CHAPTER 13

TRAFFIC

FEBRUARY 2025

QUARRY CONSULTING

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CHAPTER 13: TRAFFIC

Glossary of Terms

Road Network:	The existing and proposed public and private roads within the study area.
Traffic Growth:	The normal expected growth in traffic over time.
Trip:	One movement, in or out of the study area by foot, cycle or vehicle.
Thresholds:	Minimum intervention levels at which Transport and Traffic Assessments are to be conducted.
Generated Trips:	Additional trips made as a result of the presence of a development.
Peak Time:	Time of day at which the transport demands from a development are greatest.
Capacity Calculations:	Standardised methods of estimating traffic capacity on links and at junctions.
Trip Distribution:	The estimated directional distribution of the estimated traffic at each junction in the study area.
Trip Assignment:	The final estimated flows of traffic for each direction of travel at each junction and along each link within the study area.
TRICS:	A database containing empirically obtained trip generation data for a wide range of different types of developments.
AADT:	Annual Average Daily Traffic – The mean daily traffic volume over the course of a year on a particular route.
Level of Service:	Level of Service (LOS) is a measure of the capacity of a road related to the average vehicular speed and level of congestion on the road. It is ranges from LOS A to LOS F, with A representing free flow and F representing stop/start traffic. LOS C represents stable flow conditions

Introduction

General

13.1 PMCE Ltd were commissioned to undertake an assessment of the traffic impacts associated with the proposed continued operation and extension to the existing Coshla Quarry at Barrettspark, Athenry, Co. Galway. The full description of the proposed development is outlined in Chapter 3 of the EIAR.

13.2 A separate Traffic and Transport Assessment has been prepared in support of this Environmental Impact Assessment Report for the proposed site – refer to Appendix 13.1.

Information Reviewed

13.3 In preparing this assessment, reference has been made to the following documents:

- "Traffic and Transport Assessment Guidelines" (May 2014) published by Transport Infrastructure Ireland (TII).
- "Unit 5.3 (Travel Demand Projections) of the "Project Appraisal Guidelines" (October 2021) published by Transport Infrastructure Ireland.
- "Project Appraisal Guidelines for National Roads Unit 16.1 - Expansion Factors for Short Period Traffic Counts" (October 2016) published by Transport Infrastructure Ireland.
- TII Publications document DN-GEO-03031, "Rural Road Link Design" (June 2017, May 2023) published by TII.
- TII Publications document DN-GEO-03060, "Geometric Design of Junctions (priority junctions, direct accesses, roundabouts, grade-separated and compact grade-separated junctions)" (June 2017, May 2023) published by TII.
- Galway County Development Plan 2022-2028
- Traffic Count Survey Data, collected by Traffinomics.
- Planning Application Documents associated with planning application ref. 20/499/ABP-30854920

Objective

13.4 The objective of this Traffic Chapter is to examine the traffic implications associated with the proposed development in terms of its integration with existing traffic in the area. The assessment determines and quantifies the extent of trips generated by the proposed development, and the impact on operational performance of such trips on the local road network.

Methodology

13.5 The methodology adopted for this assessment involved, in brief:

- Site Visit: A site visit was undertaken on the 2nd October 2024, the weather was dry and the ground surface was dry.
- Trip Generation and Trip Assignment: This is used to derive trip rates and forecast trips for the proposed development, and to assign generated traffic flows onto the existing road network.
- Link Capacity Assessment: To estimate an AADT value for each of the main roads on the surrounding road network and assess their capacity with and without the proposed development.

- Junction Capacity Assessment: The traffic count data was used to develop Junctions 9 models for the assessed junctions.
- Future Year Assessments: The estimated future year volumes on the study area network, as a result of the increase in background traffic and any site related traffic, was used to assess the future operational performance of the junctions and surrounding road network for 2025 (assumed year of opening), and at two future assessment years; the opening year +5 (2030) and the opening year +15 (2040).

Location plan

13.6 Figure 0-1 shows the location of the Coshla Quarry at Barrettspark, Athenry, Co. Galway and the surrounding road network.

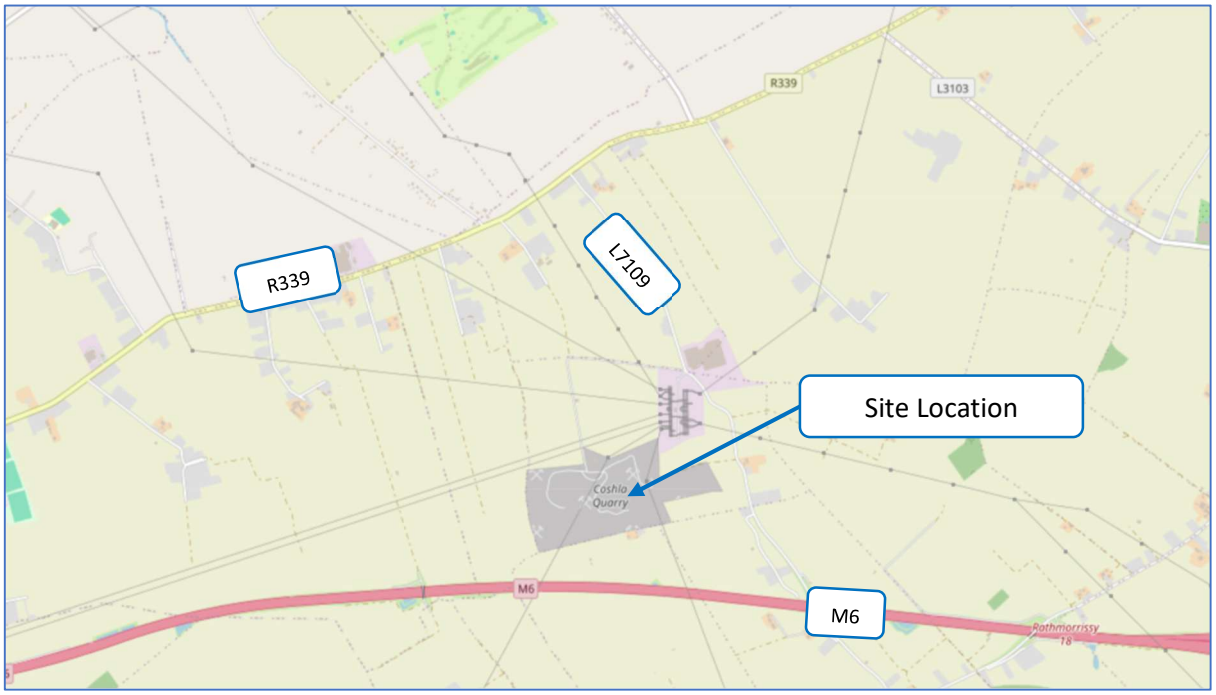

Figure 0-1: Location Plan (Source: www.openstreetmap.org)

Existing Conditions

The Site

13.7 The proposed development relates to the continued operation and lateral extension to the existing Coshla quarry and the continued operation of the existing permitted concrete manufacturing facility located in the townland of Barretspark, situated approximately 13km east of Galway City centre and approximately 7km west of Athenry town centre.

13.8 The site will be directly accessed from the L7109 Local Road, where its entrance is located on the western side of the road

13.9 The lands surrounding the site can be characterised as rural or industrial in nature. Agricultural uses consist of fields used for pasture enclosed with stone walls or post and wire fencing. Industrial uses include the existing substation immediately northeast of the site and a metal-work company, opposite the site access.

Existing Road Network

13.10 The L7109, is a local road, linking the R339 Regional Road with Lisheenkyle East. It terminates at a stop-controlled T-junction with the R339 Regional Road, approximately 1 km to the north of the site access. The L7109 is 4.5km long and runs in a north-south direction.

13.11 In the vicinity of the site, the L7109 is approximately 4.5m-6m with no footpaths or hard strips. The posted speed limit of the L7109 at the time of the site visit was 80kph. As of the 7th February 2025, the default speed limit on rural roads in Ireland has reduced from 80kph to 60kph, as set out in the Road Traffic Act 2024.

Traffic Volumes

13.12 Traffic counts were carried out on Wednesday 11th of December 2024 at the junctions between the L7109 and the Coshla Quarry Access, the L7109/R339 T-Junction and the L7109/Lisheenkyle Junction. Each of the traffic counts were carried out between 7:00am and 7:00pm. Surveyed vehicles were broken down into five categories as follows:

- Cars
- LGV's (Light Goods Vehicles)
- OGV1 (Two and three axle goods vehicles)
- OGV2 (Four and five axle goods vehicles)
- Buses

13.13 The count data for each site has been converted to Annual Average Daily Traffic (AADT) values using the methodology described in "Expansion Factors for Short Period Traffic Counts" (Unit 16.1 TII Publications Project Appraisal Guidelines for National Roads, October 2016). Annexes A to C of the above document were used in the expansion of traffic counts to AADT's. The AADT was calculated to determine the percentage increase in traffic volumes on the road network as a result of the trips generated by the proposed development.

13.14 A combined factor of 0.863 was arrived at by combining the individual hourly factors for the count duration. This factor was then used to determine the 24-hour traffic flow. This was then converted to a Weekly Average Daily Traffic (WADT) using an index of 0.96 for the Wednesday traffic count. Finally, this was converted to AADT using an index of 1.09 for the month of December. These factors were used to calculate the AADT for each of the 3 junctions.

13.15 The detailed results of the traffic survey are summarised in Table 0-1 to Table 0-3. The morning and evening peak hours have been established as follows:

- 3-Arm T-Junction of the L7109 and Site Access (referred to as the 'Coshla Quarry Access' in this report)– 07:45 to 08:45 (AM Peak) and 13:45 to 14:45 (PM Peak)
- 3-Arm T-Junction of the R339 and L7109 (referred to as the 'R339 Junction' in this report)– 07:30 to 08:30 (AM Peak) and 16:30 to 17:30 (PM Peak)
- 3-Arm T-Junction of the L7109 and L7108 (referred to as the 'Lisheenkyle Junction' in this report)– 08:00 to 09:00 (AM Peak) and 14:00 to 15:00 (PM Peak)

Table 0-1: AADTs at R339 Junction

Hour Ending	R339 East	L7109	R339 West
08:00	512	126	472
09:00	475	85	454

10:00	273	43	276
11:00	250	51	253
12:00	255	44	261
13:00	270	45	287
14:00	304	72	310
15:00	352	80	346
16:00	402	59	397
17:00	542	134	496
18:00	499	62	483
19:00	385	37	384
Period Total	**4,519**	**838**	**4,419**
Period Total OGV1s	***148***	***49***	***143***
% OGV1s	***3.27%***	***5.84%***	***3.23%***
Period Total OGV2s	***110***	***130***	***126***
% OGV2s	***2.43%***	***15.51%***	***2.85%***
Total AADT	**5,480**	**1,017**	**5,359**

Table 0-2: AADTs at Coshla Quarry Access

Hour Ending	L7109 South	Coshla Quarry Access	L7109 North
08:00	52	16	66
09:00	71	16	79
10:00	17	15	28
11:00	22	24	38
12:00	23	25	42
13:00	21	17	38
14:00	30	20	50
15:00	65	17	80
16:00	28	15	41
17:00	62	10	68
18:00	54	9	55
19:00	29	1	30
Period Total	**474**	**185**	**615**
Period Total OGV1s	***41***	***31***	***54***
% OGV1s	***8.64%***	***16.75%***	***8.78%***
Period Total OGV2s	***18***	***96***	***114***
% OGV2s	***3.79%***	***51.89%***	***18.53%***
Total AADT	**575**	**225**	**746**

Table 0-3: AADTs at Lisheenkyle Junction

Hour Ending	L7108 West	L7109	L7108 East
08:00	53	46	19
09:00	168	80	94
10:00	29	18	15
11:00	23	17	16
12:00	40	19	31
13:00	31	25	20
14:00	54	42	34
15:00	118	67	77
16:00	38	33	33
17:00	71	64	35
18:00	71	61	34
19:00	41	26	27
Period Total	**737**	**498**	**435**
Period Total OGV1s	***41***	***49***	***26***
% OGV1s	***5.56%***	***9.83%***	***5.97%***
Period Total OGV2s	***8***	***7***	***7***
% OGV2s	***1.08%***	***1.40%***	***1.60%***
Total AADT	**894**	**604**	**528**

General

13.16 The proposed development comprises the following:

- Continued use of the existing quarry to the permitted depth of minus 5 mOD, including drilling, blasting, crushing, processing, stockpiling of materials, associated roads and ancillary services (granted under Planning Ref. File No.: 09/1958 and ABP Ref.: PL07.235821);
- Continued use of open storage areas;
- Continued use of existing permitted concrete manufacturing facility (granted under Planning Ref. File No. 09230 and 19/517: ABP-304769-19);
- Continued use of the existing office (granted under Planning Ref. File No.: 09/1958 and ABP Ref.: PL07.235821);
- Continued use of the existing maintenance shed (granted under Planning Ref. File No. 09610);
- Continued use of the exiting water management system (including settlement lagoons), weighbridge and wheelwash;
- Lateral extension of the existing permitted quarry area over a previously permitted extraction area (granted under Planning Ref. File No. 06/4125) of c.4.6 ha. area to a final floor level of minus 5 mOD. The total quarry extraction area will be c. 13 Ha.;
- Restoration of the application area to natural habitat after uses following completion of extraction.

Trip Generation

13.17 The Quarry currently extracts approximately 225,000 of limestone on average, which is processed and removed from the site annually. The **maximum** quarry extraction rate at the

quarry is anticipated to be up to **400,000 tonnes per annum** to allow the applicant respond to demand for aggregates for large infrastructure projects in the Region.

13.18 To account for possible variations in the average operating figure for the Quarry, it is considered prudent to assess a worst-case scenario to accommodate periods where demand for the Proposed Development, ancillary and manufacturing activities occurs in concentrated peaks. To reflect this scenario, the traffic modelling assessment undertaken is based upon the Quarry facilitating 137 loads per day, the highest possible rate of extraction that is likely to be experienced at the quarry as permitted following an appeal to planning application ref. 20/499/ABP-30854920. The 'worst-case' scenario equates to a total of 274 trips (i.e. 137 arriving trips and 137 departing trips) from the quarry.

13.19 The site currently employs 12 staff members directly, with a further 10 sub-contractors on-site on a regular basis, and it is not anticipated that these numbers will increase. Staff movements will generate 24 peak hour trips, 12 trips inbound in the morning and 12 trips outbound in the evening peak. Staff car movements have been distributed in accordance with the existing light vehicle distribution at the site access.

13.20 6 trips have been assumed to occur daily to cater for possible miscellaneous trips associated with the site. These miscellaneous trips allow for operations meetings, site inspections, maintenance operations for plant and machinery, etc. It is not considered that these trips would coincide with either peak hour.

Adjacent Developments

13.21 A search of planned future developments which may have an impact on future traffic flows in the vicinity of the proposed development was undertaken. A list of 3rd party projects, which may have an impact on the traffic related to the proposed development, and which have received planning permission.

Table 0-4: Summary of Adjacent Developments

Reference	Description
2560052	The replacement ("restringing") of the existing OHL circuit conductor wires with a new higher capacity conductor, replacement of a tower in situ, retention of towers at three locations including foundation strengthening with bar member replacement at two locations, replacement of polesets at fifteen locations, the replacement of insulating and ancillary hardware at structures and all associated temporary site development works to gain access.
24260	Installation of solar panels over the roof of an existing telecommunications cabin on a steel frame (covering an area of 60 sqm to maximum height of 5 meters above ground level) works to consist of all ancillary development works, including steel uprights.
2360948	Retention permission for development at C&F Tooling, Cashla, Athenry, County Galway for the extensions to the existing C&F Tooling premises, including a machine shop & canteen, switch room & compressor room, maintenance garage, monitoring office building, steel cleaning shop and store.
23355	To upgrade the existing 220k overhead line between the existing Cashla 220kV Substation in the townland of Barrettspark, Co. Galway, & Tower 138 in the townland of Oughtagh, Co. Galway. The proposed development will consist of refurbishment works to the existing overhead Line (approximately 49 km long & comprising of 138no. steel angle masts). The refurbishment works to towers will consist of: installation of replacement parts on the towers including insulators, shield wire, vibration dampeners, arching horns & anti-climbing guards; associated site development works,

	including temporary work areas, foundation refurbishment /strengthening & recapping/clearing of shear blocks; clearance of shear block bases, & ancillary works; ancillary site preparation works, site clearance & levelling at the 6no. temporary construction compounds & associated temporary works to existing tracks & new temporary access routes to provide internal access routes to each tower with all associated works required to facilitate the development. No works will be undertaken to the overhead line (conductor). The proposed development will also consist of upgrades to the Cashla 220kV substation that will consist of: the decommissioning and removal of line bay equipment within the substation boundary; construction of a new adjacent offline like for like line bay & associated bay protection cabinets within the substation boundary; & new overhead lines connection between the end mast & the new line bay.
20961	The construction of a solar PV energy and battery storage development to include an electrical substation building, electrical transformer and inverter station modules, solar PV panels ground mounted on support structures, battery containers and associated infrastructure, internal access tracks, security fencing, electrical cabling/ ducting, CCTV and other ancillary infrastructure, drainage, additional landscaping and habitat enhancement as required and associated site development works including works related to the access to the site.
2261105	Construction of a solar PV energy development to include electrical transformer and inverter station modules, solar pv panels ground mounted on support structures, internal access tracks, security fencing, electrical cabling and ducting, cctv and other ancillary infrastructure, drainage, additional landscaping and habitat enhancement as required and associated site development works.
181883 / ABP-304922-19	Construction of an up to 100MW battery energy storage facility that will provide energy services to the national grid and will be delivered in 4 no. phases. The development will consist of the construction and operation of up to 34 metal containers to store up to a project total of up to 100MW in sealed battery cells each with entrances, fire suppression systems, heating, ventilation and air conditioning systems. The proposed development includes for inverters, control systems, other electrical components, security lighting and ancillary infrastructure and all associated works including security fencing and ancillary grid infrastructure.
15488 / ABP-07.245518	Construction of a data centre building, a logistics building, an administration building and a maintenance building, two fibre huts, 18 external standby generators, all associated external plant, a 20kV electricity substation, contractor facilities, proprietary waste water treatment plant, provision of fibre optic data connections, and a 220kV substation, and all associated works.
2560052	The replacement ("restringing") of the existing OHL circuit conductor wires with a new higher capacity conductor, replacement of a tower in situ, retention of towers at three locations including foundation strengthening with bar member replacement at two locations, replacement of polesets at fifteen locations, the replacement of insulating and ancillary hardware at structures and all associated temporary site development works to gain access.
24260	Installation of solar panels over the roof of an existing telecommunications cabin on a steel frame (covering an area of 60 sqm to maximum height of 5 meters above ground level) works to consist of all ancillary development works, including steel uprights.
2360948	Retention permission for development at C&F Tooling, Cashla, Athenry, County Galway for the extensions to the existing C&F Tooling premises, including a machine shop & canteen, switch room & compressor room, maintenance garage, monitoring office building, steel cleaning shop and store.

