessment Reports May 2022 (EPA 2022);
- Traffic and Transport Assessment (TTA) Guidelines (TII PE-PDV-02045 May 2014);
- Project Appraisal Guidelines for National Roads Unit 5.3 – Travel Demand Projections (TII PE-PAG-02017, October 2021).

Assessment Methodology and Significance Criteria

13.9 The significance of potential effects has been evaluated using a systematic approach based on the identification of the importance and value of receptors and their sensitivity to the project activity, together with the predicted magnitude of the impact.

13.10 The terms used to define receptor sensitivity and magnitude of impact are based on:

- A comparison of the traffic volume change from baseline (i.e., baseflow) traffic to the baseflow with the traffic volume on the route. This comparison is the change in Average Daily Traffic (ADT) and HV content (as a percentage);
- The sensitivity of the junction is determined by its operational capacity. For non-signalised junctions (i.e., priority junctions and roundabouts) this is based on the RFC. The magnitude of the impact on the junction is the increase in RFC from the baseline scenario; and
- Importance of the surrounding road network.

13.11 These criteria have been adopted in order to implement a specific methodology for Traffic and Transport.

Sensitivity of Receptor

13.12 For each effect, the assessment identifies receptors sensitivity to that effect and implements a systematic approach to understanding the impact pathways and the level of impacts on given receptors.

13.13 The definitions of receptor sensitivity for the purpose of the Traffic and Transport Assessment are provided in Table 0.1

13.14 The criteria for determining the receptor sensitivity for priority junctions are the following:

- The queue in vehicles per arm;
- The delay in seconds per arm;
- The RFC per arm;
- The junction delay in seconds; and
- Network Residual Capacity of the junction as a percentage.

13.15 It is considered worthwhile that the sensitivity of the receptors (receiving road network) should also factor in assessing the level of significance of the traffic effects arising from the continued generation of traffic from the development site. The general criteria defining sensitivity in this chapter is set out in Table 0.1.

Table 0.1: Definitions of Terms Relating to Sensitivity of Traffic Receptor

Sensitivity	Criteria
Very High	Very high importance and rarity, national scale and limited potential for substitution
High	High importance and rarity, national scale, and limited potential for substitution
Medium	Medium importance and rarity, regional scale, limited potential for substitution
Low	Low importance and rarity, local scale
Very Low	Very low importance and rarity, local scale

Magnitude of Impact

13.16 The magnitude of potential impacts (both beneficial and adverse) depends on the degree and extent to which the project activities may change the environment, which usually varies according to the project phase (i.e., construction, operational and decommissioning).

13.17 Factors that have been considered to determine the magnitude of potential impacts include:

- Level of deviation from baseline conditions; and
- Duration of impact.

13.18 The criteria for defining magnitude of impact for the purpose of the Traffic and Transport Assessment are provided in the Table 0.2.

Table 0.2: Criteria for Determination of Magnitude of Impact

Magnitude	Definition
Very High	Either: <ul style="list-style-type: none"> • change from baseflow traffic ADT above 15%

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	<ul style="list-style-type: none"> change from baseflow HV content above 10%
High	Either: <ul style="list-style-type: none"> change from baseflow traffic ADT by 15% change from baseflow HV content by 10%
Medium	Either: <ul style="list-style-type: none"> change from baseflow traffic ADT by 10% to 14% change from baseflow HV content by 5% to 9%
Low	Either: <ul style="list-style-type: none"> change from baseflow traffic ADT by 5% to 9% change from baseflow HV content by 2% to 4%
Very Low	Either: <ul style="list-style-type: none"> change from baseflow traffic ADT by 0% to 4% change from baseflow HV content by 0% to 1%

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Significance of Effect

13.19 An Impact Assessment Matrix (IAM) is used to determine the significance of an effect. In basic terms, the potential significance of an effect is a function of the sensitivity of the receptor and the magnitude of the impact, as shown in Table 0.3.

13.20 The matrix provides a framework for the consistent and transparent assessment of predicted effects across all technical chapters. However, it is important to note that the assessments are based on the application of expert judgement.

13.21 The matrix provides levels of effect significance ranging from Imperceptible to Profound, as defined in the Environmental Protection Agency EIAR Guidelines (EPA, 2022). For the purposes of this assessment, effects rated as being ‘Significant / Moderate’ or above are considered to be significant in EIA terms. Effects rated as being ‘Moderate’ are effectively significant / not significant subject to professional judgement, with a rationale provided for this in the main assessment. Effects identified as having less than moderate significance are not considered to be significant in EIA terms.

Table 0.3: Impact Assessment Matrix for Determination of Significance of Effect

Sensitivity of Receptor	Magnitude of Impact				
	Very High	High	Medium	Low	Very Low
Very High	Profound	Very Significant	Significant	Moderate	Slight
High	Very Significant	Significant	Significant/Moderate	Moderate/ Slight	Not Significant
Medium	Significant	Significant/Moderate	Moderate	Slight	Imperceptible
Low	Moderate	Moderate/Slight	Slight	Not Significant	Imperceptible
Very Low	Slight	Not Significant	Imperceptible	Imperceptible	Imperceptible

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13.22 The duration of effects is also described in EPA Guidelines as presented in Table 0.4.

Table 0.4: Duration and Frequency of Effects

Duration and Frequency	Criteria
Momentary Effects	Effects lasting from seconds to minutes.
Brief Effects	Effects lasting less than a day.
Temporary Effects	Effects lasting less than a year.
Short-term Effects	Effects lasting one to seven years.
Medium-term Effects	Effects lasting seven to fifteen years.
Long-term Effects	Effects lasting fifteen to sixty years.
Permanent Effects	Effects lasting over sixty years.
Reversible Effects	Effects that can be undone, for example through remediation or restoration.
Frequency of Effects	Describe how often the effect will occur.

TRAFFIC ASSESSMENT

13.23 The purpose of this traffic assessment is to indicate the impact the development traffic will have on the existing road network in its vicinity.

Background Information

13.24 The client made available information pertaining to the proposed operations of the quarry including:

- Operational hours:
 - In accordance with condition 6 of the existing quarry planning conditions (Plan File Ref. No. QY/55) the hours of quarry operations will be confined to between 07.00 – 20.00 hrs Monday to Friday with crushing to take place from 08.00 – 20.00; and from 08.00 – 16.00 hrs Saturday. The quarry will not operate on Sundays or Bank Holidays, except in emergency situations.
- Operational year: 2025
- Extraction rate of 400,000 tonnes / annum
- Total truck movements of 43,796 two-way per annum (Including all export of quarry products and importation of raw materials)
- Staff and sub-contractor numbers and modes of travel per day: 18 no. staff by light vehicle and 2 no. staff by heavy vehicle.

Site Access and Road Network

13.25 The existing entrance is located on the local road, the L6182. The N83 national road is located approximately 1.3km to the east of the development. The N83 links Tuam (to the north) with Galway City to the south. West of the development, the L6182 connects with a number of local roads including the L2119, which connects to the N84. The N84 national road links Galway City with Castlebar.

13.26 In February 2017, a Section 37L planning application to extend the quarry laterally was submitted to An Bord Pleanála (ABP), Reference Number: 07.QD.0014. This application was accompanied by an Environmental Impact Assessment (EIS). The planning application was refused by ABP. The details are provided in Appendix B of this report.

13.27 In May 2020, a Section 34 planning application to allow extraction of rock from the previously consented substitute consent area was submitted to Galway County Council (Plan File Ref.No.20/651: ABP 307944-20. This application was accompanied by an EIAR and a Natura Impact Statement (NIS). The planning authority refused permission. The details are provided in Appendix B of this report.

Traffic Count

13.28 Turning Movement Counts was collected on October 11th, 2023 for the two sites. The traffic counts were carried out by NDC. The traffic count was performed at the following two locations:

- Site 1 – Quarry entrance / L6182 (captures quarry traffic)
- Site 2 – N83 / L6182.

13.29 Both the traffic count was undertaken during current quarry operations. The traffic count data file is included in Appendix A of this report.

Assessment Scenarios

13.30 The traffic scenarios assessed include:

- Scenario 1 – Do nothing, no development operations
- Scenario 2 – Do nothing, existing development operations
- Scenario 3 – Do something, proposed development operations

13.31 A construction phase scenario will not be required as the development is an existing operating facility and this application is for continuation of works. The works will not generate construction traffic and hence this scenario was not assessed. Construction works consist of topsoil/subsoil stripping that are managed internally.

Critical Time Period

13.32 From the traffic count data the peak traffic flow on the road network was identified as morning and the evening peaks at 07:00 – 08:00hrs and 16:30 – 17:30. At the proposed development, the traffic count data indicated a morning peak at 07:00 – 08:00 and consistent HGV movements throughout the day tapering off in the evening. For the purpose of this assessment, the development traffic peak has been matched to the same time as the peak of the road network to give the critical time period for assessment:

- AM Peak 07:00 – 08:00
- PM Peak 16:30 – 17:30

Traffic Forecasting

13.33 As per the Traffic and Transportation Guidelines, each scenario has been assessed for the following years.

- 2023 – Base year
- 2025 – Opening year (with and without development)
- 2030 – Opening year + 5 year forecast (with and without development)
- 2040 – Opening year + 15 year forecast (with and without development)

13.34 Growth factors have been applied to the base flow traffic to forecast the existing traffic count data to the forecasted years for the assessment. The annual growth factors applied are the central growth rates from the project appraisal guidelines for national roads unit 5.3 – travel demand projections (TII PE-PAG-02017 October 2021) Table 6.2: Link based growth rates: County annual growth rates (excluding metropolitan area) as shown in Table 0.1.

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Table 0.1: Link-Based Growth Rates: County Annual Growth Rates (excluding Metropolitan Area)

County	Growth Rates	2016-2030		2030-2040	
		LV	HV	LV	HV
Galway	Central Growth Rates	1.0259	1.0446	1.0109	1.0198

Seasonal Adjustment

13.35 Seasonal adjustment is a correction factor applied to traffic count data flows to take account of the seasonal variation that is experienced with traffic volumes. Seasonal adjustment is applied to the baseflow traffic only, as the development traffic is constant for the purpose of this assessment. Seasonal adjustment is provided in Appendix A of this report.

13.36 A review of traffic count information available from Transport Infrastructure Ireland (TII) live traffic counters was undertaken. The traffic counter selection was based on proximity to the site (approximately 500m) as indicated in Figure 0.1.

- TMU N17 105.0 S 'N17 between Tuam and Claregalway, North of N63 Jn, Co. Galway

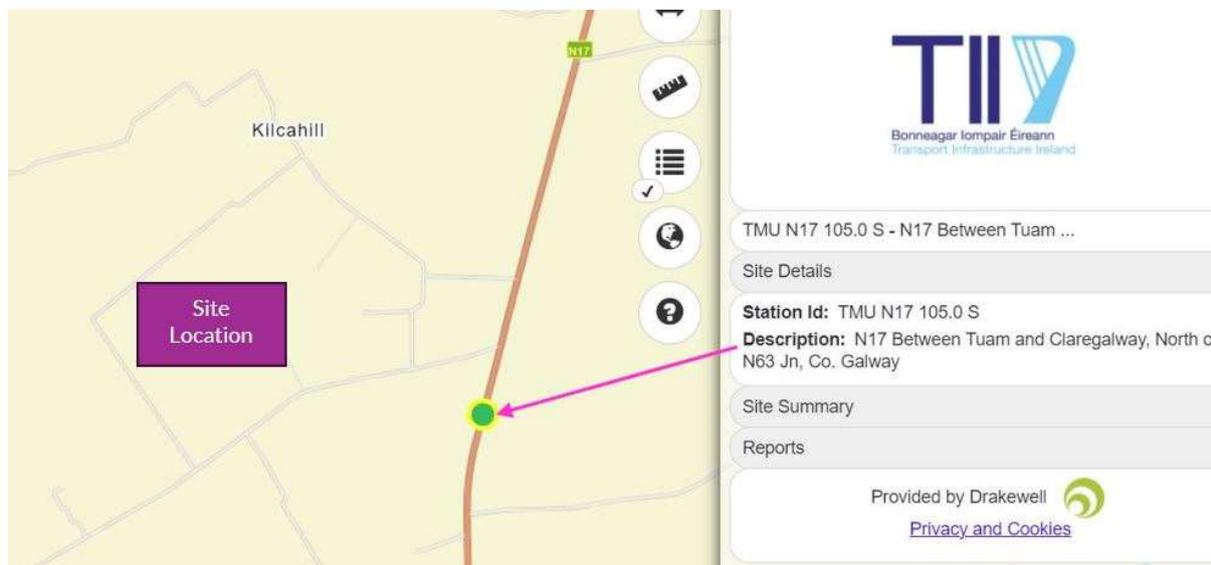


Figure 0.1: TII Traffic Count Location (© TII website)

13.37 A comparison was undertaken between the TII traffic count information for the days of the survey against the annual average daily traffic (AADT) for the year 2023. The traffic count on the day of the survey was typically lower than the average of the year and hence seasonal adjustment was applied to base flow traffic.

Traffic Generation and Distribution

13.38 The traffic generation and distribution have been developed based on the existing traffic count data and the client data made available. Details of the proposed traffic generation and distribution is provided in Appendix A of this report.

Scenario 1 – Do Nothing, Existing Baseflow Generations

13.39 For Scenario 1, the existing baseflow traffic passing the site only has been used for the traffic generations. The existing development traffic has been removed from the background traffic in

this scenario. The baseflow traffic has been seasonally adjusted and forecasted to the design year's up-to and including the design year of 2040.

Scenario 2 – Do Nothing, Existing Development Generations

13.40 For Scenario 2, the existing operation traffic and baseflow (Scenario 1) has been used for the traffic generations. The baseflow traffic has been seasonally adjusted and forecasted to the design year's up-to and including the design year of 2040.

Scenario 3 – Do Something, Proposed Development Generations

13.41 For Scenario 3, the proposed operation traffic and baseflow (Scenario 1) has been used for the traffic generations. The existing quarry traffic was removed from the traffic count data to achieve baseflow traffic. The baseflow traffic has been seasonally adjusted and forecasted to the design year's up-to and including the design year of 2040. The traffic generations are the baseflow and proposed development traffic, no double counting is accounted in the assessment.

13.42 A summary of the proposed traffic generations are provided in Table 0.2. The calculation details are provided in Appendix A of this report.

Table 0.2: Proposed Traffic Generations

AM Peak				PM Peak			
Arrivals		Departures		Arrivals		Departures	
LV	HV	LV	HV	LV	HV	LV	HV
18	10	0	8	0	8	18	10

13.43 The following assumptions have been applied to the information provided in Section 2.1 to develop the traffic generations:

- All staff arrive in the morning peak;
- The HV movements at the quarry are averaged over the year less 4 weeks accounting for holidays at Christmas and Builders Holidays;
- The HV movements at the quarry are averaged over the hours of operation per week less 1 hour for lunchtime;
- For each HV movement to the quarry there is a corresponding HV departure;
- All staff depart in the evening peak.

13.44 See appendix A of this report for calculations. Based on the traffic counts conducted on October 11, 2023, the quarry traffic from 7 am to 7 pm is 166 vehicles (85 entering the quarry and 81 exiting the quarry).

Traffic Assessment

13.45 The two junctions were assessed using the computer program JUNCTION 10 PICADY, a widely accepted tool used for the analysis of uncontrolled junctions. Each junction was assessed for the critical morning and evening peak hour for the three traffic scenarios. The key model parameters examined in the results of the analysis are the Ratio of Flow to Capacity Value (RFC), maximum queue length on any approach to the junctions and the average delay for each vehicle passing through the junction during the modelled period. The desired RFC value is 0.85 or less, with values over 1.00 indicating the approach arm is over capacity.

Analysis Results

13.46 A summary of the outputs from the junction assessment for the three scenarios up to and including the design year 2040 are shown below. The full results of the PICADY analysis are shown in the Appendices.

Scenario 1 – Do Nothing, Existing Baseflow Traffic

Site 1 - Quarry Entrance/L6182

13.47 The results indicate that the baseflow traffic with no quarry traffic, the “Do-Nothing” scenario 1, will operate below the maximum desirable RFC of 0.85 up to and including the design year of 2040 for both the AM and PM peak hours.

Site 2 - N83/L6182

13.48 These results indicate that the baseflow traffic with no quarry traffic, the “Do-Nothing” scenario 1, will operate below the maximum desirable RFC of 0.85 up to and including the design year of 2040 for both the AM and PM peak hours.

Scenario 2 – Do Nothing, Existing Development Traffic

Site 1 - Quarry Entrance/L6182

13.49 These results indicate the baseflow traffic with the existing quarry traffic, the “Do-Nothing” scenario 2, will operate below the maximum desirable RFC of 0.85 up to and including the design year of 2040 for both the AM and PM peak hours.

Site 2 - N83/L6182

13.50 These results indicate the baseflow traffic with the existing quarry traffic, the “Do-Nothing” scenario 2, will operate below the maximum desirable RFC of 0.85 up to and including the design year of 2040 for both the AM and PM peak hours.

Scenario 3 – Do Something, Proposed Development Traffic

Site 1 - Quarry Entrance/L6182

13.51 The results indicate that the baseflow traffic with the proposed quarry traffic will operate below the maximum desirable RFC of 0.85 up to and including the design year of 2040 for both the AM and PM peak hours.

Site 2 - N83/L6182

13.52 The results indicate that the baseflow traffic with the proposed quarry traffic will operate below the maximum desirable RFC of 0.85 up to and including the design year of 2040 for both the AM and PM peak hours.

OPERATIONAL EFFECTS

13.53 The potential impacts associated with the operational phase of the proposed lateral extension of the existing limestone quarry is determined to be negligible due to the small amount of daily traffic flow generation (28 daily arrivals in the AM peak and PM departure as indicated in Table 2.2). This generation is expected to be LGVs and HGVs combined and is not believed to have any major impact on the local road network.

UNPLANNED EVENTS

13.54 In order to address unforeseen events, the following incidents have been considered:

- Incident along the Haul Roads;
- Incident at the existing site access; and
- Incident within the quarry.

13.55 The unplanned events that potentially could occur include road collisions, flooding and/or an oil spillage along a Haul Road. In such an event, competent personnel such as the Local Authorities, An Garda Síochána and other emergency services would be involved, setting up designated diversion routes to mitigate the unplanned event.

13.56 In the event of an incident occurring along any of the Haul Roads, the emergency diversion routes provided by An Garda Síochána will be utilised.

13.57 An incident at the site access is similar to the occurrence of an incident along the Haul Roads. An Garda Síochána emergency diversion routes will be utilised and the facility operators will also contact the HV drivers to inform them of the significance of the incident and the necessary protocol.

13.58 Where an incident occurs within the quarry, existing emergency protocols in place at the quarry will be enacted and onsite personnel will respond in accordance with these protocols.

13.59 In order to estimate the likelihood of the above-mentioned incidents, a Safety Risk Assessment has been prepared, see Table 0.1

Table 0.1: Unplanned Events – Risk Assessment

Hazards and Risks	Personnel at Risk from the Significant Hazards	Risk Control	Responsible Persons
Road Collison	<ul style="list-style-type: none"> • Public • Drivers of vehicles travelling to/from quarry • Vulnerable Road Users (Pedestrians and Cyclist) 	<ul style="list-style-type: none"> • Maintain hedgerow to maintain optimum visibility • Maintain road signage and add signage where necessary • Maintain road surfacing and improve where necessary • Maintain lighting along road and improve where necessary 	Local Authority and Applicant
Pavement Deterioration, e.g. potholes	<ul style="list-style-type: none"> • Public • Drivers of vehicles travelling to/from quarry • Vulnerable Road Users 	<ul style="list-style-type: none"> • Maintain road pavement and improve where necessary 	Local Authority and Applicant
Road Flooding	<ul style="list-style-type: none"> • Public • Drivers of vehicles travelling to/from quarry 	<ul style="list-style-type: none"> • Maintain road drainage and improve where necessary 	Local Authority and Applicant

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Hazards and Risks	Personnel at Risk from the Significant Hazards	Risk Control	Responsible Persons
	<ul style="list-style-type: none"> Vulnerable Road Users 		
Snow / front on road	<ul style="list-style-type: none"> Public Drivers of vehicles travelling to/from quarry Vulnerable Road Users 	<ul style="list-style-type: none"> Maintain a stock of salt and chips and apply prior to snow/frost fall Apply temporary signage where need to notify public of risk and /or road closures 	Local Authority
Injury within the site (i.e. slips / trips or falls)	<ul style="list-style-type: none"> Employees of the quarry Drivers of HVs for deliveries 	<ul style="list-style-type: none"> Adequate training provided to personnel Walkways to be maintained and kept clear 	Applicant
Collision within the site (i.e. vehicle or personnel struck by vehicle)	<ul style="list-style-type: none"> Employees of the quarry Drivers of HVs for deliveries 	<ul style="list-style-type: none"> Personnel use internal walkways Personnel wear high-vis Supervision of HVs to enforce safety procedures 	Applicant

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MITIGATION AND MANAGEMENT (AND/OR MONITORING)

Construction Phase

13.60 Not applicable as no Construction phase is envisaged.

Operational Phase

13.61 The following mitigation measures have been and will be implemented to minimise the impacts of the quarry:

- Sufficient car parking spaces are provided within the quarry for current staff levels. This ensures that parking associated with the quarry does not occur along the public road network;
- Maintenance of visibility splays shall be undertaken at the quarry access (Site 1) in accordance with the TII DN-GEO-03060 (May 2023);
- HVs carrying material shall be covered when required to reduce dust impacts;
- A Wheel wash is proposed within the quarry;
- Pedestrian facilities are provided where required within the existing quarry to facilities safe pedestrian movements in accordance with the quarry Health and Safety Plan;
- The existing "Caution Quarry Entrance Ahead" sign shall be visible at all times and regular clearance of shrubs and the like will be undertaken by the Applicant.

Decommissioning Phase

13.62 The following mitigation measures will be implemented at Decommissioning Phase to minimise the impacts of the proposed project:

- Sufficient car parking spaces shall be provided within the quarry for staff associated with the decommissioning works;
- Materials and plant shall be sourced locally to reduce the impact on the road network and environmental impacts.

DO-NOTHING SCENARIO

13.63 In the Do-nothing scenario, the existing quarry operations are to be maintained at existing levels. From a traffic perspective, no increase in traffic is proposed. Therefore, it should be noted that this proposal and current operations are similar in nature.

DIFFICULTIES ENCOUNTERED

13.64 There were no difficulties encountered in the preparation of this assessment for the proposed development.

ENVIRONMENTAL IMPACTS

13.65 The impact considered the sensitivity of the junction and the magnitude of the impact on each road within the study area during the Operational Phase.

13.66 The sensitivity of traffic receptor is considered Low due to its local scale. The magnitude of impact was defined based on the HV content in each road analysed (Table 1.2) and the fact that no

increase is proposed. The duration of effects is considered Medium due to the 25-year permission as part of the application.

Table 0.1: Significance of the Effect – Junction Impact

Junction	Road	Sensitivity	Magnitude of Impact	Significance	Duration
Site 1	L6182 W	Low	Very Low	Imperceptible	Long
	Quarry Access	Low	Very Low	Imperceptible	Long
	L6182 E	Low	Very Low	Imperceptible	Long

CUMULATIVE EFFECTS

13.67 In order to ensure that the cumulative effects of the proposed project have been considered, it has been assumed that the committed developments in the area and the existing manufacturing of concrete and asphalt on site are assumed to be accounted for in the annual forecasted central growth rates.

RESIDUAL EFFECTS

13.68 The mitigation measures outlined in Section 5 will minimise any residual impacts. Operational traffic associated with the proposed project was assessed at the site access (Site 1). Traffic arriving and departing for the proposed project will consist of LV and HV movement. The assessments indicate that the site access are expected to operate well within capacity in all the assessment years, including proposed project traffic. Therefore, the proposed project will have an imperceptible effect on the existing site access and on the road network.

13.69 The Decommissioning Phase traffic will be temporary in nature, with traffic volumes lower than the current operation and proposed project Operational Phase at the quarry.

SWEPT PATH ANALYSIS

13.70 A Swept Path Analysis (SPA) has been carried out at Site 1 using the following vehicles:

- FTA Design Articulated Vehicle (1998)
- Standard Design Vehicle

13.71 The SPA drawings are included in Appendix E of this report.

REFERENCES

- EPA Guidelines on the Information to be contained in Environmental Impact Assessment Reports May 2022 (EPA 2022);
- Traffic and Transport Assessment (TTA) Guidelines (TII PE-PDV-02045 May 2014);
- Project Appraisal Guidelines for National Roads Unit 5.3 – Travel Demand Projections (TII PE-PAG-02017, October 2021);
- Geometric Design of Junctions (priority junctions, direct accesses, roundabouts, grade separated and compact grade separated junctions) (TII DN-GEO-03060, May 2023);
- Galway County Development Plan 2022-2028.

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Appendix A TRAFFIC Count Data

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Site No. 1
 Location Quarry Access / L6182(W) / Local Road / L6182(E)
 Date Wednesday 11 October 2023

Site No.
 Location
 Date

Time	A to D - Quarry Access to L6182(E)					Veh. Total	A to C - Quarry Access to Local Road					Veh. Total	Time
	CAR	LGV	OGV1	OGV2	PSV		CAR	LGV	OGV1	OGV2	PSV		
07:00	0	0	0	0	0	0	0	0	0	0	0	0	07:00
07:15	0	0	0	0	0	0	0	0	0	0	0	0	07:15
07:30	0	0	0	0	0	0	0	0	1	0	0	1	07:30
07:45	0	0	0	0	0	0	2	0	0	0	0	2	07:45
Hour	0	0	0	0	0	0	2	0	1	0	0	3	Hour
08:00	0	0	0	0	0	0	0	0	0	3	0	3	08:00
08:15	0	0	0	0	0	0	0	0	0	1	0	1	08:15
08:30	0	0	0	0	0	0	0	0	0	1	0	1	08:30
08:45	0	0	0	0	0	0	0	0	1	1	0	2	08:45
Hour	0	0	0	0	0	0	0	0	1	6	0	7	Hour
09:00	0	0	0	0	0	0	0	0	0	0	0	0	09:00
09:15	0	0	0	0	0	0	0	0	0	0	0	0	09:15
09:30	0	0	0	0	0	0	0	0	0	0	0	0	09:30
09:45	0	0	0	0	0	0	0	0	0	1	0	1	09:45
Hour	0	0	0	0	0	0	0	0	0	1	0	1	Hour
10:00	0	0	0	0	0	0	1	0	0	0	0	1	10:00
10:15	0	0	0	0	0	0	2	0	0	1	0	3	10:15
10:30	0	0	0	0	0	0	0	0	0	1	0	1	10:30
10:45	0	0	0	0	0	0	0	0	0	0	0	0	10:45
Hour	0	0	0	0	0	0	3	0	0	2	0	5	Hour
11:00	0	0	0	0	0	0	0	1	0	1	0	2	11:00
11:15	0	0	0	0	0	0	0	0	0	0	0	0	11:15
11:30	0	0	0	0	0	0	0	0	0	0	0	0	11:30
11:45	0	0	0	0	0	0	1	0	0	1	0	2	11:45
Hour	0	0	0	0	0	0	1	1	0	2	0	4	Hour
12:00	0	0	0	0	0	0	0	2	0	1	0	3	12:00
12:15	0	0	0	0	0	0	0	1	0	0	0	1	12:15
12:30	0	0	0	0	0	0	0	0	0	1	0	1	12:30
12:45	0	0	0	0	0	0	1	0	1	0	0	2	12:45
Hour	0	0	0	0	0	0	1	3	1	2	0	7	Hour
13:00	0	0	0	0	0	0	0	0	0	0	0	0	13:00
13:15	0	0	0	0	0	0	1	0	1	0	0	2	13:15
13:30	0	0	0	0	0	0	1	0	0	0	0	1	13:30
13:45	0	0	0	0	0	0	0	0	0	0	0	0	13:45
Hour	0	0	0	0	0	0	2	0	1	0	0	3	Hour
14:00	0	0	0	0	0	0	0	0	1	1	0	2	14:00
14:15	0	0	0	0	0	0	0	0	1	0	0	1	14:15
14:30	0	0	0	0	0	0	0	0	0	0	0	0	14:30
14:45	0	0	0	0	0	0	0	0	0	1	0	1	14:45
Hour	0	0	0	0	0	0	0	0	2	2	0	4	Hour
15:00	0	0	0	0	0	0	0	0	1	0	0	1	15:00
15:15	0	0	0	0	0	0	0	1	0	0	0	1	15:15
15:30	0	0	0	0	0	0	1	1	0	1	0	3	15:30
15:45	0	0	0	0	0	0	0	1	0	0	0	1	15:45
Hour	0	0	0	0	0	0	1	3	1	1	0	6	Hour
16:00	0	0	0	0	0	0	0	2	1	0	0	3	16:00
16:15	0	0	0	0	0	0	1	0	0	1	0	2	16:15
16:30	0	0	0	0	0	0	2	1	0	2	0	5	16:30
16:45	0	0	0	0	0	0	1	0	1	0	0	2	16:45
Hour	0	0	0	0	0	0	4	3	2	3	0	12	Hour
17:00	0	0	0	0	0	0	0	0	0	0	0	0	17:00
17:15	0	0	0	0	0	0	0	0	0	0	0	0	17:15
17:30	0	0	0	0	0	0	2	1	0	0	0	3	17:30
17:45	0	0	0	0	0	0	0	1	0	0	0	1	17:45
Hour	0	0	0	0	0	0	2	2	0	0	0	4	Hour
18:00	0	0	0	0	0	0	0	0	0	0	0	0	18:00
18:15	0	0	0	0	0	0	0	0	0	0	0	0	18:15
18:30	0	0	0	0	0	0	0	0	0	0	0	0	18:30
18:45	0	0	0	0	0	0	0	0	0	0	0	0	18:45
Hour	0	0	0	0	0	0	0	0	0	0	0	0	Hour
Total	0	0	0	0	0	0	16	12	9	19	0	56	Total

RECEIVED: 5/10/2023



1
 Quarry Access / L6182(W) / Local Road / L6182(E)
 Wednesday 11 October 2023

Site No.
 Location
 Date

A to B - Quarry Access to L6182(W)					Veh. Total	B to A - L6182(W) to Quarry Access					Veh. Total	Time	CAR
CAR	LGV	OGV1	OGV2	PSV		CAR	LGV	OGV1	OGV2	PSV			
0	0	0	0	0	0	0	0	0	0	0	0	07:00	0
0	0	0	0	0	0	0	0	0	0	0	0	07:15	0
0	0	0	0	0	0	0	0	0	0	0	0	07:30	1
1	0	0	0	0	1	1	0	0	0	0	1	07:45	0
1	0	0	0	0	1	1	0	0	0	0	1	Hour	1
0	0	0	0	0	0	0	1	0	0	0	1	08:00	0
0	0	0	0	0	0	0	0	0	0	0	0	08:15	0
0	0	0	0	0	0	0	0	0	0	0	0	08:30	0
0	0	0	0	0	0	0	0	0	0	0	0	08:45	0
0	0	0	0	0	0	0	1	0	0	0	1	Hour	0
0	0	0	0	0	0	0	0	0	1	0	1	09:00	0
0	0	0	0	0	0	0	0	0	0	0	0	09:15	0
0	0	0	0	0	0	0	0	0	0	0	0	09:30	0
0	0	0	1	0	1	1	0	0	0	0	1	09:45	0
0	0	0	1	0	1	1	0	0	1	0	2	Hour	0
0	0	0	0	0	0	0	0	0	0	0	0	10:00	0
0	0	0	1	0	1	0	0	0	0	0	0	10:15	0
0	0	0	1	0	1	0	0	0	0	0	0	10:30	0
0	0	0	1	0	1	0	0	0	0	0	0	10:45	0
0	0	0	3	0	3	0	0	0	0	0	0	Hour	0
0	0	0	2	0	2	0	0	0	0	0	0	11:00	0
0	0	0	0	0	0	1	0	0	0	0	1	11:15	0
0	0	0	0	0	0	0	1	0	2	0	3	11:30	0
0	0	0	1	0	1	0	0	0	0	0	0	11:45	0
0	0	0	3	0	3	1	1	0	2	0	4	Hour	0
0	0	0	0	0	0	0	0	0	0	0	0	12:00	0
0	0	0	0	0	0	0	0	0	1	0	1	12:15	0
0	1	0	0	0	1	0	0	0	1	0	1	12:30	0
0	0	0	0	0	0	0	0	0	1	0	1	12:45	0
0	1	0	0	0	1	0	0	0	3	0	3	Hour	0
0	0	0	1	0	1	0	0	0	0	0	0	13:00	0
0	0	0	1	0	1	0	0	0	1	0	1	13:15	0
0	0	0	1	0	1	0	0	0	0	0	0	13:30	0
0	0	0	0	0	0	0	0	0	0	0	0	13:45	0
0	0	0	3	0	3	0	0	0	1	0	1	Hour	0
0	1	0	0	0	1	0	1	0	1	0	2	14:00	0
0	1	0	1	0	2	0	0	0	1	0	1	14:15	0
0	0	0	0	0	0	0	0	0	0	0	0	14:30	0
0	0	0	0	0	0	0	1	0	0	0	1	14:45	0
0	2	0	1	0	3	0	2	0	2	0	4	Hour	0
0	0	0	1	0	1	0	0	0	2	0	2	15:00	0
0	0	0	1	0	1	0	0	0	0	0	0	15:15	0
0	0	0	0	0	0	0	0	0	0	0	0	15:30	0
0	0	1	0	0	1	0	0	1	1	0	2	15:45	0
0	0	1	2	0	3	0	0	1	3	0	4	Hour	0
0	0	0	0	0	0	0	0	0	1	0	1	16:00	1
0	0	0	0	0	0	0	0	0	0	0	0	16:15	0
1	1	0	2	0	4	0	0	0	0	0	0	16:30	0
0	0	0	0	0	0	0	0	0	0	0	0	16:45	0
1	1	0	2	0	4	0	0	0	1	0	1	Hour	1
2	0	0	0	0	2	1	0	0	0	0	1	17:00	1
0	0	0	0	0	0	0	0	0	0	0	0	17:15	0
0	0	0	0	0	0	0	0	0	0	0	0	17:30	0
0	0	0	0	0	0	0	0	0	0	0	0	17:45	0
2	0	0	0	0	2	1	0	0	0	0	1	Hour	1
0	0	0	0	0	0	0	0	0	0	0	0	18:00	2
1	0	0	0	0	1	0	0	0	0	0	0	18:15	0
0	0	0	0	0	0	0	0	0	0	0	0	18:30	0
0	0	0	0	0	0	0	0	0	0	0	0	18:45	0
1	0	0	0	0	1	0	0	0	0	0	0	Hour	2
5	4	1	15	0	25	4	4	1	13	0	22	Total	5

RECEIVED: 21/10/2023



1
 Quarry Access / L6182(W) / Local Road / L6182(E)
 Wednesday 11 October 2023

Site No.
 Location
 Date
 1
 Quarry Ac
 Wednesd

B to D - L6182(W) to L6182(E)				Veh. Total	B to C - L6182(W) to Local Road					Veh. Total	Time	C to B - L6182(W) to L6182(E)	
LGV	OGV1	OGV2	PSV		CAR	LGV	OGV1	OGV2	PSV			CAR	LGV
0	0	0	0	0	3	0	1	1	0	5	07:00	21	0
0	0	0	0	0	2	0	0	0	0	2	07:15	39	3
0	0	0	0	1	1	2	1	0	0	4	07:30	44	8
0	0	0	0	0	10	4	1	0	0	15	07:45	35	8
0	0	0	0	1	16	6	3	1	0	26	Hour	139	19
0	0	0	0	0	4	1	0	0	1	6	08:00	33	7
0	0	0	0	0	11	0	0	0	0	11	08:15	29	4
0	0	0	0	0	9	0	0	0	1	10	08:30	21	2
0	0	0	0	0	9	1	0	0	0	10	08:45	33	6
0	0	0	0	0	33	2	0	0	2	37	Hour	118	19
0	0	0	0	0	8	2	0	1	0	11	09:00	12	1
0	0	0	0	0	7	1	0	0	0	8	09:15	17	4
0	0	0	0	0	3	2	0	0	0	5	09:30	10	0
0	0	0	0	0	1	0	0	0	0	1	09:45	2	1
0	0	0	0	0	19	5	0	1	0	25	Hour	41	6
0	0	0	0	0	3	0	0	0	0	3	10:00	4	0
0	0	0	0	0	2	1	0	0	0	3	10:15	6	3
0	0	0	0	0	3	0	0	0	0	3	10:30	4	1
0	0	0	0	0	6	0	0	0	0	6	10:45	4	1
0	0	0	0	0	14	1	0	0	0	15	Hour	18	5
0	0	0	0	0	6	0	0	0	0	6	11:00	6	0
0	0	0	0	0	1	0	0	0	0	1	11:15	3	1
0	0	0	0	0	4	1	1	1	0	7	11:30	4	1
0	0	0	0	0	6	0	0	0	0	6	11:45	6	0
0	0	0	0	0	17	1	1	1	0	20	Hour	19	2
0	0	0	0	0	6	2	0	0	0	8	12:00	11	0
0	0	0	0	0	2	1	0	0	0	3	12:15	4	1
0	0	0	0	0	2	1	0	2	0	5	12:30	2	2
0	0	0	0	0	4	0	1	0	0	5	12:45	4	1
0	0	0	0	0	14	4	1	2	0	21	Hour	21	4
0	0	0	0	0	3	1	0	0	0	4	13:00	6	0
0	0	0	0	0	7	0	0	0	0	7	13:15	2	3
0	0	0	0	0	8	2	1	0	0	11	13:30	11	1
0	0	0	0	0	4	0	1	0	0	5	13:45	2	1
0	0	0	0	0	22	3	2	0	0	27	Hour	21	5
0	0	0	0	0	7	0	0	0	0	7	14:00	3	0
0	0	0	0	0	6	2	0	0	0	8	14:15	2	3
0	0	0	0	0	7	0	0	0	0	7	14:30	9	2
0	0	0	0	0	5	1	1	0	0	7	14:45	2	1
0	0	0	0	0	25	3	1	0	0	29	Hour	16	6
0	0	0	0	0	12	3	0	0	0	15	15:00	4	0
0	0	0	0	0	7	2	1	1	0	11	15:15	7	0
0	0	0	0	0	10	3	0	1	1	15	15:30	6	2
0	0	0	0	0	19	5	1	0	0	25	15:45	5	1
0	0	0	0	0	48	13	2	2	1	66	Hour	22	3
0	0	0	0	1	17	4	2	1	0	24	16:00	4	1
0	0	0	0	0	21	3	0	1	1	26	16:15	6	1
0	0	0	0	0	13	7	1	0	0	21	16:30	7	0
0	0	0	0	0	22	6	2	0	0	30	16:45	9	3
0	0	0	0	1	73	20	5	2	1	101	Hour	26	5
0	0	0	0	1	30	4	1	0	0	35	17:00	12	4
0	0	0	0	0	26	4	2	0	0	32	17:15	9	0
0	0	0	0	0	35	9	1	0	0	45	17:30	8	2
0	0	0	0	0	24	2	0	0	0	26	17:45	10	1
0	0	0	0	1	115	19	4	0	0	138	Hour	39	7
0	0	0	0	2	21	1	0	0	0	22	18:00	7	1
0	0	0	0	0	15	1	0	0	0	16	18:15	7	1
0	0	0	0	0	12	1	1	0	0	14	18:30	8	1
0	0	0	0	0	5	1	0	0	0	6	18:45	0	0
0	0	0	0	2	53	4	1	0	0	58	Hour	22	3
0	0	0	0	5	449	81	20	9	4	563	Total	502	84



Access / L6182(W) / Local Road / L6182(E)
 Day 11 October 2023

Local Road to L6182(W)			Veh. Total	C to A - Local Road to Quarry Access					Veh. Total	Time	C to D - Local Road to Quarry Access		
OGV1	OGV2	PSV		CAR	LGV	OGV1	OGV2	PSV			CAR	LGV	OGV1
0	0	0	21	0	0	0	0	0	0	07:00	0	0	0
1	0	0	43	2	2	0	0	0	4	07:15	0	0	0
1	0	0	53	1	0	0	0	0	1	07:30	0	1	0
0	0	1	44	0	0	1	3	0	4	07:45	0	0	0
2	0	1	161	3	2	1	3	0	9	Hour	2	1	0
0	0	0	42	0	0	0	2	0	2	08:00	0	0	0
0	0	0	33	0	0	0	0	0	0	08:15	0	0	0
0	0	0	23	0	0	0	0	0	0	08:30	0	1	0
0	0	0	39	1	0	0	1	0	2	08:45	1	0	0
0	0	0	137	1	0	0	3	0	4	Hour	1	1	0
1	1	0	15	0	0	0	0	0	0	09:00	0	0	0
0	0	0	21	0	1	0	0	0	1	09:15	0	1	0
0	0	0	10	0	0	0	0	0	0	09:30	0	0	0
0	0	0	3	0	0	0	0	0	0	09:45	0	1	0
1	1	0	49	0	1	0	0	0	1	Hour	0	2	0
1	1	0	6	0	0	0	1	0	1	10:00	0	0	0
1	0	0	10	1	0	0	2	0	3	10:15	0	0	0
1	1	0	7	0	0	0	1	0	1	10:30	0	0	0
0	0	0	5	0	0	0	0	0	0	10:45	0	0	0
3	2	0	28	1	0	0	4	0	5	Hour	0	0	0
1	0	0	7	0	0	0	0	0	0	11:00	0	0	0
0	0	0	4	0	0	0	0	0	0	11:15	1	0	0
0	0	0	5	0	1	0	0	0	1	11:30	0	0	0
0	1	0	7	1	0	0	2	0	3	11:45	1	1	0
1	1	0	23	1	1	0	2	0	4	Hour	2	1	0
0	0	0	11	0	1	0	0	0	1	12:00	0	0	0
1	0	0	6	2	1	0	0	0	3	12:15	0	0	0
0	0	0	4	0	0	1	0	0	1	12:30	0	1	0
0	1	0	6	0	0	1	0	0	1	12:45	0	0	0
1	1	0	27	2	2	2	0	0	6	Hour	0	1	0
0	0	0	6	1	0	0	0	0	1	13:00	0	0	0
1	0	0	6	0	1	0	0	0	1	13:15	0	0	0
0	0	0	12	0	0	0	1	0	1	13:30	0	0	0
0	0	0	3	0	0	1	1	0	2	13:45	0	0	0
1	0	0	27	1	1	1	2	0	5	Hour	0	0	0
0	0	0	3	1	0	1	0	0	2	14:00	1	0	0
0	0	0	5	0	0	0	0	0	0	14:15	0	0	0
1	1	0	13	0	0	0	0	0	0	14:30	1	1	0
2	0	0	5	0	0	1	0	0	1	14:45	0	1	0
3	1	0	26	1	0	2	0	0	3	Hour	2	2	0
0	0	0	4	0	0	1	0	0	1	15:00	0	0	0
1	0	0	8	0	0	1	0	0	1	15:15	1	0	0
0	0	0	8	0	0	0	2	0	2	15:30	0	0	0
1	0	0	7	0	0	1	0	0	1	15:45	0	0	0
2	0	0	27	0	0	3	2	0	5	Hour	1	0	0
0	0	0	5	0	0	0	1	0	1	16:00	0	0	0
0	1	1	9	0	0	0	3	0	3	16:15	0	1	0
0	0	0	7	0	0	2	0	0	2	16:30	1	0	0
0	0	0	12	0	0	0	0	0	0	16:45	0	0	0
0	1	1	33	0	0	2	4	0	6	Hour	1	1	0
0	0	0	16	1	0	0	0	0	1	17:00	0	0	0
0	0	0	9	1	0	0	0	0	1	17:15	1	1	0
0	0	0	10	1	0	0	0	0	1	17:30	1	0	0
0	1	0	12	0	0	0	0	0	0	17:45	1	0	0
0	1	0	47	3	0	0	0	0	3	Hour	3	1	0
0	0	0	8	1	0	0	0	0	1	18:00	1	0	0
0	1	0	9	0	0	0	0	0	0	18:15	2	0	1
1	0	0	10	0	0	0	0	0	0	18:30	1	1	0
0	0	0	0	7	2	1	0	0	10	18:45	1	0	0
1	1	0	27	8	2	1	0	0	11	Hour	5	1	1
15	9	2	612	21	9	12	20	0	62	Total	17	11	1

RECEIVED: 27/10/2025

Site No.
Location
Date

1
Quarry Access / L6182(W) / L6182(E)
Wednesday 11 October 2023

L6182(W) / Local Road / L6182(E)
October 2023

L6182(E)		Veh. Total	D to C - L6182(E) to Local Road					Veh. Total	Time	D to B - L6182(E) to L6182(W)			
OGV2	PSV		CAR	LGV	OGV1	OGV2	PSV			CAR	LGV	OGV1	OGV2
0	0	0	0	0	0	0	0	0	07:00	0	0	0	0
0	0	1	0	0	0	0	0	0	07:15	0	0	0	0
0	0	2	0	1	0	0	0	1	07:30	0	0	0	0
0	0	0	2	1	0	0	0	3	07:45	0	0	0	0
0	0	3	2	2	0	0	0	4	Hour	0	1	0	0
0	0	0	0	0	0	0	0	0	08:00	0	0	0	0
0	0	0	0	0	0	0	0	0	08:15	0	0	0	0
0	0	1	2	0	0	0	0	2	08:30	0	0	0	0
0	0	1	1	0	0	0	0	1	08:45	1	1	0	0
0	0	2	3	0	0	0	0	3	Hour	1	1	0	0
0	0	0	0	0	0	0	0	0	09:00	0	0	0	0
0	0	1	0	0	0	0	0	0	09:15	0	0	0	0
0	0	0	0	1	0	0	0	1	09:30	0	0	0	0
0	0	1	0	0	0	0	0	0	09:45	1	0	0	0
0	0	2	0	1	0	0	0	1	Hour	1	0	0	0
0	0	0	0	1	0	0	0	1	10:00	0	0	0	0
0	0	0	0	0	0	0	0	0	10:15	0	0	0	0
0	0	0	1	0	0	0	0	1	10:30	0	0	0	0
0	0	0	0	0	0	0	0	0	10:45	0	0	0	0
0	0	0	1	1	0	0	0	2	Hour	0	0	0	0
0	0	0	0	0	0	0	0	0	11:00	0	0	0	0
0	0	1	0	0	0	0	0	0	11:15	0	0	0	0
0	0	0	0	0	0	0	0	0	11:30	0	0	0	0
0	0	2	1	0	0	0	0	1	11:45	0	0	0	0
0	0	3	1	0	0	0	0	1	Hour	0	0	0	0
0	0	0	0	0	0	0	0	0	12:00	0	0	0	0
0	0	0	0	1	0	0	0	1	12:15	0	0	0	0
0	0	1	0	0	0	0	0	0	12:30	0	0	0	0
0	0	0	0	0	0	0	0	0	12:45	0	0	0	0
0	0	1	0	1	0	0	0	1	Hour	0	0	0	0
0	0	0	1	0	0	0	0	1	13:00	0	0	0	0
0	0	0	0	0	0	0	0	0	13:15	0	0	0	0
0	0	0	0	1	0	0	0	1	13:30	0	0	0	0
0	0	0	1	0	0	0	0	1	13:45	0	0	0	0
0	0	0	2	1	0	0	0	3	Hour	0	0	0	0
0	0	1	1	0	0	0	0	1	14:00	0	0	0	0
0	0	0	0	0	0	0	0	0	14:15	0	0	0	0
0	0	2	0	0	0	0	0	0	14:30	0	0	0	0
0	0	1	1	2	0	0	0	3	14:45	0	0	0	0
0	0	4	2	2	0	0	0	4	Hour	0	0	0	0
0	0	0	0	0	0	0	0	0	15:00	0	0	0	0
0	0	1	0	0	0	0	0	0	15:15	0	0	0	0
0	0	0	0	0	0	0	0	0	15:30	0	0	0	0
0	0	0	0	0	0	0	0	0	15:45	0	0	0	0
0	0	1	0	0	0	0	0	0	Hour	0	0	0	0
0	0	0	1	0	0	0	0	1	16:00	0	0	0	0
0	0	1	0	0	0	0	0	0	16:15	0	0	0	0
0	0	1	2	0	0	0	0	2	16:30	0	0	0	0
0	0	0	0	0	0	0	0	0	16:45	0	0	0	0
0	0	2	3	0	0	0	0	3	Hour	0	0	0	0
0	0	0	1	0	0	0	0	1	17:00	1	0	0	0
0	0	2	0	1	0	0	0	1	17:15	0	0	0	0
0	0	1	0	0	0	0	0	0	17:30	0	0	0	0
0	0	1	0	0	0	0	0	0	17:45	0	0	0	0
0	0	4	1	1	0	0	0	2	Hour	1	0	0	0
0	0	1	0	0	0	0	0	0	18:00	0	0	0	0
0	0	3	0	0	0	0	0	0	18:15	0	0	0	0
0	0	2	1	0	0	0	0	1	18:30	0	0	0	0
0	0	1	0	0	1	0	0	1	18:45	2	0	0	0
0	0	7	1	0	1	0	0	2	Hour	2	0	0	0
0	0	29	16	9	1	0	0	26	Total	5	2	0	0

RECEIVED: 27/08/2025

Site No. 2
Location N83(N) / L6182 / N83(S)
Date Wednesday 11 October 2023

Time	A to C - N83(N) to N83(S)					Veh. Total	A to B - N83(N) to L6182					Veh. Total
	CAR	LGV	OGV1	OGV2	PSV		CAR	LGV	OGV1	OGV2	PSV	
07:00	140	15	2	2	1	160	23	0	1	0	0	24
07:15	117	21	3	1	0	142	36	9	2	0	0	47
07:30	92	19	3	0	1	115	44	9	1	0	0	54
07:45	92	14	1	2	4	113	29	6	0	3	1	39
Hour	441	69	9	5	6	530	132	24	4	3	0	164
08:00	77	11	2	0	3	93	30	11	0	2	0	43
08:15	51	9	3	3	1	67	25	4	0	0	0	29
08:30	55	6	1	0	0	62	24	3	0	0	0	27
08:45	34	9	3	1	2	49	27	6	0	1	0	34
Hour	217	35	9	4	6	271	106	24	0	3	0	133
09:00	69	9	3	2	0	83	12	2	0	1	0	15
09:15	63	14	3	2	0	82	13	4	0	0	0	17
09:30	57	12	1	1	2	73	10	0	0	0	0	10
09:45	66	6	2	1	0	75	2	1	0	0	0	3
Hour	255	41	9	6	2	313	37	7	0	1	0	45
10:00	75	10	2	0	1	88	4	0	0	2	0	6
10:15	80	11	3	3	2	99	5	3	1	1	0	10
10:30	48	8	0	1	0	57	3	1	0	1	0	5
10:45	59	13	2	2	1	77	5	1	0	0	0	6
Hour	262	42	7	6	4	321	17	5	1	4	0	27
11:00	45	5	5	1	1	57	1	1	0	1	0	3
11:15	44	8	2	2	1	57	0	1	1	0	0	2
11:30	50	10	3	3	1	67	3	0	0	1	0	4
11:45	47	9	1	1	1	59	7	0	0	1	0	8
Hour	186	32	11	7	4	240	11	2	1	3	0	17
12:00	60	8	3	0	1	72	7	0	0	0	0	7
12:15	56	13	5	3	1	78	4	3	1	0	0	8
12:30	51	9	2	2	1	65	0	1	1	0	0	2
12:45	48	12	2	1	0	63	3	2	1	1	0	7
Hour	215	42	12	6	3	278	14	6	3	1	0	24
13:00	57	12	3	4	2	78	6	0	1	0	0	7
13:15	58	12	3	0	1	74	4	1	0	0	0	5
13:30	61	11	2	0	2	76	3	1	0	0	0	4
13:45	52	20	1	1	1	75	3	0	0	1	0	4
Hour	228	55	9	5	6	303	16	2	1	1	0	20
14:00	53	13	2	1	0	69	7	1	0	0	0	8
14:15	56	14	1	3	1	75	3	3	0	1	0	7
14:30	60	8	6	2	1	77	2	2	2	0	0	6
14:45	71	6	5	1	2	85	3	0	3	0	0	6
Hour	240	41	14	7	4	306	15	6	5	1	0	27
15:00	68	8	2	0	4	82	3	2	0	0	0	5
15:15	68	10	3	2	1	84	5	0	0	0	0	5
15:30	56	3	2	1	1	63	4	1	0	0	0	5
15:45	58	14	2	2	0	76	4	2	2	0	0	8
Hour	250	35	9	5	6	305	16	5	2	0	0	23
16:00	57	13	2	0	0	72	6	2	0	1	0	9
16:15	63	8	1	0	4	76	3	2	0	3	0	8
16:30	53	6	1	0	2	62	5	1	0	0	0	6
16:45	65	11	1	2	1	80	6	1	0	0	0	7
Hour	238	38	5	2	7	290	20	6	0	4	0	30
17:00	70	9	1	0	0	80	9	4	0	0	0	13
17:15	52	13	3	3	1	72	6	0	0	0	0	6
17:30	79	11	1	1	0	92	8	2	0	0	0	10
17:45	59	18	1	0	0	78	9	0	0	1	0	10
Hour	260	51	6	4	1	322	32	6	0	1	0	39
18:00	58	11	0	0	0	69	5	1	0	1	0	7
18:15	53	7	3	1	1	65	9	1	0	0	0	10
18:30	59	6	0	1	2	68	5	0	1	0	0	6
18:45	44	7	2	0	0	53	5	3	0	0	0	8
Hour	214	31	5	2	3	255	24	5	1	1	0	31
Total	3006	512	105	59	52	3734	440	98	18	23	1	580

RECEIVED: 27/08/2025

Site No. 2
Location N83(N) / L6182 / N83(S)
Date Wednesday 11 October 2023

Time	B to A - L6182 to N83(N)					Veh. Total	B to C - L6182 to N83(S)					Veh. Total
	CAR	LGV	OGV1	OGV2	PSV		CAR	LGV	OGV1	OGV2	PSV	
07:00	1	0	1	0	0	2	3	0	0	0	0	4
07:15	1	0	1	0	0	2	4	0	0	0	0	4
07:30	3	1	1	0	0	5	1	2	0	0	0	3
07:45	10	4	3	0	1	18	12	4	0	0	0	16
Hour	15	5	6	0	1	27	20	6	0	1	0	27
08:00	11	2	0	2	0	15	8	1	0	1	1	11
08:15	7	0	0	1	0	8	5	0	0	0	0	5
08:30	8	0	0	0	0	8	5	0	0	1	0	6
08:45	15	3	1	1	0	20	14	0	0	0	0	14
Hour	41	5	1	4	0	51	32	1	0	2	1	36
09:00	7	1	0	1	0	9	3	0	0	0	0	3
09:15	7	1	0	0	0	8	1	1	0	0	0	2
09:30	6	2	0	0	0	8	4	1	1	0	0	6
09:45	2	0	0	0	0	2	4	0	0	1	0	5
Hour	22	4	0	1	0	27	12	2	1	1	0	16
10:00	2	0	0	0	0	2	3	0	0	0	0	3
10:15	2	1	0	0	0	3	2	0	0	1	0	3
10:30	3	0	0	1	0	4	5	0	1	0	0	6
10:45	2	0	0	0	0	2	1	1	0	0	0	2
Hour	9	1	0	1	0	11	11	1	1	1	0	14
11:00	6	0	0	0	0	6	4	1	0	1	0	6
11:15	1	0	0	0	0	1	0	0	0	0	0	0
11:30	3	0	1	1	0	5	1	3	0	0	0	4
11:45	2	1	1	0	0	4	4	0	0	1	0	5
Hour	12	1	2	1	0	16	9	4	0	2	0	15
12:00	5	2	1	1	0	9	5	1	1	0	0	7
12:15	1	1	0	0	0	2	2	1	0	0	0	3
12:30	0	1	0	3	0	4	3	0	0	0	0	3
12:45	2	1	1	0	0	4	5	0	2	0	0	7
Hour	8	5	2	4	0	19	15	2	3	0	0	20
13:00	3	1	0	0	0	4	4	0	0	0	0	4
13:15	3	0	0	0	0	3	2	0	1	0	0	3
13:30	11	2	1	0	0	14	6	0	0	0	0	6
13:45	3	1	0	0	0	4	3	0	1	0	0	4
Hour	20	4	1	0	0	25	15	0	2	0	0	17
14:00	8	0	1	1	0	10	2	1	0	0	0	3
14:15	3	1	0	0	0	4	1	1	0	0	0	2
14:30	6	2	0	0	0	8	7	0	1	0	0	8
14:45	6	2	0	0	0	8	2	2	1	1	0	6
Hour	23	5	1	1	0	30	12	4	2	1	0	19
15:00	11	2	0	0	0	13	1	0	0	0	0	1
15:15	6	3	3	1	0	13	4	0	0	0	0	4
15:30	10	4	0	2	0	16	0	0	0	0	0	0
15:45	16	6	1	0	0	23	3	0	0	0	0	3
Hour	43	15	4	3	0	65	8	0	0	0	0	8
16:00	12	7	3	1	0	23	3	0	1	0	0	4
16:15	23	3	0	2	1	29	4	1	0	0	0	5
16:30	13	7	1	1	0	22	4	4	0	1	0	9
16:45	20	5	2	0	0	27	8	0	2	0	0	10
Hour	68	22	6	4	1	101	19	5	3	1	0	28
17:00	28	6	1	0	0	35	4	1	0	0	0	5
17:15	21	6	1	0	0	28	2	0	1	0	0	3
17:30	34	11	0	0	0	45	3	0	0	0	0	3
17:45	21	4	1	0	0	26	6	0	0	0	0	6
Hour	104	27	3	0	0	134	15	1	1	0	0	17
18:00	14	1	0	0	0	15	4	1	0	0	0	5
18:15	12	0	0	0	0	12	2	0	0	0	0	2
18:30	9	1	1	0	0	11	5	0	0	0	0	5
18:45	5	1	0	0	0	6	4	0	0	0	0	4
Hour	40	3	1	0	0	44	15	1	0	0	0	16
Total	405	97	27	19	2	550	183	27	13	9	1	233

RECEIVED: 27/10/2025

Site No. 2
Location N83(N) / L6182 / N83(S)
Date Wednesday 11 October 2023

Time	C to B - N83(S) to L6182					Veh. Total	C to A - N83(S) to N83(N)					Veh. Total
	CAR	LGV	OGV1	OGV2	PSV		CAR	LGV	OGV1	OGV2	PSV	
07:00	1	0	0	0	0	1	37	0	0	0	1	38
07:15	4	3	0	0	0	7	19	1	2	0	0	22
07:30	2	0	2	0	0	4	50	8	1	0	2	61
07:45	8	3	0	0	0	11	36	13	1	3	0	53
Hour	15	6	2	0	0	23	142	22	4	3	0	174
08:00	11	1	0	0	0	12	47	10	5	2	0	64
08:15	3	0	0	0	0	3	65	13	2	1	1	82
08:30	9	1	0	0	0	10	65	10	3	1	1	80
08:45	8	1	0	0	0	9	33	13	3	0	1	50
Hour	31	3	0	0	0	34	210	46	13	4	3	276
09:00	2	2	1	0	0	5	41	8	1	1	2	53
09:15	2	2	0	0	0	4	32	10	4	1	1	48
09:30	1	0	0	0	0	1	36	7	3	1	2	49
09:45	0	0	0	0	0	0	34	9	2	1	2	48
Hour	5	4	1	0	0	10	143	34	10	4	7	198
10:00	5	0	1	0	0	6	43	15	2	4	4	68
10:15	4	1	0	1	0	6	26	8	3	0	0	37
10:30	2	0	0	0	0	2	39	13	3	3	3	61
10:45	1	1	0	0	0	2	44	7	1	4	1	57
Hour	12	2	1	1	0	16	152	43	9	11	8	223
11:00	4	0	0	0	0	4	46	11	2	3	1	63
11:15	5	0	0	0	0	5	50	10	5	0	1	66
11:30	0	4	1	0	0	5	38	11	1	2	0	52
11:45	5	1	0	1	0	7	58	8	3	1	0	70
Hour	14	5	1	1	0	21	192	40	11	6	2	251
12:00	2	1	0	0	0	3	46	5	4	1	0	56
12:15	3	1	0	0	0	4	51	12	6	2	0	71
12:30	5	0	0	0	0	5	60	13	4	1	2	80
12:45	2	0	2	0	0	4	43	15	6	1	1	66
Hour	12	2	2	0	0	16	200	45	20	5	3	273
13:00	4	2	1	0	0	7	63	14	2	1	0	80
13:15	6	1	0	0	0	7	51	14	1	2	1	69
13:30	2	0	0	1	0	3	60	11	5	3	2	81
13:45	3	1	0	0	0	4	69	14	1	1	0	85
Hour	15	4	1	1	0	21	243	53	9	7	3	315
14:00	4	1	1	0	0	6	51	17	2	2	1	73
14:15	9	0	0	0	0	9	87	10	5	1	0	103
14:30	2	0	0	0	0	2	65	5	1	1	0	72
14:45	1	2	0	0	0	3	83	4	3	2	0	92
Hour	16	3	1	0	0	20	286	36	11	6	1	340
15:00	7	0	0	0	0	7	76	8	3	1	0	88
15:15	5	0	1	0	0	6	101	13	2	2	0	118
15:30	3	0	0	2	0	5	106	15	3	0	2	126
15:45	3	0	0	0	0	3	97	7	3	2	1	110
Hour	18	0	1	2	0	21	380	43	11	5	3	442
16:00	7	1	0	1	0	9	89	8	2	2	1	102
16:15	5	1	0	0	1	7	83	14	3	2	0	102
16:30	11	0	2	0	0	13	105	17	0	2	3	127
16:45	6	1	0	0	0	7	98	25	3	0	1	127
Hour	29	3	2	1	1	36	375	64	8	6	5	458
17:00	6	2	0	0	0	8	97	16	1	1	1	116
17:15	5	1	0	0	0	6	110	25	4	1	1	141
17:30	5	2	0	0	0	7	95	6	1	3	0	105
17:45	5	1	0	0	0	6	109	10	0	1	1	121
Hour	21	6	0	0	0	27	411	57	6	6	3	483
18:00	4	3	0	0	0	7	105	13	1	1	3	123
18:15	2	1	0	0	0	3	93	9	0	2	2	106
18:30	5	0	0	0	0	5	83	6	1	0	3	93
18:45	5	0	1	0	0	6	78	8	0	0	1	87
Hour	16	4	1	0	0	21	359	36	2	3	9	409
Total	204	42	13	6	1	266	3093	519	114	66	50	3842

RECEIVED: 27/08/2025

Site No. 2
 Location N83(N) / L6182 / N83(S)
 Date Wednesday 11 October 2023

Time	To Arm A - N83(N)					Veh. Total	From Arm A - N83(N)					Veh. Total
	CAR	LGV	OGV1	OGV2	PSV		CAR	LGV	OGV1	OGV2	PSV	
07:00	38	0	1	0	1	40	163	15	3	2	1	184
07:15	20	1	3	0	0	24	153	30	5	1	0	189
07:30	53	9	2	0	2	66	136	28	4	0	1	169
07:45	46	17	4	3	1	71	121	20	1	5	5	152
Hour	157	27	10	3	4	201	573	93	13	8	3	694
08:00	58	12	5	4	0	79	107	22	2	2	3	136
08:15	72	13	2	2	1	90	76	13	3	3	1	96
08:30	73	10	3	1	1	88	79	9	1	0	0	89
08:45	48	16	4	1	1	70	61	15	3	2	2	83
Hour	251	51	14	8	3	327	323	59	9	7	6	404
09:00	48	9	1	2	2	62	81	11	3	3	0	98
09:15	39	11	4	1	1	56	76	18	3	2	0	99
09:30	42	9	3	1	2	57	67	12	1	1	2	83
09:45	36	9	2	1	2	50	68	7	2	1	0	78
Hour	165	38	10	5	7	225	292	48	9	7	2	358
10:00	45	15	2	4	4	70	79	10	2	2	1	94
10:15	28	9	3	0	0	40	85	14	4	4	2	109
10:30	42	13	3	4	3	65	51	9	0	2	0	62
10:45	46	7	1	4	1	59	64	14	2	2	1	83
Hour	161	44	9	12	8	234	279	47	8	10	4	348
11:00	52	11	2	3	1	69	46	6	5	2	1	60
11:15	51	10	5	0	1	67	44	9	3	2	1	59
11:30	41	11	2	3	0	57	53	10	3	4	1	71
11:45	60	9	4	1	0	74	54	9	1	2	1	67
Hour	204	41	13	7	2	267	197	34	12	10	4	257
12:00	51	7	5	2	0	65	67	8	3	0	1	79
12:15	52	13	6	2	0	73	60	16	6	3	1	86
12:30	60	14	4	4	2	84	51	10	3	2	1	67
12:45	45	16	7	1	1	70	51	14	3	2	0	70
Hour	208	50	22	9	3	292	229	48	15	7	3	302
13:00	66	15	2	1	0	84	63	12	4	4	2	85
13:15	54	14	1	2	1	72	62	13	3	0	1	79
13:30	71	13	6	3	2	95	64	12	2	0	2	80
13:45	72	15	1	1	0	89	55	20	1	2	1	79
Hour	263	57	10	7	3	340	244	57	10	6	6	323
14:00	59	17	3	3	1	83	60	14	2	1	0	77
14:15	90	11	5	1	0	107	59	17	1	4	1	82
14:30	71	7	1	1	0	80	62	10	8	2	1	83
14:45	89	6	3	2	0	100	74	6	8	1	2	91
Hour	309	41	12	7	1	370	255	47	19	8	4	333
15:00	87	10	3	1	0	101	71	10	2	0	4	87
15:15	107	16	5	3	0	131	73	10	3	2	1	89
15:30	116	19	3	2	2	142	60	4	2	1	1	68
15:45	113	13	4	2	1	133	62	16	4	2	0	84
Hour	423	58	15	8	3	507	266	40	11	5	6	328
16:00	101	15	5	3	1	125	63	15	2	1	0	81
16:15	106	17	3	4	1	131	66	10	1	3	4	84
16:30	118	24	1	3	3	149	58	7	1	0	2	68
16:45	118	30	5	0	1	154	71	12	1	2	1	87
Hour	443	86	14	10	6	559	258	44	5	6	7	320
17:00	125	22	2	1	1	151	79	13	1	0	0	93
17:15	131	31	5	1	1	169	58	13	3	3	1	78
17:30	129	17	1	3	0	150	87	13	1	1	0	102
17:45	130	14	1	1	1	147	68	18	1	1	0	88
Hour	515	84	9	6	3	617	292	57	6	5	1	361
18:00	119	14	1	1	3	138	63	12	0	1	0	76
18:15	105	9	0	2	2	118	62	8	3	1	1	75
18:30	92	7	2	0	3	104	64	6	1	1	2	74
18:45	83	9	0	0	1	93	49	10	2	0	0	61
Hour	399	39	3	3	9	453	238	36	6	3	3	286
Total	3498	616	141	85	52	4392	3446	610	123	82	53	4314

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Site No. 2
Location N83(N) / L6182 / N83(S)
Date Wednesday 11 October 2023