23355	To upgrade the existing 220k overhead line between the existing Cashla 220kV Substation in the townland of Barrettspark, Co. Galway, & Tower 138 in the townland of Oughtagh, Co. Galway. The proposed development will consist of refurbishment works to the existing overhead Line (approximately 49 km long & comprising of 138no. steel angle masts). The refurbishment works to towers will consist of: installation of replacement parts on the towers including insulators, shield wire, vibration dampeners, arching horns & anti-climbing guards; associated site development works, including temporary work areas, foundation refurbishment /strengthening & recapping/clearing of shear blocks; clearance of shear block bases; & ancillary works; ancillary site preparation works, site clearance & levelling at the 6no. temporary construction compounds & associated temporary works to existing tracks & new temporary access routes to provide internal access routes to each tower with all associated works required to facilitate the development. No works will be undertaken to the overhead line (conductor). The proposed development will also consist of upgrades to the Cashla 220kV substation that will consist of: the decommissioning and removal of line bay equipment within the substation boundary; construction of a new adjacent offline like for like line bay & associated bay protection cabinets within the substation boundary; & new overhead lines connection between the end mast & the new line bay.

13.22 The review of these adjacent projects determined that these would not have an impact on the proposed development in relation to traffic and, therefore, the cumulative impacts of these projects on the proposed facility would be imperceptible.

Trip Assignment

13.23 The distribution of the development traffic on the adjacent road network is based on an assessment of the existing traffic flows at the assessed junctions derived from the traffic count data and the projected haul routes. The traffic assignment is illustrated in Figure 0-2.

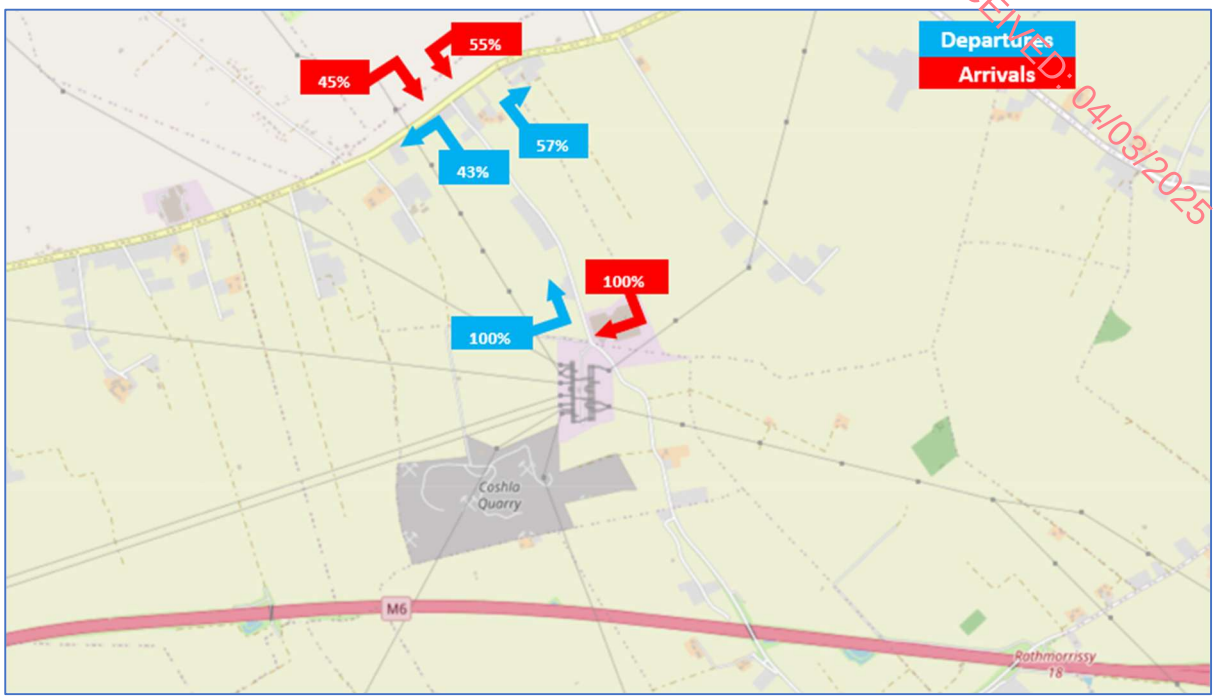

Figure 0-2: ASSIGNMENT OF TRAFFIC THROUGHOUT THE ADJACENT ROAD NETWORK (LVS)

Potential Effects

13.24 The following section outlines the Traffic Impact Assessment undertaken in accordance with the TII Traffic and Transport Assessment Guidelines (TII PE-PDV-02045, May 2014).

Scope of Assessment

13.25 Section 2.1 of the "Traffic and Transport Assessment Guidelines" published by Transport Infrastructure Ireland recommends that in an urban or congested setting that a traffic assessment should cover all roads and junctions where the development traffic exceeds 5% of the existing or background traffic, or 10% of background traffic when located in rural areas.

13.26 Figure 0-1 outlines the distributed development traffic as a percentage of the background traffic on the adjacent road network.

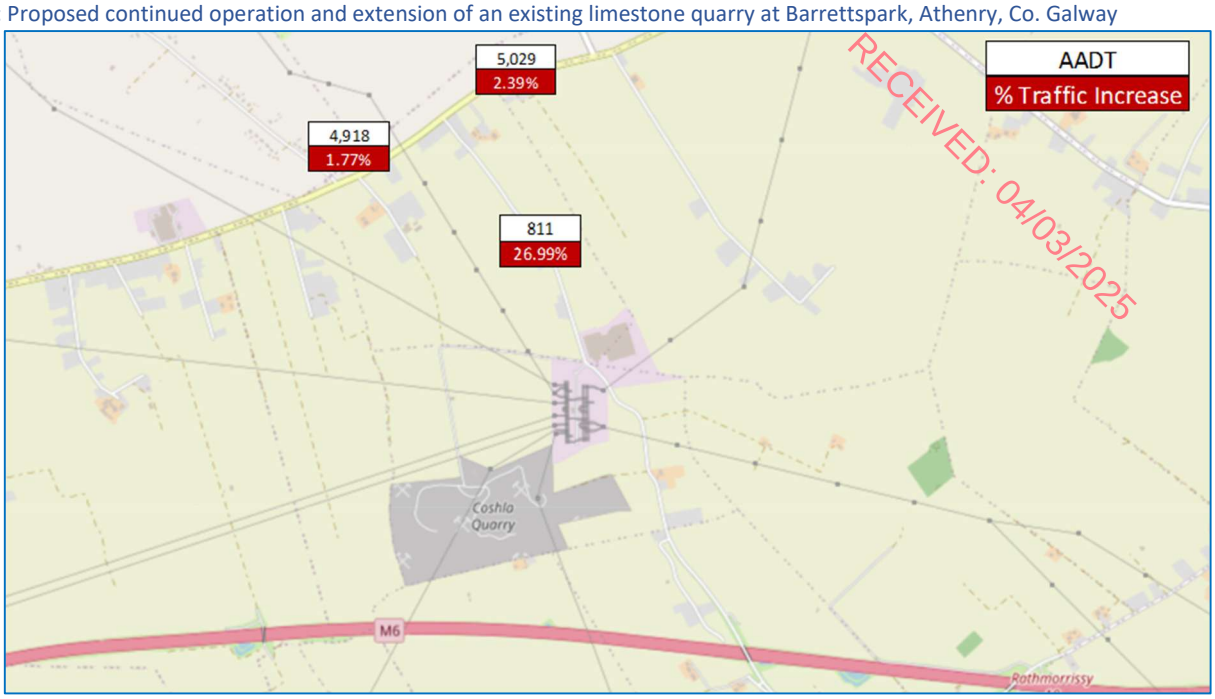

Figure 0-1: AADT and Site Traffic as a Percentage of Existing Traffic

13.27 As shown in Figure 0-1, the development traffic exceeds 10% of background traffic on the L7109 at its junction with the quarry access and the R339/L7109 T-Junction where a capacity assessment has been undertaken.

Assessment Years

13.28 The "Traffic and Transport Assessment Guidelines" published by Transport Infrastructure Ireland recommend the assessment of traffic in the Opening Year, for the Opening Year +5 years and the Opening Year +15 years. The assessment years for the impact assessment are therefore 2025 for the Opening Year, 2030 and 2040 for the Future Assessment Years.

Traffic Growth

13.29 The "Project Appraisal Guidelines - Unit 5.3 – Travel Demand Projections (PE-PAG-02017)" published by TII in October 2021 has been used to determine future year traffic flows on the network from the 2024 traffic count data.

13.30 **Error! Reference source not found.** contains a summary of the traffic growth factors published in the "Project Appraisal Guidelines". For this assessment, a central growth scenario has been adopted (a 'central' growth scenario was assumed given the site location and scale).

Table 0-1: Future Year Traffic Growth Figures (County Galway)

Year	Low Growth		Central Growth		High Growth	
	LV	HV	LV	HV	LV	HV
2016-2030	1.0243	1.0430	**1.0259**	**1.0446**	1.0294	1.0480
2030-2040	1.0087	1.0177	**1.0109**	**1.0198**	1.0148	1.0236
2040-2050	1.0294	1.0480	**1.0148**	**1.0236**	1.0181	1.0336

Link Capacity Assessment

13.31 The TII Publications document reference DN-GEO-03031 provides guidance on recommended rural road layouts in its Table 6/1. It advises that the capacity of a Type 3 Single Carriageway road with 6.0m cross-section is 5,000 AADT for a Level of Service D. The L7109, adjacent to the site, has an average cross-section width of approximately 6m with no hard shoulders present. Therefore, the L7109 is considered to be most similar to the Type 3 Single Carriageway cross-section.

13.32 The combined background and site traffic volumes, outlined in Table 0-2 in each of the assessment years is less than the LOS D capacity of 5,000 AADT for a Type 3 Single Carriageway. It is considered, therefore, that the L7109 will operate within capacity for each of the assessment years, so will have an imperceptible impact on the local road network.

13.33 Table 0-2 indicates that the traffic associated with the proposed development represents between 36.04% and 28.52% of the total traffic on the L7109 during the assessment years 2025 to 2040.

Table 0-2: Combined AADT for each Assessment Year (L7109)

	Assessment Year		
	2025	**2030**	**2040**
Background Traffic	575	686	812
Additional Development Traffic	324	324	324
Combined Traffic (Background + Additional Dev. Traffic)	899	1,010	1,136
Additional Traffic as % of Combined Traffic	36.04%	32.08%	28.52%

Junction Capacity Analysis

13.34 The capacity of the surveyed junctions was assessed using the Transport Research Laboratory's (TRL) Junctions 9 computer programme.

13.35 Junction performance is measured as a ratio between the flow and capacity (RFC). The capacity analysis has been carried out for each weekday for a period of 12-hours, which corresponds to the operational hours of the quarry, for each of the assessment years (2025, 2030, and 2040). A rural junction with an RFC below 0.85 is considered to be operating within capacity, and an RFC of 0.85 indicates a junction operating at capacity.

13.36 The detailed junction capacity analysis outputs for the junction for all the future forecast assessment years are contained within Appendix 13.1.to this report.

13.37 The results of the Junction capacity assessment indicate that the junctions will operate within capacity for each of the assessment years 2025, 2030 and 2040, so will have an imperceptible impact on the local road network.

Table 0-3: Summary of Traffic Analysis at: Coshla Quarry Access

	12 Hours (07:00 – 19:00)			
	Queue (Veh)	Delay (s)	RFC	LOS
Stream	2025 with Development			
Quarry Access – L7109 N	0.1	11.18	0.08	B

Quarry Access – L7109 S	0.0	17.94	0.02	C
L7109 N – L7109 S / Quarry Access	0.1	11.42	0.10	B
Stream	2030 with Development			
Quarry Access – L7109 N	0.1	11.35	0.10	B
Quarry Access – L7109 S	0.0	17.96	0.02	C
L7109 N – L7109 S / Quarry Access	0.1	11.51	0.11	B
Stream	2040 with Development			
Quarry Access – L7109 N	0.1	11.56	0.12	B
Quarry Access – L7109 S	0.0	18.02	0.03	C
L7109 N – L7109 S / Quarry Access	0.2	11.63	0.13	B

Table 0-4: Summary of Traffic Analysis at: R339 Junction

	12 Hours (07:00 – 19:00)			
	Queue (Veh)	Delay (s)	RFC	LOS
Stream	2025 with Development			
L7109 – R339 W	0.2	11.15	0.17	B
L7109 – R339 E	0.7	18.95	0.45	C
R339 W – R339 E / L7109	0.2	8.82	0.11	A
Stream	2030 with Development			
L7109 – R339 W	0.2	11.39	0.21	B
L7109 – R339 E	0.9	19.71	0.52	C
R339 W – R339 E / L7109	0.2	8.67	0.13	A
Stream	2040 with Development			
L7109 – R339 W	0.3	11.89	0.25	B
L7109 – R339 E	1.2	21.94	0.60	C
R339 W – R339 E / L7109	0.3	8.52	0.15	A

Road Safety

Site Access

13.38 The proposed extension forms part of the existing quarry at Coshla Quarry and will use the existing access on the L7109. The length of the private access road to the quarry site is approximately 1km between its junction with the L7109 and the gate to the site.

Sightlines

13.39 The visibility splays at the site access were assessed based on Section 5.6.3 of the criteria in TII Publication DN-GEO-03060 “Geometric Design of Junctions (priority junctions, direct accesses, roundabouts, grade-separated and compact grade-separated junctions)”. For a Design Speed of 85kph, unobstructed visibility of 160m to the high object height (1.05m) is required in both

directions from a distance of 3m back from the edge of the major road. The post speed limit in the L7109 Local Road at the time of the site visit was 80kph with a design speed of 85kph.

Figure 0-2: *Visibility along L7109 to the North and south from the Site access*

13.40 The available visibility to the left (north) is sufficient for a design speed of 80kph on the L7109. To the right (south), visibility is restricted by the horizontal alignment, which limits visibility to approximately 120m. This is one-step below the desirable minimum stopping sight distance for a design speed of 85kph.

13.41 In addition, as of the 7th February 2025, the default speed limit on rural roads in Ireland has reduced from 80kph to 60kph, as set out in the Road Traffic Act 2024. This speed limit reduction will, in effect, lower the sightline requirements near the quarry access. The visibility requirement for a road with a 60kph speed limit is 90m at a point 3m back from the edge of carriageway.

13.42 Sightlines are, therefore, deemed to be satisfactory at the quarry access.

Road Safety Assessment

13.43 In response to a Further Information Request issued by Galway County Council on 13th July 2020 (pl. ref. 20/499) a letter was prepared by Alan Lipscombe Traffic and Transport Consultants and a Road Safety Assessment was prepared by Bruton Consulting Engineers which outlined opportunities to address safety issues identified at the R339/L7109 Junction in Co. Galway. Works were undertaken at the time, where possible, to address the issues identified in July 2020 assessment.

13.44 A subsequent Road Safety Assessment was undertaken in 2024 (see Appendix E) at the R339/L7109 Junction in Co. Galway. The 2024 assessment was undertaken by a qualified Road Safety Auditor independent of Coshla Quarries and of its Design Team. A summary of the findings and recommendations from the 2024 safety assessment is included in Table 0-5.

13.45 As the issues identified relate to general traffic using the public highway, responsibility for potential improvements would reside with Galway County Council as the Local Road Authority, who maintained the local road network.

Table 0-5: Summary of Road Safety Assessment Findings

Problem	Recommendation
The L7109/R339 junction is poorly defined for drivers on the Regional Road, potentially causing drivers on the R339 to be unaware of the side road's location, leading to overshoot of the junction or to late	• Provide yellow road markings defining the edge of the carriageway along both sides of the R339.

braking, and possibly being insufficiently aware of HGVs exiting the side road.	• Hatch the area behind the yellow road markings to the edge of the stone walls to highlight the junction's location. • Install road studs on the approaches to the L7109/R339 junction to highlight its presence during darkness or adverse weather, in accordance with the Traffic Signs Manual. • Provide Junction Definition Posts on both sides of the L7109 at its junction with the R339, ensuring the green and white colours are sufficiently reflective, as per the Traffic Signs Manual. • In the context of the proposed development, install warning signs along the R339 to highlight the presence of slow-moving vehicles entering and exiting the L7109 junction. *As the above relate to general traffic on the public highway, it is suggested that this should be responsibility of GCC.*
Visibility to the east for car drivers exiting onto the L7109 is impeded by the stone wall and vegetation, potentially leading to unsafe exits and side-on collisions. This issue does not affect HGV drivers due to their higher eye-height (1.05m).	• It is recommended that the vegetation is cut back to maximise visibility. *As the above relate to general traffic on the public highway, it is suggested that this should be responsibility of GCC.*
Surface ponding was observed on the L7109 on the southbound approach exit from the junction, and there were potholes at the verge of the westbound carriageway on the R339.	• Repair the pavement surface to prevent surface water ponding and ensure sufficient drainage is present. *As the above relate to general traffic on the public highway, it is suggested that this should be responsibility of GCC.*

Parking

13.46 The existing parking spaces are sufficient parking for the number of staff working on site.

Impact Assessment: Operational

13.47 Link capacity analysis was carried out on the L7109, and it was determined that the link road will continue to operate within capacity for each of the assessment years: 2025, 2030 and 2040.

13.48 The results of the junction capacity analysis indicates that all junctions will operate within capacity for each of the assessment years: 2025, 2030, and 2040.

13.49 Based on both the link and junction capacity analyses, it is concluded that the proposed development will have an **imperceptible impact** on the local road network. This conclusion is consistent with findings from the 2020 application and An Bord Pleanála's approval, which determined that the proposed traffic levels could be accommodated without material impacts on capacity or safety (Ref. ABP-308549-20). The available visibility to the left (north) is sufficient for a design speed of 80kph on the L7109. To the right (south), visibility is restricted by the horizontal alignment, which limits visibility to approximately 120m. This is one-step below the desirable minimum stopping sight distance for a design speed of 85kph. In addition, as of the 7th February 2025, the default speed limit on rural roads in Ireland has reduced from 80kph to 60kph, as set out in the Road Traffic Act 2024. This speed limit reduction will, in effect, lower the sightline requirements near the quarry access. The visibility requirement for a road with a 60kph speed limit is 90m at a point 3m back from the edge of carriageway. Sightlines are, therefore, deemed to be satisfactory at the quarry access as previously determined and validated in the 2020 ABP assessment (Ref. ABP-308549-20).

13.50 There is sufficient parking provision within the site to accommodate staff parking.

13.51 The results of this traffic assessment demonstrate that the development will have an imperceptible impact on traffic flows on the existing road network due to the low volumes of traffic being generated.

Mitigation Measures

13.52 In line with recommendations from the previous assessments and planning approvals, the following mitigation measures are proposed to ensure the safe and efficient operation of the local road network and quarry access:

Table 0-6: Road Safety and Mitigation Measures

Measure	Description
Junction Markings Maintenance	Regular maintenance of road markings at the L7109/R339 junction to ensure clear visibility and guidance for road users. Includes repainting worn markings, such as stop lines, to maintain junction safety, particularly given the higher volume of HGV movements.
Signage Compliance	Installation and maintenance of appropriate warning signs to enhance road safety, including: • "Side Road Ahead" warning sign (W002L) on the westbound approach to the L7109/R339 junction for improved visibility. • "Agriculture Machinery" warning signs (W158) with supplementary "Concealed Entrance" plates (P059) on approaches to the quarry access to alert drivers of slow-moving HGVs.
Vegetation Management	Regular trimming and maintenance of vegetation near the L7109/R339 junction to ensure optimal visibility for drivers, particularly to the south where sightlines are limited by the horizontal alignment.

Unplanned Events

13.53 Unforeseen incidents, while unlikely, have been considered in this assessment to ensure robust planning and mitigation measures. Potential unplanned events include:

- Accidents along haul roads;
- Incidents at the site access point; and
- Emergencies within the quarry itself.

13.54 Examples of unplanned events might include road traffic collisions, localised flooding, or an oil spillage along haul routes. In such cases, relevant authorities, including An Garda Síochána, emergency services, and the local authority, would take the lead in coordinating responses. Pre-defined emergency diversion routes and on-site protocols would be implemented to minimise disruption and risk.

13.55 For haul road incidents, emergency response teams would activate diversion routes in coordination with An Garda Síochána. Quarry operators would notify HGV drivers and site personnel to adapt operations and follow emergency protocols.

13.56 In the event of an incident at the site access, similar measures would apply. The quarry operator would work closely with authorities to manage vehicle movement and ensure safety at the entrance.

13.57 For incidents occurring within the quarry, emergency response procedures, already in place and tested, would be followed by trained site personnel. These procedures include rapid response to mitigate potential hazards and minimise operational downtime.

13.58 A safety risk assessment has been undertaken to estimate the likelihood and impact of such events. Table 0-7 outlines the hazards, personnel at risk, control measures, and responsible parties.

Table 0-7: Unplanned Events – Risk Assessment

Hazards and Risks	Personnel at Risk	Risk Control Measures	Responsible Parties
Road Collision	- Public - Drivers using quarry haul roads - Vulnerable road users (pedestrians, cyclists)	- Maintain clear visibility by trimming vegetation - Maintain and improve signage and road surfacing where necessary	Local Authority, Applicant
Road Surface Damage (e.g., potholes)	- Public - Drivers using quarry haul roads - Vulnerable road users	- Regular road pavement maintenance and repairs	Local Authority, Applicant
Flooding on Roads	- Public - Drivers using quarry haul roads - Vulnerable road users	- Ensure drainage systems are functioning effectively - Enhance drainage where needed	Local Authority, Applicant
Snow or Frost on Roads	- Public - Drivers using quarry haul roads - Vulnerable road users	- Stock and apply salt/grit in advance - Temporary warning signage for hazardous conditions	Local Authority
Injury on Site (e.g., slips/trips)	- Quarry employees - Delivery drivers	- Provide training for employees - Maintain clear and safe walkways	Applicant
Vehicle Collision on Site	- Quarry employees - Delivery drivers	- Use designated internal walkways - Enforce high-visibility clothing - Supervise vehicle movements	Applicant

‘Do-Nothing’ Scenario

13.59 If the proposed development does not proceed, Coshla Quarry would be expected to close when the existing permitted extraction is exhausted. However, the local demand for limestone and concrete is likely to remain, and would therefore need to be met from other local sources.

13.60 Whilst the traffic related impact of Coshla Quarry would be expected to reduce in immediate vicinity of the quarry (L7109 and the R339 roads of the adjacent public road network), the impact on the wider road network would likely be unchanged or increase, for example consistent with transport distances from replacement sources of limestone.

Cumulative Effects

13.61 In order to ensure that the cumulative effects of the proposed Project have been considered, it has been assumed that any increase in traffic over the time period considered in this traffic assessment will be accounted for in the baseflow central growth factors.

13.62 A number of planned future development are proposed in the area. The proposed developments associated "Traffic and Transport Assessment" were reviewed to inform the additional traffic that would be generated within the proposed developments adjacent road network as described in section 13.21.

13.63 The review of these adjacent projects determined that these would not have an impact on the proposed development in relation to traffic and, therefore, the cumulative impacts of these projects on the proposed facility would be imperceptible.

Residual Effects

13.64 Taking into account the analysis contained within this chapter and implementation of the mitigation and monitoring contained within Table 0-6, the residual traffic and transport related impact of the development is considered to be imperceptible.

Difficulties Encountered

13.65 The TII PAG Unit 5.3 currently does not project this far into the future. For this reason, the assessment of the Decommissioning Phase has been compared to the Operational Phase throughout this report.

APPENDICES

TRAFFIC AND TRANSPORT ASSESSMENT

Quarry Consulting

Coshla Quarry at Barrettspark, Athenry, Co. Galway

Traffic and Transport Assessment

P·M·C·E

February 2025

Quarry Consulting

Coshla Quarry at Barrettspark, Athenry, Co. Galway

Traffic and Transport Assessment

Document Ref:	P24189-PMCE-XX-XX-RP-TR-3_0001

Rev	Prepared By	Reviewed By	Approved By	Issue Date	Reason for Revision
5.0	AP	TAG	TAG	27th Feb. 2025	Revised Final Report
4.0	AP	TAG	TAG	23rd Feb. 2025	Revised Final Report
3.0	AP	TAG	TAG	20th Feb. 2025	Final Report
2.0	AP	TAG	TAG	19th Dec 2024	Revised Draft Report
1.0	XY	AP	TAG	28th Nov 2024	Draft Report

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Executive Summary

This report assesses the traffic related impacts associated with a quarry development at Barrettspark, Athenry, Co. Galway.

The quarry is located approximately 7km west of the town of Athenry, and approximately 13km northeast of Galway City. Quarry traffic will utilise an existing access from the L7109 Local Road to the south of its junction with the R339 Regional Road.

Twelve-hour classified vehicle turning counts were carried out by Traffinomics on Wednesday 11th December 2024 on the L7109 at its junction with the site access, the R339/L7109 T-Junction, Quarry Access and the Lisheenkyle Junction.

Link capacity analysis was carried out on the L7109, and it was determined that the L7109 will continue to operate within capacity for each of the assessment years 2025, 2030, and 2040.

Junction capacity analysis was undertaken at the site access junction and the R339/L7109 T-Junction. The results of the Junction Capacity Analysis indicate that the junctions assessed will continue to operate within capacity for each of the assessment years 2025, 2030, and 2040.

Sightlines have been assessed against TII Publications document reference DN-GEO-03043 Section 7.7, which requires 160m of unobstructed visibility (where design speed is 85kph) at a point 3.0m back from the edge of the carriageway. The available visibility to the left (north) is sufficient for a design speed of 85 on the L7109. To the right (south), visibility is restricted by the horizontal alignment, which limits visibility to approximately 120m. This is less than one-step below the desirable minimum stopping sight distance for a design speed of 85kph. In addition, as of the 7th February 2025, the default speed limit on rural roads in Ireland has reduced from 80kph to 60kph, as set out in the Road Traffic Act 2024. This speed limit reduction will, in effect, lower the sightline requirements near the quarry access. The visibility requirement for a road with a 60kph speed limit is 90m at a point 3m back from the edge of carriageway. Sightlines are, therefore, deemed to be satisfactory at the quarry access.

This Traffic and Transport Assessment has determined that the local road network will continue to operate within capacity for each of the assessment years 2025, 2030, and 2040 and that the proposed continuance and extension of Coshla Quarry will have an imperceptible impact on the operation of the existing road network.

Glossary of Terms

Road Network: The existing and proposed public and private roads within the study area.

Traffic Growth: The normal expected growth in traffic over time.

Trip: One movement, in or out of the study area by foot, cycle or vehicle.

Thresholds: Minimum intervention levels at which Transport and Traffic Assessments are to be conducted.

Generated Trips: Additional trips made as a result of the presence of a development.

Peak Time: Time of day at which the transport demands from a development are greatest.

Capacity Calculations: Standardised methods of estimating traffic capacity on links and at junctions.

Trip Distribution: The estimated directional distribution of the estimated traffic at each junction in the study area.

Trip Assignment: The final estimated flows of traffic for each direction of travel at each junction and along each link within the study area.

TRICS: A database containing empirically obtained trip generation data for a wide range of different types of developments.

AADT: Annual Average Daily Traffic – The mean daily traffic volume over the course of a year on a particular route.

Level of Service: Level of Service (LOS) is a measure of the capacity of a road related to the average vehicular speed and level of congestion on the road. It is ranges from LOS A to LOS F, with A representing free flow and F representing stop/start traffic. LOS C represents stable flow conditions

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1 Introduction

1.1 General

PMCE Ltd were commissioned by Quarry Consulting to undertake an assessment of the traffic impacts associated with the proposed continued operation and extension to the existing Coshla Quarry at Barrettspark, Athenry, Co. Galway.

1.2 Information Reviewed

In preparing this report reference has been made to the following documents:

- Transport Infrastructure Ireland (TII) Publications document PE-PDV-02045, "Traffic and Transport Assessment Guidelines" (May 2014) published by TII.
- TII Publications document PE-PAG-02017, "Project Appraisal Guidelines for National Roads Unit 5.3 – Travel Demand Projections" (October 2021) published by TII.
- Galway County Development Plan 2022-2028.
- Traffic Count Survey Data, collected by Traffinomics.
- TII Publications document PE-PAG-02039, "Project Appraisal Guidelines for National Roads Unit 16.1 - Expansion Factors for Short Period Traffic Counts" (October 2016) published by TII.
- TII Publications document DN-GEO-03031, "Rural Road Link Design" (June 2017, May 2023) published by TII.
- TII Publications document DN-GEO-03060, "Geometric Design of Junctions (priority junctions, direct accesses, roundabouts, grade-separated and compact grade-separated junctions)" (June 2017, May 2023) published by TII.

1.3 Scope

The objective of this report is to examine the traffic implications associated with the proposed development in terms of its integration with existing traffic in the area. The report determines and quantifies the extent of additional trips generated by the development, and the impact on operational performance of such trips on the local road network.

1.4 Methodology

The methodology adopted for this appraisal and report involved, in brief:

- **Site Visit:** A site visit on the 2nd of October 2024, the weather was dry, and the ground surface was dry.
- **Trip Generation and Trip Assignment** – This is used to derive trip rates and forecast trips for the proposed development, and to assign generated traffic flows onto the existing road network.
- **Link Capacity Assessment** - To estimate an AADT value for each of the main roads on the surrounding road network and assess their capacity with and without the proposed development.
- **Junction Capacity Assessment** – The traffic count data was used to develop two models on the existing road network and their capacity was assessed using the 'Junctions 9' computer programme.
- **Future Year Assessments** – The estimated future year volumes on the study area network, as a result of the increase in background traffic and any development related traffic, was used to assess the future operational performance of all junctions and surrounding road network for 2025 (assumed year of opening) and at two future assessment years, the opening year +5 (2030) and the opening year +15 (2035).

1.5 Location plan

Figure 1-1 shows the location of the Coshla Quarry at Barrettspark, Athenry, Co. Galway and the surrounding road network.

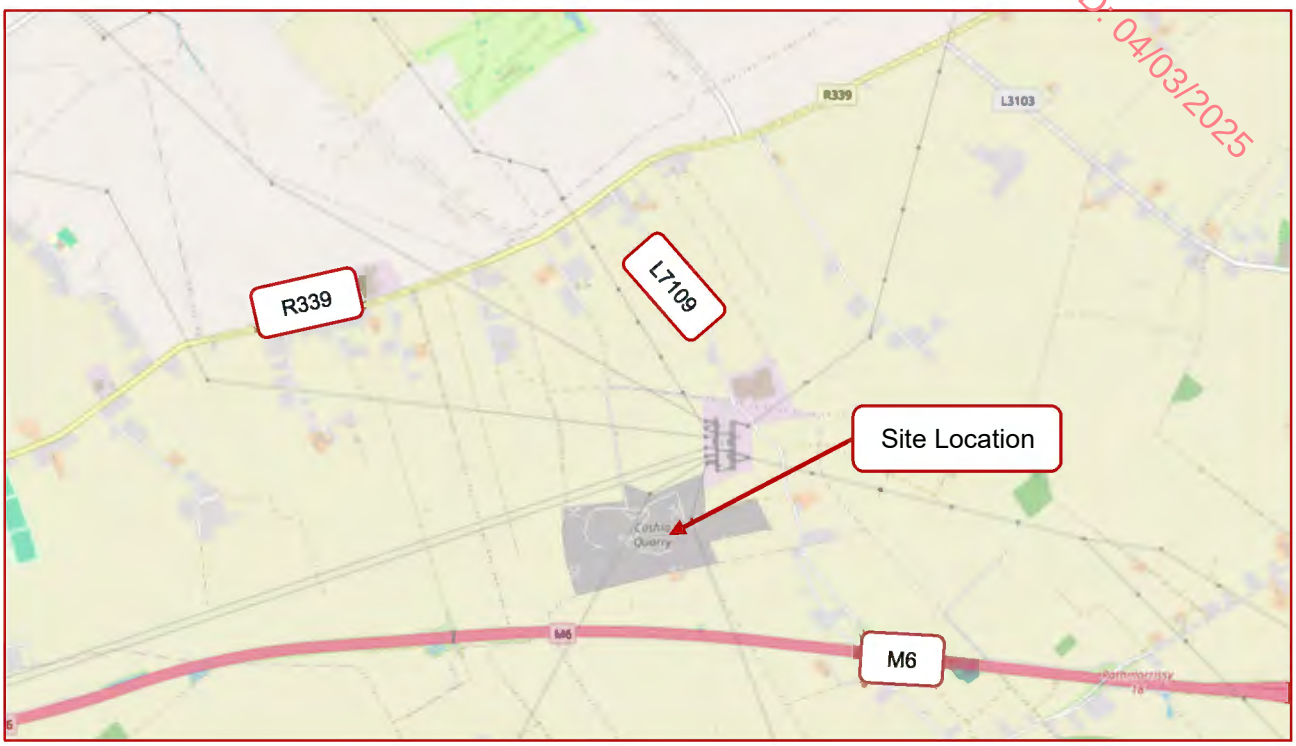


FIGURE 1-1: LOCATION PLAN (SOURCE: WWW.OPENSTREETMAP.ORG)

The lands surrounding the site can be characterised as rural or industrial in nature. Agricultural uses consist of fields used for pasture enclosed with stone walls or post and wire fencing. Industrial uses include the existing substation immediately northeast of the site and a metal-work company, opposite the site access.