Time	To Arm B - L6182					Veh. Total	From Arm B - L6182					Veh. Total
	CAR	LGV	OGV1	OGV2	PSV		CAR	LGV	OGV1	OGV2	PSV	
07:00	24	0	1	0	0	25	4	0	1	0	0	6
07:15	40	12	2	0	0	54	5	0	1	0	0	6
07:30	46	9	3	0	0	58	4	3	1	0	0	8
07:45	37	9	0	3	1	50	22	8	3	0	1	34
Hour	147	30	6	3	1	187	35	11	6	1	1	54
08:00	41	12	0	2	0	55	19	3	0	3	1	26
08:15	28	4	0	0	0	32	12	0	0	1	0	13
08:30	33	4	0	0	0	37	13	0	0	1	0	14
08:45	35	7	0	1	0	43	29	3	1	1	0	34
Hour	137	27	0	3	0	167	73	6	1	6	1	87
09:00	14	4	1	1	0	20	10	1	0	1	0	12
09:15	15	6	0	0	0	21	8	2	0	0	0	10
09:30	11	0	0	0	0	11	10	3	1	0	0	14
09:45	2	1	0	0	0	3	6	0	0	1	0	7
Hour	42	11	1	1	0	55	34	6	1	2	0	43
10:00	9	0	1	2	0	12	5	0	0	0	0	5
10:15	9	4	1	2	0	16	4	1	0	1	0	6
10:30	5	1	0	1	0	7	8	0	1	1	0	10
10:45	6	2	0	0	0	8	3	1	0	0	0	4
Hour	29	7	2	5	0	43	20	2	1	2	0	25
11:00	5	1	0	1	0	7	10	1	0	1	0	12
11:15	5	1	1	0	0	7	1	0	0	0	0	1
11:30	3	4	1	1	0	9	4	3	1	1	0	9
11:45	12	1	0	2	0	15	6	1	1	1	0	9
Hour	25	7	2	4	0	38	21	5	2	3	0	31
12:00	9	1	0	0	0	10	10	3	2	1	0	16
12:15	7	4	1	0	0	12	3	2	0	0	0	5
12:30	5	1	1	0	0	7	3	1	0	3	0	7
12:45	5	2	3	1	0	11	7	1	3	0	0	11
Hour	26	8	5	1	0	40	23	7	5	4	0	39
13:00	10	2	2	0	0	14	7	1	0	0	0	8
13:15	10	2	0	0	0	12	5	0	1	0	0	6
13:30	5	1	0	1	0	7	17	2	1	0	0	20
13:45	6	1	0	1	0	8	6	1	1	0	0	8
Hour	31	6	2	2	0	41	35	4	3	0	0	42
14:00	11	2	1	0	0	14	10	1	1	1	0	13
14:15	12	3	0	1	0	16	4	2	0	0	0	6
14:30	4	2	2	0	0	8	13	2	1	0	0	16
14:45	4	2	3	0	0	9	8	4	1	1	0	14
Hour	31	9	6	1	0	47	35	9	3	2	0	49
15:00	10	2	0	0	0	12	12	2	0	0	0	14
15:15	10	0	1	0	0	11	10	3	3	1	0	17
15:30	7	1	0	2	0	10	10	4	0	2	0	16
15:45	7	2	2	0	0	11	19	6	1	0	0	26
Hour	34	5	3	2	0	44	51	15	4	3	0	73
16:00	13	3	0	2	0	18	15	7	4	1	0	27
16:15	8	3	0	3	1	15	27	4	0	2	1	34
16:30	16	1	2	0	0	19	17	11	1	2	0	31
16:45	12	2	0	0	0	14	28	5	4	0	0	37
Hour	49	9	2	5	1	66	87	27	9	5	1	129
17:00	15	6	0	0	0	21	32	7	1	0	0	40
17:15	11	1	0	0	0	12	23	6	2	0	0	31
17:30	13	4	0	0	0	17	37	11	0	0	0	48
17:45	14	1	0	1	0	16	27	4	1	0	0	32
Hour	53	12	0	1	0	66	119	28	4	0	0	151
18:00	9	4	0	1	0	14	18	2	0	0	0	20
18:15	11	2	0	0	0	13	14	0	0	0	0	14
18:30	10	0	1	0	0	11	14	1	1	0	0	16
18:45	10	3	1	0	0	14	9	1	0	0	0	10
Hour	40	9	2	1	0	52	55	4	1	0	0	60
Total	644	140	31	29	2	846	588	124	40	28	3	783

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Site No. 2
Location N83(N) / L6182 / N83(S)
Date Wednesday 11 October 2023

Time	To Arm C - N83(S)					Veh. Total	From Arm C - N83(S)					Veh. Total
	CAR	LGV	OGV1	OGV2	PSV		CAR	LGV	OGV1	OGV2	PSV	
07:00	143	15	2	3	1	164	38	0	0	0	1	39
07:15	121	21	3	1	0	146	23	4	2	0	0	29
07:30	93	21	3	0	1	118	52	8	3	0	2	65
07:45	104	18	1	2	4	129	44	16	1	3	0	64
Hour	461	75	9	6	6	557	157	28	6	3	0	197
08:00	85	12	2	1	4	104	58	11	5	2	0	76
08:15	56	9	3	3	1	72	68	13	2	1	1	85
08:30	60	6	1	1	0	68	74	11	3	1	1	90
08:45	48	9	3	1	2	63	41	14	3	0	1	59
Hour	249	36	9	6	7	307	241	49	13	4	3	310
09:00	72	9	3	2	0	86	43	10	2	1	2	58
09:15	64	15	3	2	0	84	34	12	4	1	1	52
09:30	61	13	2	1	2	79	37	7	3	1	2	50
09:45	70	6	2	2	0	80	34	9	2	1	2	48
Hour	267	43	10	7	2	329	148	38	11	4	7	208
10:00	78	10	2	0	1	91	48	15	3	4	4	74
10:15	82	11	3	4	2	102	30	9	3	1	0	43
10:30	53	8	1	1	0	63	41	13	3	3	3	63
10:45	60	14	2	2	1	79	45	8	1	4	1	59
Hour	273	43	8	7	4	335	164	45	10	12	8	239
11:00	49	6	5	2	1	63	50	11	2	3	1	67
11:15	44	8	2	2	1	57	55	10	5	0	1	71
11:30	51	13	3	3	1	71	38	15	2	2	0	57
11:45	51	9	1	2	1	64	63	9	3	2	0	77
Hour	195	36	11	9	4	255	206	45	12	7	2	272
12:00	65	9	4	0	1	79	48	6	4	1	0	59
12:15	58	14	5	3	1	81	54	13	6	2	0	75
12:30	54	9	2	2	1	68	65	13	4	1	2	85
12:45	53	12	4	1	0	70	45	15	8	1	1	70
Hour	230	44	15	6	3	298	212	47	22	5	3	289
13:00	61	12	3	4	2	82	67	16	3	1	0	87
13:15	60	12	4	0	1	77	57	15	1	2	1	76
13:30	67	11	2	0	2	82	62	11	5	4	2	84
13:45	55	20	2	1	1	79	72	15	1	1	0	89
Hour	243	55	11	5	6	320	258	57	10	8	3	336
14:00	55	14	2	1	0	72	55	18	3	2	1	79
14:15	57	15	1	3	1	77	96	10	5	1	0	112
14:30	67	8	7	2	1	85	67	5	1	1	0	74
14:45	73	8	6	2	2	91	84	6	3	2	0	95
Hour	252	45	16	8	4	325	302	39	12	6	1	360
15:00	69	8	2	0	4	83	83	8	3	1	0	95
15:15	72	10	3	2	1	88	106	13	3	2	0	124
15:30	56	3	2	1	1	63	109	15	3	2	2	131
15:45	61	14	2	2	0	79	100	7	3	2	1	113
Hour	258	35	9	5	6	313	398	43	12	7	3	463
16:00	60	13	3	0	0	76	96	9	2	3	1	111
16:15	67	9	1	0	4	81	88	15	3	2	1	109
16:30	57	10	1	1	2	71	116	17	2	2	3	140
16:45	73	11	3	2	1	90	104	26	3	0	1	134
Hour	257	43	8	3	7	318	404	67	10	7	6	494
17:00	74	10	1	0	0	85	103	18	1	1	1	124
17:15	54	13	4	3	1	75	115	26	4	1	1	147
17:30	82	11	1	1	0	95	100	8	1	3	0	112
17:45	65	18	1	0	0	84	114	11	0	1	1	127
Hour	275	52	7	4	1	339	432	63	6	6	3	510
18:00	62	12	0	0	0	74	109	16	1	1	3	130
18:15	55	7	3	1	1	67	95	10	0	2	2	109
18:30	64	6	0	1	2	73	88	6	1	0	3	98
18:45	48	7	2	0	0	57	83	8	1	0	1	93
Hour	229	32	5	2	3	271	375	40	3	3	9	430
Total	3189	539	118	68	53	3967	3297	561	127	72	51	4108

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Appendix B SEASONAL ADJUSTMENT

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SURVEYED TRAFFIC

Site 1

07:15	A		B		C		D	
	LV	HV	LV	HV	LV	HV	LV	HV
A			2	0	24	3	1	0
B	1	0			2	4	0	0
C	179	3	5	6			3	0
D	1	0	0	0	4	0		

Site 2

07:15	A		B		C	
	LV	HV	LV	HV	LV	HV
A			32	2	184	16
B	32	2			32	8
C	443	20	174	9		

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SEASONALLY ADJUSTED TRAFFIC

Seasonally Adjusted Factor

N17 Between Tuam and Claregalway, North of N63 Jn, Co.Galway

AADT Average 19512

Survey Day (11-10-2023) 18,185

Seasonally adjusted Factor = 1.07

07:15	A		B		C		D	
	LV	HV	LV	HV	LV	HV	LV	HV
A			2	0	26	3	1	0
B	1	0			2	4	0	0
C	192	3	5	6			3	0
D	1	0	0	0	4	0		

07:15	A		B		C	
	LV	HV	LV	HV	LV	HV
A			34	2	197	17
B	34	2			34	9
C	475	21	187	10		

SURVEYED TRAFFIC

Site 1

16:45	A		B		C		D	
	LV	HV	LV	HV	LV	HV	LV	HV
A			1	0	136	6	1	0
B	2	0			4	1	0	0
C	47	0	3	0			3	0
D	1	0	0	0	2	0		

Site 2

16:45	A		B		C	
	LV	HV	LV	HV	LV	HV
A			28	0	472	17
B	18	3			131	4
C	310	14	36	0		

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SEASONALLY ADJUSTED TRAFFIC

Seasonally Adjusted Factor

N17 Between Tuam and Claregalway, North of N63 Jn, Co.Galway

AADT Average 19512

Survey Day (11-10-2023) 18,185

Seasonally adjusted Factor = 1.07

16:45	A		B		C		D	
	LV	HV	LV	HV	LV	HV	LV	HV
A			1	0	146	6	1	0
B	2	0			4	1	0	0
C	50	0	3	0			3	0
D	1	0	0	0	2	0		

16:45	A		B		C	
	LV	HV	LV	HV	LV	HV
A			30	0	506	18
B	19	3			141	4
C	333	15	39	0		

Appendix C PROPOSED DEVELOPMENT GENERATED AND
DISTRIBUTED TRAFFIC

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Data provided by Client:

The number of 2-way truck movements (export of quarry products and importation of raw materials) is expected to be 43,796 movements/year.

18 no. staff arrive to site in LVs and 2 no. staff by HGV.

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TRAFFIC GENERATION

Operating hours				
Operating Hours from Monday to Friday (07:00-19:00)	12	Less 1 hour (i.e. lunch)	11.0	Hours /weekday
Operating Hours on Saturday (08:00-14:00)	6	Less 1 hour (i.e. lunch)	5.0	Hours / Saturday
Total Operating Hours per week			60	Hours / week
Total operating weeks/year			48	Weeks / Year
Total operating hours per year			2,880	Hours / Year

Notes:

*Assume 2 weeks annual leave at Christmas and 2 weeks builders holidays end of July beginning of August. Hence, 52 weeks per year has been reduced to 48 weeks per year
Existing Operating Hours: 07:00-19:00hrs Monday to Friday and 08:00-14:00hrs Saturday.
Proposed Operating Hours: 07:00-19:00hrs Monday to Friday and 08:00-14:00hrs Saturday.*

Truck movements 2-way per year	43,796
Truck movements 1-way per year	21,898

	HGV (Quarry)	Car (Staff)	HGV (Subcontractors)
Vehicles / hour (1-way)	8	18	2

Quarry Generated Traffic							
AM Peak				PM Peak			
Arrivals		Departures		Arrivals		Departures	
LV	HV	LV	HV	LV	HV	LV	HV
18	10	0	8	0	8	18	10

Notes:

Assume all staff arrive in the AM and depart in the PM peak hour (18 staff LVs+ 2 HGV subbies).

L-6182 /Existing Quarry Access								
PM Peak - Vehicles								
Route	A - LV	A - HV	B - LV	B - HV	C - LV	C - HV	D - LV	D - HV
A								
B						10		
C								
D								

Note:

Tables above are brought forward to the combined Development Generation and Distribution Matrices below

LV Distribution

The traffic assessment is based on the assumption that the LV movements will match the existing distribution of the traffic arriving and departing the existing junction as per the traffic count distributions in October 2023.

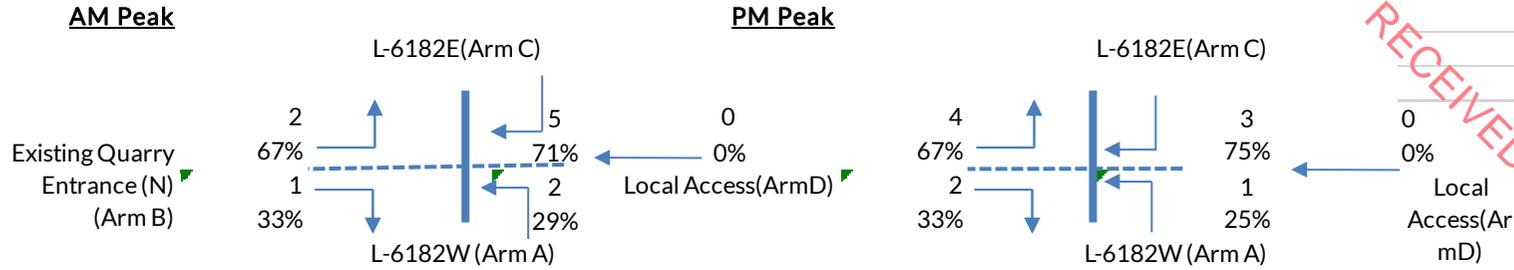
Existing Traffic Count - Quarry Entrance

L-6182 /Existing Quarry Access								
AM Peak - Vehicles								
Route	A - LV	A - HV	B - LV	B - HV	C - LV	C - HV	D - LV	D - HV
A	0	0	2	0	26	3	1	0
B	1	0	0	0	2	4	0	0
C	192	3	5	6	0	0	3	0
D	1	0	0	0	4	0	0	0

L-6182 /Existing Quarry Access								
PM Peak - Vehicles								
Route	A - LV	A - HV	B - LV	B - HV	C - LV	C - HV	D - LV	D - HV
A	0	0	1	0	146	6	1	0
B	2	0	0	0	4	1	0	0
C	50	0	3	0	0	0	3	0
D	1	0	0	0	2	0	0	0

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Existing LV Distribution at Quarry:



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Review of the existing LV distributions shows, in the AM 67% of LVs travel in the direction of N83 and 33% towards L6182W. 71% of LVs are entering the Quarry from N83 and 29% of LVs are entering from L6182W. In the PM, 67% of LVs travel in the direction of N83 and 33% towards L6182W. 75% of LVs are entering the Quarry from N83 and 25% of LVs are entering from L6182W.

Proposed LV Distribution at Quarry:

L-6182 /Existing Quarry Access

AM Peak - Vehicles

Route	A - LV	A - HV	B - LV	B - HV	C - LV	C - HV	D - LV	D - HV
A			5					
B	0				0			
C			13					
D			0					

L-6182 /Existing Quarry Access

PM Peak - Vehicles

Route	A - LV	A - HV	B - LV	B - HV	C - LV	C - HV	D - LV	D - HV
A			0					
B	6				12			
C			0					
D			0					

Note:

Tables above brought forward to the combined Development Generation and Distribution Matrices below

Development Traffic Combined LV & HV Generation and Distribution Matrices:

L-6182 /Existing Quarry Access

AM Peak - Vehicles								
Route	A - LV	A - HV	B - LV	B - HV	C - LV	C - HV	D - LV	D - HV
A	0	0	5	0	0	0		
B	0	0	0	0	0	8		
C	0	0	13	10	0	0		
D			0					

L-6182/Existing Quarry Access								
PM Peak - Vehicles								
Route	A - LV	A - HV	B - LV	B - HV	C - LV	C - HV	D - LV	D - HV
A	0	0	0	0	0	0		
B	6	0	0	0	12	10		
C	0	0	0	0	0	0		
D			0					

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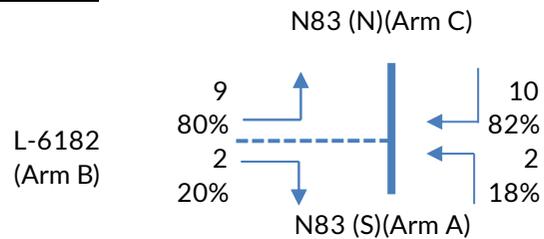
Traffic Distributions at N83 / L6182
Existing Traffic Count at N83 Junction

N83 / L-6182 Priority Junction						
AM Peak - Vehicles						
Route	A - LV	A - HV	B - LV	B - HV	C - LV	C - HV
A	0	0	34	2	197	17
B	34	2	0	0	34	9
C	475	21	187	10	0	0

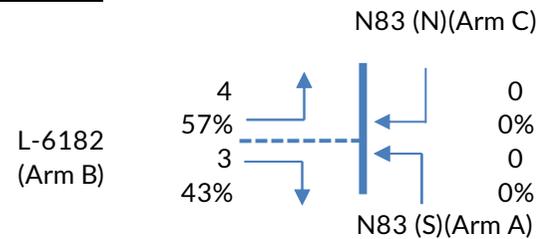
N83 / L-6182 Priority Junction						
PM Peak - Vehicles						
Route	A - LV	A - HV	B - LV	B - HV	C - LV	C - HV
A	0	0	30	0	506	18
B	19	3	0	0	141	4
C	333	15	39	0	0	0

Existing HV Distribution at N83 Junction:

AM Peak



PM Peak



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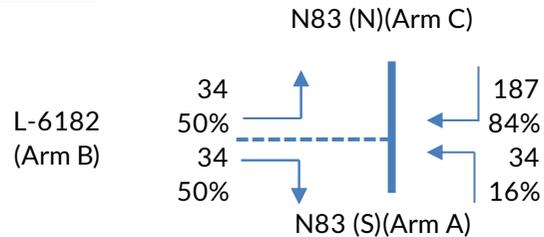
Proposed HV Distribution at N83 Junction:

N83 / L-6182 Priority Junction						
AM Peak - Vehicles						
Route	A - LV	A - HV	B - LV	B - HV	C - LV	C - HV
A				2		
B		2				7
C				9		

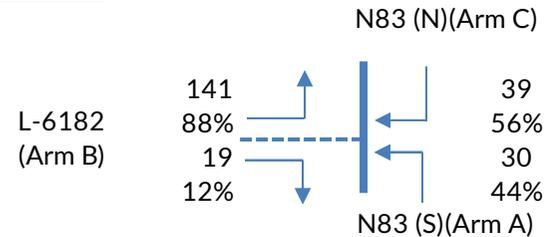
N83 / L-6182 Priority Junction						
PM Peak - Vehicles						
Route	A - LV	A - HV	B - LV	B - HV	C - LV	C - HV
A				0		
B		5				6
C				0		

Existing LV Distribution at N83 Junction:

AM Peak



PM Peak



Proposed LV Distribution at N83 Junction:

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N83 / L-6182 Priority Junction						
AM Peak - Vehicles						
Route	A - LV	A - HV	B - LV	B - HV	C - LV	C - HV
A			2			
B	0				0	
C			11			

N83 / L-6182 Priority Junction						
PM Peak - Vehicles						
Route	A - LV	A - HV	B - LV	B - HV	C - LV	C - HV
A			0			
B	1				11	
C			0			

Proposed Combined HV & LV Traffic Generation and Distribution at N83 Junction:

N83 / L-6182 Priority Junction						
AM Peak - Vehicles						
Route	A - LV	A - HV	B - LV	B - HV	C - LV	C - HV
A	0	0	2	2	0	0
B	0	2	0	0	0	7
C	0	0	11	9	0	0

N83 / L-6182 Priority Junction						
PM Peak - Vehicles						
Route	A - LV	A - HV	B - LV	B - HV	C - LV	C - HV
A	0	0	0	0	0	0
B	1	5	0	0	11	6
C	0	0	0	0	0	0

Appendix D PICADY 10 ANALYSIS REPORT FOR SITE 1 & SITE 2

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Junctions 10
PICADY 10 - Priority Intersection Module
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Filename: Site 1.j10
Path: \\fserver4-gal\Tobin\Projects\10811 - Harrington Quarry - Resubmission of EIAR\04-Documents\01-Reports\TTA\Proposed Extension
Report generation date: 09/05/2024 12:23:56

- »Base Year 2023, AM
- »Base Year 2023, PM
- »Scenario 1 Baseflow no Quarry Traffic 2025, AM
- »Scenario 1 Baseflow no Quarry Traffic 2025, PM
- »Scenario 1 Baseflow no Quarry Traffic 2030, AM
- »Scenario 1 Baseflow no Quarry Traffic 2030, PM
- »Scenario 1 Baseflow no Quarry Traffic 2040, AM
- »Scenario 1 Baseflow no Quarry Traffic 2040, PM
- »Scenario 2 Baseflow with existing Quarry Traffic 2025, AM
- »Scenario 2 Baseflow with existing Quarry Traffic 2025, PM
- »Scenario 2 Baseflow with existing Quarry Traffic 2030, AM
- »Scenario 2 Baseflow with existing Quarry Traffic 2030, PM
- »Scenario 2 Baseflow with existing Quarry Traffic 2040, AM
- »Scenario 2 Baseflow with existing Quarry Traffic 2040, PM
- »Scenario 3 Baseflow with proposed Quarry Traffic 2025, AM
- »Scenario 3 Baseflow with proposed Quarry Traffic 2025, PM
- »Scenario 3 Baseflow with proposed Quarry Traffic 2030, AM
- »Scenario 3 Baseflow with proposed Quarry Traffic 2030, PM
- »Scenario 3 Baseflow with proposed Quarry Traffic 2040, AM
- »Scenario 3 Baseflow with proposed Quarry Traffic 2040, PM

Summary of junction performance

	AM						PM					
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS
Base Year 2023												
Stream B-CD	0.0	0.00	0.00	A	0.61	A	0.0	6.17	0.01	A	0.32	A
Stream B-AD	0.0	0.00	0.00	A			0.0	7.61	0.00	A		
Stream A-BCD	0.0	6.67	0.00	A			0.0	5.65	0.00	A		
Stream D-ABC	0.0	8.92	0.01	A			0.0	0.00	0.00	A		
Stream C-ABD	0.0	8.02	0.02	A			0.0	5.55	0.01	A		
Scenario 1 Baseflow no Quarry Traffic 2025												
Stream B-CD	0.0	0.00	0.00	A	0.25	A	0.0	0.00	0.00	A	0.11	A
Stream B-AD	0.0	0.00	0.00	A			0.0	0.00	0.00	A		
Stream A-BCD	0.0	6.65	0.00	A			0.0	5.61	0.00	A		
Stream D-ABC	0.0	9.03	0.02	A			0.0	0.00	0.00	A		
Stream C-ABD	0.0	0.00	0.00	A			0.0	5.57	0.01	A		
Scenario 1 Baseflow no Quarry Traffic 2030												

Stream B-CD	0.0	0.00	0.00	A	0.22	A	0.0	0.00	0.00	A	0.12	A
Stream B-AD	0.0	0.00	0.00	A			0.0	0.00	0.00	A		
Stream A-BCD	0.0	6.71	0.00	A			0.0	5.54	0.00	A		
Stream D-ABC	0.0	9.20	0.02	A			0.0	0.00	0.00	A		
Stream C-ABD	0.0	0.00	0.00	A			0.0	5.64	0.01	A		
Scenario 1 Baseflow no Quarry Traffic 2040												
Stream B-CD	0.0	0.00	0.00	A	0.23	A	0.0	0.00	0.00	A	0.11	A
Stream B-AD	0.0	0.00	0.00	A			0.0	0.00	0.00	A		
Stream A-BCD	0.0	6.76	0.00	A			0.0	5.47	0.00	A		
Stream D-ABC	0.0	9.45	0.02	A			0.0	0.00	0.00	A		
Stream C-ABD	0.0	0.00	0.00	A			0.0	5.70	0.01	A		
Scenario 2 Baseflow with existing Quarry Traffic 2025												
Stream B-CD	0.0	8.13	0.01	A	0.86	A	0.0	6.32	0.01	A	0.34	A
Stream B-AD	0.0	7.74	0.00	A			0.0	7.70	0.00	A		
Stream A-BCD	0.0	6.69	0.00	A			0.0	5.61	0.00	A		
Stream D-ABC	0.0	9.13	0.02	A			0.0	0.00	0.00	A		
Stream C-ABD	0.0	8.01	0.02	A			0.0	5.57	0.01	A		
Scenario 2 Baseflow with existing Quarry Traffic 2030												
Stream B-CD	0.0	8.24	0.01	A	0.85	A	0.0	6.41	0.01	A	0.37	A
Stream B-AD	0.0	7.87	0.00	A			0.0	7.79	0.01	A		
Stream A-BCD	0.0	6.75	0.00	A			0.0	5.54	0.00	A		
Stream D-ABC	0.0	9.32	0.02	A			0.0	0.00	0.00	A		
Stream C-ABD	0.0	8.14	0.02	A			0.0	5.64	0.01	A		
Scenario 2 Baseflow with existing Quarry Traffic 2040												
Stream B-CD	0.0	8.38	0.01	A	0.93	A	0.0	6.58	0.01	A	0.34	A
Stream B-AD	0.0	8.00	0.00	A			0.0	7.91	0.01	A		
Stream A-BCD	0.0	6.80	0.00	A			0.0	5.47	0.00	A		
Stream D-ABC	0.0	9.61	0.02	A			0.0	0.00	0.00	A		
Stream C-ABD	0.0	8.21	0.03	A			0.0	5.70	0.01	A		
Scenario 3 Baseflow with proposed Quarry Traffic 2025												
Stream B-CD	0.0	8.69	0.01	A	1.17	A	0.0	7.77	0.03	A	0.97	A
Stream B-AD	0.0	7.83	0.00	A			0.0	7.81	0.01	A		
Stream A-BCD	0.0	6.70	0.00	A			0.0	5.61	0.00	A		
Stream D-ABC	0.0	9.20	0.02	A			0.0	0.00	0.00	A		
Stream C-ABD	0.0	7.51	0.04	A			0.0	5.57	0.01	A		
Scenario 3 Baseflow with proposed Quarry Traffic 2030												
Stream B-CD	0.0	8.62	0.02	A	1.07	A	0.0	7.85	0.04	A	0.89	A
Stream B-AD	0.0	7.93	0.00	A			0.0	7.94	0.01	A		
Stream A-BCD	0.0	6.76	0.00	A			0.0	5.54	0.00	A		
Stream D-ABC	0.0	9.37	0.02	A			0.0	0.00	0.00	A		
Stream C-ABD	0.0	7.50	0.04	A			0.0	5.64	0.01	A		
Scenario 3 Baseflow with proposed Quarry Traffic 2040												
Stream B-CD	0.0	8.55	0.02	A	1.01	A	0.0	7.94	0.04	A	0.82	A
Stream B-AD	0.0	8.04	0.00	A			0.0	8.07	0.01	A		
Stream A-BCD	0.0	6.81	0.00	A			0.0	5.47	0.00	A		
Stream D-ABC	0.0	9.64	0.02	A			0.0	0.00	0.00	A		
Stream C-ABD	0.0	7.49	0.04	A			0.0	5.70	0.01	A		

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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.

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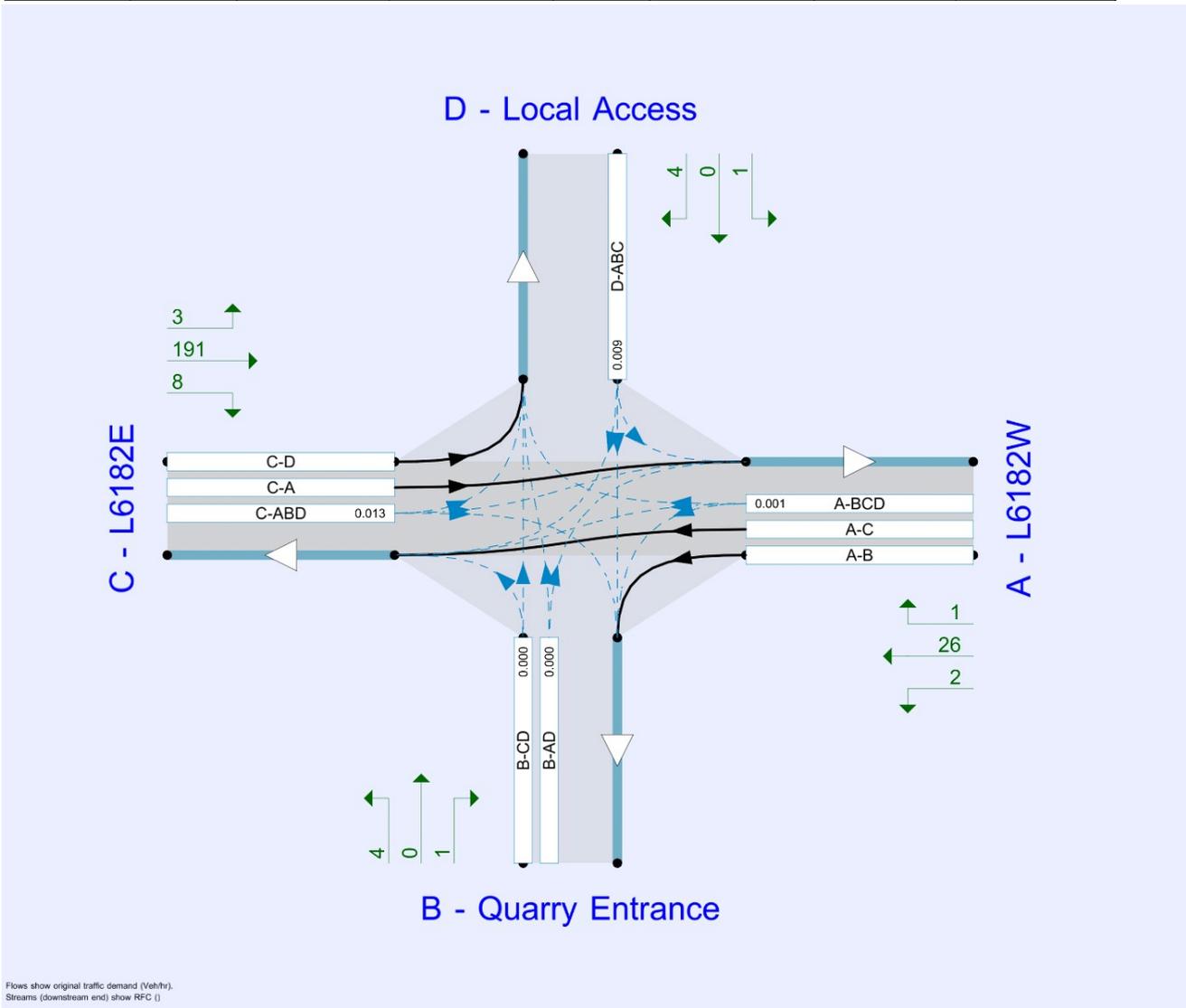
File summary

File Description

Title	
Location	
Site number	
Date	15/04/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	TOBIN\Viswas.Kutty
Description	

Units

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



Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	Base Year 2023	AM	ONE HOUR	07:00	08:30	15
D2	Base Year 2023	PM	ONE HOUR	16:30	18:00	15
D3	Scenario 1 Baseflow no Quarry Traffic 2025	AM	ONE HOUR	07:00	08:30	15
D4	Scenario 1 Baseflow no Quarry Traffic 2025	PM	ONE HOUR	16:30	18:00	15
D5	Scenario 1 Baseflow no Quarry Traffic 2030	AM	ONE HOUR	07:00	08:30	15
D6	Scenario 1 Baseflow no Quarry Traffic 2030	PM	ONE HOUR	16:30	18:00	15
D7	Scenario 1 Baseflow no Quarry Traffic 2040	AM	ONE HOUR	07:00	08:30	15
D8	Scenario 1 Baseflow no Quarry Traffic 2040	PM	ONE HOUR	16:30	18:00	15
D9	Scenario 2 Baseflow with existing Quarry Traffic 2025	AM	ONE HOUR	07:00	08:30	15
D10	Scenario 2 Baseflow with existing Quarry Traffic 2025	PM	ONE HOUR	16:30	18:00	15
D11	Scenario 2 Baseflow with existing Quarry Traffic 2030	AM	ONE HOUR	07:00	08:30	15
D12	Scenario 2 Baseflow with existing Quarry Traffic 2030	PM	ONE HOUR	16:30	18:00	15
D13	Scenario 2 Baseflow with existing Quarry Traffic 2040	AM	ONE HOUR	07:00	08:30	15
D14	Scenario 2 Baseflow with existing Quarry Traffic 2040	PM	ONE HOUR	16:30	18:00	15
D15	Scenario 3 Baseflow with proposed Quarry Traffic 2025	AM	ONE HOUR	07:00	08:30	15
D16	Scenario 3 Baseflow with proposed Quarry Traffic 2025	PM	ONE HOUR	16:30	18:00	15
D17	Scenario 3 Baseflow with proposed Quarry Traffic 2030	AM	ONE HOUR	07:00	08:30	15
D18	Scenario 3 Baseflow with proposed Quarry Traffic 2030	PM	ONE HOUR	16:30	18:00	15
D19	Scenario 3 Baseflow with proposed Quarry Traffic 2040	AM	ONE HOUR	07:00	08:30	15
D20	Scenario 3 Baseflow with proposed Quarry Traffic 2040	PM	ONE HOUR	16:30	18:00	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Base Year 2023, AM

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Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - L6182W - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm visibility to right	B - Quarry Entrance - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - L6182E - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	L6182/Quarry Entrance	Crossroads	Two-way	Two-way	Two-way	Two-way		0.61	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.61	A