The site will be directly accessed from the L7109 Local Road, where its entrance is located on the western side of the road.

All traffic associated with the quarry operations will enter the site via the existing site access on the L7109 Local Road.

2 Existing Conditions

2.1 The Site

The proposed development relates to the continued operation and lateral extension to the existing Coshla quarry located in the townland of Barrettspark, situated approximately 13km east of Galway City centre and approximately 7km west of Athenry town centre.

The site will be directly accessed from the L7109 Local Road, where its entrance is located on the western side of the road.

FIGURE 2-1: COSHLA QUARRY SITE ACCESS

2.2 Existing Road Network

2.2.1 L7109 Local Road

The L7109, is a local road, linking the R339 Regional Road with Lisheenkyle East. It terminates at a stop-controlled T-junction with the R339 Regional Road, approximately 1 km to the north of the site access. The L7109 is 4.5km long and runs in a north-south direction.

In the vicinity of the site, the L7109 is approximately 4.5m-6m with no footpaths or hard strips. The posted speed limit of the L7109 at the time of the site visit was 80kph. As of the 7th February 2025, the default speed limit on rural roads in Ireland has reduced from 80kph to 60kph, as set out in the Road Traffic Act 2024.

FIGURE 2-2: L7109 LOOKING NORTH FROM THE SITE ACCESS

2.3 Traffic Volumes

Traffic counts (12-Hour classified counts) were carried out on Wednesday 11th of December 2024 at the following junctions:

- L7109/ Coshla Quarry Site Access
- L7109/R339 T-Junction
- L7109/Lisheenkyle T-Junction

Each of the traffic counts were carried out between 7:00am and 7:00pm. This time period also includes the peak hours on the adjacent road network. Surveyed vehicles were broken down into five categories as follows:

1. Cars.
2. LGV's (Light Goods Vehicles).
3. OGV1 (Two and three axle goods vehicles).
4. OGV2 (Four and five axle goods vehicles).
5. Buses.

The detailed results of the traffic survey are summarised in Appendix B. The morning and evening peak hours have been established as follows:

- **3-Arm T-Junction of the R339 and L7109 (referred to as the 'R339 Junction' in this report)**– 07:30 to 08:30 (AM Peak) and 16:30 to 17:30 (PM Peak)

- **3-Arm T-Junction of the L7109 and Site Access (referred to as the 'Coshla Quarry Access' in this report)**– 07:45 to 08:45 (AM Peak) and 13:45 to 14:45 (PM Peak)

- **3-Arm T-Junction of the L7109 and L7108 (referred to as the 'Lisheenkyle Junction' in this report)**– 08:00 to 09:00 (AM Peak) and 14:00 to 15:00 (PM Peak)

The count data for each site has been converted to Annual Average Daily Traffic (AADT) values using the methodology described in "Expansion Factors for Short Period Traffic Counts" (Unit 16.1 NRA Project Appraisal Guidelines, October 2016). Appendices A to C of the above document were used in the expansion of traffic counts to AADT's. The AADT was calculated to determine the percentage increase in traffic volumes on the road network as a result of the trips generated by the proposed development.

A combined factor of 0.863 was arrived at by combining the individual hourly factors for the count duration. This factor was then used to determine the 24-hour traffic flow. This was then converted to a Weekly Average Daily Traffic (WADT) using an index of 0.96 for the Wednesday traffic count. Finally, this was converted to AADT using an index of 1.09 for the month of December. These factors were used to calculate the AADT for each of the 3 junctions.

The resulting AADT figures at each junction are provided in Appendix C.

3 Proposed Development

3.1 General

The proposed application is in relation to the continuation, and lateral extension, of the current operations at the existing Coshla Quarry located in the townland of Barrettspark, Co. Galway.

The proposed development comprises the continued operation of the existing quarry, including all existing associated uses and activities, which includes:

- Continued use of the existing quarry to the permitted depth of minus 5 mOD, including drilling, blasting, crushing, processing, stockpiling of materials, associated roads and ancillary services (granted under Planning Ref. File No.: 09/1958 and ABP Ref.: PL07.235821);
- Continued use of open storage areas;
- Continued use of existing permitted concrete manufacturing facility (granted under Planning Ref. File No. 09230 and 19/517: ABP-304769-19);
- Continued use of the existing office (granted under Planning Ref. File No.: 09/1958 and ABP Ref.: PL07.235821);
- Continued use of the existing maintenance shed (granted under Planning Ref. File No. 09610);
- Continued use of the exiting water management system (including settlement lagoons), weighbridge and wheelwash;
- Lateral extension of the existing permitted quarry area over a previously permitted extraction area (granted under Planning Ref. File No. 06/4125) of c.4.6 ha. area to a final floor level of minus 5 mOD. The total quarry extraction area will be c. 13 Ha.;
- Restoration of the application area to natural habitat after uses following completion of extraction.

3.2 Trip Generation

The Quarry currently extracts approximately 225,000 of limestone on average, which is processed and removed from the site annually. The maximum quarry extraction rate at the quarry is anticipated to be up to 400,000 tonnes per annum to allow the applicant respond to demand for aggregates for large infrastructure projects in the Region.

To account for possible variations in the average operating figure for the Quarry, it is considered prudent to assess a worst-case scenario to accommodate periods where demand for the Proposed Development, ancillary and manufacturing activities occurs in concentrated peaks. To reflect this scenario, the traffic modelling assessment undertaken is based upon the Quarry facilitating 137 loads per day, the highest possible rate of extraction that is likely to be experienced at the quarry as permitted following an appeal to planning application ref. 20/499/ABP-30854920. The 'worst-case' scenario equates to a total of 274 trips (i.e. 137 arriving trips and 137 departing trips) from the quarry.

3.2.1 Staff Trips

The site currently employs 12 staff members directly, with a further 10 sub-contractors on-site on a regular basis, and it is not anticipated that these numbers will increase. Staff/sub-contractor movements will generate 44 peak hour trips, 22 trips inbound in the morning and 22 trips outbound in the evening peak. Staff car movements have been distributed in accordance with the existing light vehicle distribution at the site access.

3.2.2 Miscellaneous Trips

A total of 6 trips have been assumed to occur daily to cater for possible miscellaneous trips associated with the site. These miscellaneous trips allow for operations meetings, site inspections, maintenance operations for plant and machinery, etc. It is not considered that these trips would coincide with either peak hour.

3.3 Adjacent Developments

A search of planned future developments which may have an impact on future traffic flows in the vicinity of the proposed development was undertaken. A list of 3rd party projects, which may have an impact on the traffic related to the proposed development, and which have received planning permission, is shown in Table 3-1.

TABLE 3-1: SUMMARY OF ADJACENT DEVELOPMENTS

Reference	Description
2560052	The replacement ("restringing") of the existing OHL circuit conductor wires with a new higher capacity conductor, replacement of a tower in situ, retention of towers at three locations including foundation strengthening with bar member replacement at two locations, replacement of polesets at fifteen locations, the replacement of insulating and ancillary hardware at structures and all associated temporary site development works to gain access.
24260	Installation of solar panels over the roof of an existing telecommunications cabin on a steel frame (covering an area of 60 sqm to maximum height of 5 meters above ground level) works to consist of all ancillary development works, including steel uprights.
2360948	Retention permission for development at C&F Tooling, Cashla, Athenry, County Galway for the extensions to the existing C&F Tooling premises, including a machine shop & canteen, switch room & compressor room, maintenance garage, monitoring office building, steel cleaning shop and store.
23355	To upgrade the existing 220k overhead line between the existing Cashla 220kV Substation in the townland of Barrettspark, Co. Galway, & Tower 138 in the townland of Oughtagh, Co. Galway. The proposed development will consist of refurbishment works to the existing overhead Line (approximately 49 km long & comprising of 138no. steel angle masts). The refurbishment works to towers will consist of: installation of replacement parts on the towers including insulators, shield wire, vibration dampeners, arching horns & anti-climbing guards; associated site development works, including temporary work areas, foundation refurbishment /strengthening & recapping/clearing of shear blocks; clearance of shear block bases; & ancillary works; ancillary site preparation works, site clearance & levelling at the 6no. temporary construction compounds & associated temporary works to existing tracks & new temporary access routes to provide internal access routes to each tower with all associated works required to facilitate the development. No works will be undertaken to the overhead line (conductor). The proposed development will also consist of upgrades to the Cashla 220kV substation that will consist of: the decommissioning and removal of line bay equipment within the substation boundary; construction of a new adjacent offline like for like line bay & associated bay protection cabinets within the substation boundary; & new overhead lines connection between the end mast & the new line bay.
20961	The construction of a solar PV energy and battery storage development to include an electrical substation building, electrical transformer and inverter

	station modules, solar PV panels ground mounted on support structures, battery containers and associated infrastructure, internal access tracks, security fencing, electrical cabling/ ducting, CCTV and other ancillary infrastructure, drainage, additional landscaping and habitat enhancement as required and associated site development works including works related to the access to the site.
2261105	Construction of a solar PV energy development to include electrical transformer and inverter station modules, solar pv panels ground mounted on support structures, internal access tracks, security fencing, electrical cabling and ducting, cctv and other ancillary infrastructure, drainage, additional landscaping and habitat enhancement as required and associated site development works.
181883 / ABP-304922-19	Construction of an up to 100MW battery energy storage facility that will provide energy services to the national grid and will be delivered in 4 no. phases. The development will consist of the construction and operation of up to 34 metal containers to store up to a project total of up to 100MW in sealed battery cells each with entrances, fire suppression systems, heating, ventilation and air conditioning systems. The proposed development includes for inverters, control systems, other electrical components, security lighting and ancillary infrastructure and all associated works including security fencing and ancillary grid infrastructure.
15488 / ABP-07.245518	Construction of a data centre building, a logistics building, an administration building and a maintenance building, two fibre huts, 18 external standby generators, all associated external plant, a 20kV electricity substation, contractor facilities, proprietary waste water treatment plant, provision of fibre optic data connections, and a 220kV substation, and all associated works.

The review of these adjacent projects determined that these would not have an impact on the proposed development in relation to traffic and, therefore, the cumulative impacts of these projects on the proposed facility would be imperceptible.

3.4 Trip Assignment

The assignment of the forecast development traffic onto the adjacent road network is based on the existing traffic flow distribution at each junction as derived from the traffic counts and projected routes. This is illustrated in Figure 3-1.

FIGURE 3-1: ASSIGNMENT OF DEVELOPMENT TRAFFIC THROUGHOUT THE ADJACENT ROAD NETWORK

3.5 Scope of Assessment

Section 2.1 of the "Traffic and Transport Assessment Guidelines" published by Transport Infrastructure Ireland recommends that in an urban or congested setting that a traffic assessment should cover all of the roads and junctions where the development traffic exceeds 5% of the existing or background traffic, or 10% of background traffic when located in rural areas.

Figure 3-2 outlines the distributed development traffic as a percentage of the background traffic on the adjacent road network.

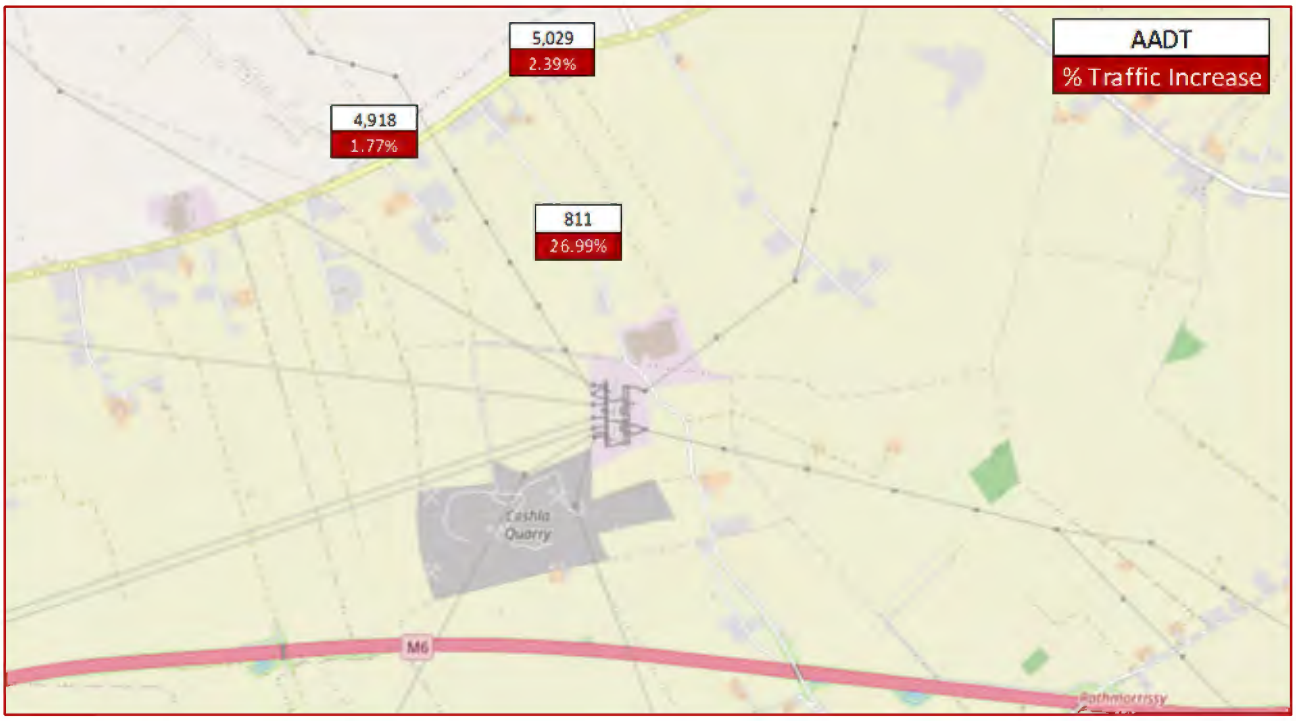


FIGURE 3-2: AADT AND DEVELOPMENT TRAFFIC AS A PERCENTAGE OF EXISTING TRAFFIC

The development traffic exceeds 10% of background traffic on the following link roads:

- Quarry Access Road
- L7109 Road

Therefore, this Traffic and Transport Assessment shall undertake a capacity assessment at the following junctions:

- Quarry Access / L7109 Junction
- R339 / L7109 Junction

4 Road Impacts

4.1 Assessment Years

The “Traffic and Transport Assessment Guidelines” published by Transport Infrastructure Ireland recommend the assessment of traffic in the Opening Year, for the Opening Year +5 years and the Opening Year +15 years. The assessment years for the impact assessment are therefore 2025 for the Opening Year, 2030 and 2040 for the Future Assessment Years.

4.2 Traffic Growth

The "Project Appraisal Guidelines - Unit 5.3 – Travel Demand Projections (PE-PAG-02017)" published by TII in October 2021 has been used to determine future year traffic flows on the network from the 2024 traffic count.

Table 4-1 contains a summary of the traffic growth factors published in the "Project Appraisal Guidelines". For this assessment, a central growth scenario has been adopted (a ‘central’ growth scenario was assumed given the site location and scale).

TABLE 4-1: FUTURE YEAR TRAFFIC GROWTH FIGURES (COUNTY GALWAY)

Year	Low Growth		Central Growth		High Growth	
	LV	HV	LV	HV	LV	HV
2016-2030	1.0243	1.0430	**1.0259**	**1.0446**	1.0294	1.0480
2030-2040	1.0087	1.0177	**1.0109**	**1.0198**	1.0148	1.0236
2040-2050	1.0294	1.0480	**1.0148**	**1.0236**	1.0181	1.0336

4.3 Link Capacity Assessment

L7109 Local Road

The TII Publications document reference DN-GEO-03031 provides guidance on recommended rural road layouts in its Table 6/1. It advises that the capacity of a Type 3 Single Carriageway road with 6.0m cross-section is 5,000 AADT for a Level of Service D. The L7109, adjacent to the quarry, has an average cross-section width of approximately 5.5m with no hard shoulders present. Therefore, the L7109 is considered to be most similar to the Type 3 Single Carriageway cross-section in this document with a capacity of 5,000 AADT for Level of Service D.

The combined background and Site Traffic volumes, outlined in Table 4-2 in each of the assessment years is less than the LOS D capacity of 5,000 AADT for a Type 3 Single Carriageway. It is considered that the L7109 will operate within capacity for each of the assessment years. Table 4-2 indicates that the traffic associated with the proposed development represents between 36.04% and 28.52% of the total traffic on the L7109 during the assessment years 2025 to 2040.

TABLE 4-2: COMBINED AADT FOR EACH ASSESSMENT YEAR (L7109)

	Assessment Year			
	2024	2025	2030	2040
Background Traffic	552	575	686	812
Development Traffic	185	324	324	324
Combined Traffic (Background + Dev. Traffic)	737	899	1,010	1,136
Development Traffic as % of Combined Traffic	-	36.04%	32.08%	28.52%

4.4 Junction Capacity Analysis

The capacity of the surveyed junctions was assessed using the Transport Research Laboratory's (TRL) Junctions 9 computer programme.

Junction performance is measured as a ratio between the flow and capacity (RFC). The capacity analysis has been carried out for a period of 12-hours, which corresponds to the operational hours of the proposed continuance of use and lateral extension of the quarry for each of the assessment years (2025, 2030, and 2040).

A rural junction with an RFC below 0.85 is considered to be operating within capacity, and an RFC of 0.85 indicates a junction operating at capacity.

The capacity of a stream or arm of a junction refers to the maximum flow of vehicles entering the junction, within a given time period and is based on the formula given in LR942 (Kimber, 1980). The formulae describing the theoretical capacity of a junction were derived empirically and have a ±15% confidence interval. Consequently, the standard approach to junction capacity analysis, for priority-controlled junctions, uses an RFC of 0.85 to describe the theoretical maximum capacity, however in reality there may be additional capacity above this level.

Where the flow on an arm, in a given time period, exceeds the theoretical capacity this will result in increased time to traverse the junction, leading to delays and queues forming. In normal operation queues forming at a junction will dissipate over time as the volume of vehicles arriving at the junction fall below the available capacity.

The capacity of a signalised junction can also be measured by its Level of Service (LOS). The LOS is denoted by a letter ranging from A – F. The following list describes the traffic conditions on a road network for each Level of Service:

- **LOS A:** Free-flow traffic with individual users virtually unaffected by the presence of others in the traffic stream (free-flow)
- **LOS B:** Stable traffic flow with a high degree of freedom to select speed and operating conditions but with some influence from other users (reasonably free flow)
- **LOS C:** Restricted flow that remains stable but with significant interactions with others in the traffic stream. The general level of comfort and convenience declines noticeably at this level (stable flow)
- **LOS D:** High-density flow in which speed and freedom to manoeuvre are severely restricted and comfort and convenience have declined even though flow remains stable (approaching unstable flow)
- **LOS E:** Unstable flow at, or near, capacity levels with poor levels of comfort and convenience (unstable flow)
- **LOS F:** Forced traffic flow in which the amount of traffic approaching a point exceeds the amount that can be served. This is characterised by stop-and-go waves, poor travel times and low comfort and convenience (forced or breakdown flow)

It is therefore considered that a junction operating at a LOS E is close to, or at, capacity and a junction operating at LOS F is considered to be above capacity.

The detailed junction capacity analysis outputs for the analysed junction, for each of the assessment years, are contained within Appendix D to this report.

4.4.1 Location 1: Coshla Quarry Access

A summary of the junction capacity analysis results for the junction of the quarry access and the L7109 Regional Road is shown in Table 4-3. The results indicate that the junction will continue to operate within capacity for each of the assessment years 2025, 2030 and 2040.

TABLE 4-3: SUMMARY OF TRAFFIC ANALYSIS AT COSHLA QUARRY ACCESS

	12 Hours (07:00 – 19:00)			
	Queue (Veh)	Delay (s)	RFC	LOS
Stream	**2025 With Development**			
Quarry Access – L7109 N	0.1	11.18	0.08	B
Quarry Access – L7109 S	0.0	17.94	0.02	C
L7109 N – L7109 S / Quarry Access	0.1	11.42	0.10	B
Stream	**2030 With Development**			
Quarry Access – L7109 N	0.1	11.35	0.10	B
Quarry Access – L7109 S	0.0	17.96	0.02	C
L7109 N – L7109 S / Quarry Access	0.1	11.51	0.11	B
Stream	**2040 With Development**			
Quarry Access – L7109 N	0.1	11.56	0.12	B
Quarry Access – L7109 S	0.0	18.02	0.03	C
L7109 N – L7109 S / Quarry Access	0.2	11.63	0.13	B

4.4.2 Location 2: R339/L7109 T-Junction

A summary of the junction capacity analysis results for the junction of the L7109 Local Road and the R339 Regional Road is shown in Table 4-3. The results indicate that the junction will continue to operate within capacity for each of the assessment years 2025, 2030 and 2040.

TABLE 4-4: SUMMARY OF TRAFFIC ANALYSIS AT R339 JUNCTION

	12 Hours (07:00 – 19:00)			
	Queue (Veh)	Delay (s)	RFC	LOS
Stream	**2025 With Development**			
L7109 – R339 W	0.2	11.15	0.17	B
L7109 – R339 E	0.7	18.95	0.45	C
R339 W – R339 E / L7109	0.2	8.82	0.11	A
Stream				
L7109 – R339 W	0.2	11.39	0.21	B
L7109 – R339 E	0.9	19.71	0.52	C
R339 W – R339 E / L7109	0.2	8.67	0.13	A
Stream	**2040 With Development**			
L7109 – R339 W	0.3	11.89	0.25	B
L7109 – R339 E	1.2	21.94	0.60	C
R339 W – R339 E / L7109	0.3	8.52	0.15	A

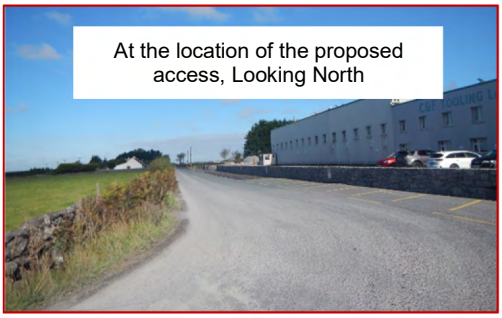
5 Road Safety

5.1 Site Access

The proposed extension forms part of the existing quarry at Coshla Quarry and will use the existing access on the L7109. The length of the private access road to the quarry site is approximately 1km between its junction with the L7109 and the gate to the site.

5.2 Sightlines

Sightlines at the access have been assessed against Section 5.6.3 of TII Publications document DN-GEO-03060, which requires 160m of unobstructed visibility (where the design speed is 85kph) at a point 3.0m back from the edge of the carriageway. The post speed limit in the L7109 Local Road at the time of the site visit was 80kph with a design speed of 85kph.



The available visibility to the left (north) is sufficient for a design speed of 80kph on the L7109. To the right (south), visibility is restricted by the horizontal alignment, which limits visibility to approximately 120m. This is one-step below the desirable minimum stopping sight distance for a design speed of 85kph.

In addition, as of the 7th February 2025, the default speed limit on rural roads in Ireland has reduced from 80kph to 60kph, as set out in the Road Traffic Act 2024. This speed limit reduction will, in effect, lower the sightline requirements near the quarry access. The visibility requirement for a road with a 60kph speed limit is 90m at a point 3m back from the edge of carriageway.

Sightlines are, therefore, deemed to be satisfactory at the quarry access.

5.3 Road Safety Assessment

In response to a Further Information Request issued by Galway County Council on 13th July 2020 (pl. ref. 20/499) a letter was prepared by Alan Lipscombe Traffic and Transport Consultants and a Road Safety Assessment was prepared by Bruton Consulting Engineers which outlined opportunities to address safety issues identified at the R339/L7109 Junction in Co. Galway. Works were undertaken at the time, where possible, to address the issues identified in July 2020 assessment.

A subsequent Road Safety Assessment was undertaken in 2024 (see Appendix E) at the R339/L7109 Junction in Co. Galway. The 2024 assessment was undertaken by a qualified Road Safety Auditor independent of Coshla Quarries and of its Design Team. Table 5.1.

As the issues identified relate to general traffic using the public highway, responsibility for potential improvements would reside with Galway County Council as the Local Road Authority, who maintained the local road network.

TABLE 5.1: SUMMARY OF ROAD SAFETY ASSESSMENT FINDINGS

Road Safety Assessment		
	Problem	**Recommendation**
Junction Definition	The L7109/R339 junction is poorly defined for drivers on the Regional Road, potentially causing drivers on the R339 to be unaware of the side road's location, leading to overshoot of the junction or to late braking, and possibly being insufficiently aware of HGVs exiting the side road.	• Provide yellow road markings defining the edge of the carriageway along both sides of the R339. • Hatch the area behind the yellow road markings to the edge of the stone walls to highlight the junction's location. • Install road studs on the approaches to the L7109/R339 junction to highlight its presence during darkness or adverse weather, in accordance with the Traffic Signs Manual. • Provide Junction Definition Posts on both sides of the L7109 at its junction with the R339, ensuring the green and white colours are sufficiently reflective, as per the Traffic Signs Manual. • In the context of the proposed development, install warning signs along the R339 to highlight the presence of slow-moving vehicles entering and exiting the L7109 junction. *As the above relate to general traffic on the public highway, it is suggested that this should be responsibility of GCC.*
Visibility for Vehicles Exiting L7109	Visibility to the east for car drivers exiting onto the L7109 is impeded by the stone wall and vegetation, potentially leading to unsafe exits and side-on collisions. This issue does not affect HGV drivers due to their higher eye-height (1.05m).	• It is recommended that the vegetation is cut back to maximise visibility. *As the above relates to general traffic on the public highway, it is suggested that this should be responsibility of GCC.*
Surface Ponding and Potholes:	Surface ponding was observed on the L7109 on the southbound approach exit from the junction, and there were potholes at the verge of the westbound carriageway on the R339.	• Repair the pavement surface to prevent surface water ponding and ensure sufficient drainage is present. *As the above relates to general traffic on the public highway, it is suggested that this should be responsibility of GCC.*

5.4 Parking

The existing parking spaces are sufficient parking for the number of staff working on site.

6 Conclusions

The Traffic and Transport Assessment has determined the following:

1) Link capacity analysis was carried out L7109, and it was determined that all roads will continue to operate within capacity for each of the assessment years: 2025, 2030, and 2040.

   The results of the junction capacity analysis indicates that all junctions will operate within capacity for each of the assessment years: 2025, 2030, and 2040.

   The assessment therefore indicates that the development will have a negligible impact on traffic flows on the existing road network due to the low volumes of traffic being generated by the development

2) The available visibility to the left (north) is sufficient for a design speed of 80kph on the L7109. To the right (south), visibility is restricted by the horizontal alignment, which limits visibility to approximately 120m. This is one-step below the desirable minimum stopping sight distance for a design speed of 85kph. In addition, as of the 7th February 2025, the default speed limit on rural roads in Ireland has reduced from 80kph to 60kph, as set out in the Road Traffic Act 2024. This speed limit reduction will, in effect, lower the sightline requirements near the quarry access. The visibility requirement for a road with a 60kph speed limit is 90m at a point 3m back from the edge of carriageway.

3) There is sufficient parking provision within the Site to accommodate parking for all staff, and Site operation

The results of this traffic and transport assessment have determined that the development will have an imperceptible impact on traffic flows on the existing road network due to the low volumes of traffic being generated from it.

Appendix A – TRICS Output

Filtering Summary

Land Use	02/H	EMPLOYMENT/QUARRY
Selected Trip Rate Calculation Parameter Range	10.00-40.00 hect AREA	
Actual Trip Rate Calculation Parameter Range	10.00-40.00 hect AREA	
Date Range	Minimum: 01/01/86	Maximum: 09/11/10
Parking Spaces Range	All Surveys Included	
Days of the week selected	Tuesday	2
	Wednesday	2
	Friday	1
Main Location Types selected	Edge of Town	1
	Free Standing (PPS6 Out of Town)	4
Inclusion of Servicing Vehicles Counts	Servicing vehicles Included	X - Selected
	Servicing vehicles Excluded	6 - Selected
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	1,000 or Less	1
	1,001 to 5,000	2
	5,001 to 10,000	2
Population <5 Mile ranges selected	25,001 to 50,000	1
	50,001 to 75,000	2
	75,001 to 100,000	1
	125,001 to 250,000	1
Car Ownership <5 Mile ranges selected	0.6 to 1.0	4
	1.1 to 1.5	1
PTAL Rating	No PTAL Present	5
Filter by Site Operations Breakdown	All Surveys Included	

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : H - QUARRY
TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST		
	DC	DORSET	1 days
05	EAST MIDLANDS		
	NN	NORTH NORTHAMPTONSHIRE	1 days
08	NORTH WEST		
	GM	GREATER MANCHESTER	1 days
09	NORTH		
	DH	DURHAM	1 days
	HP	HARTLEPOOL	1 days

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

Primary Filtering selection:

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

Parameter:	Site area
Actual Range:	10.00 to 40.00 (units: hect)
Range Selected by User:	10.00 to 40.00 (units: hect)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/86 to 09/11/10

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

Selected survey days:

Tuesday	2 days
Wednesday	2 days
Friday	1 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	1
Free Standing (PPS6 Out of Town)	4

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

Selected Location Sub Categories:

Out of Town	4
No Sub Category	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	X days - Selected
Servicing vehicles Excluded	6 days - Selected

Secondary Filtering selection:

Use Class:

B2	5 days

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

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	2 days
5,001 to 10,000	2 days

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

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	2 days
75,001 to 100,000	1 days
125,001 to 250,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	1 days

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

Travel Plan:

Not Known	2 days
No	3 days

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

PTAL Rating:

No PTAL Present	5 days

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

LIST OF SITES relevant to selection parameters

1 DC-02-H-02 STONE QUARRY DORSET
SOUTHWELL STREET
NEAR PORTLAND
SOUTHWELL
Free Standing (PPS6 Out of Town)
Out of Town
Total Site area: 40.00 hect
Survey date: WEDNESDAY *03/09/97* *Survey Type: MANUAL*

2 DH-02-H-01 LIMESTONE QUARRY DURHAM
STONYBECK LANE
NEAR DURHAM
BISHOP MIDDLEHAM
Free Standing (PPS6 Out of Town)
Out of Town
Total Site area: 10.00 hect
Survey date: TUESDAY *02/12/08* *Survey Type: MANUAL*

3 GM-02-H-01 STONE QUARRY GREATER MANCHESTER
GEORGE'S LANE
HORWICH

Edge of Town
No Sub Category
Total Site area: 17.00 hect
Survey date: FRIDAY *09/08/91* *Survey Type: MANUAL*

4 HP-02-H-01 QUARRY HARTLEPOOL
HART VILLAGE
HARTLEPOOL

Free Standing (PPS6 Out of Town)
Out of Town
Total Site area: 22.80 hect
Survey date: TUESDAY *09/11/10* *Survey Type: MANUAL*