Arms

Arms

Arm	Name	Description	Arm type
A	L6182W		Major
B	Quarry Entrance		Minor
C	L6182E		Major
D	Local Access		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - L6182W	5.50			0.0	✓	0.00
C - L6182E	5.50			215.0	✓	1.00

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)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Quarry Entrance	One lane plus flare		10.00	9.80	7.70	5.60	4.00	✓	3.00	23	31
D - Local Access	One lane	2.20								0	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for 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	-	-	-	-	-	-	0.227	0.325	0.227	-	-	-
B-A	557	0.104	0.262	0.262	-	-	-	0.165	0.374	-	0.262	0.262	0.131
B-C	717	0.112	0.284	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	557	0.104	0.262	0.262	-	-	-	0.165	0.374	0.165	-	-	-
B-D, offside lane	557	0.104	0.262	0.262	-	-	-	0.165	0.374	0.165	-	-	-
C-B	698	0.277	0.277	0.395	-	-	-	-	-	-	-	-	-
D-A	574	-	-	-	-	-	-	0.227	-	0.090	-	-	-
D-B, nearside lane	440	0.130	0.130	0.295	-	-	-	0.207	0.207	0.082	-	-	-
D-B, offside lane	440	0.130	0.130	0.295	-	-	-	0.207	0.207	0.082	-	-	-
D-C	440	-	0.130	0.295	0.103	0.207	0.207	0.207	0.207	0.082	-	-	-

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

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

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

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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	Base Year 2023	AM	ONE HOUR	07:00	08:30	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 - L6182W		✓	29	100.000
B - Quarry Entrance		✓	5	100.000
C - L6182E		✓	202	100.000
D - Local Access		✓	5	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - L6182W	B - Quarry Entrance	C - L6182E	D - Local Access
From	A - L6182W	0	2	26	1
	B - Quarry Entrance	1	0	4	0
	C - L6182E	191	8	0	3
	D - Local Access	1	0	4	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - L6182W	B - Quarry Entrance	C - L6182E	D - Local Access
From	A - L6182W	0	0	11	0
	B - Quarry Entrance	0	0	67	0
	C - L6182E	2	55	0	0
	D - Local Access	0	0	0	0

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Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-CD	0.00	0.00	0.0	A
B-AD	0.00	0.00	0.0	A
A-BCD	0.00	6.67	0.0	A
A-B				
A-C				
D-ABC	0.01	8.92	0.0	A
C-ABD	0.02	8.02	0.0	A
C-D				
C-A				

Main Results for each time segment

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	451	0.000	0	0.0	0.000	A
B-AD	0	523	0.000	0	0.0	0.000	A
A-BCD	0.78	551	0.001	0.78	0.0	6.537	A
A-B	2			2			
A-C	20			20			
D-ABC	4	426	0.009	4	0.0	8.534	A
C-ABD	6	455	0.013	6	0.0	8.011	A
C-D	2			2			
C-A	144			144			

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	448	0.000	0	0.0	0.000	A
B-AD	0	516	0.000	0	0.0	0.000	A
A-BCD	0.94	547	0.002	0.94	0.0	6.588	A
A-B	2			2			
A-C	23			23			
D-ABC	4	419	0.011	4	0.0	8.692	A
C-ABD	7	458	0.016	7	0.0	7.995	A
C-D	3			3			
C-A	172			172			

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	443	0.000	0	0.0	0.000	A
B-AD	0	507	0.000	0	0.0	0.000	A
A-BCD	1	541	0.002	1	0.0	6.662	A
A-B	2			2			
A-C	29			29			
D-ABC	6	409	0.013	5	0.0	8.920	A
C-ABD	9	462	0.019	9	0.0	7.962	A
C-D	3			3			
C-A	210			210			

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07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	443	0.000	0	0.0	0.000	A
B-AD	0	507	0.000	0	0.0	0.000	A
A-BCD	1	541	0.002	1	0.0	6.668	A
A-B	2			2			
A-C	29			29			
D-ABC	6	409	0.013	6	0.0	8.920	A
C-ABD	9	461	0.019	9	0.0	7.962	A
C-D	3			3			
C-A	210			210			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	448	0.000	0	0.0	0.000	A
B-AD	0	516	0.000	0	0.0	0.000	A
A-BCD	0.94	547	0.002	0.94	0.0	6.598	A
A-B	2			2			
A-C	23			23			
D-ABC	4	419	0.011	5	0.0	8.694	A
C-ABD	7	456	0.016	7	0.0	7.998	A
C-D	3			3			
C-A	172			172			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	451	0.000	0	0.0	0.000	A
B-AD	0	523	0.000	0	0.0	0.000	A
A-BCD	0.78	551	0.001	0.78	0.0	6.543	A
A-B	2			2			
A-C	20			20			
D-ABC	4	426	0.009	4	0.0	8.536	A
C-ABD	6	455	0.013	6	0.0	8.015	A
C-D	2			2			
C-A	144			144			

Base Year 2023, PM

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Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - L6182W - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm visibility to right	B - Quarry Entrance - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a tapered section.
Warning	Major arm width	C - L6182E - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	L6182/Quarry Entrance	Crossroads	Two-way	Two-way	Two-way	Two-way		0.32	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.32	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	Base Year 2023	PM	ONE HOUR	16:30	18:00	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 - L6182W		✓	148	100.000
B - Quarry Entrance		✓	6	100.000
C - L6182E		✓	56	100.000
D - Local Access		✓	3	100.000

Origin-Destination Data

Demand (Veh/hr)

	From	To			
		A - L6182W	B - Quarry Entrance	C - L6182E	D - Local Access
	A - L6182W	0	1	146	1
	B - Quarry Entrance	2	0	4	0
	C - L6182E	50	3	0	3
	D - Local Access	1	0	2	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - L6182W	B - Quarry Entrance	C - L6182E	D - Local Access
From	A - L6182W	0	0	4	0
	B - Quarry Entrance	0	0	20	0
	C - L6182E	0	0	0	0
	D - Local Access	0	0	0	0

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Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-CD	0.01	6.17	0.0	A
B-AD	0.00	7.61	0.0	A
A-BCD	0.00	5.65	0.0	A
A-B				
A-C				
D-ABC	0.00	0.00	0.0	A
C-ABD	0.01	5.55	0.0	A
C-D				
C-A				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	3	593	0.005	3	0.0	6.098	A
B-AD	2	491	0.003	1	0.0	7.349	A
A-BCD	0.91	639	0.001	0.91	0.0	5.642	A
A-B	0.75			0.75			
A-C	110			110			
D-ABC	0	445	0.000	0	0.0	0.000	A
C-ABD	2	666	0.003	2	0.0	5.419	A
C-D	2			2			
C-A	38			38			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	4	595	0.006	4	0.0	6.083	A
B-AD	2	484	0.004	2	0.0	7.457	A
A-BCD	1	652	0.002	1	0.0	5.531	A
A-B	0.90			0.90			
A-C	131			131			
D-ABC	0	441	0.000	0	0.0	0.000	A
C-ABD	3	660	0.004	3	0.0	5.474	A
C-D	3			3			
C-A	45			45			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	5	588	0.008	5	0.0	6.174	A
B-AD	2	475	0.005	2	0.0	7.613	A
A-BCD	1	669	0.002	1	0.0	5.386	A
A-B	1			1			
A-C	161			161			
D-ABC	0	435	0.000	0	0.0	0.000	A
C-ABD	3	652	0.005	3	0.0	5.551	A
C-D	3			3			
C-A	55			55			

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17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	5	588	0.008	5	0.0	6.174	A
B-AD	2	475	0.005	2	0.0	7.613	A
A-BCD	1	669	0.002	1	0.0	5.392	A
A-B	1			1			
A-C	161			161			
D-ABC	0	435	0.000	0	0.0	0.000	A
C-ABD	3	652	0.005	3	0.0	5.551	A
C-D	3			3			
C-A	55			55			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	4	595	0.006	4	0.0	6.084	A
B-AD	2	484	0.004	2	0.0	7.460	A
A-BCD	1	652	0.002	1	0.0	5.539	A
A-B	0.90			0.90			
A-C	131			131			
D-ABC	0	441	0.000	0	0.0	0.000	A
C-ABD	3	660	0.004	3	0.0	5.474	A
C-D	3			3			
C-A	45			45			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	3	601	0.005	3	0.0	6.020	A
B-AD	2	491	0.003	2	0.0	7.351	A
A-BCD	0.91	639	0.001	0.91	0.0	5.646	A
A-B	0.75			0.75			
A-C	110			110			
D-ABC	0	445	0.000	0	0.0	0.000	A
C-ABD	2	666	0.003	2	0.0	5.419	A
C-D	2			2			
C-A	38			38			

Scenario 1 Baseflow no Quarry Traffic 2025, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - L6182W - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm visibility to right	B - Quarry Entrance - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a tapered section.
Warning	Major arm width	C - L6182E - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	L6182/Quarry Entrance	Crossroads	Two-way	Two-way	Two-way	Two-way		0.25	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.25	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	Scenario 1 Baseflow no Quarry Traffic 2025	AM	ONE HOUR	07:00	08:30	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 - L6182W		✓	29	100.000
B - Quarry Entrance		✓	3	100.000
C - L6182E		✓	205	100.000
D - Local Access		✓	6	100.000

Origin-Destination Data

Demand (Veh/hr)

	From	To			
		A - L6182W	B - Quarry Entrance	C - L6182E	D - Local Access
	A - L6182W	0	0	28	1
	B - Quarry Entrance	1	0	2	0
	C - L6182E	202	0	0	3
	D - Local Access	1	0	5	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
	A - L6182W	B - Quarry Entrance	C - L6182E	D - Local Access
A - L6182W	0	0	11	0
B - Quarry Entrance	0	0	0	0
C - L6182E	2	0	0	0
D - Local Access	0	0	0	0

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Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-CD	0.00	0.00	0.0	A
B-AD	0.00	0.00	0.0	A
A-BCD	0.00	6.65	0.0	A
A-B				
A-C				
D-ABC	0.02	9.03	0.0	A
C-ABD	0.00	0.00	0.0	A
C-D				
C-A				

Main Results for each time segment

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	604	0.000	0	0.0	0.000	A
B-AD	0	525	0.000	0	0.0	0.000	A
A-BCD	0.78	552	0.001	0.78	0.0	6.527	A
A-B	0			0			
A-C	21			21			
D-ABC	5	422	0.011	4	0.0	8.629	A
C-ABD	0	1383	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	152			152			

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	599	0.000	0	0.0	0.000	A
B-AD	0	519	0.000	0	0.0	0.000	A
A-BCD	0.94	548	0.002	0.94	0.0	6.575	A
A-B	0			0			
A-C	25			25			
D-ABC	5	415	0.013	5	0.0	8.796	A
C-ABD	0	1381	0.000	0	0.0	0.000	A
C-D	3			3			
C-A	182			182			

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	593	0.000	0	0.0	0.000	A
B-AD	0	510	0.000	0	0.0	0.000	A
A-BCD	1	543	0.002	1	0.0	6.645	A
A-B	0			0			
A-C	31			31			
D-ABC	7	405	0.016	7	0.0	9.035	A
C-ABD	0	1377	0.000	0	0.0	0.000	A
C-D	3			3			
C-A	222			222			

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	593	0.000	0	0.0	0.000	A
B-AD	0	510	0.000	0	0.0	0.000	A
A-BCD	1	543	0.002	1	0.0	6.651	A
A-B	0			0			
A-C	31			31			
D-ABC	7	405	0.016	7	0.0	9.035	A
C-ABD	0	1377	0.000	0	0.0	0.000	A
C-D	3			3			
C-A	222			222			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	599	0.000	0	0.0	0.000	A
B-AD	0	519	0.000	0	0.0	0.000	A
A-BCD	0.94	548	0.002	0.94	0.0	6.585	A
A-B	0			0			
A-C	25			25			
D-ABC	5	415	0.013	5	0.0	8.796	A
C-ABD	0	1381	0.000	0	0.0	0.000	A
C-D	3			3			
C-A	182			182			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	604	0.000	0	0.0	0.000	A
B-AD	0	525	0.000	0	0.0	0.000	A
A-BCD	0.78	552	0.001	0.78	0.0	6.533	A
A-B	0			0			
A-C	21			21			
D-ABC	5	422	0.011	5	0.0	8.631	A
C-ABD	0	1383	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	152			152			

Scenario 1 Baseflow no Quarry Traffic 2025, PM

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Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - L6182W - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm visibility to right	B - Quarry Entrance - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a tapered section.
Warning	Major arm width	C - L6182E - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	L6182/Quarry Entrance	Crossroads	Two-way	Two-way	Two-way	Two-way		0.11	A

Junction Network

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	Scenario 1 Baseflow no Quarry Traffic 2025	PM	ONE HOUR	16:30	18:00	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 - L6182W		✓	157	100.000
B - Quarry Entrance		✓	0	100.000
C - L6182E		✓	59	100.000
D - Local Access		✓	3	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - L6182W	B - Quarry Entrance	C - L6182E	D - Local Access
From	A - L6182W	0	1	155	1
	B - Quarry Entrance	0	0	0	0
	C - L6182E	53	3	0	3
	D - Local Access	1	0	2	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - L6182W	B - Quarry Entrance	C - L6182E	D - Local Access
From	A - L6182W	0	0	4	0
	B - Quarry Entrance	0	0	0	0
	C - L6182E	0	0	0	0
	D - Local Access	0	0	0	0

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Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-CD	0.00	0.00	0.0	A
B-AD	0.00	0.00	0.0	A
A-BCD	0.00	5.61	0.0	A
A-B				
A-C				
D-ABC	0.00	0.00	0.0	A
C-ABD	0.01	5.57	0.0	A
C-D				
C-A				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	588	0.000	0	0.0	0.000	A
B-AD	0	518	0.000	0	0.0	0.000	A
A-BCD	0.92	643	0.001	0.92	0.0	5.608	A
A-B	0.75			0.75			
A-C	116			116			
D-ABC	0	444	0.000	0	0.0	0.000	A
C-ABD	2	665	0.003	2	0.0	5.434	A
C-D	2			2			
C-A	40			40			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	581	0.000	0	0.0	0.000	A
B-AD	0	510	0.000	0	0.0	0.000	A
A-BCD	1	656	0.002	1	0.0	5.491	A
A-B	0.90			0.90			
A-C	139			139			
D-ABC	0	440	0.000	0	0.0	0.000	A
C-ABD	3	658	0.004	3	0.0	5.492	A
C-D	3			3			
C-A	48			48			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	571	0.000	0	0.0	0.000	A
B-AD	0	499	0.000	0	0.0	0.000	A
A-BCD	1	675	0.002	1	0.0	5.340	A
A-B	1			1			
A-C	170			170			
D-ABC	0	434	0.000	0	0.0	0.000	A
C-ABD	3	649	0.005	3	0.0	5.574	A
C-D	3			3			
C-A	58			58			

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17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	571	0.000	0	0.0	0.000	A
B-AD	0	499	0.000	0	0.0	0.000	A
A-BCD	1	675	0.002	1	0.0	5.344	A
A-B	1			1			
A-C	170			170			
D-ABC	0	433	0.000	0	0.0	0.000	A
C-ABD	3	649	0.005	3	0.0	5.574	A
C-D	3			3			
C-A	58			58			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	581	0.000	0	0.0	0.000	A
B-AD	0	510	0.000	0	0.0	0.000	A
A-BCD	1	656	0.002	1	0.0	5.499	A
A-B	0.90			0.90			
A-C	139			139			
D-ABC	0	440	0.000	0	0.0	0.000	A
C-ABD	3	658	0.004	3	0.0	5.494	A
C-D	3			3			
C-A	48			48			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	588	0.000	0	0.0	0.000	A
B-AD	0	518	0.000	0	0.0	0.000	A
A-BCD	0.92	643	0.001	0.92	0.0	5.612	A
A-B	0.75			0.75			
A-C	116			116			
D-ABC	0	444	0.000	0	0.0	0.000	A
C-ABD	2	665	0.003	2	0.0	5.434	A
C-D	2			2			
C-A	40			40			

Scenario 1 Baseflow no Quarry Traffic 2030, AM

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Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - L6182W - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm visibility to right	B - Quarry Entrance - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a tapered section.
Warning	Major arm width	C - L6182E - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	L6182/Quarry Entrance	Crossroads	Two-way	Two-way	Two-way	Two-way		0.22	A

Junction Network

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	Scenario 1 Baseflow no Quarry Traffic 2030	AM	ONE HOUR	07:00	08:30	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 - L6182W		✓	32	100.000
B - Quarry Entrance		✓	4	100.000
C - L6182E		✓	233	100.000
D - Local Access		✓	6	100.000

Origin-Destination Data

Demand (Veh/hr)

	From	To			
		A - L6182W	B - Quarry Entrance	C - L6182E	D - Local Access
	A - L6182W	0	0	31	1
	B - Quarry Entrance	1	0	3	0
	C - L6182E	229	0	0	4
	D - Local Access	1	0	5	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
	A - L6182W	B - Quarry Entrance	C - L6182E	D - Local Access
A - L6182W	0	0	12	0
B - Quarry Entrance	0	0	0	0
C - L6182E	2	0	0	0
D - Local Access	0	0	0	0

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Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-CD	0.00	0.00	0.0	A
B-AD	0.00	0.00	0.0	A
A-BCD	0.00	6.71	0.0	A
A-B				
A-C				
D-ABC	0.02	9.20	0.0	A
C-ABD	0.00	0.00	0.0	A
C-D				
C-A				

Main Results for each time segment

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	600	0.000	0	0.0	0.000	A
B-AD	0	520	0.000	0	0.0	0.000	A
A-BCD	0.79	549	0.001	0.78	0.0	6.566	A
A-B	0			0			
A-C	23			23			
D-ABC	5	417	0.011	4	0.0	8.730	A
C-ABD	0	1382	0.000	0	0.0	0.000	A
C-D	3			3			
C-A	173			173			

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	595	0.000	0	0.0	0.000	A
B-AD	0	513	0.000	0	0.0	0.000	A
A-BCD	0.95	544	0.002	0.95	0.0	6.622	A
A-B	0			0			
A-C	28			28			
D-ABC	5	409	0.013	5	0.0	8.922	A
C-ABD	0	1379	0.000	0	0.0	0.000	A
C-D	4			4			
C-A	206			206			

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	588	0.000	0	0.0	0.000	A
B-AD	0	503	0.000	0	0.0	0.000	A
A-BCD	1	538	0.002	1	0.0	6.703	A
A-B	0			0			
A-C	34			34			
D-ABC	7	398	0.017	7	0.0	9.199	A
C-ABD	0	1375	0.000	0	0.0	0.000	A
C-D	4			4			
C-A	253			253			

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07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	588	0.000	0	0.0	0.000	A
B-AD	0	503	0.000	0	0.0	0.000	A
A-BCD	1	538	0.002	1	0.0	6.707	A
A-B	0			0			
A-C	34			34			
D-ABC	7	398	0.017	7	0.0	9.199	A
C-ABD	0	1375	0.000	0	0.0	0.000	A
C-D	4			4			
C-A	253			253			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	595	0.000	0	0.0	0.000	A
B-AD	0	513	0.000	0	0.0	0.000	A
A-BCD	0.95	544	0.002	0.95	0.0	6.631	A
A-B	0			0			
A-C	28			28			
D-ABC	5	409	0.013	5	0.0	8.924	A
C-ABD	0	1379	0.000	0	0.0	0.000	A
C-D	4			4			
C-A	206			206			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	600	0.000	0	0.0	0.000	A
B-AD	0	520	0.000	0	0.0	0.000	A
A-BCD	0.79	549	0.001	0.79	0.0	6.570	A
A-B	0			0			
A-C	23			23			
D-ABC	5	417	0.011	5	0.0	8.734	A
C-ABD	0	1382	0.000	0	0.0	0.000	A
C-D	3			3			
C-A	173			173			

Scenario 1 Baseflow no Quarry Traffic 2030, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - L6182W - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm visibility to right	B - Quarry Entrance - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a tapered section.
Warning	Major arm width	C - L6182E - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	L6182/Quarry Entrance	Crossroads	Two-way	Two-way	Two-way	Two-way		0.12	A

Junction Network

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	Scenario 1 Baseflow no Quarry Traffic 2030	PM	ONE HOUR	16:30	18:00	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 - L6182W		✓	176	100.000
B - Quarry Entrance		✓	0	100.000
C - L6182E		✓	68	100.000
D - Local Access		✓	4	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - L6182W	B - Quarry Entrance	C - L6182E	D - Local Access
From	A - L6182W	0	1	174	1
	B - Quarry Entrance	0	0	0	0
	C - L6182E	60	4	0	4
	D - Local Access	1	0	3	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
	A - L6182W	B - Quarry Entrance	C - L6182E	D - Local Access
A - L6182W	0	0	5	0
B - Quarry Entrance	0	0	0	0
C - L6182E	0	0	0	0
D - Local Access	0	0	0	0

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Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-CD	0.00	0.00	0.0	A
B-AD	0.00	0.00	0.0	A
A-BCD	0.00	5.54	0.0	A
A-B				
A-C				
D-ABC	0.00	0.00	0.0	A
C-ABD	0.01	5.64	0.0	A
C-D				
C-A				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	583	0.000	0	0.0	0.000	A
B-AD	0	512	0.000	0	0.0	0.000	A
A-BCD	0.94	651	0.001	0.94	0.0	5.539	A
A-B	0.75			0.75			
A-C	131			131			
D-ABC	0	441	0.000	0	0.0	0.000	A
C-ABD	3	660	0.005	3	0.0	5.478	A
C-D	3			3			
C-A	45			45			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	575	0.000	0	0.0	0.000	A
B-AD	0	503	0.000	0	0.0	0.000	A
A-BCD	1	666	0.002	1	0.0	5.411	A
A-B	0.90			0.90			
A-C	156			156			
D-ABC	0	436	0.000	0	0.0	0.000	A
C-ABD	4	653	0.006	4	0.0	5.545	A
C-D	4			4			
C-A	54			54			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	563	0.000	0	0.0	0.000	A
B-AD	0	491	0.000	0	0.0	0.000	A
A-BCD	2	687	0.002	2	0.0	5.247	A
A-B	1			1			
A-C	191			191			
D-ABC	0	429	0.000	0	0.0	0.000	A
C-ABD	4	643	0.007	4	0.0	5.641	A
C-D	4			4			
C-A	66			66			

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17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	563	0.000	0	0.0	0.000	A
B-AD	0	491	0.000	0	0.0	0.000	A
A-BCD	2	687	0.002	2	0.0	5.254	A
A-B	1			1			
A-C	191			191			
D-ABC	0	429	0.000	0	0.0	0.000	A
C-ABD	4	642	0.007	4	0.0	5.641	A
C-D	4			4			
C-A	66			66			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	575	0.000	0	0.0	0.000	A
B-AD	0	503	0.000	0	0.0	0.000	A
A-BCD	1	666	0.002	1	0.0	5.422	A
A-B	0.90			0.90			
A-C	156			156			
D-ABC	0	436	0.000	0	0.0	0.000	A
C-ABD	4	653	0.006	4	0.0	5.545	A
C-D	4			4			
C-A	54			54			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	583	0.000	0	0.0	0.000	A
B-AD	0	512	0.000	0	0.0	0.000	A
A-BCD	0.95	651	0.001	0.95	0.0	5.545	A
A-B	0.75			0.75			
A-C	131			131			
D-ABC	0	441	0.000	0	0.0	0.000	A
C-ABD	3	660	0.005	3	0.0	5.480	A
C-D	3			3			
C-A	45			45			

Scenario 1 Baseflow no Quarry Traffic 2040, AM

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Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - L6182W - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm visibility to right	B - Quarry Entrance - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a tapered section.
Warning	Major arm width	C - L6182E - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	L6182/Quarry Entrance	Crossroads	Two-way	Two-way	Two-way	Two-way		0.23	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.23	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	Scenario 1 Baseflow no Quarry Traffic 2040	AM	ONE HOUR	07:00	08:30	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 - L6182W		✓	36	100.000
B - Quarry Entrance		✓	4	100.000
C - L6182E		✓	260	100.000
D - Local Access		✓	7	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - L6182W	B - Quarry Entrance	C - L6182E	D - Local Access
From	A - L6182W	0	0	35	1
	B - Quarry Entrance	1	0	3	0
	C - L6182E	256	0	0	4
	D - Local Access	1	0	6	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
	A - L6182W	B - Quarry Entrance	C - L6182E	D - Local Access
A - L6182W	0	0	13	0
B - Quarry Entrance	0	0	0	0
C - L6182E	2	0	0	0
D - Local Access	0	0	0	0

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Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-CD	0.00	0.00	0.0	A
B-AD	0.00	0.00	0.0	A
A-BCD	0.00	6.76	0.0	A
A-B				
A-C				
D-ABC	0.02	9.45	0.0	A
C-ABD	0.00	0.00	0.0	A
C-D				
C-A				

Main Results for each time segment

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	597	0.000	0	0.0	0.000	A
B-AD	0	516	0.000	0	0.0	0.000	A
A-BCD	0.79	546	0.001	0.79	0.0	6.596	A
A-B	0			0			
A-C	27			27			
D-ABC	5	409	0.013	5	0.0	8.905	A
C-ABD	0	1380	0.000	0	0.0	0.000	A
C-D	3			3			
C-A	193			193			

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	591	0.000	0	0.0	0.000	A
B-AD	0	508	0.000	0	0.0	0.000	A
A-BCD	0.96	541	0.002	0.95	0.0	6.658	A
A-B	0			0			
A-C	32			32			
D-ABC	6	401	0.016	6	0.0	9.129	A
C-ABD	0	1376	0.000	0	0.0	0.000	A
C-D	4			4			
C-A	230			230			

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	583	0.000	0	0.0	0.000	A
B-AD	0	497	0.000	0	0.0	0.000	A
A-BCD	1	534	0.002	1	0.0	6.747	A
A-B	0			0			
A-C	39			39			
D-ABC	8	388	0.020	8	0.0	9.455	A
C-ABD	0	1372	0.000	0	0.0	0.000	A
C-D	4			4			
C-A	282			282			

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07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	583	0.000	0	0.0	0.000	A
B-AD	0	497	0.000	0	0.0	0.000	A
A-BCD	1	534	0.002	1	0.0	6.756	A
A-B	0			0			
A-C	39			39			
D-ABC	8	388	0.020	8	0.0	9.455	A
C-ABD	0	1372	0.000	0	0.0	0.000	A
C-D	4			4			
C-A	282			282			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	591	0.000	0	0.0	0.000	A
B-AD	0	508	0.000	0	0.0	0.000	A
A-BCD	0.96	541	0.002	0.96	0.0	6.669	A
A-B	0			0			
A-C	32			32			
D-ABC	6	401	0.016	6	0.0	9.129	A
C-ABD	0	1376	0.000	0	0.0	0.000	A
C-D	4			4			
C-A	230			230			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	597	0.000	0	0.0	0.000	A
B-AD	0	516	0.000	0	0.0	0.000	A
A-BCD	0.79	546	0.001	0.79	0.0	6.604	A
A-B	0			0			
A-C	27			27			
D-ABC	5	409	0.013	5	0.0	8.907	A
C-ABD	0	1380	0.000	0	0.0	0.000	A
C-D	3			3			
C-A	193			193			

Scenario 1 Baseflow no Quarry Traffic 2040, PM

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Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - L6182W - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm visibility to right	B - Quarry Entrance - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a tapered section.
Warning	Major arm width	C - L6182E - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	L6182/Quarry Entrance	Crossroads	Two-way	Two-way	Two-way	Two-way		0.11	A

Junction Network

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	Scenario 1 Baseflow no Quarry Traffic 2040	PM	ONE HOUR	16:30	18:00	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 - L6182W		✓	197	100.000
B - Quarry Entrance		✓	0	100.000
C - L6182E		✓	75	100.000
D - Local Access		✓	4	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - L6182W	B - Quarry Entrance	C - L6182E	D - Local Access
From	A - L6182W	0	1	195	1
	B - Quarry Entrance	0	0	0	0
	C - L6182E	67	4	0	4
	D - Local Access	1	0	3	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
	A - L6182W	B - Quarry Entrance	C - L6182E	D - Local Access
A - L6182W	0	0	5	0
B - Quarry Entrance	0	0	0	0
C - L6182E	0	0	0	0
D - Local Access	0	0	0	0

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Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-CD	0.00	0.00	0.0	A
B-AD	0.00	0.00	0.0	A
A-BCD	0.00	5.47	0.0	A
A-B				
A-C				
D-ABC	0.00	0.00	0.0	A
C-ABD	0.01	5.70	0.0	A
C-D				
C-A				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	578	0.000	0	0.0	0.000	A
B-AD	0	507	0.000	0	0.0	0.000	A
A-BCD	0.97	660	0.001	0.96	0.0	5.459	A
A-B	0.75			0.75			
A-C	147			147			
D-ABC	0	438	0.000	0	0.0	0.000	A
C-ABD	3	656	0.005	3	0.0	5.516	A
C-D	3			3			
C-A	50			50			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	568	0.000	0	0.0	0.000	A
B-AD	0	497	0.000	0	0.0	0.000	A
A-BCD	1	677	0.002	1	0.0	5.320	A
A-B	0.90			0.90			
A-C	175			175			
D-ABC	0	432	0.000	0	0.0	0.000	A
C-ABD	4	647	0.006	4	0.0	5.592	A
C-D	4			4			
C-A	60			60			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	555	0.000	0	0.0	0.000	A
B-AD	0	483	0.000	0	0.0	0.000	A
A-BCD	2	701	0.002	2	0.0	5.142	A
A-B	1			1			
A-C	214			214			
D-ABC	0	424	0.000	0	0.0	0.000	A
C-ABD	4	636	0.007	4	0.0	5.700	A
C-D	4			4			
C-A	74			74			

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17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	555	0.000	0	0.0	0.000	A
B-AD	0	483	0.000	0	0.0	0.000	A
A-BCD	2	701	0.002	2	0.0	5.149	A
A-B	1			1			
A-C	214			214			
D-ABC	0	424	0.000	0	0.0	0.000	A
C-ABD	4	636	0.007	4	0.0	5.700	A
C-D	4			4			
C-A	74			74			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	568	0.000	0	0.0	0.000	A
B-AD	0	497	0.000	0	0.0	0.000	A
A-BCD	1	677	0.002	1	0.0	5.332	A
A-B	0.90			0.90			
A-C	175			175			
D-ABC	0	432	0.000	0	0.0	0.000	A
C-ABD	4	647	0.006	4	0.0	5.594	A
C-D	4			4			
C-A	60			60			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	578	0.000	0	0.0	0.000	A
B-AD	0	507	0.000	0	0.0	0.000	A
A-BCD	0.97	660	0.001	0.97	0.0	5.465	A
A-B	0.75			0.75			
A-C	147			147			
D-ABC	0	438	0.000	0	0.0	0.000	A
C-ABD	3	656	0.005	3	0.0	5.518	A
C-D	3			3			
C-A	50			50			

Scenario 2 Baseflow with existing Quarry Traffic 2025, AM

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Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - L6182W - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm visibility to right	B - Quarry Entrance - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - L6182E - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	L6182/Quarry Entrance	Crossroads	Two-way	Two-way	Two-way	Two-way		0.86	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.86	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	Scenario 2 Baseflow with existing Quarry Traffic 2025	AM	ONE HOUR	07:00	08:30	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 - L6182W		✓	31	100.000
B - Quarry Entrance		✓	5	100.000
C - L6182E		✓	213	100.000
D - Local Access		✓	6	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - L6182W	B - Quarry Entrance	C - L6182E	D - Local Access
From	A - L6182W	0	2	28	1
	B - Quarry Entrance	1	0	4	0
	C - L6182E	202	8	0	3
	D - Local Access	1	0	5	0

Vehicle Mix

Heavy Vehicle Percentages

From	To				
	A - L6182W	B - Quarry Entrance	C - L6182E	D - Local Access	
A - L6182W	0	0	11	0	
B - Quarry Entrance	0	0	67	0	
C - L6182E	2	55	0	0	
D - Local Access	0	0	0	0	

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Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-CD	0.01	8.13	0.0	A
B-AD	0.00	7.74	0.0	A
A-BCD	0.00	6.69	0.0	A
A-B				
A-C				
D-ABC	0.02	9.13	0.0	A
C-ABD	0.02	8.01	0.0	A
C-D				
C-A				

Main Results for each time segment

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	3	449	0.007	3	0.0	8.065	A
B-AD	0.75	482	0.002	0.75	0.0	7.485	A
A-BCD	0.79	550	0.001	0.78	0.0	6.551	A
A-B	2			2			
A-C	21			21			
D-ABC	5	419	0.011	4	0.0	8.689	A
C-ABD	6	456	0.014	6	0.0	8.008	A
C-D	2			2			
C-A	152			152			

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	4	449	0.008	4	0.0	8.092	A
B-AD	0.90	475	0.002	0.90	0.0	7.591	A
A-BCD	0.95	546	0.002	0.94	0.0	6.605	A
A-B	2			2			
A-C	25			25			
D-ABC	5	411	0.013	5	0.0	8.871	A
C-ABD	8	459	0.017	8	0.0	7.988	A
C-D	3			3			
C-A	181			181			

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	5	447	0.010	5	0.0	8.129	A
B-AD	1	466	0.002	1	0.0	7.743	A
A-BCD	1	539	0.002	1	0.0	6.683	A
A-B	2			2			
A-C	31			31			
D-ABC	7	401	0.016	7	0.0	9.133	A
C-ABD	10	463	0.021	10	0.0	7.950	A
C-D	3			3			
C-A	222			222			

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	5	447	0.010	5	0.0	8.129	A
B-AD	1	466	0.002	1	0.0	7.743	A
A-BCD	1	539	0.002	1	0.0	6.689	A
A-B	2			2			
A-C	31			31			
D-ABC	7	401	0.016	7	0.0	9.133	A
C-ABD	10	462	0.021	10	0.0	7.951	A
C-D	3			3			
C-A	222			222			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	4	449	0.008	4	0.0	8.094	A
B-AD	0.90	475	0.002	0.90	0.0	7.591	A
A-BCD	0.95	546	0.002	0.95	0.0	6.615	A
A-B	2			2			
A-C	25			25			
D-ABC	5	411	0.013	5	0.0	8.874	A
C-ABD	8	457	0.017	8	0.0	7.991	A
C-D	3			3			
C-A	181			181			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	3	449	0.007	3	0.0	8.067	A
B-AD	0.75	482	0.002	0.75	0.0	7.486	A
A-BCD	0.79	550	0.001	0.79	0.0	6.555	A
A-B	2			2			
A-C	21			21			
D-ABC	5	419	0.011	5	0.0	8.694	A
C-ABD	6	455	0.014	6	0.0	8.011	A
C-D	2			2			
C-A	152			152			

Scenario 2 Baseflow with existing Quarry Traffic 2025, PM

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Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - L6182W - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm visibility to right	B - Quarry Entrance - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - L6182E - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	L6182/Quarry Entrance	Crossroads	Two-way	Two-way	Two-way	Two-way		0.34	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.34	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	Scenario 2 Baseflow with existing Quarry Traffic 2025	PM	ONE HOUR	16:30	18:00	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 - L6182W		✓	157	100.000
B - Quarry Entrance		✓	7	100.000
C - L6182E		✓	59	100.000
D - Local Access		✓	3	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - L6182W	B - Quarry Entrance	C - L6182E	D - Local Access
From	A - L6182W	0	1	155	1
	B - Quarry Entrance	2	0	5	0
	C - L6182E	53	3	0	3
	D - Local Access	1	0	2	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
	A - L6182W	B - Quarry Entrance	C - L6182E	D - Local Access
A - L6182W	0	0	4	0
B - Quarry Entrance	0	0	21	0
C - L6182E	0	0	0	0
D - Local Access	0	0	0	0

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Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-CD	0.01	6.32	0.0	A
B-AD	0.00	7.70	0.0	A
A-BCD	0.00	5.61	0.0	A
A-B				
A-C				
D-ABC	0.00	0.00	0.0	A
C-ABD	0.01	5.57	0.0	A
C-D				
C-A				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	4	589	0.006	4	0.0	6.151	A
B-AD	2	487	0.003	1	0.0	7.415	A
A-BCD	0.92	643	0.001	0.92	0.0	5.608	A
A-B	0.75			0.75			
A-C	116			116			
D-ABC	0	444	0.000	0	0.0	0.000	A
C-ABD	2	665	0.003	2	0.0	5.434	A
C-D	2			2			
C-A	40			40			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	4	583	0.008	4	0.0	6.222	A
B-AD	2	480	0.004	2	0.0	7.531	A
A-BCD	1	656	0.002	1	0.0	5.491	A
A-B	0.90			0.90			
A-C	139			139			
D-ABC	0	439	0.000	0	0.0	0.000	A
C-ABD	3	658	0.004	3	0.0	5.492	A
C-D	3			3			
C-A	48			48			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	5	575	0.010	5	0.0	6.321	A
B-AD	2	470	0.005	2	0.0	7.699	A
A-BCD	1	675	0.002	1	0.0	5.340	A
A-B	1			1			
A-C	170			170			
D-ABC	0	433	0.000	0	0.0	0.000	A
C-ABD	3	649	0.005	3	0.0	5.574	A
C-D	3			3			
C-A	58			58			

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17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	5	575	0.010	5	0.0	6.321	A
B-AD	2	470	0.005	2	0.0	7.698	A
A-BCD	1	675	0.002	1	0.0	5.346	A
A-B	1			1			
A-C	170			170			
D-ABC	0	433	0.000	0	0.0	0.000	A
C-ABD	3	649	0.005	3	0.0	5.574	A
C-D	3			3			
C-A	58			58			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	4	583	0.008	4	0.0	6.222	A
B-AD	2	480	0.004	2	0.0	7.531	A
A-BCD	1	656	0.002	1	0.0	5.499	A
A-B	0.90			0.90			
A-C	139			139			
D-ABC	0	439	0.000	0	0.0	0.000	A
C-ABD	3	658	0.004	3	0.0	5.492	A
C-D	3			3			
C-A	48			48			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	4	589	0.006	4	0.0	6.152	A
B-AD	2	487	0.003	2	0.0	7.414	A
A-BCD	0.92	643	0.001	0.92	0.0	5.612	A
A-B	0.75			0.75			
A-C	116			116			
D-ABC	0	444	0.000	0	0.0	0.000	A
C-ABD	2	665	0.003	2	0.0	5.436	A
C-D	2			2			
C-A	40			40			

Scenario 2 Baseflow with existing Quarry Traffic 2030, AM

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Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - L6182W - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm visibility to right	B - Quarry Entrance - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - L6182E - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	L6182/Quarry Entrance	Crossroads	Two-way	Two-way	Two-way	Two-way		0.85	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.85	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D11	Scenario 2 Baseflow with existing Quarry Traffic 2030	AM	ONE HOUR	07:00	08:30	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 - L6182W		✓	35	100.000
B - Quarry Entrance		✓	6	100.000
C - L6182E		✓	243	100.000
D - Local Access		✓	6	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - L6182W	B - Quarry Entrance	C - L6182E	D - Local Access
From	A - L6182W	0	3	31	1
	B - Quarry Entrance	1	0	5	0
	C - L6182E	229	9	0	4
	D - Local Access	1	0	5	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - L6182W	B - Quarry Entrance	C - L6182E	D - Local Access
From	A - L6182W	0	0	12	0
	B - Quarry Entrance	0	0	69	0
	C - L6182E	2	58	0	0
	D - Local Access	0	0	0	0

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Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-CD	0.01	8.24	0.0	A
B-AD	0.00	7.87	0.0	A
A-BCD	0.00	6.75	0.0	A
A-B				
A-C				
D-ABC	0.02	9.32	0.0	A
C-ABD	0.02	8.14	0.0	A
C-D				
C-A				

Main Results for each time segment

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	4	444	0.008	4	0.0	8.170	A
B-AD	0.75	476	0.002	0.75	0.0	7.570	A
A-BCD	0.79	547	0.001	0.78	0.0	6.590	A
A-B	2			2			
A-C	23			23			
D-ABC	5	413	0.011	4	0.0	8.801	A
C-ABD	7	450	0.016	7	0.0	8.133	A
C-D	3			3			
C-A	173			173			

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	4	443	0.010	4	0.0	8.201	A
B-AD	0.90	469	0.002	0.90	0.0	7.694	A
A-BCD	0.95	542	0.002	0.95	0.0	6.651	A
A-B	3			3			
A-C	28			28			
D-ABC	5	405	0.013	5	0.0	9.012	A
C-ABD	9	454	0.020	9	0.0	8.100	A
C-D	4			4			
C-A	206			206			

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	5	442	0.012	5	0.0	8.244	A
B-AD	1	459	0.002	1	0.0	7.870	A
A-BCD	1	535	0.002	1	0.0	6.740	A
A-B	3			3			
A-C	34			34			
D-ABC	7	393	0.017	7	0.0	9.316	A
C-ABD	11	460	0.024	11	0.0	8.040	A
C-D	4			4			
C-A	252			252			

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	5	442	0.012	5	0.0	8.244	A
B-AD	1	458	0.002	1	0.0	7.870	A
A-BCD	1	535	0.002	1	0.0	6.747	A
A-B	3			3			
A-C	34			34			
D-ABC	7	393	0.017	7	0.0	9.316	A
C-ABD	11	459	0.024	11	0.0	8.040	A
C-D	4			4			
C-A	252			252			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	4	443	0.010	4	0.0	8.201	A
B-AD	0.90	469	0.002	0.90	0.0	7.696	A
A-BCD	0.95	542	0.002	0.96	0.0	6.663	A
A-B	3			3			
A-C	28			28			
D-ABC	5	405	0.013	5	0.0	9.013	A
C-ABD	9	452	0.020	9	0.0	8.102	A
C-D	4			4			
C-A	206			206			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	4	444	0.008	4	0.0	8.172	A
B-AD	0.75	476	0.002	0.75	0.0	7.571	A
A-BCD	0.79	547	0.001	0.79	0.0	6.597	A
A-B	2			2			
A-C	23			23			
D-ABC	5	413	0.011	5	0.0	8.804	A
C-ABD	7	449	0.016	7	0.0	8.137	A
C-D	3			3			
C-A	173			173			

Scenario 2 Baseflow with existing Quarry Traffic 2030, PM

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Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - L6182W - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm visibility to right	B - Quarry Entrance - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - L6182E - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	L6182/Quarry Entrance	Crossroads	Two-way	Two-way	Two-way	Two-way		0.37	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.37	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D12	Scenario 2 Baseflow with existing Quarry Traffic 2030	PM	ONE HOUR	16:30	18:00	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 - L6182W		✓	176	100.000
B - Quarry Entrance		✓	9	100.000
C - L6182E		✓	68	100.000
D - Local Access		✓	4	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - L6182W	B - Quarry Entrance	C - L6182E	D - Local Access
From	A - L6182W	0	1	174	1
	B - Quarry Entrance	3	0	6	0
	C - L6182E	60	4	0	4
	D - Local Access	1	0	3	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
	A - L6182W	B - Quarry Entrance	C - L6182E	D - Local Access
A - L6182W	0	0	5	0
B - Quarry Entrance	0	0	22	0
C - L6182E	0	0	0	0
D - Local Access	0	0	0	0

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Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-CD	0.01	6.41	0.0	A
B-AD	0.01	7.79	0.0	A
A-BCD	0.00	5.54	0.0	A
A-B				
A-C				
D-ABC	0.00	0.00	0.0	A
C-ABD	0.01	5.64	0.0	A
C-D				
C-A				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	4	584	0.007	4	0.0	6.206	A
B-AD	2	485	0.005	2	0.0	7.456	A
A-BCD	0.94	651	0.001	0.94	0.0	5.539	A
A-B	0.75			0.75			
A-C	131			131			
D-ABC	0	441	0.000	0	0.0	0.000	A
C-ABD	3	660	0.005	3	0.0	5.478	A
C-D	3			3			
C-A	45			45			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	5	578	0.009	5	0.0	6.288	A
B-AD	3	477	0.006	3	0.0	7.593	A
A-BCD	1	666	0.002	1	0.0	5.411	A
A-B	0.90			0.90			
A-C	156			156			
D-ABC	0	435	0.000	0	0.0	0.000	A
C-ABD	4	653	0.006	4	0.0	5.545	A
C-D	4			4			
C-A	54			54			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	6	568	0.011	6	0.0	6.405	A
B-AD	3	465	0.007	3	0.0	7.791	A
A-BCD	2	687	0.002	2	0.0	5.247	A
A-B	1			1			
A-C	191			191			
D-ABC	0	428	0.000	0	0.0	0.000	A
C-ABD	4	642	0.007	4	0.0	5.641	A
C-D	4			4			
C-A	66			66			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	6	568	0.011	6	0.0	6.405	A
B-AD	3	465	0.007	3	0.0	7.791	A
A-BCD	2	687	0.002	2	0.0	5.252	A
A-B	1			1			
A-C	191			191			
D-ABC	0	428	0.000	0	0.0	0.000	A
C-ABD	4	642	0.007	4	0.0	5.641	A
C-D	4			4			
C-A	66			66			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	5	578	0.009	5	0.0	6.289	A
B-AD	3	477	0.006	3	0.0	7.593	A
A-BCD	1	666	0.002	1	0.0	5.422	A
A-B	0.90			0.90			
A-C	156			156			
D-ABC	0	435	0.000	0	0.0	0.000	A
C-ABD	4	653	0.006	4	0.0	5.545	A
C-D	4			4			
C-A	54			54			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	4	584	0.007	4	0.0	6.209	A
B-AD	2	485	0.005	2	0.0	7.456	A
A-BCD	0.95	651	0.001	0.95	0.0	5.545	A
A-B	0.75			0.75			
A-C	131			131			
D-ABC	0	441	0.000	0	0.0	0.000	A
C-ABD	3	660	0.005	3	0.0	5.480	A
C-D	3			3			
C-A	45			45			

Scenario 2 Baseflow with existing Quarry Traffic 2040, AM

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Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - L6182W - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm visibility to right	B - Quarry Entrance - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - L6182E - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	L6182/Quarry Entrance	Crossroads	Two-way	Two-way	Two-way	Two-way		0.93	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.93	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D13	Scenario 2 Baseflow with existing Quarry Traffic 2040	AM	ONE HOUR	07:00	08:30	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 - L6182W		✓	39	100.000
B - Quarry Entrance		✓	7	100.000
C - L6182E		✓	271	100.000
D - Local Access		✓	7	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - L6182W	B - Quarry Entrance	C - L6182E	D - Local Access
From	A - L6182W	0	3	35	1
	B - Quarry Entrance	1	0	6	0
	C - L6182E	256	11	0	4
	D - Local Access	1	0	6	0

Vehicle Mix

Heavy Vehicle Percentages

From	To				
	A - L6182W	B - Quarry Entrance	C - L6182E	D - Local Access	
A - L6182W	0	0	13	0	
B - Quarry Entrance	0	0	71	0	
C - L6182E	2	60	0	0	
D - Local Access	0	0	0	0	

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Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-CD	0.01	8.38	0.0	A
B-AD	0.00	8.00	0.0	A
A-BCD	0.00	6.80	0.0	A
A-B				
A-C				
D-ABC	0.02	9.61	0.0	A
C-ABD	0.03	8.21	0.0	A
C-D				
C-A				

Main Results for each time segment

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	4	438	0.010	4	0.0	8.293	A
B-AD	0.75	471	0.002	0.75	0.0	7.653	A
A-BCD	0.80	544	0.001	0.79	0.0	6.630	A
A-B	2			2			
A-C	27			27			
D-ABC	5	405	0.013	5	0.0	8.996	A
C-ABD	9	448	0.020	9	0.0	8.203	A
C-D	3			3			
C-A	192			192			

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	5	437	0.012	5	0.0	8.330	A
B-AD	0.90	463	0.002	0.90	0.0	7.795	A
A-BCD	0.96	538	0.002	0.96	0.0	6.698	A
A-B	3			3			
A-C	32			32			
D-ABC	6	396	0.016	6	0.0	9.244	A
C-ABD	11	453	0.023	11	0.0	8.154	A
C-D	4			4			
C-A	230			230			

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	6	436	0.015	6	0.0	8.383	A
B-AD	1	451	0.002	1	0.0	7.999	A
A-BCD	1	530	0.002	1	0.0	6.798	A
A-B	3			3			
A-C	39			39			
D-ABC	8	382	0.020	8	0.0	9.608	A
C-ABD	13	461	0.029	13	0.0	8.070	A
C-D	4			4			
C-A	281			281			

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	6	436	0.015	6	0.0	8.383	A
B-AD	1	451	0.002	1	0.0	7.999	A
A-BCD	1	530	0.002	1	0.0	6.803	A
A-B	3			3			
A-C	39			39			
D-ABC	8	382	0.020	8	0.0	9.608	A
C-ABD	13	459	0.029	13	0.0	8.070	A
C-D	4			4			
C-A	281			281			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	5	437	0.012	5	0.0	8.332	A
B-AD	0.90	463	0.002	0.90	0.0	7.797	A
A-BCD	0.96	538	0.002	0.96	0.0	6.712	A
A-B	3			3			
A-C	32			32			
D-ABC	6	396	0.016	6	0.0	9.246	A
C-ABD	11	450	0.024	11	0.0	8.157	A
C-D	4			4			
C-A	230			230			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	4	438	0.010	4	0.0	8.293	A
B-AD	0.75	471	0.002	0.75	0.0	7.654	A
A-BCD	0.80	544	0.001	0.80	0.0	6.635	A
A-B	2			2			
A-C	27			27			
D-ABC	5	405	0.013	5	0.0	8.999	A
C-ABD	9	446	0.020	9	0.0	8.205	A
C-D	3			3			
C-A	192			192			

Scenario 2 Baseflow with existing Quarry Traffic 2040, PM

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Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - L6182W - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm visibility to right	B - Quarry Entrance - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - L6182E - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	L6182/Quarry Entrance	Crossroads	Two-way	Two-way	Two-way	Two-way		0.34	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.34	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D14	Scenario 2 Baseflow with existing Quarry Traffic 2040	PM	ONE HOUR	16:30	18:00	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 - L6182W		✓	197	100.000
B - Quarry Entrance		✓	9	100.000
C - L6182E		✓	75	100.000
D - Local Access		✓	4	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - L6182W	B - Quarry Entrance	C - L6182E	D - Local Access
From	A - L6182W	0	1	195	1
	B - Quarry Entrance	3	0	6	0
	C - L6182E	67	4	0	4
	D - Local Access	1	0	3	0

Vehicle Mix

Heavy Vehicle Percentages

From	To				
	A - L6182W	B - Quarry Entrance	C - L6182E	D - Local Access	
A - L6182W	0	0	5	0	
B - Quarry Entrance	0	0	24	0	
C - L6182E	0	0	0	0	
D - Local Access	0	0	0	0	

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Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-CD	0.01	6.58	0.0	A
B-AD	0.01	7.91	0.0	A
A-BCD	0.00	5.47	0.0	A
A-B				
A-C				
D-ABC	0.00	0.00	0.0	A
C-ABD	0.01	5.70	0.0	A
C-D				
C-A				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	4	571	0.007	4	0.0	6.352	A
B-AD	2	480	0.005	2	0.0	7.533	A
A-BCD	0.97	660	0.001	0.96	0.0	5.459	A
A-B	0.75			0.75			
A-C	147			147			
D-ABC	0	438	0.000	0	0.0	0.000	A
C-ABD	3	656	0.005	3	0.0	5.516	A
C-D	3			3			
C-A	50			50			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	5	563	0.009	5	0.0	6.446	A
B-AD	3	471	0.006	3	0.0	7.689	A
A-BCD	1	677	0.002	1	0.0	5.320	A
A-B	0.90			0.90			
A-C	175			175			
D-ABC	0	432	0.000	0	0.0	0.000	A
C-ABD	4	647	0.006	4	0.0	5.592	A
C-D	4			4			
C-A	60			60			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	6	553	0.011	6	0.0	6.579	A
B-AD	3	458	0.007	3	0.0	7.915	A
A-BCD	2	701	0.002	2	0.0	5.142	A
A-B	1			1			
A-C	214			214			
D-ABC	0	424	0.000	0	0.0	0.000	A
C-ABD	4	636	0.007	4	0.0	5.700	A
C-D	4			4			
C-A	74			74			

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17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	6	553	0.011	6	0.0	6.580	A
B-AD	3	458	0.007	3	0.0	7.915	A
A-BCD	2	701	0.002	2	0.0	5.147	A
A-B	1			1			
A-C	214			214			
D-ABC	0	424	0.000	0	0.0	0.000	A
C-ABD	4	636	0.007	4	0.0	5.700	A
C-D	4			4			
C-A	74			74			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	5	563	0.009	5	0.0	6.446	A
B-AD	3	471	0.006	3	0.0	7.691	A
A-BCD	1	677	0.002	1	0.0	5.334	A
A-B	0.90			0.90			
A-C	175			175			
D-ABC	0	432	0.000	0	0.0	0.000	A
C-ABD	4	647	0.006	4	0.0	5.594	A
C-D	4			4			
C-A	60			60			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	4	571	0.007	4	0.0	6.355	A
B-AD	2	480	0.005	2	0.0	7.536	A
A-BCD	0.97	660	0.001	0.97	0.0	5.467	A
A-B	0.75			0.75			
A-C	147			147			
D-ABC	0	438	0.000	0	0.0	0.000	A
C-ABD	3	656	0.005	3	0.0	5.516	A
C-D	3			3			
C-A	50			50			

Scenario 3 Baseflow with proposed Quarry Traffic 2025, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - L6182W - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm visibility to right	B - Quarry Entrance - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - L6182E - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	L6182/Quarry Entrance	Crossroads	Two-way	Two-way	Two-way	Two-way		1.17	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.17	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D15	Scenario 3 Baseflow with proposed Quarry Traffic 2025	AM	ONE HOUR	07:00	08:30	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 - L6182W		✓	34	100.000
B - Quarry Entrance		✓	7	100.000
C - L6182E		✓	221	100.000
D - Local Access		✓	6	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - L6182W	B - Quarry Entrance	C - L6182E	D - Local Access
From	A - L6182W	0	5	28	1
	B - Quarry Entrance	1	0	6	0
	C - L6182E	202	16	0	3
	D - Local Access	1	0	5	0

Vehicle Mix

Heavy Vehicle Percentages

From	To				
	A - L6182W	B - Quarry Entrance	C - L6182E	D - Local Access	
A - L6182W	0	0	11	0	
B - Quarry Entrance	0	0	78	0	
C - L6182E	2	44	0	0	
D - Local Access	0	0	0	0	

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Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-CD	0.01	8.69	0.0	A
B-AD	0.00	7.83	0.0	A
A-BCD	0.00	6.70	0.0	A
A-B				
A-C				
D-ABC	0.02	9.20	0.0	A
C-ABD	0.04	7.51	0.0	A
C-D				
C-A				

Main Results for each time segment

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	4	422	0.010	4	0.0	8.611	A
B-AD	0.75	478	0.002	0.75	0.0	7.547	A
A-BCD	0.79	549	0.001	0.78	0.0	6.561	A
A-B	4			4			
A-C	21			21			
D-ABC	5	417	0.011	4	0.0	8.728	A
C-ABD	12	492	0.025	12	0.0	7.507	A
C-D	2			2			
C-A	152			152			

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	5	421	0.012	5	0.0	8.645	A
B-AD	0.90	471	0.002	0.90	0.0	7.664	A
A-BCD	0.95	545	0.002	0.95	0.0	6.617	A
A-B	4			4			
A-C	25			25			
D-ABC	5	409	0.013	5	0.0	8.920	A
C-ABD	15	495	0.030	15	0.0	7.500	A
C-D	3			3			
C-A	181			181			

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	6	420	0.015	6	0.0	8.693	A
B-AD	1	461	0.002	1	0.0	7.831	A
A-BCD	1	538	0.002	1	0.0	6.697	A
A-B	5			5			
A-C	31			31			
D-ABC	7	398	0.017	7	0.0	9.196	A
C-ABD	18	501	0.037	18	0.0	7.475	A
C-D	3			3			
C-A	222			222			

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07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	6	420	0.015	6	0.0	8.693	A
B-AD	1	461	0.002	1	0.0	7.832	A
A-BCD	1	538	0.002	1	0.0	6.701	A
A-B	5			5			
A-C	31			31			
D-ABC	7	398	0.017	7	0.0	9.197	A
C-ABD	18	500	0.037	18	0.0	7.478	A
C-D	3			3			
C-A	222			222			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	5	421	0.012	5	0.0	8.646	A
B-AD	0.90	470	0.002	0.90	0.0	7.668	A
A-BCD	0.95	545	0.002	0.95	0.0	6.627	A
A-B	4			4			
A-C	25			25			
D-ABC	5	409	0.013	5	0.0	8.923	A
C-ABD	15	494	0.030	15	0.0	7.501	A
C-D	3			3			
C-A	181			181			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	4	422	0.010	4	0.0	8.613	A
B-AD	0.75	478	0.002	0.75	0.0	7.549	A
A-BCD	0.79	549	0.001	0.79	0.0	6.568	A
A-B	4			4			
A-C	21			21			
D-ABC	5	417	0.011	5	0.0	8.731	A
C-ABD	12	491	0.025	12	0.0	7.514	A
C-D	2			2			
C-A	152			152			

Scenario 3 Baseflow with proposed Quarry Traffic 2025, PM

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Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - L6182W - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm visibility to right	B - Quarry Entrance - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - L6182E - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	L6182/Quarry Entrance	Crossroads	Two-way	Two-way	Two-way	Two-way		0.97	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.97	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D16	Scenario 3 Baseflow with proposed Quarry Traffic 2025	PM	ONE HOUR	16:30	18:00	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 - L6182W		✓	157	100.000
B - Quarry Entrance		✓	21	100.000
C - L6182E		✓	59	100.000
D - Local Access		✓	3	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - L6182W	B - Quarry Entrance	C - L6182E	D - Local Access
From	A - L6182W	0	1	155	1
	B - Quarry Entrance	6	0	15	0
	C - L6182E	53	3	0	3
	D - Local Access	1	0	2	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
	A - L6182W	B - Quarry Entrance	C - L6182E	D - Local Access
A - L6182W	0	0	4	0
B - Quarry Entrance	0	0	45	0
C - L6182E	0	0	0	0
D - Local Access	0	0	0	0

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Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-CD	0.03	7.77	0.0	A
B-AD	0.01	7.81	0.0	A
A-BCD	0.00	5.61	0.0	A
A-B				
A-C				
D-ABC	0.00	0.00	0.0	A
C-ABD	0.01	5.57	0.0	A
C-D				
C-A				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	11	492	0.023	11	0.0	7.485	A
B-AD	5	485	0.009	4	0.0	7.497	A
A-BCD	0.92	643	0.001	0.92	0.0	5.608	A
A-B	0.75			0.75			
A-C	116			116			
D-ABC	0	443	0.000	0	0.0	0.000	A
C-ABD	2	665	0.003	2	0.0	5.434	A
C-D	2			2			
C-A	40			40			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	14	487	0.028	14	0.0	7.600	A
B-AD	5	477	0.011	5	0.0	7.625	A
A-BCD	1	656	0.002	1	0.0	5.491	A
A-B	0.90			0.90			
A-C	139			139			
D-ABC	0	438	0.000	0	0.0	0.000	A
C-ABD	3	658	0.004	3	0.0	5.492	A
C-D	3			3			
C-A	48			48			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	17	480	0.035	17	0.0	7.766	A
B-AD	7	468	0.014	7	0.0	7.810	A
A-BCD	1	675	0.002	1	0.0	5.340	A
A-B	1			1			
A-C	170			170			
D-ABC	0	432	0.000	0	0.0	0.000	A
C-ABD	3	649	0.005	3	0.0	5.574	A
C-D	3			3			
C-A	58			58			

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17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	17	480	0.035	17	0.0	7.766	A
B-AD	7	468	0.014	7	0.0	7.810	A
A-BCD	1	675	0.002	1	0.0	5.346	A
A-B	1			1			
A-C	170			170			
D-ABC	0	432	0.000	0	0.0	0.000	A
C-ABD	3	649	0.005	3	0.0	5.574	A
C-D	3			3			
C-A	58			58			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	14	487	0.028	14	0.0	7.604	A
B-AD	5	477	0.011	5	0.0	7.628	A
A-BCD	1	656	0.002	1	0.0	5.499	A
A-B	0.90			0.90			
A-C	139			139			
D-ABC	0	438	0.000	0	0.0	0.000	A
C-ABD	3	658	0.004	3	0.0	5.494	A
C-D	3			3			
C-A	48			48			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	11	492	0.023	11	0.0	7.485	A
B-AD	5	485	0.009	5	0.0	7.500	A
A-BCD	0.92	643	0.001	0.92	0.0	5.612	A
A-B	0.75			0.75			
A-C	116			116			
D-ABC	0	443	0.000	0	0.0	0.000	A
C-ABD	2	665	0.003	2	0.0	5.436	A
C-D	2			2			
C-A	40			40			

Scenario 3 Baseflow with proposed Quarry Traffic 2030, AM

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Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - L6182W - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm visibility to right	B - Quarry Entrance - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - L6182E - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	L6182/Quarry Entrance	Crossroads	Two-way	Two-way	Two-way	Two-way		1.07	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.07	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D17	Scenario 3 Baseflow with proposed Quarry Traffic 2030	AM	ONE HOUR	07:00	08:30	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 - L6182W		✓	37	100.000
B - Quarry Entrance		✓	7	100.000
C - L6182E		✓	249	100.000
D - Local Access		✓	6	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - L6182W	B - Quarry Entrance	C - L6182E	D - Local Access
From	A - L6182W	0	5	31	1
	B - Quarry Entrance	1	0	6	0
	C - L6182E	229	16	0	4
	D - Local Access	1	0	5	0

Vehicle Mix

Heavy Vehicle Percentages

From	To				
	A - L6182W	B - Quarry Entrance	C - L6182E	D - Local Access	
A - L6182W	0	0	12	0	
B - Quarry Entrance	0	0	76	0	
C - L6182E	2	44	0	0	
D - Local Access	0	0	0	0	

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Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-CD	0.02	8.62	0.0	A
B-AD	0.00	7.93	0.0	A
A-BCD	0.00	6.76	0.0	A
A-B				
A-C				
D-ABC	0.02	9.37	0.0	A
C-ABD	0.04	7.50	0.0	A
C-D				
C-A				

Main Results for each time segment

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	5	427	0.011	5	0.0	8.531	A
B-AD	0.75	474	0.002	0.75	0.0	7.610	A
A-BCD	0.79	546	0.001	0.79	0.0	6.601	A
A-B	4			4			
A-C	23			23			
D-ABC	5	412	0.011	4	0.0	8.835	A
C-ABD	12	493	0.025	12	0.0	7.491	A
C-D	3			3			
C-A	172			172			

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	6	426	0.013	6	0.0	8.571	A
B-AD	0.90	466	0.002	0.90	0.0	7.742	A
A-BCD	0.96	541	0.002	0.96	0.0	6.664	A
A-B	4			4			
A-C	28			28			
D-ABC	5	403	0.013	5	0.0	9.054	A
C-ABD	15	497	0.030	15	0.0	7.477	A
C-D	4			4			
C-A	206			206			

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	7	424	0.016	7	0.0	8.624	A
B-AD	1	455	0.002	1	0.0	7.931	A
A-BCD	1	534	0.002	1	0.0	6.755	A
A-B	5			5			
A-C	34			34			
D-ABC	7	391	0.017	7	0.0	9.372	A
C-ABD	19	503	0.037	19	0.0	7.441	A
C-D	4			4			
C-A	252			252			

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	7	424	0.016	7	0.0	8.624	A
B-AD	1	455	0.002	1	0.0	7.931	A
A-BCD	1	534	0.002	1	0.0	6.763	A
A-B	5			5			
A-C	34			34			
D-ABC	7	391	0.017	7	0.0	9.372	A
C-ABD	19	502	0.037	19	0.0	7.444	A
C-D	4			4			
C-A	252			252			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	6	426	0.013	6	0.0	8.573	A
B-AD	0.90	466	0.002	0.90	0.0	7.744	A
A-BCD	0.96	541	0.002	0.96	0.0	6.676	A
A-B	4			4			
A-C	28			28			
D-ABC	5	403	0.013	5	0.0	9.055	A
C-ABD	15	495	0.030	15	0.0	7.478	A
C-D	4			4			
C-A	206			206			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	5	427	0.011	5	0.0	8.535	A
B-AD	0.75	474	0.002	0.75	0.0	7.614	A
A-BCD	0.79	546	0.001	0.79	0.0	6.608	A
A-B	4			4			
A-C	23			23			
D-ABC	5	412	0.011	5	0.0	8.840	A
C-ABD	12	492	0.025	12	0.0	7.498	A
C-D	3			3			
C-A	172			172			

Scenario 3 Baseflow with proposed Quarry Traffic 2030, PM

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Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - L6182W - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm visibility to right	B - Quarry Entrance - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - L6182E - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	L6182/Quarry Entrance	Crossroads	Two-way	Two-way	Two-way	Two-way		0.89	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.89	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D18	Scenario 3 Baseflow with proposed Quarry Traffic 2030	PM	ONE HOUR	16:30	18:00	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 - L6182W		✓	176	100.000
B - Quarry Entrance		✓	21	100.000
C - L6182E		✓	68	100.000
D - Local Access		✓	4	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - L6182W	B - Quarry Entrance	C - L6182E	D - Local Access
From	A - L6182W	0	1	174	1
	B - Quarry Entrance	6	0	15	0
	C - L6182E	60	4	0	4
	D - Local Access	1	0	3	0

Vehicle Mix

Heavy Vehicle Percentages

From	To				
	A - L6182W	B - Quarry Entrance	C - L6182E	D - Local Access	
A - L6182W	0	0	5	0	
B - Quarry Entrance	0	0	45	0	
C - L6182E	0	0	0	0	
D - Local Access	0	0	0	0	

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Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-CD	0.04	7.85	0.0	A
B-AD	0.01	7.94	0.0	A
A-BCD	0.00	5.54	0.0	A
A-B				
A-C				
D-ABC	0.00	0.00	0.0	A
C-ABD	0.01	5.64	0.0	A
C-D				
C-A				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	11	489	0.023	11	0.0	7.535	A
B-AD	5	479	0.009	4	0.0	7.578	A
A-BCD	0.94	651	0.001	0.94	0.0	5.539	A
A-B	0.75			0.75			
A-C	131			131			
D-ABC	0	440	0.000	0	0.0	0.000	A
C-ABD	3	660	0.005	3	0.0	5.478	A
C-D	3			3			
C-A	45			45			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	14	483	0.028	14	0.0	7.666	A
B-AD	5	471	0.011	5	0.0	7.726	A
A-BCD	1	666	0.002	1	0.0	5.411	A
A-B	0.90			0.90			
A-C	156			156			
D-ABC	0	435	0.000	0	0.0	0.000	A
C-ABD	4	653	0.006	4	0.0	5.545	A
C-D	4			4			
C-A	54			54			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	17	475	0.035	17	0.0	7.850	A
B-AD	7	460	0.014	7	0.0	7.939	A
A-BCD	2	687	0.002	2	0.0	5.247	A
A-B	1			1			
A-C	191			191			
D-ABC	0	427	0.000	0	0.0	0.000	A
C-ABD	4	642	0.007	4	0.0	5.641	A
C-D	4			4			
C-A	66			66			

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17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	17	475	0.035	17	0.0	7.850	A
B-AD	7	460	0.014	7	0.0	7.939	A
A-BCD	2	687	0.002	2	0.0	5.254	A
A-B	1			1			
A-C	191			191			
D-ABC	0	427	0.000	0	0.0	0.000	A
C-ABD	4	642	0.007	4	0.0	5.641	A
C-D	4			4			
C-A	66			66			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	14	483	0.028	14	0.0	7.670	A
B-AD	5	471	0.011	5	0.0	7.727	A
A-BCD	1	666	0.002	1	0.0	5.424	A
A-B	0.90			0.90			
A-C	156			156			
D-ABC	0	435	0.000	0	0.0	0.000	A
C-ABD	4	653	0.006	4	0.0	5.547	A
C-D	4			4			
C-A	54			54			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	11	489	0.023	11	0.0	7.542	A
B-AD	5	479	0.009	5	0.0	7.582	A
A-BCD	0.95	651	0.001	0.95	0.0	5.545	A
A-B	0.75			0.75			
A-C	131			131			
D-ABC	0	440	0.000	0	0.0	0.000	A
C-ABD	3	660	0.005	3	0.0	5.478	A
C-D	3			3			
C-A	45			45			