5 NN-02-H-01 GRAVEL QUARRY NORTH NORTHAMPTONSHIRE
WOLLASTON ROAD
BOZEAT
WELLINGBOROUGH
Free Standing (PPS6 Out of Town)
Out of Town
Total Site area: 14.50 hect
Survey date: WEDNESDAY *26/11/08* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 02 - EMPLOYMENT/H - QUARRY
TOTAL VEHICLES
Calculation factor: 1 hect
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS No. Days	ARRIVALS Ave. AREA	ARRIVALS Trip Rate	DEPARTURES No. Days	DEPARTURES Ave. AREA	DEPARTURES Trip Rate	TOTALS No. Days	TOTALS Ave. AREA	TOTALS Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	20.86	0.393	5	20.86	0.153	5	20.86	0.546
07:30 - 08:00	5	20.86	0.249	5	20.86	0.211	5	20.86	0.460
08:00 - 08:30	5	20.86	0.230	5	20.86	0.163	5	20.86	0.393
08:30 - 09:00	5	20.86	0.201	5	20.86	0.221	5	20.86	0.422
09:00 - 09:30	5	20.86	0.259	5	20.86	0.240	5	20.86	0.499
09:30 - 10:00	5	20.86	0.268	5	20.86	0.192	5	20.86	0.460
10:00 - 10:30	5	20.86	0.153	5	20.86	0.173	5	20.86	0.326
10:30 - 11:00	5	20.86	0.182	5	20.86	0.182	5	20.86	0.364
11:00 - 11:30	5	20.86	0.173	5	20.86	0.163	5	20.86	0.336
11:30 - 12:00	5	20.86	0.173	5	20.86	0.153	5	20.86	0.326
12:00 - 12:30	5	20.86	0.105	5	20.86	0.153	5	20.86	0.258
12:30 - 13:00	5	20.86	0.153	5	20.86	0.163	5	20.86	0.316
13:00 - 13:30	5	20.86	0.192	5	20.86	0.201	5	20.86	0.393
13:30 - 14:00	5	20.86	0.230	5	20.86	0.240	5	20.86	0.470
14:00 - 14:30	5	20.86	0.249	5	20.86	0.211	5	20.86	0.460
14:30 - 15:00	5	20.86	0.221	5	20.86	0.259	5	20.86	0.480
15:00 - 15:30	5	20.86	0.192	5	20.86	0.182	5	20.86	0.374
15:30 - 16:00	5	20.86	0.182	5	20.86	0.125	5	20.86	0.307
16:00 - 16:30	4	22.45	0.156	4	22.45	0.134	4	22.45	0.290
16:30 - 17:00	4	22.45	0.134	4	22.45	0.156	4	22.45	0.290
17:00 - 17:30	4	22.45	0.067	4	22.45	0.111	4	22.45	0.178
17:30 - 18:00	4	22.45	0.033	4	22.45	0.234	4	22.45	0.267
18:00 - 18:30	4	22.45	0.011	4	22.45	0.089	4	22.45	0.100
18:30 - 19:00	4	22.45	0.011	4	22.45	0.011	4	22.45	0.022
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			4.217			4.120			8.337

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

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

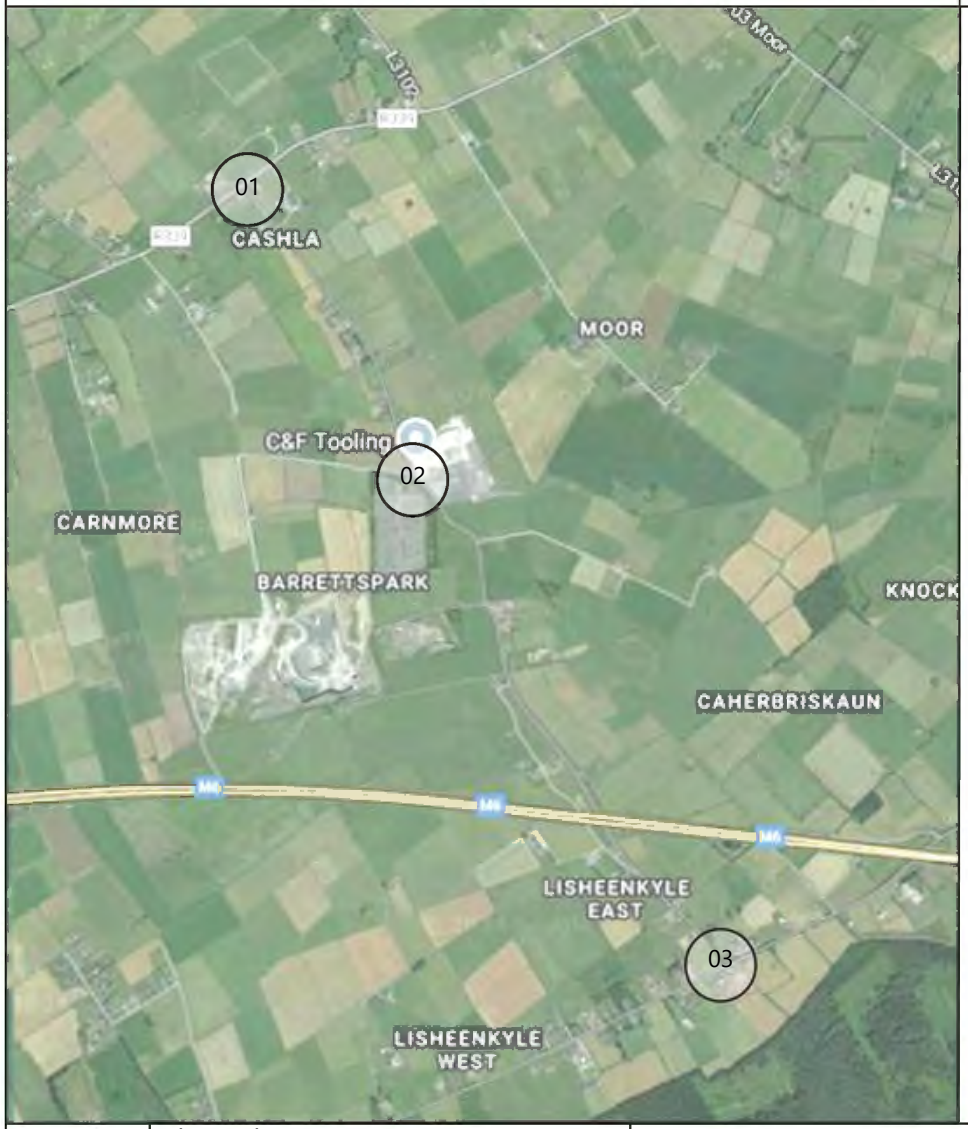
Parameter summary

Trip rate parameter range selected:	10.00 to 40.00 (units: hect)
Survey date date range:	01/01/86 - 09/11/10
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

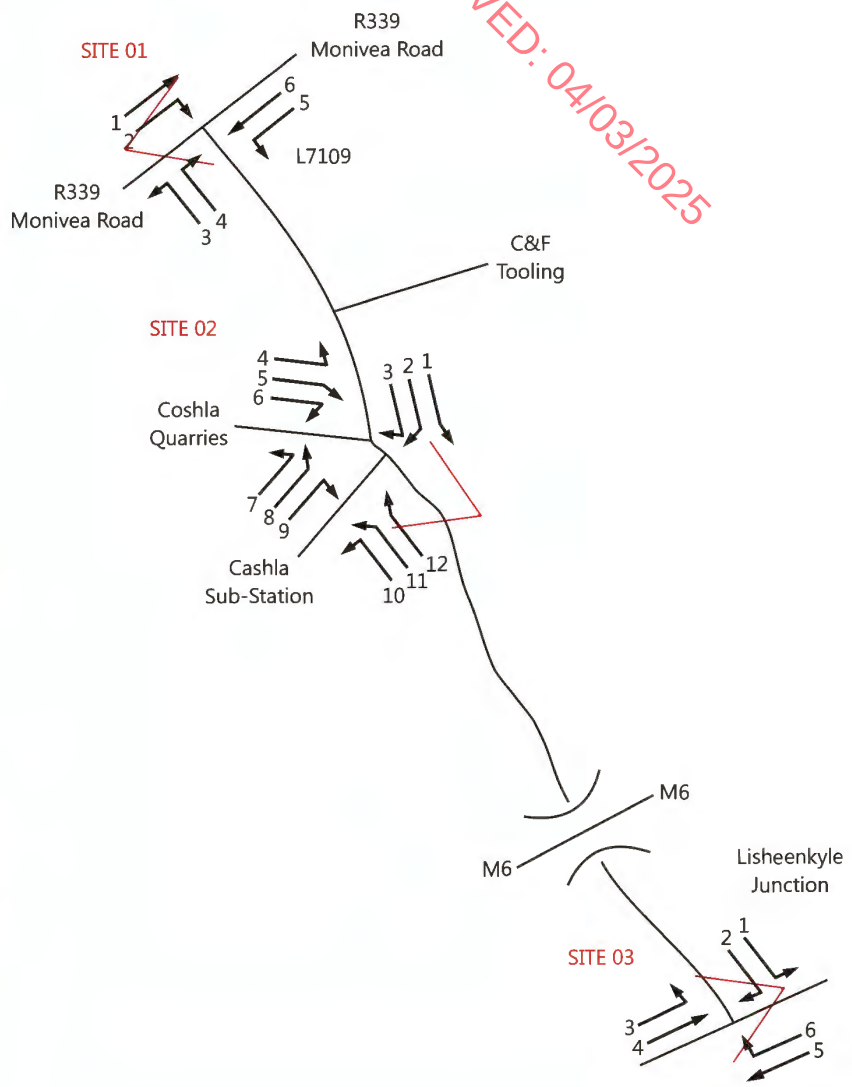
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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

Appendix B – Traffic Survey Data

Site Locations



Movement Numbers



Job number: TRA/24/207	Job Date: 11th December 2024	Drawing No: TRA/24/207-01	traffinomics.ie
Client: PMCE Consulting Engineers	Job Date: Wednesday	Author: SPW	

TRAFFINOMICS LIMITED

COSHLA QUARRY II TRAFFIC COUNTS **DECEMBER 2024**

MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/24/207**

SITE: 01 DATE: 11th December 2024

LOCATION: R339 Monivea Road/L7109 DAY: Wednesday

	MOVEMENT 1							MOVEMENT 2							MOVEMENT 3						
TIME	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU
07:00	6	3	0	0	0	9	9	4	1	0	0	0	5	5	1	0	0	1	0	2	3
07:15	8	2	0	0	2	12	14	5	1	0	0	0	6	6	0	1	0	1	0	2	3
07:30	16	2	0	0	0	18	18	6	0	0	1	0	7	8	2	1	0	1	0	4	5
07:45	20	5	0	0	1	26	27	4	0	1	1	0	6	8	7	2	0	2	0	11	14
08:00	4	3	0	0	0	7	7	1	2	0	1	0	4	5	0	1	0	2	0	3	6
08:15	24	3	1	0	0	28	29	3	0	2	0	0	5	6	4	1	0	1	0	6	7
08:30	20	3	1	0	1	25	27	1	1	0	0	0	2	2	2	0	0	0	0	2	2
08:45	25	3	2	0	1	31	33	1	1	0	1	0	3	4	5	1	1	0	0	7	8
09:00	15	6	1	0	0	22	23	1	0	0	1	0	2	3	4	1	0	1	0	6	7
09:15	10	5	0	0	2	17	19	1	0	0	0	0	1	1	0	0	1	1	0	2	4
09:30	8	5	0	0	0	13	13	0	1	0	1	0	2	3	0	1	1	2	0	4	7
09:45	14	4	1	0	0	19	20	0	3	0	1	0	4	5	1	1	0	0	0	2	2
10:00	17	5	2	0	0	24	25	0	0	1	2	0	3	6	0	2	0	1	0	3	4
10:15	16	4	2	0	0	22	23	0	0	0	0	0	0	0	2	1	0	1	0	4	5
10:30	13	1	0	0	0	14	14	2	1	1	2	0	6	9	1	2	0	0	0	3	3
10:45	11	2	2	0	1	16	18	2	0	0	1	0	3	4	1	0	1	3	0	5	9
11:00	23	4	1	0	1	29	31	1	1	0	1	0	3	4	2	0	0	0	0	2	2
11:15	24	3	0	0	1	28	29	1	3	0	2	0	6	9	0	1	0	0	0	1	1
11:30	26	4	0	0	1	31	32	3	1	0	1	0	5	6	2	0	0	2	0	4	7
11:45	19	7	2	2	0	30	34	1	0	0	0	0	1	1	0	1	1	1	0	3	5
12:00	25	2	1	0	0	28	29	1	0	1	2	0	4	7	2	0	0	2	0	4	7
12:15	23	6	3	0	0	32	34	2	0	0	1	0	3	4	2	0	0	1	0	3	4
12:30	27	6	1	2	0	36	39	1	1	1	1	0	4	6	1	0	0	1	0	2	3
12:45	25	9	0	1	0	35	36	2	0	1	2	0	5	8	4	0	0	2	0	6	9
13:00	33	6	0	0	0	39	39	1	0	0	3	0	4	8	4	1	1	0	0	6	7
13:15	23	1	1	0	0	25	26	0	2	0	2	0	4	7	3	0	1	0	0	4	5
13:30	26	6	0	0	0	32	32	5	1	1	2	0	9	12	2	0	0	2	0	4	7
13:45	34	6	2	1	0	43	45	2	0	0	0	0	2	2	4	0	0	2	0	6	9
14:00	30	6	0	1	0	37	38	3	1	1	4	0	9	15	1	0	0	0	0	1	1
14:15	29	7	2	2	1	41	46	8	0	0	0	0	8	8	1	2	1	2	0	6	9
14:30	44	5	2	0	0	51	52	3	0	0	0	0	3	3	3	0	0	0	0	3	3
14:45	43	6	2	0	2	53	56	3	0	0	1	0	4	5	2	1	0	0	0	3	3

15:00	30	3	2	1	0	36	38	4	1	0	1	0	6	7	4	0	0	1	0	5	6
15:15	59	11	0	0	1	71	72	4	1	0	0	0	5	5	0	0	0	1	0	1	2
15:30	51	9	0	1	1	62	64	1	1	1	1	0	4	6	0	1	0	0	0	1	1
15:45	65	9	1	0	1	76	78	2	0	0	0	0	2	2	2	0	0	1	0	3	4
16:00	60	11	2	0	0	73	74	6	0	0	1	0	7	8	1	0	1	0	0	2	3
16:15	70	16	3	0	0	89	91	6	0	0	0	0	6	6	0	1	0	0	0	1	1
16:30	82	12	1	0	0	95	96	2	1	0	1	0	4	5	14	2	1	0	0	17	18
16:45	72	13	0	1	1	87	89	0	0	0	0	0	0	0	5	2	0	0	0	7	7
17:00	75	15	1	0	0	91	92	2	1	0	0	0	3	3	1	0	0	0	0	1	1
17:15	79	7	2	0	0	88	89	2	0	0	0	0	2	2	3	1	0	0	0	4	4
17:30	67	23	1	0	0	91	92	3	2	1	0	0	6	7	1	1	0	0	0	2	2
17:45	64	13	2	0	0	79	80	3	1	0	0	0	4	4	0	1	0	0	0	1	1
18:00	63	9	1	1	0	74	76	2	0	0	0	0	2	2	1	0	0	0	0	1	1
18:15	51	11	1	0	0	63	64	4	1	0	0	0	5	5	2	1	0	0	0	3	3
18:30	56	5	0	0	0	61	61	0	0	0	0	0	0	0	4	0	0	0	0	4	4
18:45	37	2	1	0	0	40	41	3	0	0	0	0	3	3	0	0	0	0	0	0	0

COSHLA QUARRY II TRAFFIC COUNTS **DECEMBER 2024**

MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/24/207**

SITE: 01 DATE: 11th December 2024

LOCATION: R339 Monivea Road/L7109 DAY: Wednesday

	MOVEMENT 4							MOVEMENT 5							MOVEMENT 6						
TIME	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU
07:00	0	0	0	0	0	0	0	7	2	0	1	0	10	11	68	14	0	1	0	83	84
07:15	1	0	0	1	0	2	3	8	0	0	2	0	10	13	71	17	0	0	0	88	88
07:30	0	0	1	1	0	2	4	14	2	0	1	0	17	18	81	15	3	0	0	99	101
07:45	1	1	0	0	0	2	2	28	12	0	0	0	40	40	82	11	1	0	0	94	95
08:00	1	0	1	0	0	2	3	4	3	0	1	1	9	11	84	17	1	0	1	103	105
08:15	3	0	0	2	0	5	8	6	1	0	0	0	7	7	61	9	1	0	1	72	74
08:30	2	0	1	0	0	3	4	10	0	0	0	0	10	10	76	11	1	0	2	90	93
08:45	10	1	1	0	0	12	13	3	1	0	1	0	5	6	55	11	0	0	0	66	66
09:00	2	1	0	1	0	4	5	2	1	1	0	0	4	5	38	3	0	0	0	41	41
09:15	0	0	0	0	0	0	0	0	1	0	1	0	2	3	47	5	3	0	0	55	57
09:30	1	0	1	0	0	2	3	1	4	0	1	0	6	7	36	4	2	0	1	43	45
09:45	0	0	0	2	0	2	5	0	0	0	0	0	0	0	34	8	0	0	1	43	44
10:00	0	1	0	0	0	1	1	3	1	1	0	0	5	6	38	6	2	0	0	46	47
10:15	0	1	0	1	0	2	3	0	0	0	2	0	2	5	30	7	0	0	0	37	37
10:30	2	0	0	1	0	3	4	0	0	0	0	0	0	0	25	3	1	0	0	29	30
10:45	2	0	0	1	0	3	4	5	0	2	1	0	8	10	30	6	2	0	0	38	39
11:00	1	0	2	1	0	4	6	0	0	0	0	0	0	0	26	7	0	0	0	33	33
11:15	1	0	1	0	0	2	3	1	0	0	2	0	3	6	18	6	0	0	0	24	24
11:30	0	0	1	0	0	1	2	2	1	1	2	0	6	9	28	5	1	0	0	34	35
11:45	0	0	1	1	0	2	4	1	0	0	0	0	1	1	26	0	0	0	1	27	28
12:00	0	0	0	1	0	1	2	1	0	0	1	0	2	3	21	12	2	0	1	36	38
12:15	1	0	0	1	0	2	3	2	1	0	0	0	3	3	25	4	0	0	0	29	29
12:30	3	0	0	0	0	3	3	1	0	0	0	0	1	1	26	2	3	0	0	31	33
12:45	0	1	0	0	0	1	1	0	1	0	0	0	1	1	26	3	0	0	0	29	29
13:00	2	0	0	1	0	3	4	4	0	1	0	0	5	6	27	4	1	0	0	32	33
13:15	1	1	0	1	0	3	4	0	0	0	2	0	2	5	22	9	1	1	0	33	35
13:30	2	1	0	0	0	3	3	2	2	1	1	0	6	8	24	4	2	0	2	32	35
13:45	4	1	0	1	0	6	7	2	1	2	0	0	5	6	25	7	1	2	0	35	38
14:00	3	1	0	0	0	4	4	4	0	0	1	0	5	6	27	5	1	0	0	33	34
14:15	2	0	0	3	0	5	9	3	0	0	1	0	4	5	43	4	0	0	0	47	47
14:30	12	1	0	0	0	13	13	5	2	0	0	0	7	7	15	2	2	0	0	19	20
14:45	1	2	0	0	0	3	3	1	1	0	0	0	2	2	25	3	0	0	0	28	28