Scenario 3 Baseflow with proposed Quarry Traffic 2040, AM

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Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - L6182W - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm visibility to right	B - Quarry Entrance - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - L6182E - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	L6182/Quarry Entrance	Crossroads	Two-way	Two-way	Two-way	Two-way		1.01	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.01	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D19	Scenario 3 Baseflow with proposed Quarry Traffic 2040	AM	ONE HOUR	07:00	08:30	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 - L6182W		✓	41	100.000
B - Quarry Entrance		✓	7	100.000
C - L6182E		✓	276	100.000
D - Local Access		✓	7	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - L6182W	B - Quarry Entrance	C - L6182E	D - Local Access
From	A - L6182W	0	5	35	1
	B - Quarry Entrance	1	0	6	0
	C - L6182E	256	16	0	4
	D - Local Access	1	0	6	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - L6182W	B - Quarry Entrance	C - L6182E	D - Local Access
From	A - L6182W	0	0	13	0
	B - Quarry Entrance	0	0	74	0
	C - L6182E	2	44	0	0
	D - Local Access	0	0	0	0

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Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-CD	0.02	8.55	0.0	A
B-AD	0.00	8.04	0.0	A
A-BCD	0.00	6.81	0.0	A
A-B				
A-C				
D-ABC	0.02	9.64	0.0	A
C-ABD	0.04	7.49	0.0	A
C-D				
C-A				

Main Results for each time segment

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	5	431	0.011	5	0.0	8.447	A
B-AD	0.75	470	0.002	0.75	0.0	7.677	A
A-BCD	0.80	544	0.001	0.79	0.0	6.631	A
A-B	4			4			
A-C	27			27			
D-ABC	5	404	0.013	5	0.0	9.015	A
C-ABD	12	493	0.025	12	0.0	7.479	A
C-D	3			3			
C-A	192			192			

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	6	430	0.013	6	0.0	8.489	A
B-AD	0.90	461	0.002	0.90	0.0	7.825	A
A-BCD	0.96	538	0.002	0.96	0.0	6.700	A
A-B	4			4			
A-C	32			32			
D-ABC	6	395	0.016	6	0.0	9.269	A
C-ABD	15	498	0.030	15	0.0	7.459	A
C-D	4			4			
C-A	229			229			

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	7	428	0.016	7	0.0	8.546	A
B-AD	1	449	0.002	1	0.0	8.037	A
A-BCD	1	530	0.002	1	0.0	6.800	A
A-B	5			5			
A-C	39			39			
D-ABC	8	381	0.020	8	0.0	9.641	A
C-ABD	19	505	0.037	19	0.0	7.413	A
C-D	4			4			
C-A	281			281			

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07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	7	428	0.016	7	0.0	8.546	A
B-AD	1	449	0.002	1	0.0	8.037	A
A-BCD	1	530	0.002	1	0.0	6.808	A
A-B	5			5			
A-C	39			39			
D-ABC	8	381	0.020	8	0.0	9.641	A
C-ABD	19	504	0.037	19	0.0	7.413	A
C-D	4			4			
C-A	281			281			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	6	430	0.013	6	0.0	8.491	A
B-AD	0.90	461	0.002	0.90	0.0	7.827	A
A-BCD	0.96	538	0.002	0.97	0.0	6.712	A
A-B	4			4			
A-C	32			32			
D-ABC	6	395	0.016	6	0.0	9.272	A
C-ABD	15	496	0.030	15	0.0	7.460	A
C-D	4			4			
C-A	229			229			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	5	431	0.011	5	0.0	8.451	A
B-AD	0.75	470	0.002	0.75	0.0	7.681	A
A-BCD	0.80	543	0.001	0.80	0.0	6.640	A
A-B	4			4			
A-C	27			27			
D-ABC	5	404	0.013	5	0.0	9.019	A
C-ABD	12	493	0.025	12	0.0	7.485	A
C-D	3			3			
C-A	192			192			

Scenario 3 Baseflow with proposed Quarry Traffic 2040, PM

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Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - L6182W - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm visibility to right	B - Quarry Entrance - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - L6182E - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	L6182/Quarry Entrance	Crossroads	Two-way	Two-way	Two-way	Two-way		0.82	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.82	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D20	Scenario 3 Baseflow with proposed Quarry Traffic 2040	PM	ONE HOUR	16:30	18:00	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 - L6182W		✓	197	100.000
B - Quarry Entrance		✓	21	100.000
C - L6182E		✓	75	100.000
D - Local Access		✓	4	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - L6182W	B - Quarry Entrance	C - L6182E	D - Local Access
From	A - L6182W	0	1	195	1
	B - Quarry Entrance	6	0	15	0
	C - L6182E	67	4	0	4
	D - Local Access	1	0	3	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
	A - L6182W	B - Quarry Entrance	C - L6182E	D - Local Access
A - L6182W	0	0	5	0
B - Quarry Entrance	0	0	45	0
C - L6182E	0	0	0	0
D - Local Access	0	0	0	0

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Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-CD	0.04	7.94	0.0	A
B-AD	0.01	8.07	0.0	A
A-BCD	0.00	5.47	0.0	A
A-B				
A-C				
D-ABC	0.00	0.00	0.0	A
C-ABD	0.01	5.70	0.0	A
C-D				
C-A				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	11	486	0.024	11	0.0	7.589	A
B-AD	5	475	0.010	4	0.0	7.657	A
A-BCD	0.97	660	0.001	0.96	0.0	5.459	A
A-B	0.75			0.75			
A-C	147			147			
D-ABC	0	437	0.000	0	0.0	0.000	A
C-ABD	3	656	0.005	3	0.0	5.516	A
C-D	3			3			
C-A	50			50			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	14	479	0.028	14	0.0	7.733	A
B-AD	5	465	0.012	5	0.0	7.824	A
A-BCD	1	677	0.002	1	0.0	5.320	A
A-B	0.90			0.90			
A-C	175			175			
D-ABC	0	431	0.000	0	0.0	0.000	A
C-ABD	4	647	0.006	4	0.0	5.592	A
C-D	4			4			
C-A	60			60			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	17	470	0.036	17	0.0	7.937	A
B-AD	7	453	0.015	7	0.0	8.066	A
A-BCD	2	701	0.002	2	0.0	5.142	A
A-B	1			1			
A-C	214			214			
D-ABC	0	423	0.000	0	0.0	0.000	A
C-ABD	4	636	0.007	4	0.0	5.700	A
C-D	4			4			
C-A	74			74			

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17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	17	470	0.036	17	0.0	7.937	A
B-AD	7	453	0.015	7	0.0	8.066	A
A-BCD	2	701	0.002	2	0.0	5.147	A
A-B	1			1			
A-C	214			214			
D-ABC	0	423	0.000	0	0.0	0.000	A
C-ABD	4	636	0.007	4	0.0	5.700	A
C-D	4			4			
C-A	74			74			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	14	479	0.028	14	0.0	7.736	A
B-AD	5	465	0.012	5	0.0	7.826	A
A-BCD	1	677	0.002	1	0.0	5.334	A
A-B	0.90			0.90			
A-C	175			175			
D-ABC	0	431	0.000	0	0.0	0.000	A
C-ABD	4	647	0.006	4	0.0	5.594	A
C-D	4			4			
C-A	60			60			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	11	485	0.024	11	0.0	7.596	A
B-AD	5	475	0.010	5	0.0	7.657	A
A-BCD	0.97	660	0.001	0.97	0.0	5.467	A
A-B	0.75			0.75			
A-C	147			147			
D-ABC	0	437	0.000	0	0.0	0.000	A
C-ABD	3	656	0.005	3	0.0	5.518	A
C-D	3			3			
C-A	50			50			

<h1>Junctions 10</h1>
<h2>PICADY 10 - Priority Intersection Module</h2>
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Report generation date: 09/05/2024 12:18:47

-
- »Base Year 2023, AM
 - »Base Year 2023, PM
 - »Scenario 1 Baseflow no Quarry Traffic 2025, AM
 - »Scenario 1 Baseflow no Quarry Traffic 2025, PM
 - »Scenario 1 Baseflow no Quarry Traffic 2030, AM
 - »Scenario 1 Baseflow no Quarry Traffic 2030, PM
 - »Scenario 1 Baseflow no Quarry Traffic 2040, AM
 - »Scenario 1 Baseflow no Quarry Traffic 2040, PM
 - »Scenario 2 Baseflow with existing Quarry Traffic 2025, AM
 - »Scenario 2 Baseflow with existing Quarry Traffic 2025, PM
 - »Scenario 2 Baseflow with existing Quarry Traffic 2030, AM
 - »Scenario 2 Baseflow with existing Quarry Traffic 2030, PM
 - »Scenario 2 Baseflow with existing Quarry Traffic 2040, AM
 - »Scenario 2 Baseflow with existing Quarry Traffic 2040, PM
 - »Scenario 3 Baseflow with proposed Quarry Traffic 2025, AM
 - »Scenario 3 Baseflow with proposed Quarry Traffic 2025, PM
 - »Scenario 3 Baseflow with proposed Quarry Traffic 2030, AM
 - »Scenario 3 Baseflow with proposed Quarry Traffic 2030, PM
 - »Scenario 3 Baseflow with proposed Quarry Traffic 2040, AM
 - »Scenario 3 Baseflow with proposed Quarry Traffic 2040, PM

Summary of junction performance

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	AM						PM					
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS
Base Year 2023												
Stream B-C	0.1	7.97	0.08	A	2.33	A	0.4	8.96	0.28	A	1.74	A
Stream B-A	0.1	14.25	0.13	B			0.1	16.64	0.09	C		
Stream C-B	0.4	7.79	0.31	A			0.1	6.41	0.07	A		
Scenario 1 Baseflow no Quarry Traffic 2025												
Stream B-C	0.1	7.10	0.07	A	2.05	A	0.4	8.61	0.27	A	1.51	A
Stream B-A	0.1	13.55	0.13	B			0.1	14.97	0.08	B		
Stream C-B	0.4	7.38	0.29	A			0.1	6.55	0.08	A		
Scenario 1 Baseflow no Quarry Traffic 2030												
Stream B-C	0.1	7.68	0.09	A	2.33	A	0.5	9.76	0.32	A	1.70	A
Stream B-A	0.2	16.01	0.17	C			0.1	17.04	0.10	C		
Stream C-B	0.5	8.19	0.35	A			0.1	6.94	0.09	A		
Scenario 1 Baseflow no Quarry Traffic 2040												
Stream B-C	0.1	8.31	0.11	A	2.66	A	0.6	11.40	0.38	B	1.98	A
Stream B-A	0.3	19.24	0.21	C			0.1	19.98	0.13	C		
Stream C-B	0.7	9.17	0.40	A			0.1	7.40	0.11	A		
Scenario 2 Baseflow with existing Quarry Traffic 2025												
Stream B-C	0.1	8.15	0.08	A	2.42	A	0.4	9.38	0.30	A	1.82	A
Stream B-A	0.2	14.97	0.14	B			0.1	17.55	0.10	C		
Stream C-B	0.5	8.05	0.33	A			0.1	6.55	0.08	A		
Scenario 2 Baseflow with existing Quarry Traffic 2030												
Stream B-C	0.1	8.60	0.10	A	2.72	A	0.5	10.74	0.36	B	2.05	A
Stream B-A	0.2	17.76	0.18	C			0.1	20.25	0.13	C		
Stream C-B	0.6	8.98	0.38	A			0.1	6.94	0.09	A		
Scenario 2 Baseflow with existing Quarry Traffic 2040												
Stream B-C	0.1	9.17	0.12	A	3.07	A	0.7	12.73	0.42	B	2.42	A
Stream B-A	0.3	21.30	0.23	C			0.2	24.00	0.16	C		
Stream C-B	0.8	10.02	0.43	B			0.1	7.40	0.11	A		
Scenario 3 Baseflow with proposed Quarry Traffic 2025												
Stream B-C	0.1	8.15	0.08	A	2.42	A	0.4	9.52	0.30	A	1.87	A
Stream B-A	0.2	14.97	0.14	B			0.1	18.37	0.10	C		
Stream C-B	0.5	8.05	0.33	A			0.1	6.55	0.08	A		
Scenario 3 Baseflow with proposed Quarry Traffic 2030												
Stream B-C	0.1	8.60	0.10	A	2.72	A	0.6	10.77	0.36	B	2.08	A
Stream B-A	0.2	17.76	0.18	C			0.1	20.68	0.13	C		
Stream C-B	0.6	8.98	0.38	A			0.1	6.94	0.09	A		
Scenario 3 Baseflow with proposed Quarry Traffic 2040												
Stream B-C	0.1	9.17	0.12	A	3.07	A	0.7	12.73	0.42	B	2.42	A
Stream B-A	0.3	21.30	0.23	C			0.2	24.00	0.16	C		
Stream C-B	0.8	10.02	0.43	B			0.1	7.40	0.11	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. Junction LOS and Junction Delay are demand-weighted averages.

File summary

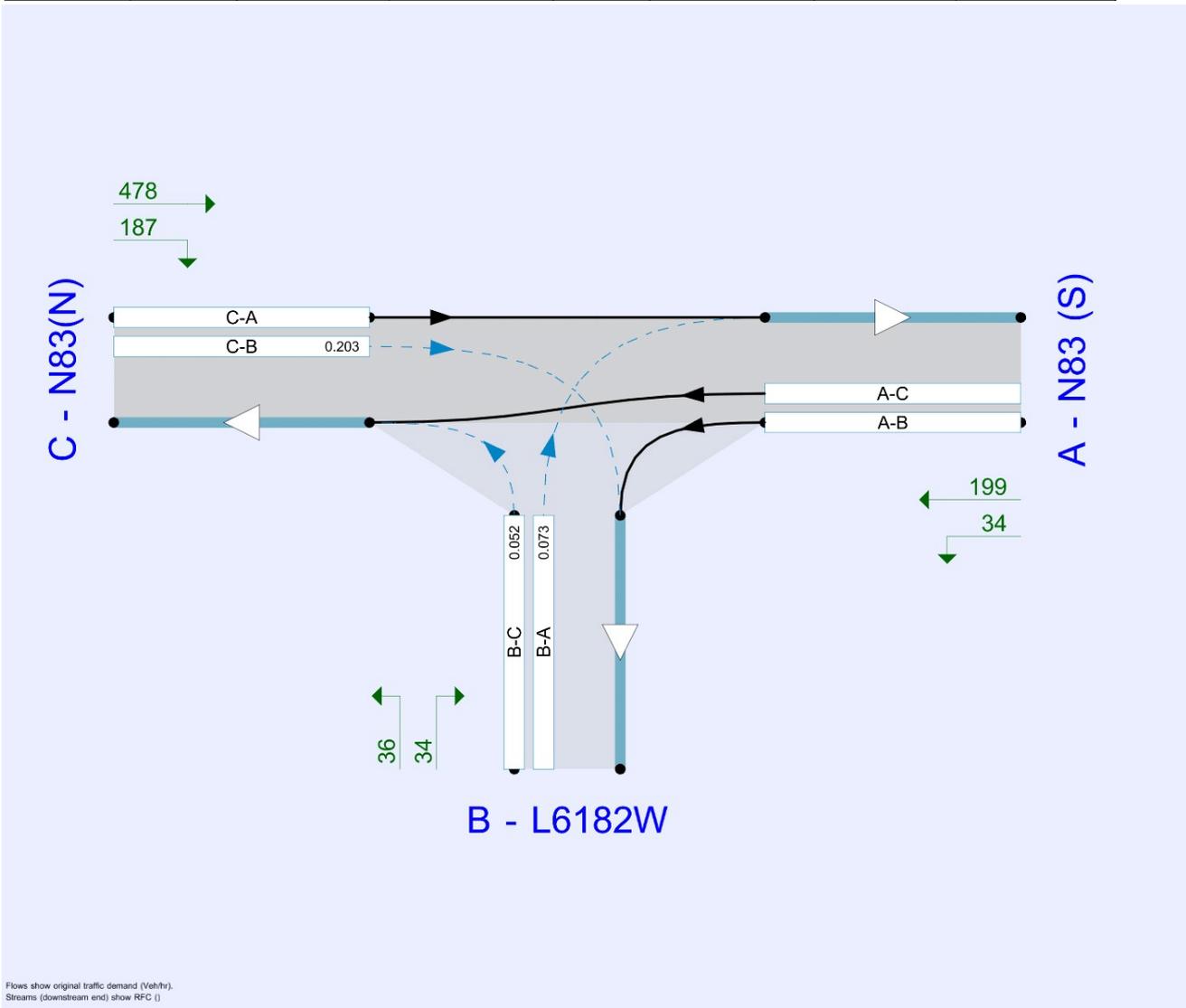
File Description

Title	
Location	
Site number	
Date	15/04/2024
Version	
Status	(new file)
Identifier	
Client	
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Enumerator	TOBIN\Viswas.Kutty
Description	

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Units

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



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

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	Base Year 2023	AM	ONE HOUR	07:00	08:30	15
D2	Base Year 2023	PM	ONE HOUR	16:30	18:00	15
D3	Scenario 1 Baseflow no Quarry Traffic 2025	AM	ONE HOUR	07:00	08:30	15
D4	Scenario 1 Baseflow no Quarry Traffic 2025	PM	ONE HOUR	16:30	18:00	15
D5	Scenario 1 Baseflow no Quarry Traffic 2030	AM	ONE HOUR	07:00	08:30	15
D6	Scenario 1 Baseflow no Quarry Traffic 2030	PM	ONE HOUR	16:30	18:00	15
D7	Scenario 1 Baseflow no Quarry Traffic 2040	AM	ONE HOUR	07:00	08:30	15
D8	Scenario 1 Baseflow no Quarry Traffic 2040	PM	ONE HOUR	16:30	18:00	15
D9	Scenario 2 Baseflow with existing Quarry Traffic 2025	AM	ONE HOUR	07:00	08:30	15
D10	Scenario 2 Baseflow with existing Quarry Traffic 2025	PM	ONE HOUR	16:30	18:00	15
D11	Scenario 2 Baseflow with existing Quarry Traffic 2030	AM	ONE HOUR	07:00	08:30	15
D12	Scenario 2 Baseflow with existing Quarry Traffic 2030	PM	ONE HOUR	16:30	18:00	15
D13	Scenario 2 Baseflow with existing Quarry Traffic 2040	AM	ONE HOUR	07:00	08:30	15
D14	Scenario 2 Baseflow with existing Quarry Traffic 2040	PM	ONE HOUR	16:30	18:00	15
D15	Scenario 3 Baseflow with proposed Quarry Traffic 2025	AM	ONE HOUR	07:00	08:30	15
D16	Scenario 3 Baseflow with proposed Quarry Traffic 2025	PM	ONE HOUR	16:30	18:00	15
D17	Scenario 3 Baseflow with proposed Quarry Traffic 2030	AM	ONE HOUR	07:00	08:30	15
D18	Scenario 3 Baseflow with proposed Quarry Traffic 2030	PM	ONE HOUR	16:30	18:00	15
D19	Scenario 3 Baseflow with proposed Quarry Traffic 2040	AM	ONE HOUR	07:00	08:30	15
D20	Scenario 3 Baseflow with proposed Quarry Traffic 2040	PM	ONE HOUR	16:30	18:00	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Base Year 2023, AM

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Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - L6182W - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
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	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.33	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.33	A

Arms

Arms

Arm	Name	Description	Arm type
A	N83 (S)		Major
B	L6182W		Minor
C	N83(N)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - N83(N)	7.00		✓	3.00	250.0		-

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - L6182W	One lane plus flare	10.00	6.48	4.84	4.80	4.70	✓	3.00	45	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	512	0.089	0.225	0.142	0.322
B-C	673	0.099	0.249	-	-
C-B	781	0.290	0.290	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	Base Year 2023	AM	ONE HOUR	07:00	08:30	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 - N83 (S)		✓	233	100.000
B - L6182W		✓	70	100.000
C - N83(N)		✓	665	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A - N83 (S)	B - L6182W	C - N83(N)
A - N83 (S)	0	34	199
B - L6182W	34	0	36
C - N83(N)	478	187	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - N83 (S)	B - L6182W	C - N83(N)
A - N83 (S)	0	6	8
B - L6182W	6	0	20
C - N83(N)	4	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-C	0.08	7.97	0.1	0.5	A
B-A	0.13	14.25	0.1	0.5	B
C-A					
C-B	0.31	7.79	0.4	1.9	A
A-B					
A-C					

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Main Results for each time segment

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	27	515	0.052	27	0.1	7.365	A
B-A	26	351	0.073	25	0.1	11.038	B
C-A	360			360			
C-B	141	692	0.203	140	0.3	6.504	A
A-B	26			26			
A-C	150			150			

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	32	505	0.064	32	0.1	7.605	A
B-A	31	325	0.094	30	0.1	12.202	B
C-A	430			430			
C-B	168	682	0.246	168	0.3	6.996	A
A-B	31			31			
A-C	179			179			

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	39	492	0.080	39	0.1	7.961	A
B-A	37	290	0.129	37	0.1	14.231	B
C-A	526			526			
C-B	206	668	0.308	205	0.4	7.770	A
A-B	37			37			
A-C	219			219			

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	39	491	0.080	39	0.1	7.967	A
B-A	37	290	0.129	37	0.1	14.254	B
C-A	526			526			
C-B	206	668	0.308	206	0.4	7.785	A
A-B	37			37			
A-C	219			219			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	32	505	0.064	32	0.1	7.617	A
B-A	31	325	0.094	31	0.1	12.228	B
C-A	430			430			
C-B	168	682	0.246	168	0.3	7.014	A
A-B	31			31			
A-C	179			179			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	27	515	0.052	27	0.1	7.379	A
B-A	26	351	0.073	26	0.1	11.071	B
C-A	360			360			
C-B	141	692	0.203	141	0.3	6.536	A
A-B	26			26			
A-C	150			150			

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Queue Variation Results for each time segment

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.05	0.00	0.00	0.05	0.05			N/A	N/A
B-A	0.08	0.00	0.00	0.08	0.08			N/A	N/A
C-B	0.25	0.00	0.00	0.25	0.25			N/A	N/A

07:15 - 07:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.07	0.03	0.25	0.45	0.48			N/A	N/A
B-A	0.10	0.00	0.00	0.10	0.10			N/A	N/A
C-B	0.32	0.00	0.00	0.32	0.32			N/A	N/A

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.09	0.03	0.26	0.47	0.49			N/A	N/A
B-A	0.15	0.03	0.26	0.47	0.49			N/A	N/A
C-B	0.44	0.03	0.25	0.46	0.48			N/A	N/A

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.09	0.00	0.00	0.09	0.09			N/A	N/A
B-A	0.15	0.03	0.25	0.45	0.48			N/A	N/A
C-B	0.44	0.03	0.30	1.33	1.90			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.07	0.00	0.00	0.07	0.07			N/A	N/A
B-A	0.11	0.00	0.00	0.11	0.11			N/A	N/A
C-B	0.33	0.00	0.00	0.33	0.33			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.06	0.00	0.00	0.06	0.06			N/A	N/A
B-A	0.08	0.00	0.00	0.08	0.08			N/A	N/A
C-B	0.26	0.00	0.00	0.26	0.26			N/A	N/A

Base Year 2023, PM

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Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - L6182W - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
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	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.74	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.74	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	Base Year 2023	PM	ONE HOUR	16:30	18:00	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 - N83 (S)		✓	540	100.000
B - L6182W		✓	161	100.000
C - N83(N)		✓	374	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - N83 (S)	B - L6182W	C - N83(N)
From	A - N83 (S)	0	30	510
	B - L6182W	20	0	141
	C - N83(N)	335	39	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - N83 (S)	B - L6182W	C - N83(N)
From	A - N83 (S)	0	0	3
	B - L6182W	14	0	3
	C - N83(N)	4	0	0

Results

RECEIVED: 27/08/2025

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-C	0.28	8.96	0.4	1.5	A
B-A	0.09	16.64	0.1	0.5	C
C-A					
C-B	0.07	6.41	0.1	0.5	A
A-B					
A-C					

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	106	613	0.173	105	0.2	7.081	A
B-A	15	288	0.053	15	0.1	13.172	B
C-A	252			252			
C-B	29	660	0.044	29	0.0	5.702	A
A-B	23			23			
A-C	384			384			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	127	589	0.215	126	0.3	7.771	A
B-A	18	267	0.068	18	0.1	14.445	B
C-A	301			301			
C-B	35	637	0.055	35	0.1	5.981	A
A-B	27			27			
A-C	458			458			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	155	557	0.278	155	0.4	8.940	A
B-A	22	239	0.093	22	0.1	16.621	C
C-A	368			368			
C-B	43	604	0.071	43	0.1	6.411	A
A-B	33			33			
A-C	561			561			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	155	557	0.278	155	0.4	8.961	A
B-A	22	239	0.093	22	0.1	16.638	C
C-A	368			368			
C-B	43	604	0.071	43	0.1	6.411	A
A-B	33			33			
A-C	561			561			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	127	589	0.215	127	0.3	7.798	A
B-A	18	267	0.068	18	0.1	14.462	B
C-A	301			301			
C-B	35	637	0.055	35	0.1	5.982	A
A-B	27			27			
A-C	458			458			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	106	612	0.173	106	0.2	7.117	A
B-A	15	288	0.053	15	0.1	13.206	B
C-A	252			252			
C-B	29	660	0.044	29	0.0	5.705	A
A-B	23			23			
A-C	384			384			

Queue Variation Results for each time segment

16:30 - 16:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.21	0.00	0.00	0.21	0.21			N/A	N/A
B-A	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-B	0.05	0.00	0.00	0.05	0.05			N/A	N/A

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.27	0.00	0.00	0.27	0.27			N/A	N/A
B-A	0.07	0.03	0.25	0.46	0.48			N/A	N/A
C-B	0.06	0.03	0.25	0.45	0.48			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.38	0.03	0.26	0.46	0.49			N/A	N/A
B-A	0.10	0.03	0.26	0.47	0.50			N/A	N/A
C-B	0.08	0.03	0.26	0.47	0.49			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.38	0.03	0.31	1.27	1.47			N/A	N/A
B-A	0.10	0.03	0.25	0.45	0.48			N/A	N/A
C-B	0.08	0.00	0.00	0.08	0.08			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.28	0.00	0.00	0.28	0.28			N/A	N/A
B-A	0.07	0.00	0.00	0.07	0.07			N/A	N/A
C-B	0.06	0.00	0.00	0.06	0.06			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.21	0.00	0.00	0.21	0.21			N/A	N/A
B-A	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C-B	0.05	0.00	0.00	0.05	0.05			N/A	N/A

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Scenario 1 Baseflow no Quarry Traffic 2025, AM

RECEIVED: 27/05/2025

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - L6182W - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
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	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.05	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.05	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	Scenario 1 Baseflow no Quarry Traffic 2025	AM	ONE HOUR	07:00	08:30	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 - N83 (S)		✓	243	100.000
B - L6182W		✓	71	100.000
C - N83(N)		✓	688	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - N83 (S)	B - L6182W	C - N83(N)
From	A - N83 (S)	0	34	209
	B - L6182W	36	0	36
	C - N83(N)	503	185	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - N83 (S)	B - L6182W	C - N83(N)
From	A - N83 (S)	0	1	8
	B - L6182W	1	0	6
	C - N83(N)	4	1	0

Results

RECEIVED: 27/08/2025

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-C	0.07	7.10	0.1	0.5	A
B-A	0.13	13.55	0.1	0.5	B
C-A					
C-B	0.29	7.38	0.4	1.7	A
A-B					
A-C					

Main Results for each time segment

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	27	574	0.047	27	0.0	6.572	A
B-A	27	371	0.072	27	0.1	10.443	B
C-A	379			379			
C-B	139	717	0.194	138	0.2	6.207	A
A-B	25			25			
A-C	158			158			

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	32	563	0.057	32	0.1	6.780	A
B-A	32	343	0.093	32	0.1	11.564	B
C-A	452			452			
C-B	166	707	0.236	166	0.3	6.659	A
A-B	30			30			
A-C	188			188			

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	39	547	0.072	39	0.1	7.092	A
B-A	39	305	0.129	39	0.1	13.532	B
C-A	554			554			
C-B	204	692	0.295	203	0.4	7.369	A
A-B	37			37			
A-C	230			230			

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	39	547	0.072	39	0.1	7.095	A
B-A	39	305	0.129	39	0.1	13.551	B
C-A	554			554			
C-B	204	692	0.295	204	0.4	7.381	A
A-B	37			37			
A-C	230			230			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	32	563	0.057	32	0.1	6.790	A
B-A	32	343	0.093	32	0.1	11.587	B
C-A	452			452			
C-B	166	707	0.236	167	0.3	6.677	A
A-B	30			30			
A-C	188			188			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	27	574	0.047	27	0.0	6.585	A
B-A	27	371	0.072	27	0.1	10.472	B
C-A	379			379			
C-B	139	717	0.194	140	0.2	6.232	A
A-B	25			25			
A-C	158			158			

Queue Variation Results for each time segment

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.05	0.00	0.00	0.05	0.05			N/A	N/A
B-A	0.08	0.00	0.00	0.08	0.08			N/A	N/A
C-B	0.24	0.00	0.00	0.24	0.24			N/A	N/A

07:15 - 07:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.06	0.03	0.25	0.45	0.48			N/A	N/A
B-A	0.10	0.00	0.00	0.10	0.10			N/A	N/A
C-B	0.31	0.00	0.00	0.31	0.31			N/A	N/A

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.08	0.03	0.26	0.47	0.49			N/A	N/A
B-A	0.15	0.03	0.26	0.47	0.49			N/A	N/A
C-B	0.41	0.03	0.25	0.46	0.48			N/A	N/A

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.08	0.00	0.00	0.08	0.08			N/A	N/A
B-A	0.15	0.03	0.25	0.45	0.48			N/A	N/A
C-B	0.42	0.03	0.31	1.31	1.73			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.06	0.00	0.00	0.06	0.06			N/A	N/A
B-A	0.10	0.00	0.00	0.10	0.10			N/A	N/A
C-B	0.31	0.00	0.00	0.31	0.31			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.05	0.00	0.00	0.05	0.05			N/A	N/A
B-A	0.08	0.00	0.00	0.08	0.08			N/A	N/A
C-B	0.24	0.00	0.00	0.24	0.24			N/A	N/A

RECEIVED: 27/08/2025

Scenario 1 Baseflow no Quarry Traffic 2025, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - L6182W - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
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	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.51	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.51	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	Scenario 1 Baseflow no Quarry Traffic 2025	PM	ONE HOUR	16:30	18:00	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 - N83 (S)		✓	564	100.000
B - L6182W		✓	156	100.000
C - N83(N)		✓	393	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - N83 (S)	B - L6182W	C - N83(N)
From	A - N83 (S)	0	32	532
	B - L6182W	19	0	137
	C - N83(N)	352	41	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - N83 (S)	B - L6182W	C - N83(N)
From	A - N83 (S)	0	0	4
	B - L6182W	0	0	0
	C - N83(N)	4	0	0

Results

RECEIVED: 27/08/2025

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-C	0.27	8.61	0.4	1.2	A
B-A	0.08	14.97	0.1	0.5	B
C-A					
C-B	0.08	6.55	0.1	0.5	A
A-B					
A-C					

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	103	629	0.164	102	0.2	6.828	A
B-A	14	320	0.045	14	0.0	11.754	B
C-A	265			265			
C-B	31	654	0.047	31	0.0	5.776	A
A-B	24			24			
A-C	400			400			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	123	604	0.204	123	0.3	7.483	A
B-A	17	296	0.058	17	0.1	12.922	B
C-A	316			316			
C-B	37	629	0.059	37	0.1	6.078	A
A-B	29			29			
A-C	478			478			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	151	569	0.265	150	0.4	8.592	A
B-A	21	261	0.080	21	0.1	14.957	B
C-A	387			387			
C-B	45	595	0.076	45	0.1	6.548	A
A-B	35			35			
A-C	585			585			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	151	569	0.265	151	0.4	8.611	A
B-A	21	261	0.080	21	0.1	14.969	B
C-A	387			387			
C-B	45	595	0.076	45	0.1	6.548	A
A-B	35			35			
A-C	585			585			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	123	604	0.204	124	0.3	7.507	A
B-A	17	296	0.058	17	0.1	12.938	B
C-A	316			316			
C-B	37	629	0.059	37	0.1	6.080	A
A-B	29			29			
A-C	478			478			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	103	629	0.164	103	0.2	6.860	A
B-A	14	320	0.045	14	0.0	11.775	B
C-A	265			265			
C-B	31	654	0.047	31	0.0	5.779	A
A-B	24			24			
A-C	400			400			

Queue Variation Results for each time segment

16:30 - 16:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.19	0.00	0.00	0.19	0.19			N/A	N/A
B-A	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-B	0.05	0.00	0.00	0.05	0.05			N/A	N/A

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.25	0.00	0.00	0.25	0.25			N/A	N/A
B-A	0.06	0.03	0.25	0.45	0.48			N/A	N/A
C-B	0.06	0.03	0.25	0.45	0.48			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.36	0.03	0.26	0.46	0.49			N/A	N/A
B-A	0.09	0.03	0.26	0.47	0.50			N/A	N/A
C-B	0.08	0.03	0.26	0.47	0.49			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.36	0.03	0.31	1.22	1.22			N/A	N/A
B-A	0.09	0.03	0.25	0.45	0.48			N/A	N/A
C-B	0.08	0.00	0.00	0.08	0.08			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.26	0.00	0.00	0.26	0.26			N/A	N/A
B-A	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C-B	0.06	0.00	0.00	0.06	0.06			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.20	0.00	0.00	0.20	0.20			N/A	N/A
B-A	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-B	0.05	0.00	0.00	0.05	0.05			N/A	N/A

RECEIVED: 27/08/2025

Scenario 1 Baseflow no Quarry Traffic 2030, AM

RECEIVED: 27/05/2025

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - L6182W - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
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	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.33	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.33	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	Scenario 1 Baseflow no Quarry Traffic 2030	AM	ONE HOUR	07:00	08:30	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 - N83 (S)		✓	277	100.000
B - L6182W		✓	83	100.000
C - N83(N)		✓	781	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - N83 (S)	B - L6182W	C - N83(N)
From	A - N83 (S)	0	39	238
	B - L6182W	41	0	42
	C - N83(N)	570	212	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - N83 (S)	B - L6182W	C - N83(N)
From	A - N83 (S)	0	2	9
	B - L6182W	2	0	10
	C - N83(N)	5	2	0

Results

RECEIVED: 27/08/2025

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-C	0.09	7.68	0.1	0.5	A
B-A	0.17	16.01	0.2	0.8	C
C-A					
C-B	0.35	8.19	0.5	2.5	A
A-B					
A-C					

Main Results for each time segment

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	31	547	0.058	31	0.1	6.972	A
B-A	31	345	0.090	31	0.1	11.434	B
C-A	429			429			
C-B	159	702	0.227	158	0.3	6.607	A
A-B	30			30			
A-C	179			179			

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	38	534	0.070	38	0.1	7.248	A
B-A	37	314	0.118	37	0.1	13.003	B
C-A	512			512			
C-B	190	690	0.276	190	0.4	7.200	A
A-B	35			35			
A-C	214			214			

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	46	515	0.089	46	0.1	7.672	A
B-A	45	270	0.168	45	0.2	15.966	C
C-A	627			627			
C-B	233	673	0.347	233	0.5	8.172	A
A-B	43			43			
A-C	262			262			

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	46	515	0.089	46	0.1	7.678	A
B-A	45	270	0.168	45	0.2	16.008	C
C-A	627			627			
C-B	233	673	0.347	233	0.5	8.192	A
A-B	43			43			
A-C	262			262			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	38	534	0.070	38	0.1	7.259	A
B-A	37	314	0.118	37	0.1	13.046	B
C-A	512			512			
C-B	190	690	0.276	191	0.4	7.228	A
A-B	35			35			
A-C	214			214			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	31	547	0.058	32	0.1	6.991	A
B-A	31	345	0.090	31	0.1	11.480	B
C-A	429			429			
C-B	159	702	0.227	160	0.3	6.644	A
A-B	30			30			
A-C	179			179			

Queue Variation Results for each time segment

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.06	0.00	0.00	0.06	0.06			N/A	N/A
B-A	0.10	0.00	0.00	0.10	0.10			N/A	N/A
C-B	0.29	0.00	0.00	0.29	0.29			N/A	N/A

07:15 - 07:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.08	0.03	0.25	0.45	0.48			N/A	N/A
B-A	0.13	0.00	0.00	0.13	0.13			N/A	N/A
C-B	0.38	0.00	0.00	0.38	0.38			N/A	N/A

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.10	0.03	0.26	0.47	0.49			N/A	N/A
B-A	0.20	0.03	0.26	0.47	0.49			N/A	N/A
C-B	0.52	0.03	0.26	0.52	0.52			N/A	N/A

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.10	0.03	0.25	0.45	0.48			N/A	N/A
B-A	0.20	0.03	0.27	0.48	0.77			N/A	N/A
C-B	0.53	0.03	0.30	1.31	2.45			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.08	0.00	0.00	0.08	0.08			N/A	N/A
B-A	0.14	0.00	0.00	0.14	0.14			N/A	N/A
C-B	0.39	0.00	0.00	0.39	0.39			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.06	0.00	0.00	0.06	0.06			N/A	N/A
B-A	0.10	0.00	0.00	0.10	0.10			N/A	N/A
C-B	0.30	0.00	0.00	0.30	0.30			N/A	N/A

RECEIVED: 27/08/2025

Scenario 1 Baseflow no Quarry Traffic 2030, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - L6182W - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
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	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.70	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.70	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	Scenario 1 Baseflow no Quarry Traffic 2030	PM	ONE HOUR	16:30	18:00	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 - N83 (S)		✓	642	100.000
B - L6182W		✓	179	100.000
C - N83(N)		✓	444	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - N83 (S)	B - L6182W	C - N83(N)
From	A - N83 (S)	0	36	606
	B - L6182W	22	0	157
	C - N83(N)	398	46	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - N83 (S)	B - L6182W	C - N83(N)
From	A - N83 (S)	0	0	4
	B - L6182W	0	0	0
	C - N83(N)	5	0	0

Results

RECEIVED: 27/08/2025

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-C	0.32	9.76	0.5	2.0	A
B-A	0.10	17.04	0.1	0.5	C
C-A					
C-B	0.09	6.94	0.1	0.5	A
A-B					
A-C					

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	118	611	0.194	117	0.2	7.282	A
B-A	17	303	0.055	16	0.1	12.551	B
C-A	300			300			
C-B	35	636	0.054	34	0.1	5.981	A
A-B	27			27			
A-C	456			456			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	141	582	0.243	141	0.3	8.154	A
B-A	20	275	0.072	20	0.1	14.118	B
C-A	358			358			
C-B	41	608	0.068	41	0.1	6.352	A
A-B	32			32			
A-C	545			545			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	173	542	0.319	172	0.5	9.724	A
B-A	24	235	0.103	24	0.1	17.015	C
C-A	438			438			
C-B	51	569	0.089	51	0.1	6.944	A
A-B	40			40			
A-C	667			667			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	173	542	0.319	173	0.5	9.758	A
B-A	24	235	0.103	24	0.1	17.040	C
C-A	438			438			
C-B	51	569	0.089	51	0.1	6.944	A
A-B	40			40			
A-C	667			667			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	141	582	0.243	142	0.3	8.192	A
B-A	20	275	0.072	20	0.1	14.144	B
C-A	358			358			
C-B	41	608	0.068	41	0.1	6.355	A
A-B	32			32			
A-C	545			545			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	118	610	0.194	119	0.2	7.325	A
B-A	17	303	0.055	17	0.1	12.587	B
C-A	300			300			
C-B	35	636	0.054	35	0.1	5.987	A
A-B	27			27			
A-C	456			456			

Queue Variation Results for each time segment

16:30 - 16:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.24	0.00	0.00	0.24	0.24			N/A	N/A
B-A	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C-B	0.06	0.00	0.00	0.06	0.06			N/A	N/A

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.32	0.00	0.00	0.32	0.32			N/A	N/A
B-A	0.08	0.03	0.26	0.47	0.50			N/A	N/A
C-B	0.07	0.03	0.25	0.45	0.48			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.46	0.03	0.26	0.46	0.49			N/A	N/A
B-A	0.11	0.03	0.26	0.47	0.50			N/A	N/A
C-B	0.10	0.03	0.26	0.47	0.49			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.46	0.03	0.31	1.37	1.99			N/A	N/A
B-A	0.11	0.03	0.25	0.45	0.48			N/A	N/A
C-B	0.10	0.00	0.00	0.10	0.10			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.32	0.00	0.00	0.32	0.32			N/A	N/A
B-A	0.08	0.00	0.00	0.08	0.08			N/A	N/A
C-B	0.07	0.00	0.00	0.07	0.07			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.24	0.00	0.00	0.24	0.24			N/A	N/A
B-A	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C-B	0.06	0.00	0.00	0.06	0.06			N/A	N/A

RECEIVED: 27/08/2025

Scenario 1 Baseflow no Quarry Traffic 2040, AM

RECEIVED: 27/05/2025

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - L6182W - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
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	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.66	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.66	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	Scenario 1 Baseflow no Quarry Traffic 2040	AM	ONE HOUR	07:00	08:30	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 - N83 (S)		✓	309	100.000
B - L6182W		✓	92	100.000
C - N83(N)		✓	875	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - N83 (S)	B - L6182W	C - N83(N)
From	A - N83 (S)	0	44	265
	B - L6182W	46	0	46
	C - N83(N)	637	238	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - N83 (S)	B - L6182W	C - N83(N)
From	A - N83 (S)	0	3	10
	B - L6182W	3	0	14
	C - N83(N)	5	3	0

Results

RECEIVED: 27/08/2025

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-C	0.11	8.31	0.1	0.5	A
B-A	0.21	19.24	0.3	1.3	C
C-A					
C-B	0.40	9.17	0.7	2.8	A
A-B					
A-C					

Main Results for each time segment

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	35	522	0.067	35	0.1	7.389	A
B-A	34	321	0.107	34	0.1	12.534	B
C-A	480			480			
C-B	179	687	0.261	178	0.3	7.047	A
A-B	33			33			
A-C	200			200			

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	42	507	0.082	42	0.1	7.738	A
B-A	41	286	0.144	41	0.2	14.709	B
C-A	573			573			
C-B	214	673	0.318	213	0.5	7.818	A
A-B	39			39			
A-C	239			239			

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	51	485	0.106	51	0.1	8.302	A
B-A	50	237	0.212	50	0.3	19.155	C
C-A	702			702			
C-B	262	654	0.400	261	0.7	9.138	A
A-B	48			48			
A-C	292			292			

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	51	484	0.106	51	0.1	8.314	A
B-A	50	237	0.212	50	0.3	19.242	C
C-A	702			702			
C-B	262	654	0.400	262	0.7	9.173	A
A-B	48			48			
A-C	292			292			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	42	506	0.083	42	0.1	7.758	A
B-A	41	285	0.144	41	0.2	14.771	B
C-A	573			573			
C-B	214	673	0.318	215	0.5	7.861	A
A-B	39			39			
A-C	239			239			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	35	521	0.067	35	0.1	7.409	A
B-A	34	320	0.107	35	0.1	12.604	B
C-A	480			480			
C-B	179	687	0.261	180	0.4	7.099	A
A-B	33			33			
A-C	200			200			

Queue Variation Results for each time segment

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.07	0.00	0.00	0.07	0.07			N/A	N/A
B-A	0.12	0.00	0.00	0.12	0.12			N/A	N/A
C-B	0.35	0.00	0.00	0.35	0.35			N/A	N/A

07:15 - 07:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.09	0.03	0.25	0.45	0.48			N/A	N/A
B-A	0.16	0.00	0.00	0.16	0.16			N/A	N/A
C-B	0.46	0.00	0.00	0.46	0.46			N/A	N/A

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.12	0.03	0.26	0.47	0.49			N/A	N/A
B-A	0.26	0.03	0.26	0.47	0.50			N/A	N/A
C-B	0.66	0.03	0.26	0.66	0.66			N/A	N/A

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.12	0.03	0.25	0.45	0.48			N/A	N/A
B-A	0.27	0.03	0.30	0.93	1.25			N/A	N/A
C-B	0.66	0.03	0.29	1.08	2.81			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.09	0.00	0.00	0.09	0.09			N/A	N/A
B-A	0.17	0.00	0.00	0.17	0.17			N/A	N/A
C-B	0.47	0.00	0.00	0.47	0.47			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.07	0.00	0.00	0.07	0.07			N/A	N/A
B-A	0.12	0.00	0.00	0.12	0.12			N/A	N/A
C-B	0.36	0.03	0.26	0.46	0.49			N/A	N/A

RECEIVED: 27/08/2025

Scenario 1 Baseflow no Quarry Traffic 2040, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - L6182W - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
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	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.98	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.98	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	Scenario 1 Baseflow no Quarry Traffic 2040	PM	ONE HOUR	16:30	18:00	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 - N83 (S)		✓	718	100.000
B - L6182W		✓	201	100.000
C - N83(N)		✓	498	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - N83 (S)	B - L6182W	C - N83(N)
From	A - N83 (S)	0	40	678
	B - L6182W	25	0	176
	C - N83(N)	446	52	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - N83 (S)	B - L6182W	C - N83(N)
From	A - N83 (S)	0	0	4
	B - L6182W	1	0	1
	C - N83(N)	5	0	0

Results

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Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-C	0.38	11.40	0.6	2.8	B
B-A	0.13	19.98	0.1	0.5	C
C-A					
C-B	0.11	7.40	0.1	0.5	A
A-B					
A-C					

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	133	587	0.226	132	0.3	7.881	A
B-A	19	283	0.066	18	0.1	13.612	B
C-A	336			336			
C-B	39	619	0.063	39	0.1	6.203	A
A-B	30			30			
A-C	510			510			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	158	555	0.285	158	0.4	9.056	A
B-A	22	251	0.089	22	0.1	15.705	C
C-A	401			401			
C-B	47	587	0.080	47	0.1	6.657	A
A-B	36			36			
A-C	609			609			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	194	510	0.381	193	0.6	11.335	B
B-A	27	207	0.131	27	0.1	19.920	C
C-A	491			491			
C-B	57	544	0.105	57	0.1	7.395	A
A-B	44			44			
A-C	746			746			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	194	510	0.381	194	0.6	11.399	B
B-A	27	207	0.131	27	0.1	19.975	C
C-A	491			491			
C-B	57	544	0.105	57	0.1	7.397	A
A-B	44			44			
A-C	746			746			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	158	555	0.286	159	0.4	9.121	A
B-A	22	251	0.089	22	0.1	15.749	C
C-A	401			401			
C-B	47	587	0.080	47	0.1	6.660	A
A-B	36			36			
A-C	609			609			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	133	587	0.226	133	0.3	7.943	A
B-A	19	283	0.066	19	0.1	13.654	B
C-A	336			336			
C-B	39	619	0.063	39	0.1	6.210	A
A-B	30			30			
A-C	510			510			

Queue Variation Results for each time segment

16:30 - 16:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.29	0.00	0.00	0.29	0.29			N/A	N/A
B-A	0.07	0.00	0.00	0.07	0.07			N/A	N/A
C-B	0.07	0.00	0.00	0.07	0.07			N/A	N/A

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.39	0.00	0.00	0.39	0.39			N/A	N/A
B-A	0.10	0.00	0.00	0.10	0.10			N/A	N/A
C-B	0.09	0.03	0.26	0.46	0.49			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.60	0.03	0.26	0.60	0.60			N/A	N/A
B-A	0.15	0.03	0.26	0.47	0.50			N/A	N/A
C-B	0.12	0.03	0.26	0.47	0.49			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.61	0.03	0.30	1.36	2.85			N/A	N/A
B-A	0.15	0.03	0.25	0.45	0.48			N/A	N/A
C-B	0.12	0.03	0.25	0.45	0.48			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.41	0.00	0.00	0.41	0.41			N/A	N/A
B-A	0.10	0.00	0.00	0.10	0.10			N/A	N/A
C-B	0.09	0.00	0.00	0.09	0.09			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.30	0.03	0.25	0.45	0.48			N/A	N/A
B-A	0.07	0.00	0.00	0.07	0.07			N/A	N/A
C-B	0.07	0.00	0.00	0.07	0.07			N/A	N/A

RECEIVED: 27/08/2025

Scenario 2 Baseflow with existing Quarry Traffic 2025, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - L6182W - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
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	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.42	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.42	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	Scenario 2 Baseflow with existing Quarry Traffic 2025	AM	ONE HOUR	07:00	08:30	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 - N83 (S)		✓	245	100.000
B - L6182W		✓	73	100.000
C - N83(N)		✓	700	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A - N83 (S)	B - L6182W	C - N83(N)
A - N83 (S)	0	36	209
B - L6182W	36	0	37
C - N83(N)	503	197	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
From		A - N83 (S)	B - L6182W	C - N83(N)
	A - N83 (S)	0	6	8
	B - L6182W	6	0	21
	C - N83(N)	4	5	0

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Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-C	0.08	8.15	0.1	0.5	A
B-A	0.14	14.97	0.2	0.5	B
C-A					
C-B	0.33	8.05	0.5	2.2	A
A-B					
A-C					

Main Results for each time segment

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	28	508	0.055	28	0.1	7.491	A
B-A	27	344	0.078	27	0.1	11.319	B
C-A	379			379			
C-B	148	689	0.215	147	0.3	6.628	A
A-B	27			27			
A-C	158			158			

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	33	498	0.067	33	0.1	7.752	A
B-A	32	317	0.102	32	0.1	12.616	B
C-A	452			452			
C-B	177	679	0.261	177	0.3	7.170	A
A-B	32			32			
A-C	188			188			

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	41	483	0.085	41	0.1	8.145	A
B-A	39	280	0.141	39	0.2	14.945	B
C-A	554			554			
C-B	217	664	0.327	217	0.5	8.036	A
A-B	39			39			
A-C	230			230			

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	41	483	0.085	41	0.1	8.150	A
B-A	39	280	0.141	39	0.2	14.973	B
C-A	554			554			
C-B	217	664	0.327	217	0.5	8.055	A
A-B	39			39			
A-C	230			230			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	33	497	0.067	34	0.1	7.764	A
B-A	32	317	0.102	32	0.1	12.653	B
C-A	452			452			
C-B	177	679	0.261	178	0.4	7.192	A
A-B	32			32			
A-C	188			188			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	28	508	0.055	28	0.1	7.510	A
B-A	27	344	0.078	27	0.1	11.359	B
C-A	379			379			
C-B	148	689	0.215	149	0.3	6.665	A
A-B	27			27			
A-C	158			158			

Queue Variation Results for each time segment

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.06	0.00	0.00	0.06	0.06			N/A	N/A
B-A	0.08	0.00	0.00	0.08	0.08			N/A	N/A
C-B	0.27	0.00	0.00	0.27	0.27			N/A	N/A

07:15 - 07:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.07	0.03	0.25	0.45	0.48			N/A	N/A
B-A	0.11	0.00	0.00	0.11	0.11			N/A	N/A
C-B	0.35	0.00	0.00	0.35	0.35			N/A	N/A

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.09	0.03	0.26	0.47	0.49			N/A	N/A
B-A	0.16	0.03	0.26	0.47	0.49			N/A	N/A
C-B	0.48	0.03	0.25	0.48	0.48			N/A	N/A

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.09	0.03	0.25	0.45	0.48			N/A	N/A
B-A	0.16	0.03	0.25	0.46	0.48			N/A	N/A
C-B	0.48	0.03	0.30	1.32	2.15			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.07	0.00	0.00	0.07	0.07			N/A	N/A
B-A	0.11	0.00	0.00	0.11	0.11			N/A	N/A
C-B	0.36	0.00	0.00	0.36	0.36			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.06	0.00	0.00	0.06	0.06			N/A	N/A
B-A	0.09	0.00	0.00	0.09	0.09			N/A	N/A
C-B	0.28	0.00	0.00	0.28	0.28			N/A	N/A

Scenario 2 Baseflow with existing Quarry Traffic 2025, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - L6182W - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flare section.
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	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.82	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.82	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	Scenario 2 Baseflow with existing Quarry Traffic 2025	PM	ONE HOUR	16:30	18:00	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 - N83 (S)		✓	564	100.000
B - L6182W		✓	169	100.000
C - N83(N)		✓	393	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A - N83 (S)	B - L6182W	C - N83(N)
A - N83 (S)	0	32	532
B - L6182W	21	0	149
C - N83(N)	352	41	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - N83 (S)	B - L6182W	C - N83(N)
A - N83 (S)	0	0	4
B - L6182W	15	0	3
C - N83(N)	4	0	0

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Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-C	0.30	9.38	0.4	1.8	A
B-A	0.10	17.55	0.1	0.5	C
C-A					
C-B	0.08	6.55	0.1	0.5	A
A-B					
A-C					

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	112	607	0.184	111	0.2	7.249	A
B-A	16	280	0.056	15	0.1	13.616	B
C-A	265			265			
C-B	31	654	0.047	31	0.0	5.776	A
A-B	24			24			
A-C	400			400			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	134	582	0.230	133	0.3	8.019	A
B-A	19	258	0.073	19	0.1	15.030	C
C-A	316			316			
C-B	37	629	0.059	37	0.1	6.078	A
A-B	29			29			
A-C	478			478			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	164	548	0.299	163	0.4	9.351	A
B-A	23	228	0.101	23	0.1	17.524	C
C-A	387			387			
C-B	45	595	0.076	45	0.1	6.548	A
A-B	35			35			
A-C	585			585			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	164	547	0.299	164	0.4	9.378	A
B-A	23	228	0.101	23	0.1	17.546	C
C-A	387			387			
C-B	45	595	0.076	45	0.1	6.548	A
A-B	35			35			
A-C	585			585			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	134	582	0.230	134	0.3	8.052	A
B-A	19	258	0.073	19	0.1	15.056	C
C-A	316			316			
C-B	37	629	0.059	37	0.1	6.080	A
A-B	29			29			
A-C	478			478			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	112	606	0.184	112	0.2	7.288	A
B-A	16	280	0.056	16	0.1	13.644	B
C-A	265			265			
C-B	31	654	0.047	31	0.0	5.779	A
A-B	24			24			
A-C	400			400			

Queue Variation Results for each time segment

16:30 - 16:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.22	0.00	0.00	0.22	0.22			N/A	N/A
B-A	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C-B	0.05	0.00	0.00	0.05	0.05			N/A	N/A

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.29	0.00	0.00	0.29	0.29			N/A	N/A
B-A	0.08	0.03	0.26	0.47	0.50			N/A	N/A
C-B	0.06	0.03	0.25	0.45	0.48			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.42	0.03	0.26	0.46	0.49			N/A	N/A
B-A	0.11	0.03	0.26	0.47	0.50			N/A	N/A
C-B	0.08	0.03	0.26	0.47	0.49			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.42	0.03	0.31	1.32	1.76			N/A	N/A
B-A	0.11	0.03	0.25	0.45	0.48			N/A	N/A
C-B	0.08	0.00	0.00	0.08	0.08			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.30	0.00	0.00	0.30	0.30			N/A	N/A
B-A	0.08	0.00	0.00	0.08	0.08			N/A	N/A
C-B	0.06	0.00	0.00	0.06	0.06			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.23	0.00	0.00	0.23	0.23			N/A	N/A
B-A	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C-B	0.05	0.00	0.00	0.05	0.05			N/A	N/A

Scenario 2 Baseflow with existing Quarry Traffic 2030, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - L6182W - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
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	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.72	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.72	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D11	Scenario 2 Baseflow with existing Quarry Traffic 2030	AM	ONE HOUR	07:00	08:30	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 - N83 (S)		✓	279	100.000
B - L6182W		✓	85	100.000
C - N83(N)		✓	792	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A - N83 (S)	B - L6182W	C - N83(N)
A - N83 (S)	0	41	238
B - L6182W	41	0	43
C - N83(N)	570	223	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - N83 (S)	B - L6182W	C - N83(N)
A - N83 (S)	0	7	9
B - L6182W	7	0	22
C - N83(N)	5	6	0

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Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-C	0.10	8.60	0.1	0.5	A
B-A	0.18	17.76	0.2	1.0	C
C-A					
C-B	0.38	8.98	0.6	2.7	A
A-B					
A-C					

Main Results for each time segment

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	33	497	0.066	32	0.1	7.740	A
B-A	31	321	0.096	31	0.1	12.380	B
C-A	429			429			
C-B	168	675	0.248	166	0.3	7.061	A
A-B	31			31			
A-C	179			179			

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	39	485	0.081	39	0.1	8.074	A
B-A	37	290	0.127	37	0.1	14.197	B
C-A	512			512			
C-B	200	663	0.302	200	0.4	7.769	A
A-B	37			37			
A-C	214			214			

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	48	467	0.102	48	0.1	8.590	A
B-A	45	248	0.183	45	0.2	17.702	C
C-A	627			627			
C-B	245	646	0.379	244	0.6	8.949	A
A-B	45			45			
A-C	262			262			

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	48	466	0.103	48	0.1	8.601	A
B-A	45	248	0.183	45	0.2	17.763	C
C-A	627			627			
C-B	245	646	0.379	245	0.6	8.980	A
A-B	45			45			
A-C	262			262			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	39	484	0.081	39	0.1	8.091	A
B-A	37	290	0.127	37	0.1	14.253	B
C-A	512			512			
C-B	200	663	0.302	201	0.4	7.807	A
A-B	37			37			
A-C	214			214			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	33	496	0.066	33	0.1	7.764	A
B-A	31	321	0.097	31	0.1	12.440	B
C-A	429			429			
C-B	168	675	0.248	168	0.3	7.111	A
A-B	31			31			
A-C	179			179			

Queue Variation Results for each time segment

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.07	0.00	0.00	0.07	0.07			N/A	N/A
B-A	0.11	0.00	0.00	0.11	0.11			N/A	N/A
C-B	0.33	0.00	0.00	0.33	0.33			N/A	N/A

07:15 - 07:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.09	0.03	0.26	0.47	0.49			N/A	N/A
B-A	0.14	0.00	0.00	0.14	0.14			N/A	N/A
C-B	0.43	0.00	0.00	0.43	0.43			N/A	N/A

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.11	0.03	0.26	0.47	0.49			N/A	N/A
B-A	0.22	0.03	0.26	0.47	0.49			N/A	N/A
C-B	0.60	0.03	0.26	0.60	0.60			N/A	N/A

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.11	0.03	0.25	0.45	0.48			N/A	N/A
B-A	0.22	0.03	0.28	0.58	1.05			N/A	N/A
C-B	0.61	0.03	0.29	1.19	2.73			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.09	0.00	0.00	0.09	0.09			N/A	N/A
B-A	0.15	0.00	0.00	0.15	0.15			N/A	N/A
C-B	0.44	0.00	0.00	0.44	0.44			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.07	0.00	0.00	0.07	0.07			N/A	N/A
B-A	0.11	0.00	0.00	0.11	0.11			N/A	N/A
C-B	0.33	0.00	0.00	0.33	0.33			N/A	N/A

Scenario 2 Baseflow with existing Quarry Traffic 2030, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - L6182W - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
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	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.05	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.05	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D12	Scenario 2 Baseflow with existing Quarry Traffic 2030	PM	ONE HOUR	16:30	18:00	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 - N83 (S)		✓	642	100.000
B - L6182W		✓	192	100.000
C - N83(N)		✓	444	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A - N83 (S)	B - L6182W	C - N83(N)
A - N83 (S)	0	36	606
B - L6182W	23	0	169
C - N83(N)	398	46	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - N83 (S)	B - L6182W	C - N83(N)
A - N83 (S)	0	0	4
B - L6182W	16	0	3
C - N83(N)	5	0	0

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Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-C	0.36	10.74	0.5	2.6	B
B-A	0.13	20.25	0.1	0.5	C
C-A					
C-B	0.09	6.94	0.1	0.5	A
A-B					
A-C					

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	127	589	0.216	126	0.3	7.753	A
B-A	18	262	0.067	17	0.1	14.698	B
C-A	300			300			
C-B	35	636	0.054	34	0.1	5.981	A
A-B	27			27			
A-C	456			456			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	152	561	0.271	151	0.4	8.782	A
B-A	21	238	0.088	21	0.1	16.607	C
C-A	358			358			
C-B	41	608	0.068	41	0.1	6.352	A
A-B	32			32			
A-C	545			545			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	186	521	0.357	185	0.5	10.685	B
B-A	26	203	0.126	25	0.1	20.211	C
C-A	438			438			
C-B	51	569	0.089	51	0.1	6.944	A
A-B	40			40			
A-C	667			667			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	186	521	0.357	186	0.5	10.736	B
B-A	26	203	0.126	26	0.1	20.252	C
C-A	438			438			
C-B	51	569	0.089	51	0.1	6.944	A
A-B	40			40			
A-C	667			667			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	152	561	0.271	153	0.4	8.834	A
B-A	21	238	0.088	21	0.1	16.649	C
C-A	358			358			
C-B	41	608	0.068	41	0.1	6.355	A
A-B	32			32			
A-C	545			545			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	127	589	0.216	128	0.3	7.808	A
B-A	18	262	0.067	18	0.1	14.744	B
C-A	300			300			
C-B	35	636	0.054	35	0.1	5.987	A
A-B	27			27			
A-C	456			456			

Queue Variation Results for each time segment

16:30 - 16:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.27	0.00	0.00	0.27	0.27			N/A	N/A
B-A	0.07	0.00	0.00	0.07	0.07			N/A	N/A
C-B	0.06	0.00	0.00	0.06	0.06			N/A	N/A

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.37	0.00	0.00	0.37	0.37			N/A	N/A
B-A	0.09	0.00	0.00	0.09	0.09			N/A	N/A
C-B	0.07	0.03	0.25	0.45	0.48			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.54	0.03	0.26	0.54	0.54			N/A	N/A
B-A	0.14	0.03	0.26	0.47	0.50			N/A	N/A
C-B	0.10	0.03	0.26	0.47	0.49			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.55	0.03	0.30	1.37	2.58			N/A	N/A
B-A	0.14	0.03	0.25	0.45	0.48			N/A	N/A
C-B	0.10	0.00	0.00	0.10	0.10			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.38	0.00	0.00	0.38	0.38			N/A	N/A
B-A	0.10	0.00	0.00	0.10	0.10			N/A	N/A
C-B	0.07	0.00	0.00	0.07	0.07			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.28	0.00	0.00	0.28	0.28			N/A	N/A
B-A	0.07	0.00	0.00	0.07	0.07			N/A	N/A
C-B	0.06	0.00	0.00	0.06	0.06			N/A	N/A

Scenario 2 Baseflow with existing Quarry Traffic 2040, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - L6182W - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
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	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.07	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.07	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D13	Scenario 2 Baseflow with existing Quarry Traffic 2040	AM	ONE HOUR	07:00	08:30	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 - N83 (S)		✓	311	100.000
B - L6182W		✓	94	100.000
C - N83(N)		✓	887	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A - N83 (S)	B - L6182W	C - N83(N)
A - N83 (S)	0	46	265
B - L6182W	46	0	48
C - N83(N)	637	250	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - N83 (S)	B - L6182W	C - N83(N)
A - N83 (S)	0	7	10
B - L6182W	7	0	24
C - N83(N)	5	6	0

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Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-C	0.12	9.17	0.1	0.5	A
B-A	0.23	21.30	0.3	1.3	C
C-A					
C-B	0.43	10.02	0.8	2.9	B
A-B					
A-C					

Main Results for each time segment

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	36	483	0.076	36	0.1	8.058	A
B-A	34	301	0.114	34	0.1	13.444	B
C-A	480			480			
C-B	188	667	0.282	187	0.4	7.471	A
A-B	34			34			
A-C	200			200			

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	43	468	0.093	43	0.1	8.471	A
B-A	41	267	0.154	41	0.2	15.925	C
C-A	573			573			
C-B	225	653	0.344	224	0.5	8.379	A
A-B	41			41			
A-C	239			239			

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	53	446	0.119	53	0.1	9.149	A
B-A	50	220	0.230	50	0.3	21.178	C
C-A	702			702			
C-B	275	635	0.434	274	0.8	9.966	A
A-B	50			50			
A-C	292			292			

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	53	446	0.119	53	0.1	9.168	A
B-A	50	219	0.230	50	0.3	21.299	C
C-A	702			702			
C-B	275	635	0.434	275	0.8	10.017	B
A-B	50			50			
A-C	292			292			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	43	467	0.093	44	0.1	8.499	A
B-A	41	267	0.154	42	0.2	16.029	C
C-A	573			573			
C-B	225	653	0.344	226	0.5	8.434	A
A-B	41			41			
A-C	239			239			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	36	482	0.076	37	0.1	8.087	A
B-A	34	301	0.115	35	0.1	13.537	B
C-A	480			480			
C-B	188	667	0.282	189	0.4	7.535	A
A-B	34			34			
A-C	200			200			

Queue Variation Results for each time segment

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.08	0.00	0.00	0.08	0.08			N/A	N/A
B-A	0.13	0.00	0.00	0.13	0.13			N/A	N/A
C-B	0.39	0.00	0.00	0.39	0.39			N/A	N/A

07:15 - 07:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.10	0.00	0.00	0.10	0.10			N/A	N/A
B-A	0.18	0.00	0.00	0.18	0.18			N/A	N/A
C-B	0.52	0.52	1.00	1.40	1.45			N/A	N/A

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.13	0.03	0.26	0.47	0.49			N/A	N/A
B-A	0.29	0.03	0.26	0.47	0.50			N/A	N/A
C-B	0.75	0.03	0.26	0.75	0.75			N/A	N/A

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.13	0.03	0.25	0.45	0.48			N/A	N/A
B-A	0.29	0.03	0.31	1.04	1.35			N/A	N/A
C-B	0.76	0.03	0.28	0.88	2.92			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.10	0.00	0.00	0.10	0.10			N/A	N/A
B-A	0.19	0.00	0.00	0.19	0.19			N/A	N/A
C-B	0.53	0.06	0.63	1.33	1.41			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.08	0.00	0.00	0.08	0.08			N/A	N/A
B-A	0.13	0.00	0.00	0.13	0.13			N/A	N/A
C-B	0.40	0.03	0.30	0.90	1.20			N/A	N/A

Scenario 2 Baseflow with existing Quarry Traffic 2040, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - L6182W - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
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	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.42	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.42	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D14	Scenario 2 Baseflow with existing Quarry Traffic 2040	PM	ONE HOUR	16:30	18:00	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 - N83 (S)		✓	718	100.000
B - L6182W		✓	214	100.000
C - N83(N)		✓	498	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A - N83 (S)	B - L6182W	C - N83(N)
A - N83 (S)	0	40	678
B - L6182W	26	0	188
C - N83(N)	446	52	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - N83 (S)	B - L6182W	C - N83(N)
A - N83 (S)	0	0	4
B - L6182W	17	0	4
C - N83(N)	5	0	0

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Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-C	0.42	12.73	0.7	3.2	B
B-A	0.16	24.00	0.2	0.7	C
C-A					
C-B	0.11	7.40	0.1	0.5	A
A-B					
A-C					