15:00	2	2	0	0	0	4	4	2	0	1	2	0	5	8	25	6	2	0	0	33	34
15:15	2	0	1	1	0	4	6	2	0	0	0	0	2	2	36	2	0	0	0	38	38
15:30	3	4	1	0	0	8	9	3	1	0	0	0	4	4	26	3	0	0	2	31	33
15:45	2	0	0	0	0	2	2	3	0	0	0	0	3	3	17	4	1	1	0	23	25
16:00	2	3	0	0	0	5	5	5	1	0	2	0	8	11	30	4	0	0	2	36	38
16:15	4	3	0	1	2	10	13	5	1	0	0	0	6	6	16	5	1	0	0	22	23
16:30	33	12	0	1	0	46	47	0	0	0	0	0	0	0	18	1	1	0	0	20	21
16:45	9	1	0	1	0	11	12	3	0	0	1	0	4	5	26	3	0	0	1	30	31
17:00	6	0	0	3	0	9	13	4	1	0	0	0	5	5	27	6	0	0	1	34	35
17:15	4	1	0	0	0	5	5	3	0	0	0	0	3	3	27	5	1	0	0	33	34
17:30	4	2	0	0	0	6	6	3	0	0	0	0	3	3	21	1	1	1	0	24	26
17:45	5	1	0	0	0	6	6	1	0	0	1	0	2	3	17	1	2	0	0	20	21
18:00	4	2	0	0	0	6	6	1	0	1	0	0	2	3	36	2	0	0	0	38	38
18:15	3	1	0	0	0	4	4	0	0	0	0	0	0	0	43	0	0	0	0	43	43
18:30	1	1	0	0	0	2	2	2	0	0	0	0	2	2	21	2	0	0	0	23	23
18:45	2	0	1	0	0	3	4	0	0	0	0	0	0	0	24	0	0	0	0	24	24

TRAFFINOMICS LIMITED

COSHLA QUARRY II TRAFFIC COUNTS **DECEMBER 2024**

MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/24/207**

SITE: 02 DATE: 11th December 2024

LOCATION: L7109/Coshla Quarry Access DAY: Wednesday

	MOVEMENT 1							MOVEMENT 2							MOVEMENT 3						
TIME	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU
07:00	1	1	0	0	0	2	2	0	0	0	0	0	0	0	1	0	0	1	0	2	3
07:15	7	1	0	0	0	8	8	0	0	0	0	0	0	0	0	1	0	2	0	3	6
07:30	0	0	1	1	1	3	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	3	0	0	0	1	4	5	0	1	0	0	0	1	1	1	1	1	1	0	4	6
08:00	3	0	0	0	0	3	3	0	0	0	0	0	0	0	1	1	0	1	0	3	4
08:15	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	1	0	0	0	1	1
08:30	14	1	0	0	0	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	4	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	2	0	2	5
09:00	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	1	1	1	0	3	5
09:15	0	1	0	0	0	1	1	0	0	0	0	0	0	0	1	0	0	1	0	2	3
09:30	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	2	5
09:45	0	2	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	2	0	0	0	0	2	2	0	1	0	0	0	1	1	0	0	2	1	0	3	5
10:15	1	0	0	0	0	1	1	1	0	0	0	0	1	1	0	0	0	2	0	2	5
10:30	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	3	0	3	7
10:45	1	0	2	0	0	3	4	1	0	0	0	0	1	1	0	0	1	2	0	3	6
11:00	0	1	0	0	0	1	1	1	0	0	0	0	1	1	1	0	0	1	0	2	3
11:15	0	3	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	3	0	3	7
11:30	4	1	0	0	0	5	5	0	0	0	0	0	0	0	2	0	0	2	0	4	7
11:45	2	0	1	0	0	3	4	0	0	0	0	0	0	0	1	0	0	1	0	2	3
12:00	0	0	0	1	0	1	2	0	0	0	0	0	0	0	1	0	0	1	0	2	3
12:15	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	2	5
12:30	0	0	2	0	0	2	3	0	0	0	0	0	0	0	0	0	0	1	0	1	2
12:45	0	1	0	1	0	2	3	0	0	0	0	0	0	0	0	0	1	1	0	2	4
13:00	3	1	1	0	0	5	6	0	0	0	0	0	0	0	0	0	0	2	0	2	5
13:15	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	1	2
13:30	3	1	0	0	0	4	4	0	0	0	0	0	0	0	1	0	0	5	0	6	13
13:45	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	2	0	0	2	3
14:00	8	1	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	3	0	3	7
14:15	8	2	0	0	0	10	10	0	0	0	0	0	0	0	1	0	0	1	0	2	3
14:30	8	2	0	1	0	11	12	0	0	0	0	0	0	0	1	0	0	0	0	1	1
14:45	2	1	1	0	0	4	5	0	0	0	0	0	0	0	0	0	1	0	0	1	2

15:00	5	0	1	0	0	6	7	0	0	0	0	0	0	0	0	0	0	2	0	2	5
15:15	3	1	0	0	0	4	4	0	0	0	0	0	0	0	1	0	1	0	0	2	3
15:30	4	1	1	0	0	6	7	0	0	0	0	0	0	0	0	1	0	0	0	1	1
15:45	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	10	0	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0	1	0	1	2
16:15	5	1	0	1	0	7	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	17	1	0	1	0	19	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	5	1	1	0	0	7	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	6	3	0	1	0	10	11	0	0	0	0	0	0	0	0	0	0	1	0	1	2
17:15	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	7	1	1	0	0	9	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	1	0	0	1	2
18:00	2	0	1	0	0	3	4	0	0	0	0	0	0	0	0	0	0	1	0	1	2
18:15	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	2	0	0	0	0	2	2	1	0	0	0	0	1	1	0	0	0	0	0	0	0
18:45	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0

TRAFFINOMICS LIMITED

COSHLA QUARRY II TRAFFIC COUNTS **DECEMBER 2024**

MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/24/207**

SITE: 02 DATE: 11th December 2024

LOCATION: L7109/Coshla Quarry Access DAY: Wednesday

	MOVEMENT 4							MOVEMENT 5							MOVEMENT 6						
TIME	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU
07:00	0	0	0	2	0	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	3	0	3	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	2	0	2	5	0	0	1	0	0	1	2	0	0	0	0	0	0	0
08:15	0	0	0	2	0	2	5	0	1	0	0	0	1	1	0	0	0	0	0	0	0
08:30	0	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	1	0	1	2	0	0	1	0	0	1	2	0	0	0	0	0	0	0
09:00	1	0	0	1	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	2	0	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	2	0	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	1	0	0	1	2	0	0	0	0	0	0	0
10:45	1	0	1	4	0	6	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	2	1	0	3	5	1	0	0	0	0	1	1	0	0	0	0	0	0	0
11:15	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	1	0	1	1	0	3	5	0	0	1	0	0	1	2	0	0	0	0	0	0	0
11:45	1	0	1	2	0	4	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	2	0	0	3	0	5	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	1	0	1	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	2	0	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	1	0	3	0	4	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	2	0	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	1	0	0	2	0	3	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0
14:15	0	0	2	3	0	5	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	1	1	0	1	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0

15:00	0	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	1	0	0	1	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	2	2	1	0	0	5	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	1	0	0	1	0	2	3	1	0	0	0	0	1	1	0	0	0	0	0	0	0
16:45	2	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	1	0	0	0	0	1	1	1	0	0	0	0	1	1	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0
17:30	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

COSHLA QUARRY II TRAFFIC COUNTS **DECEMBER 2024**

MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/24/207**

SITE: 02 DATE: 11th December 2024

LOCATION: L7109/Coshla Quarry Access DAY: Wednesday

	MOVEMENT 7							MOVEMENT 8							MOVEMENT 9						
TIME	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU
07:00	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
08:00	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

COSHLA QUARRY II TRAFFIC COUNTS **DECEMBER 2024**

MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/24/207**

SITE: 02 DATE: 11th December 2024

LOCATION: L7109/Coshla Quarry Access DAY: Wednesday

	MOVEMENT 10							MOVEMENT 11							MOVEMENT 12						
TIME	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2
07:15	0	0	0	0	0	0	0	1	0	0	0	0	1	1	6	0	0	0	0	6	6
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	7	7
07:45	1	0	0	0	0	1	1	0	0	0	0	0	0	0	14	1	0	1	0	16	17
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	1	1	0	7	9
08:15	0	0	0	0	0	0	0	1	0	0	0	0	1	1	7	1	0	0	0	8	8
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	1	1	0	0	8	9
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	1	0	0	0	17	17
09:00	0	0	0	0	0	0	0	0	0	1	0	0	1	2	3	0	0	0	0	3	3
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
09:30	0	0	0	0	0	0	0	1	0	0	0	0	1	1	1	0	1	0	0	2	3
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3
10:00	0	0	0	0	0	0	0	0	0	1	0	0	1	2	0	2	0	0	0	2	2
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2
10:45	0	0	1	0	0	1	2	1	0	0	0	0	1	1	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4
11:15	0	0	0	0	0	0	0	0	0	1	0	0	1	2	0	0	1	0	0	1	2
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	3
11:45	0	0	0	0	0	0	0	0	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	0	0	0	0	1	0	0	0	0	1	1
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	3	4
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	0	1	0	6	7
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	3
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	1	0	0	6	7
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	2	1	0	0	9	10
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	5	5
14:30	1	0	0	0	0	1	1	0	0	0	0	0	0	0	15	1	1	0	0	17	18
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	0	0	0	5	5

15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3
15:15	0	0	0	0	0	0	0	0	0	1	0	0	1	2	1	0	1	0	0	2	3
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	1	2	7	10
16:30	0	0	0	0	0	0	0	1	0	0	0	0	1	1	2	1	0	0	0	3	3
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	1	0	4	5
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	2	1	0	7	9
17:15	1	0	0	0	0	1	1	1	0	0	0	0	1	1	2	2	0	0	0	4	4
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	2	0	0	0	7	7
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	5
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	5	5
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	1	0	0	6	7
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2

TRAFFINOMICS LIMITED

COSHLA QUARRY II TRAFFIC COUNTS **DECEMBER 2024**

MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/24/207**

SITE: 03 DATE: 11th December 2024

LOCATION: Lisheenkyle Junction DAY: Wednesday

	MOVEMENT 1							MOVEMENT 2							MOVEMENT 3						
TIME	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU
07:00	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	1	0	0	0	1	1
07:15	0	0	0	0	0	0	0	4	0	0	0	0	4	4	6	0	0	0	0	6	6
07:30	0	0	0	0	0	0	0	3	1	1	0	0	5	6	9	0	0	0	0	9	9
07:45	1	1	0	0	1	3	4	2	0	0	0	0	2	2	11	1	0	0	0	12	12
08:00	0	0	0	0	0	0	0	4	1	1	0	0	6	7	5	1	1	1	0	8	10
08:15	1	0	0	0	0	1	1	4	1	0	0	0	5	5	5	1	0	0	0	6	6
08:30	0	0	0	0	0	0	0	13	1	0	0	0	14	14	11	0	1	0	0	12	13
08:45	0	1	0	0	0	1	1	7	0	1	0	1	9	11	16	1	0	0	0	17	17
09:00	0	0	0	0	0	0	0	3	0	0	0	0	3	3	3	0	1	0	0	4	5
09:15	0	0	0	0	0	0	0	2	0	1	0	0	3	4	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	1	0	0	0	1	1	2	0	1	0	0	3	4
09:45	0	1	0	0	0	1	1	0	1	0	0	0	1	1	0	1	0	0	0	1	1
10:00	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	2	1	0	0	3	4
10:15	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	1	0	0	1	2	0	0	0	0	0	0	0
10:45	1	0	0	0	0	1	1	0	0	0	0	0	0	0	3	0	1	0	0	4	5
11:00	0	1	0	0	0	1	1	0	0	1	0	0	1	2	1	0	0	0	0	1	1
11:15	1	0	0	0	0	1	1	0	3	0	0	0	3	3	0	1	2	0	0	3	4
11:30	1	1	0	0	0	2	2	2	0	1	0	0	3	4	1	0	0	0	0	1	1
11:45	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0
12:00	0	0	1	0	0	1	2	0	0	0	0	0	0	0	2	0	1	0	0	3	4
12:15	0	0	0	0	0	0	0	3	0	0	1	0	4	5	2	0	0	0	0	2	2
12:30	1	0	2	0	0	3	4	0	0	0	0	0	0	0	3	1	0	0	0	4	4
12:45	0	0	0	0	0	0	0	0	1	1	0	0	2	3	3	0	0	0	0	3	3
13:00	0	0	2	0	0	2	3	4	0	1	0	0	5	6	0	0	1	0	0	1	2
13:15	0	0	1	0	0	1	2	3	1	0	0	0	4	4	1	0	1	0	0	2	3
13:30	0	1	1	0	0	2	3	2	0	0	0	0	2	2	6	1	0	0	0	7	7
13:45	0	0	0	0	0	0	0	2	1	0	0	0	3	3	5	2	0	0	0	7	7
14:00	0	1	0	0	0	1	1	10	0	0	0	0	10	10	2	0	0	0	0	2	2
14:15	2	0	0	0	0	2	2	7	0	0	0	0	7	7	3	2	0	0	0	5	5
14:30	1	0	0	0	0	1	1	6	0	0	1	0	7	8	14	0	1	0	0	15	16
14:45	0	3	0	0	0	3	3	2	0	1	0	0	3	4	2	2	1	0	0	5	6

15:00	2	0	1	0	0	3	4	2	0	1	0	0	3	4	1	0	0	0	0	1	1
15:15	0	1	0	0	0	1	1	2	0	0	0	0	2	2	2	0	2	0	0	4	5
15:30	4	0	0	0	0	4	4	3	0	1	0	0	4	5	1	0	0	0	0	1	1
15:45	0	1	0	0	0	1	1	2	1	0	0	0	3	3	1	0	0	0	0	1	1
16:00	1	0	0	0	0	1	1	6	0	0	0	0	6	6	1	1	0	0	0	2	2
16:15	3	0	0	0	0	3	3	5	1	0	0	0	6	6	2	1	0	0	0	3	3
16:30	2	0	0	0	0	2	2	14	1	0	0	0	15	15	2	1	0	0	0	3	3
16:45	2	0	0	0	0	2	2	8	2	0	0	0	10	10	2	2	1	0	0	5	6
17:00	1	0	0	0	0	1	1	5	3	0	0	0	8	8	5	0	0	0	0	5	5
17:15	1	0	0	0	0	1	1	6	0	0	0	0	6	6	6	1	0	0	0	7	7
17:30	3	0	0	0	0	3	3	5	2	0	0	0	7	7	4	1	0	0	0	5	5
17:45	1	0	0	0	0	1	1	4	0	1	0	0	5	6	5	1	0	0	0	6	6
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4
18:15	2	0	0	0	0	2	2	3	0	1	0	0	4	5	3	1	0	0	0	4	4
18:30	0	0	0	0	0	0	0	1	0	0	0	0	1	1	3	0	0	0	0	3	3
18:45	1	0	0	0	0	1	1	2	0	0	0	0	2	2	1	0	1	0	0	2	3