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	141	566	0.249	140	0.3	8.421	A
B-A	20	245	0.081	20	0.1	15.951	C
C-A	336			336			
C-B	39	619	0.063	39	0.1	6.203	A
A-B	30			30			
A-C	510			510			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	169	534	0.316	168	0.5	9.817	A
B-A	24	218	0.109	24	0.1	18.542	C
C-A	401			401			
C-B	47	587	0.080	47	0.1	6.657	A
A-B	36			36			
A-C	609			609			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	206	489	0.422	205	0.7	12.630	B
B-A	29	179	0.163	29	0.2	23.910	C
C-A	491			491			
C-B	57	544	0.105	57	0.1	7.395	A
A-B	44			44			
A-C	746			746			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	206	489	0.422	206	0.7	12.729	B
B-A	29	179	0.163	29	0.2	24.003	C
C-A	491			491			
C-B	57	544	0.105	57	0.1	7.397	A
A-B	44			44			
A-C	746			746			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	169	534	0.316	170	0.5	9.910	A
B-A	24	218	0.109	24	0.1	18.621	C
C-A	401			401			
C-B	47	587	0.080	47	0.1	6.660	A
A-B	36			36			
A-C	609			609			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	141	566	0.250	142	0.3	8.505	A
B-A	20	245	0.081	20	0.1	16.018	C
C-A	336			336			
C-B	39	619	0.063	39	0.1	6.210	A
A-B	30			30			
A-C	510			510			

Queue Variation Results for each time segment

16:30 - 16:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.33	0.00	0.00	0.33	0.33			N/A	N/A
B-A	0.09	0.00	0.00	0.09	0.09			N/A	N/A
C-B	0.07	0.00	0.00	0.07	0.07			N/A	N/A

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.45	0.00	0.00	0.45	0.45			N/A	N/A
B-A	0.12	0.00	0.00	0.12	0.12			N/A	N/A
C-B	0.09	0.03	0.26	0.46	0.49			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.71	0.03	0.26	0.71	0.71			N/A	N/A
B-A	0.19	0.03	0.26	0.47	0.50			N/A	N/A
C-B	0.12	0.03	0.26	0.47	0.49			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.72	0.03	0.29	1.27	3.23			N/A	N/A
B-A	0.19	0.03	0.27	0.48	0.75			N/A	N/A
C-B	0.12	0.03	0.25	0.45	0.48			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.47	0.04	0.39	1.23	1.36			N/A	N/A
B-A	0.13	0.00	0.00	0.13	0.13			N/A	N/A
C-B	0.09	0.00	0.00	0.09	0.09			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.34	0.03	0.27	0.48	0.75			N/A	N/A
B-A	0.09	0.00	0.00	0.09	0.09			N/A	N/A
C-B	0.07	0.00	0.00	0.07	0.07			N/A	N/A

Scenario 3 Baseflow with proposed Quarry Traffic 2025, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - L6182W - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flare section.
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	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.42	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.42	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D15	Scenario 3 Baseflow with proposed Quarry Traffic 2025	AM	ONE HOUR	07:00	08:30	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 - N83 (S)		✓	245	100.000
B - L6182W		✓	73	100.000
C - N83(N)		✓	700	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A - N83 (S)	B - L6182W	C - N83(N)
A - N83 (S)	0	36	209
B - L6182W	36	0	37
C - N83(N)	503	197	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - N83 (S)	B - L6182W	C - N83(N)
A - N83 (S)	0	6	8
B - L6182W	6	0	21
C - N83(N)	4	5	0

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Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-C	0.08	8.15	0.1	0.5	A
B-A	0.14	14.97	0.2	0.5	B
C-A					
C-B	0.33	8.05	0.5	2.2	A
A-B					
A-C					

Main Results for each time segment

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	28	508	0.055	28	0.1	7.491	A
B-A	27	344	0.078	27	0.1	11.319	B
C-A	379			379			
C-B	148	689	0.215	147	0.3	6.628	A
A-B	27			27			
A-C	158			158			

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	33	498	0.067	33	0.1	7.752	A
B-A	32	317	0.102	32	0.1	12.616	B
C-A	452			452			
C-B	177	679	0.261	177	0.3	7.170	A
A-B	32			32			
A-C	188			188			

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	41	483	0.085	41	0.1	8.145	A
B-A	39	280	0.141	39	0.2	14.945	B
C-A	554			554			
C-B	217	664	0.327	217	0.5	8.036	A
A-B	39			39			
A-C	230			230			

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	41	483	0.085	41	0.1	8.150	A
B-A	39	280	0.141	39	0.2	14.973	B
C-A	554			554			
C-B	217	664	0.327	217	0.5	8.055	A
A-B	39			39			
A-C	230			230			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	33	497	0.067	34	0.1	7.764	A
B-A	32	317	0.102	32	0.1	12.653	B
C-A	452			452			
C-B	177	679	0.261	178	0.4	7.192	A
A-B	32			32			
A-C	188			188			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	28	508	0.055	28	0.1	7.510	A
B-A	27	344	0.078	27	0.1	11.359	B
C-A	379			379			
C-B	148	689	0.215	149	0.3	6.665	A
A-B	27			27			
A-C	158			158			

Queue Variation Results for each time segment

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.06	0.00	0.00	0.06	0.06			N/A	N/A
B-A	0.08	0.00	0.00	0.08	0.08			N/A	N/A
C-B	0.27	0.00	0.00	0.27	0.27			N/A	N/A

07:15 - 07:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.07	0.03	0.25	0.45	0.48			N/A	N/A
B-A	0.11	0.00	0.00	0.11	0.11			N/A	N/A
C-B	0.35	0.00	0.00	0.35	0.35			N/A	N/A

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.09	0.03	0.26	0.47	0.49			N/A	N/A
B-A	0.16	0.03	0.26	0.47	0.49			N/A	N/A
C-B	0.48	0.03	0.25	0.48	0.48			N/A	N/A

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.09	0.03	0.25	0.45	0.48			N/A	N/A
B-A	0.16	0.03	0.25	0.46	0.48			N/A	N/A
C-B	0.48	0.03	0.30	1.32	2.15			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.07	0.00	0.00	0.07	0.07			N/A	N/A
B-A	0.11	0.00	0.00	0.11	0.11			N/A	N/A
C-B	0.36	0.00	0.00	0.36	0.36			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.06	0.00	0.00	0.06	0.06			N/A	N/A
B-A	0.09	0.00	0.00	0.09	0.09			N/A	N/A
C-B	0.28	0.00	0.00	0.28	0.28			N/A	N/A

Scenario 3 Baseflow with proposed Quarry Traffic 2025, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - L6182W - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flare section.
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	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.87	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.87	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D16	Scenario 3 Baseflow with proposed Quarry Traffic 2025	PM	ONE HOUR	16:30	18:00	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 - N83 (S)		✓	564	100.000
B - L6182W		✓	169	100.000
C - N83(N)		✓	393	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A - N83 (S)	B - L6182W	C - N83(N)
A - N83 (S)	0	32	532
B - L6182W	21	0	148
C - N83(N)	352	41	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - N83 (S)	B - L6182W	C - N83(N)
A - N83 (S)	0	0	4
B - L6182W	20	0	4
C - N83(N)	4	0	0

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Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-C	0.30	9.52	0.4	1.8	A
B-A	0.10	18.37	0.1	0.5	C
C-A					
C-B	0.08	6.55	0.1	0.5	A
A-B					
A-C					

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	111	600	0.186	111	0.2	7.344	A
B-A	16	268	0.058	15	0.1	14.221	B
C-A	265			265			
C-B	31	654	0.047	31	0.0	5.776	A
A-B	24			24			
A-C	400			400			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	133	575	0.231	133	0.3	8.132	A
B-A	19	248	0.076	19	0.1	15.711	C
C-A	316			316			
C-B	37	629	0.059	37	0.1	6.078	A
A-B	29			29			
A-C	478			478			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	163	541	0.301	163	0.4	9.494	A
B-A	23	219	0.105	23	0.1	18.344	C
C-A	387			387			
C-B	45	595	0.076	45	0.1	6.548	A
A-B	35			35			
A-C	585			585			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	163	541	0.301	163	0.4	9.525	A
B-A	23	219	0.105	23	0.1	18.368	C
C-A	387			387			
C-B	45	595	0.076	45	0.1	6.548	A
A-B	35			35			
A-C	585			585			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	133	575	0.232	134	0.3	8.166	A
B-A	19	248	0.076	19	0.1	15.739	C
C-A	316			316			
C-B	37	629	0.059	37	0.1	6.080	A
A-B	29			29			
A-C	478			478			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	111	599	0.186	112	0.2	7.385	A
B-A	16	268	0.058	16	0.1	14.255	B
C-A	265			265			
C-B	31	654	0.047	31	0.0	5.779	A
A-B	24			24			
A-C	400			400			

Queue Variation Results for each time segment

16:30 - 16:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.23	0.00	0.00	0.23	0.23			N/A	N/A
B-A	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C-B	0.05	0.00	0.00	0.05	0.05			N/A	N/A

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.30	0.00	0.00	0.30	0.30			N/A	N/A
B-A	0.08	0.03	0.26	0.46	0.48			N/A	N/A
C-B	0.06	0.03	0.25	0.45	0.48			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.43	0.03	0.26	0.46	0.49			N/A	N/A
B-A	0.11	0.03	0.26	0.47	0.50			N/A	N/A
C-B	0.08	0.03	0.26	0.47	0.49			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.43	0.03	0.31	1.33	1.79			N/A	N/A
B-A	0.12	0.03	0.25	0.45	0.48			N/A	N/A
C-B	0.08	0.00	0.00	0.08	0.08			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.30	0.00	0.00	0.30	0.30			N/A	N/A
B-A	0.08	0.00	0.00	0.08	0.08			N/A	N/A
C-B	0.06	0.00	0.00	0.06	0.06			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.23	0.00	0.00	0.23	0.23			N/A	N/A
B-A	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C-B	0.05	0.00	0.00	0.05	0.05			N/A	N/A

Scenario 3 Baseflow with proposed Quarry Traffic 2030, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - L6182W - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flare section.
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	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.72	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.72	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D17	Scenario 3 Baseflow with proposed Quarry Traffic 2030	AM	ONE HOUR	07:00	08:30	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 - N83 (S)		✓	279	100.000
B - L6182W		✓	85	100.000
C - N83(N)		✓	792	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A - N83 (S)	B - L6182W	C - N83(N)
A - N83 (S)	0	41	238
B - L6182W	41	0	43
C - N83(N)	570	223	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - N83 (S)	B - L6182W	C - N83(N)
A - N83 (S)	0	7	9
B - L6182W	7	0	22
C - N83(N)	5	6	0

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Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-C	0.10	8.60	0.1	0.5	A
B-A	0.18	17.76	0.2	1.0	C
C-A					
C-B	0.38	8.98	0.6	2.7	A
A-B					
A-C					

Main Results for each time segment

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	33	497	0.066	32	0.1	7.740	A
B-A	31	321	0.096	31	0.1	12.380	B
C-A	429			429			
C-B	168	675	0.248	166	0.3	7.061	A
A-B	31			31			
A-C	179			179			

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	39	485	0.081	39	0.1	8.074	A
B-A	37	290	0.127	37	0.1	14.197	B
C-A	512			512			
C-B	200	663	0.302	200	0.4	7.769	A
A-B	37			37			
A-C	214			214			

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	48	467	0.102	48	0.1	8.590	A
B-A	45	248	0.183	45	0.2	17.702	C
C-A	627			627			
C-B	245	646	0.379	244	0.6	8.949	A
A-B	45			45			
A-C	262			262			

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	48	466	0.103	48	0.1	8.601	A
B-A	45	248	0.183	45	0.2	17.763	C
C-A	627			627			
C-B	245	646	0.379	245	0.6	8.980	A
A-B	45			45			
A-C	262			262			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	39	484	0.081	39	0.1	8.091	A
B-A	37	290	0.127	37	0.1	14.253	B
C-A	512			512			
C-B	200	663	0.302	201	0.4	7.807	A
A-B	37			37			
A-C	214			214			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	33	496	0.066	33	0.1	7.764	A
B-A	31	321	0.097	31	0.1	12.440	B
C-A	429			429			
C-B	168	675	0.248	168	0.3	7.111	A
A-B	31			31			
A-C	179			179			

Queue Variation Results for each time segment

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.07	0.00	0.00	0.07	0.07			N/A	N/A
B-A	0.11	0.00	0.00	0.11	0.11			N/A	N/A
C-B	0.33	0.00	0.00	0.33	0.33			N/A	N/A

07:15 - 07:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.09	0.03	0.26	0.47	0.49			N/A	N/A
B-A	0.14	0.00	0.00	0.14	0.14			N/A	N/A
C-B	0.43	0.00	0.00	0.43	0.43			N/A	N/A

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.11	0.03	0.26	0.47	0.49			N/A	N/A
B-A	0.22	0.03	0.26	0.47	0.49			N/A	N/A
C-B	0.60	0.03	0.26	0.60	0.60			N/A	N/A

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.11	0.03	0.25	0.45	0.48			N/A	N/A
B-A	0.22	0.03	0.28	0.58	1.05			N/A	N/A
C-B	0.61	0.03	0.29	1.19	2.73			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.09	0.00	0.00	0.09	0.09			N/A	N/A
B-A	0.15	0.00	0.00	0.15	0.15			N/A	N/A
C-B	0.44	0.00	0.00	0.44	0.44			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.07	0.00	0.00	0.07	0.07			N/A	N/A
B-A	0.11	0.00	0.00	0.11	0.11			N/A	N/A
C-B	0.33	0.00	0.00	0.33	0.33			N/A	N/A

Scenario 3 Baseflow with proposed Quarry Traffic 2030, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - L6182W - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flare section.
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	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.08	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.08	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D18	Scenario 3 Baseflow with proposed Quarry Traffic 2030	PM	ONE HOUR	16:30	18:00	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 - N83 (S)		✓	642	100.000
B - L6182W		✓	193	100.000
C - N83(N)		✓	444	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A - N83 (S)	B - L6182W	C - N83(N)
A - N83 (S)	0	36	606
B - L6182W	24	0	169
C - N83(N)	398	46	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - N83 (S)	B - L6182W	C - N83(N)
A - N83 (S)	0	0	4
B - L6182W	18	0	3
C - N83(N)	5	0	0

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Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-C	0.36	10.77	0.6	2.6	B
B-A	0.13	20.68	0.1	0.5	C
C-A					
C-B	0.09	6.94	0.1	0.5	A
A-B					
A-C					

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	127	588	0.216	126	0.3	7.769	A
B-A	18	258	0.069	18	0.1	14.966	B
C-A	300			300			
C-B	35	636	0.054	34	0.1	5.981	A
A-B	27			27			
A-C	456			456			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	152	560	0.271	151	0.4	8.805	A
B-A	21	234	0.091	21	0.1	16.924	C
C-A	358			358			
C-B	41	608	0.068	41	0.1	6.352	A
A-B	32			32			
A-C	545			545			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	186	520	0.358	185	0.5	10.724	B
B-A	26	200	0.130	26	0.1	20.632	C
C-A	438			438			
C-B	51	569	0.089	51	0.1	6.944	A
A-B	40			40			
A-C	667			667			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	186	520	0.358	186	0.6	10.774	B
B-A	26	200	0.131	26	0.1	20.678	C
C-A	438			438			
C-B	51	569	0.089	51	0.1	6.944	A
A-B	40			40			
A-C	667			667			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	152	560	0.271	153	0.4	8.857	A
B-A	21	234	0.091	22	0.1	16.970	C
C-A	358			358			
C-B	41	608	0.068	41	0.1	6.355	A
A-B	32			32			
A-C	545			545			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	127	588	0.216	128	0.3	7.825	A
B-A	18	258	0.069	18	0.1	15.015	C
C-A	300			300			
C-B	35	636	0.054	35	0.1	5.987	A
A-B	27			27			
A-C	456			456			

Queue Variation Results for each time segment

16:30 - 16:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.27	0.00	0.00	0.27	0.27			N/A	N/A
B-A	0.07	0.00	0.00	0.07	0.07			N/A	N/A
C-B	0.06	0.00	0.00	0.06	0.06			N/A	N/A

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.37	0.00	0.00	0.37	0.37			N/A	N/A
B-A	0.10	0.00	0.00	0.10	0.10			N/A	N/A
C-B	0.07	0.03	0.25	0.45	0.48			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.55	0.03	0.26	0.55	0.55			N/A	N/A
B-A	0.15	0.03	0.26	0.47	0.50			N/A	N/A
C-B	0.10	0.03	0.26	0.47	0.49			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.55	0.03	0.30	1.37	2.59			N/A	N/A
B-A	0.15	0.03	0.25	0.45	0.48			N/A	N/A
C-B	0.10	0.00	0.00	0.10	0.10			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.38	0.00	0.00	0.38	0.38			N/A	N/A
B-A	0.10	0.00	0.00	0.10	0.10			N/A	N/A
C-B	0.07	0.00	0.00	0.07	0.07			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.28	0.00	0.00	0.28	0.28			N/A	N/A
B-A	0.08	0.00	0.00	0.08	0.08			N/A	N/A
C-B	0.06	0.00	0.00	0.06	0.06			N/A	N/A

Scenario 3 Baseflow with proposed Quarry Traffic 2040, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - L6182W - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flare section.
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	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.07	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.07	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D19	Scenario 3 Baseflow with proposed Quarry Traffic 2040	AM	ONE HOUR	07:00	08:30	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 - N83 (S)		✓	311	100.000
B - L6182W		✓	94	100.000
C - N83(N)		✓	887	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A - N83 (S)	B - L6182W	C - N83(N)
A - N83 (S)	0	46	265
B - L6182W	46	0	48
C - N83(N)	637	250	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - N83 (S)	B - L6182W	C - N83(N)
A - N83 (S)	0	7	10
B - L6182W	7	0	24
C - N83(N)	5	6	0

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Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-C	0.12	9.17	0.1	0.5	A
B-A	0.23	21.30	0.3	1.3	C
C-A					
C-B	0.43	10.02	0.8	2.9	B
A-B					
A-C					

Main Results for each time segment

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	36	483	0.076	36	0.1	8.058	A
B-A	34	301	0.114	34	0.1	13.444	B
C-A	480			480			
C-B	188	667	0.282	187	0.4	7.471	A
A-B	34			34			
A-C	200			200			

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	43	468	0.093	43	0.1	8.471	A
B-A	41	267	0.154	41	0.2	15.925	C
C-A	573			573			
C-B	225	653	0.344	224	0.5	8.379	A
A-B	41			41			
A-C	239			239			

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	53	446	0.119	53	0.1	9.149	A
B-A	50	220	0.230	50	0.3	21.178	C
C-A	702			702			
C-B	275	635	0.434	274	0.8	9.966	A
A-B	50			50			
A-C	292			292			

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	53	446	0.119	53	0.1	9.168	A
B-A	50	219	0.230	50	0.3	21.299	C
C-A	702			702			
C-B	275	635	0.434	275	0.8	10.017	B
A-B	50			50			
A-C	292			292			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	43	467	0.093	44	0.1	8.499	A
B-A	41	267	0.154	42	0.2	16.029	C
C-A	573			573			
C-B	225	653	0.344	226	0.5	8.434	A
A-B	41			41			
A-C	239			239			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	36	482	0.076	37	0.1	8.087	A
B-A	34	301	0.115	35	0.1	13.537	B
C-A	480			480			
C-B	188	667	0.282	189	0.4	7.535	A
A-B	34			34			
A-C	200			200			

Queue Variation Results for each time segment

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.08	0.00	0.00	0.08	0.08			N/A	N/A
B-A	0.13	0.00	0.00	0.13	0.13			N/A	N/A
C-B	0.39	0.00	0.00	0.39	0.39			N/A	N/A

07:15 - 07:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.10	0.00	0.00	0.10	0.10			N/A	N/A
B-A	0.18	0.00	0.00	0.18	0.18			N/A	N/A
C-B	0.52	0.52	1.00	1.40	1.45			N/A	N/A

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.13	0.03	0.26	0.47	0.49			N/A	N/A
B-A	0.29	0.03	0.26	0.47	0.50			N/A	N/A
C-B	0.75	0.03	0.26	0.75	0.75			N/A	N/A

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.13	0.03	0.25	0.45	0.48			N/A	N/A
B-A	0.29	0.03	0.31	1.04	1.35			N/A	N/A
C-B	0.76	0.03	0.28	0.88	2.92			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.10	0.00	0.00	0.10	0.10			N/A	N/A
B-A	0.19	0.00	0.00	0.19	0.19			N/A	N/A
C-B	0.53	0.06	0.63	1.33	1.41			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.08	0.00	0.00	0.08	0.08			N/A	N/A
B-A	0.13	0.00	0.00	0.13	0.13			N/A	N/A
C-B	0.40	0.03	0.30	0.90	1.20			N/A	N/A

Scenario 3 Baseflow with proposed Quarry Traffic 2040, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - L6182W - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flare section.
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	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.42	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.42	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D20	Scenario 3 Baseflow with proposed Quarry Traffic 2040	PM	ONE HOUR	16:30	18:00	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 - N83 (S)		✓	718	100.000
B - L6182W		✓	214	100.000
C - N83(N)		✓	498	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A - N83 (S)	B - L6182W	C - N83(N)
A - N83 (S)	0	40	678
B - L6182W	26	0	188
C - N83(N)	446	52	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - N83 (S)	B - L6182W	C - N83(N)
A - N83 (S)	0	0	4
B - L6182W	17	0	4
C - N83(N)	5	0	0

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Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-C	0.42	12.73	0.7	3.2	B
B-A	0.16	24.00	0.2	0.7	C
C-A					
C-B	0.11	7.40	0.1	0.5	A
A-B					
A-C					

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	141	566	0.249	140	0.3	8.421	A
B-A	20	245	0.081	20	0.1	15.951	C
C-A	336			336			
C-B	39	619	0.063	39	0.1	6.203	A
A-B	30			30			
A-C	510			510			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	169	534	0.316	168	0.5	9.817	A
B-A	24	218	0.109	24	0.1	18.542	C
C-A	401			401			
C-B	47	587	0.080	47	0.1	6.657	A
A-B	36			36			
A-C	609			609			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	206	489	0.422	205	0.7	12.630	B
B-A	29	179	0.163	29	0.2	23.910	C
C-A	491			491			
C-B	57	544	0.105	57	0.1	7.395	A
A-B	44			44			
A-C	746			746			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	206	489	0.422	206	0.7	12.729	B
B-A	29	179	0.163	29	0.2	24.003	C
C-A	491			491			
C-B	57	544	0.105	57	0.1	7.397	A
A-B	44			44			
A-C	746			746			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	169	534	0.316	170	0.5	9.910	A
B-A	24	218	0.109	24	0.1	18.621	C
C-A	401			401			
C-B	47	587	0.080	47	0.1	6.660	A
A-B	36			36			
A-C	609			609			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	141	566	0.250	142	0.3	8.505	A
B-A	20	245	0.081	20	0.1	16.018	C
C-A	336			336			
C-B	39	619	0.063	39	0.1	6.210	A
A-B	30			30			
A-C	510			510			

Queue Variation Results for each time segment

16:30 - 16:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.33	0.00	0.00	0.33	0.33			N/A	N/A
B-A	0.09	0.00	0.00	0.09	0.09			N/A	N/A
C-B	0.07	0.00	0.00	0.07	0.07			N/A	N/A

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.45	0.00	0.00	0.45	0.45			N/A	N/A
B-A	0.12	0.00	0.00	0.12	0.12			N/A	N/A
C-B	0.09	0.03	0.26	0.46	0.49			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.71	0.03	0.26	0.71	0.71			N/A	N/A
B-A	0.19	0.03	0.26	0.47	0.50			N/A	N/A
C-B	0.12	0.03	0.26	0.47	0.49			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.72	0.03	0.29	1.27	3.23			N/A	N/A
B-A	0.19	0.03	0.27	0.48	0.75			N/A	N/A
C-B	0.12	0.03	0.25	0.45	0.48			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.47	0.04	0.39	1.23	1.36			N/A	N/A
B-A	0.13	0.00	0.00	0.13	0.13			N/A	N/A
C-B	0.09	0.00	0.00	0.09	0.09			N/A	N/A

17:45 - 18:00

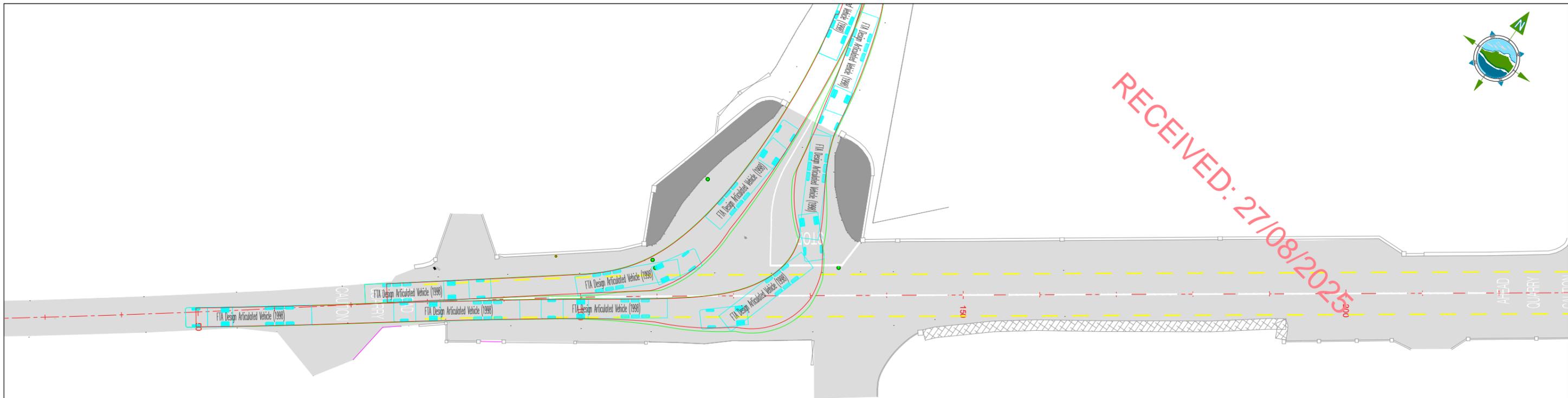
Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.34	0.03	0.27	0.48	0.75			N/A	N/A
B-A	0.09	0.00	0.00	0.09	0.09			N/A	N/A
C-B	0.07	0.00	0.00	0.07	0.07			N/A	N/A

Appendix E SWEPT PATH ANALYSIS

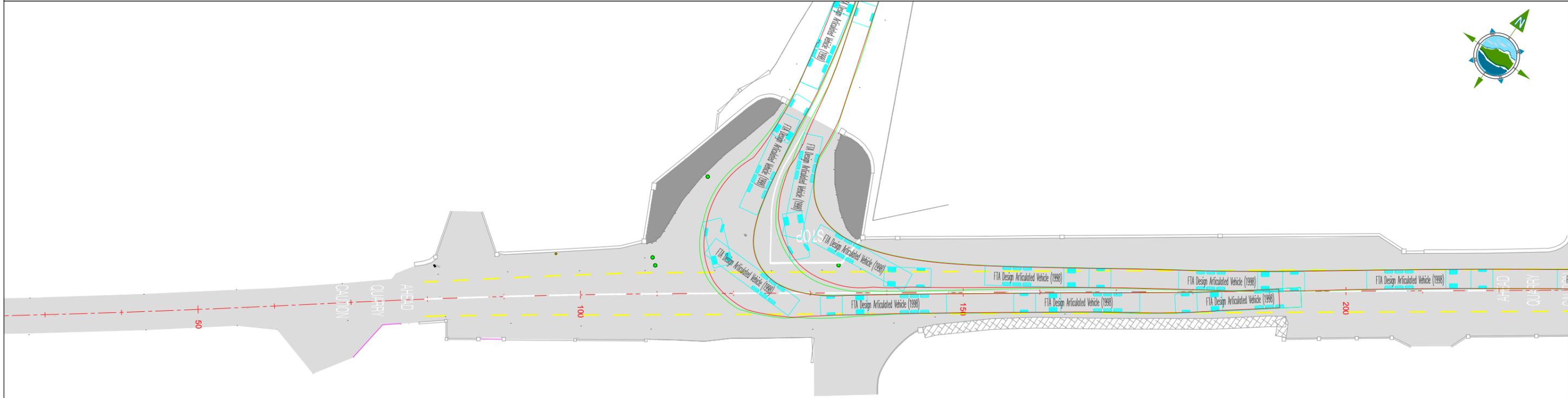
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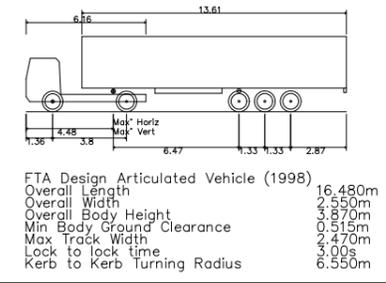
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Max Legal Articulated Vehicle
Left turn to site & Right turn from site



Max Legal Articulated Vehicle
Right turn to site & left turn from site



Rev	Date	Description	By	Chkd.
A	16/08/2024	Issue to Road Safety Auditor	NN	VK

Client: Harrington's Quarry

Project: Harrington Quarry Preliminary Design

Title: Autotrack Analysis Quarry Entrance Max. Legal Articulated Vehicle

Prepared by: NN

Checked: VK

Date: 16/08/2024

Project Director: JOF

Drawing Status: Preliminary

Scale @ A3: 1:250 @ A3

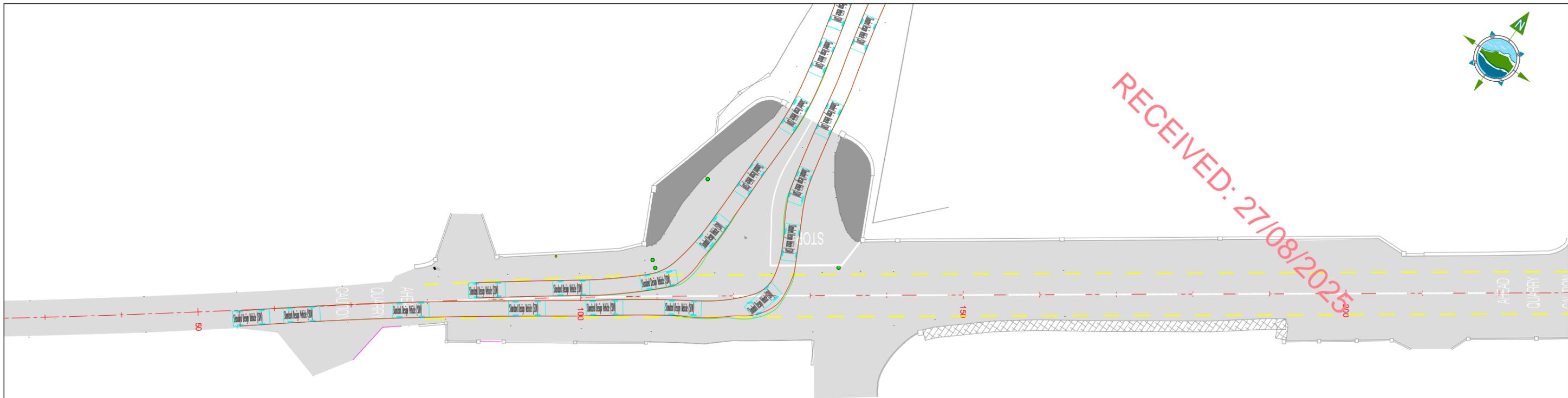
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Drawing No.: 10811-1015-01

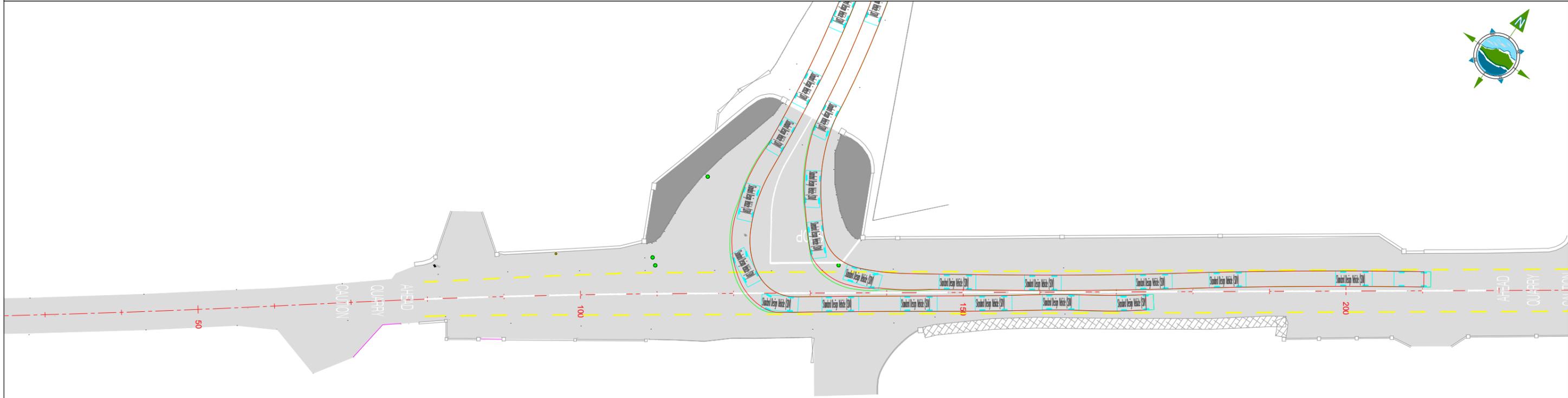
Revision: A



RECEIVED: 27/08/2025



Standard Car
Left turn to site & Right turn from site



Standard Car
Right turn to site & left turn from site

	<p>Standard Design Vehicle (SDV)</p> <p>Overall Length 4.800m</p> <p>Overall Width 2.000m</p> <p>Overall Body Height 1.950m</p> <p>Min Body Ground Clearance 0.100m</p> <p>Track Width 2.000m</p> <p>Lock to lock time 4.00s</p> <p>Wall to Wall Turning Radius 6.000m</p>
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Rev	Date	Description	By	Chkd.
A	16/08/2024	Issue to Road Safety Auditor	NN	VK

Client: Harrington's Quarry

Project: Harrington Quarry Preliminary Design

Title: Autotrack Analysis Quarry Entrance Standard Passenger Car

Prepared by: NN

Checked: VK

Date: 16/08/2024

Project Director: JOF

Drawing Status: Preliminary

Scale @ A3: 1:250 @ A3

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Drawing No.: 10811-1015-02

Revision: A