COSHLA QUARRY II TRAFFIC COUNTS **DECEMBER 2024**

MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/24/207**

SITE: 03 DATE: 11th December 2024

LOCATION: Lisheenkyle Junction DAY: Wednesday

	MOVEMENT 4							MOVEMENT 5							MOVEMENT 6						
TIME	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU
07:00	0	0	0	0	0	0	0	2	0	0	0	0	2	2	1	0	0	0	0	1	1
07:15	1	0	0	0	0	1	1	0	1	0	0	0	1	1	0	0	0	0	0	0	0
07:30	1	0	0	0	0	1	1	1	1	0	0	0	2	2	0	0	0	0	0	0	0
07:45	1	0	0	0	0	1	1	5	0	0	0	0	5	5	2	0	0	0	0	2	2
08:00	2	1	0	0	0	3	3	2	1	0	0	0	3	3	0	0	0	0	0	0	0
08:15	7	0	0	0	0	7	7	2	0	0	0	0	2	2	0	0	0	0	0	0	0
08:30	10	1	0	0	0	11	11	31	0	0	0	0	31	31	0	0	0	0	0	0	0
08:45	14	1	1	0	1	17	19	16	1	0	0	0	17	17	1	0	0	0	0	1	1
09:00	4	0	0	0	0	4	4	3	0	0	0	0	3	3	1	0	0	0	0	1	1
09:15	1	0	0	0	0	1	1	1	0	0	0	0	1	1	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0
09:45	1	0	0	0	0	1	1	1	0	0	0	0	1	1	0	0	0	0	0	0	0
10:00	2	0	0	0	0	2	2	1	0	0	0	0	1	1	1	0	0	0	0	1	1
10:15	2	0	0	0	0	2	2	1	0	0	0	0	1	1	1	1	0	0	0	2	2
10:30	2	0	0	0	0	2	2	0	0	0	0	0	0	0	1	0	0	0	0	1	1
10:45	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0
11:00	4	0	0	0	0	4	4	0	0	0	0	0	0	0	1	0	0	0	0	1	1
11:15	3	1	0	0	0	4	4	1	1	0	1	0	3	4	0	0	0	0	0	0	0
11:30	1	0	0	0	0	1	1	2	0	0	0	0	2	2	0	0	0	0	0	0	0
11:45	2	1	1	0	0	4	5	3	2	3	0	0	8	10	0	0	0	0	0	0	0
12:00	2	0	0	0	0	2	2	4	0	0	0	0	4	4	0	0	0	0	0	0	0
12:15	2	0	0	0	0	2	2	1	0	0	0	0	1	1	0	0	1	0	0	1	2
12:30	1	0	1	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	1	0	0	0	1	1	0	1	0	0	0	1	1	1	0	1	0	0	2	3
13:00	0	0	0	0	0	0	0	2	1	0	0	0	3	3	0	0	1	0	0	1	2
13:15	2	2	0	0	0	4	4	2	0	0	0	0	2	2	0	0	2	0	0	2	3
13:30	3	1	0	0	0	4	4	5	0	0	0	0	5	5	1	1	0	0	0	2	2
13:45	3	0	0	0	0	3	3	2	0	0	0	0	2	2	0	0	1	0	0	1	2
14:00	2	0	0	0	0	2	2	2	1	0	0	1	4	5	0	0	0	0	0	0	0
14:15	3	0	0	0	0	3	3	17	1	0	0	0	18	18	1	1	0	0	0	2	2
14:30	28	0	0	0	0	28	28	6	0	0	0	0	6	6	0	0	0	0	0	0	0
14:45	3	0	0	0	0	3	3	0	0	0	0	0	0	0	2	2	0	0	0	4	4

15:00	0	0	0	0	0	0	0	1	0	0	0	0	1	1	1	0	0	0	0	1	1
15:15	2	0	0	0	0	2	2	4	0	0	0	0	4	4	1	2	0	0	0	3	3
15:30	4	0	0	0	0	4	4	2	0	0	0	0	2	2	1	0	0	0	0	1	1
15:45	3	2	0	0	0	5	5	1	0	0	0	0	1	1	0	0	0	0	0	0	0
16:00	4	0	0	0	0	4	4	1	1	0	0	0	2	2	1	0	0	0	0	1	1
16:15	4	0	0	0	0	4	4	3	0	0	0	0	3	3	2	0	0	0	2	4	6
16:30	1	1	0	0	0	2	2	3	0	0	0	0	3	3	1	0	0	0	0	1	1
16:45	1	0	0	0	0	1	1	2	0	0	0	0	2	2	0	0	0	0	0	0	0
17:00	1	1	0	0	0	2	2	2	0	0	0	0	2	2	1	0	0	0	0	1	1
17:15	3	0	0	0	0	3	3	2	0	0	0	0	2	2	1	0	0	0	0	1	1
17:30	0	0	0	0	0	0	0	3	0	0	0	1	4	5	1	0	0	0	0	1	1
17:45	3	1	0	0	0	4	4	5	0	0	0	0	5	5	1	2	0	0	0	3	3
18:00	2	0	0	0	0	2	2	1	0	0	0	0	1	1	1	0	0	0	0	1	1
18:15	1	0	0	0	0	1	1	3	0	0	0	0	3	3	1	0	0	0	0	1	1
18:30	7	0	0	0	0	7	7	2	0	0	0	0	2	2	0	0	0	0	0	0	0
18:45	3	0	0	0	0	3	3	2	0	0	0	0	2	2	1	0	0	0	0	1	1

Appendix C – AADTs for Each Junction

TABLE 6-1: AADTS AT JUNCTION 1 – (R339 JUNCTION)

Hour Ending	R339 East	L7109	R339 West
08:00	512	126	472
09:00	475	85	454
10:00	273	43	276
11:00	250	51	253
12:00	255	44	261
13:00	270	45	287
14:00	304	72	310
15:00	352	80	346
16:00	402	59	397
17:00	542	134	496
18:00	499	62	483
19:00	385	37	384
Period Total	**4,519**	**838**	**4,419**
Period Total OGV1s	***148***	***49***	***143***
% OGV1s	***3.27%***	***5.84%***	***3.23%***
Period Total OGV2s	***110***	***130***	***126***
% OGV2s	***2.43%***	***15.51%***	***2.85%***
Total AADT	**5,480**	**1,017**	**5,359**

TABLE 6-2: AADTS AT JUNCTION 2 – (COSHLA QUARRY ACCESS)

Hour Ending	L7109 South	Coshla Quarry Access	L7109 North
08:00	52	16	66
09:00	71	16	79
10:00	17	15	28
11:00	22	24	38
12:00	23	25	42
13:00	21	17	38
14:00	30	20	50
15:00	65	17	80
16:00	28	15	41
17:00	62	10	68
18:00	54	9	55
19:00	29	1	30
Period Total	**474**	**185**	**615**
Period Total OGV1s	***41***	***31***	***54***
% OGV1s	***8.64%***	***16.75%***	***8.78%***
Period Total OGV2s	***18***	***96***	***114***
% OGV2s	***3.79%***	***51.89%***	***18.53%***
Total AADT	**575**	**225**	**746**

TABLE 6-3: AADTS AT JUNCTION 3 – (LISHEENKYLE JUNCTION)

Hour Ending	L7108 West	L7109	L7108 East
08:00	53	46	19
09:00	168	80	94
10:00	29	18	15
11:00	23	17	16
12:00	40	19	31
13:00	31	25	20
14:00	54	42	34
15:00	118	67	77
16:00	38	33	33
17:00	71	64	35
18:00	71	61	34
19:00	41	26	27
Period Total	**737**	**498**	**435**
Period Total OGV1s	**41**	**49**	**26**
% OGV1s	***5.56%***	***9.83%***	***5.97%***
Period Total OGV2s	**8**	**7**	**7**
% OGV2s	***1.08%***	***1.40%***	***1.60%***
Total AADT	**894**	**604**	**528**

Appendix D – Junctions 9 Outputs

Junctions 9

PICADY 9 - Priority Intersection Module

Filename: Site 01 - R339 & L7109.j9
Path: W:\UDC-Traffic Files\P24-189\Modelling\Site 01 - R339 & L7109 - T Junction
Report generation date: 26/02/2025 18:46:13

»opening yr +dev+ adj,
»opening yr + 5 + dev + adj ,
»opening yr + 15 + dev + adj,

Summary of junction performance

	Queue (Veh)	Delay (s)	RFC	LOS
	opening yr +dev+ adj			
Stream B-C	0.2	11.15	0.17	B
Stream B-A	0.7	18.95	0.45	C
Stream C-AB	0.2	8.82	0.11	A
	opening yr + 5 + dev + adj			
Stream B-C	0.2	11.39	0.21	B
Stream B-A	0.9	19.71	0.52	C
Stream C-AB	0.2	8.67	0.13	A
	opening yr + 15 + dev + adj			
Stream B-C	0.3	11.89	0.25	B
Stream B-A	1.2	21.94	0.60	C
Stream C-AB	0.3	8.52	0.15	A

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

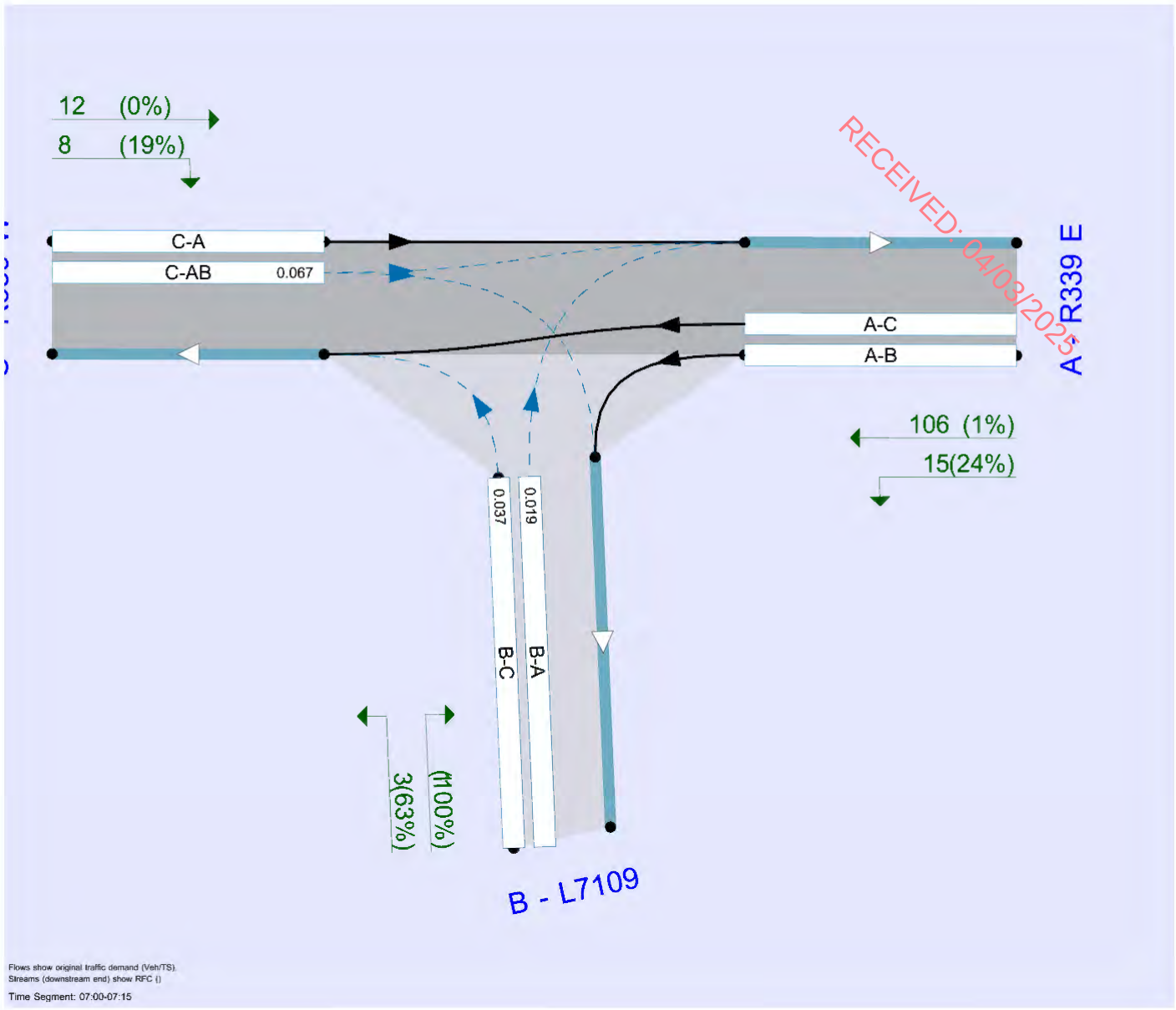
File summary

File Description

Title	Coshla Quarry at Barrettspark, Athenry, Co. Galway
Location	
Site number	01
Date	26/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	PMCE\papadakisa
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	perTimeSegment	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	base year	DIRECT	07:00	19:00	720	15			
D2	opening yr	DIRECT	07:00	19:00	720	15			
D3	dev traffic	DIRECT	07:00	19:00	720	15			
D4	adj traffic	DIRECT	07:00	19:00	720	15			
D5	opening yr +5	DIRECT	07:00	19:00	720	15			
D6	opening yr +15	DIRECT	07:00	19:00	720	15			
D7	opening yr +dev+ adj	DIRECT	07:00	19:00	720	15	✓	Simple	D2+D3+D4
D8	opening yr + 5 + dev + adj	DIRECT	07:00	19:00	720	15	✓	Simple	D5+D3+D4
D9	opening yr + 15 + dev + adj	DIRECT	07:00	19:00	720	15	✓	Simple	D6+D3+D4

Analysis Set Details

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

opening yr +dev+ adj,

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	R339 & L7109	T-Junction	Two-way		2.50	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	R339 E		Major
B	L7109		Minor
C	R339 W		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - R339 W	6.00			250.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	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 - L7109	One lane plus flare	10.00	6.89	4.44	3.72	3.50	✓	1.00	28	23

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	121.086	0.088	0.223	0.140	0.319
1	B-C	181.855	0.112	0.282	-	-
1	C-B	179.685	0.278	0.278	-	-

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

Traffic Demand

Demand Set Details

ID	Scenario name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D7	opening yr +dev+ adj	DIRECT	07:00	19:00	720	15	✓	Simple	D2+D3+D4

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - R339 E		DIRECT	✓	100.000
B - L7109		DIRECT	✓	100.000
C - R339 W		DIRECT	✓	100.000

Origin-Destination Data

07:00 - 07:15

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	12.39	85.17
	B - L7109	0.84	0.00	2.68
	C - R339 W	9.23	6.66	0.00

07:15 - 07:30

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	12.40	90.28
	B - L7109	2.91	0.00	2.68
	C - R339 W	12.35	7.68	0.00

07:30 - 07:45

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	22.42	101.62
	B - L7109	3.25	0.00	4.96
	C - R339 W	18.47	10.79	0.00

07:45 - 08:00

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	46.00	96.45
	B - L7109	3.21	0.00	12.16
	C - R339 W	26.69	9.79	0.00

08:00 - 08:15

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	14.13	105.71
	B - L7109	2.97	0.00	3.76
	C - R339 W	7.18	7.64	0.00

08:15 - 08:30

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	12.04	73.90
	B - L7109	6.06	0.00	6.82
	C - R339 W	28.74	8.69	0.00

08:30 - 08:45

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	11.34	92.39
	B - L7109	4.31	0.00	2.93
	C - R339 W	25.68	2.83	0.00

08:45 - 09:00

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	6.23	67.71
	B - L7109	13.54	0.00	8.08
	C - R339 W	31.86	3.88	0.00

09:00 - 09:15

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	5.51	42.06
	B - L7109	5.44	0.00	7.13
	C - R339 W	22.59	3.08	0.00

09:15 - 09:30

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	3.46	56.48
	B - L7109	1.32	0.00	3.04
	C - R339 W	17.48	2.03	0.00

09:30 - 09:45

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	7.61	44.17
	B - L7109	3.13	0.00	4.92
	C - R339 W	13.34	3.11	0.00

09:45 - 10:00

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	1.44	44.13
	B - L7109	3.14	0.00	2.81
	C - R339 W	19.51	5.16	0.00

10:00 - 10:15

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	5.97	47.23
	B - L7109	1.98	0.00	3.78
	C - R339 W	24.66	3.73	0.00

10:15 - 10:30

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	2.91	37.96
	B - L7109	3.02	0.00	4.81
	C - R339 W	22.61	0.59	0.00

10:30 - 10:45

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	0.98	29.77
	B - L7109	4.10	0.00	3.80
	C - R339 W	14.36	6.92	0.00

10:45 - 11:00

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	9.24	39.02
	B - L7109	4.10	0.00	5.93
	C - R339 W	16.47	3.80	0.00

11:00 - 11:15

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	0.93	33.85
	B - L7109	5.06	0.00	2.70
	C - R339 W	29.79	3.77	0.00

11:15 - 11:30

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	4.04	24.62
	B - L7109	2.97	0.00	1.67
	C - R339 W	28.74	6.86	0.00

11:30 - 11:45

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	7.14	34.90
	B - L7109	1.89	0.00	4.75
	C - R339 W	31.82	5.82	0.00

11:45 - 12:00

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	1.95	27.72
	B - L7109	2.93	0.00	3.72
	C - R339 W	30.85	1.70	0.00

12:00 - 12:15

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	2.63	36.99
	B - L7109	1.89	0.00	4.75
	C - R339 W	28.74	4.57	0.00

12:15 - 12:30

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	3.64	29.75
	B - L7109	2.91	0.00	3.70
	C - R339 W	32.88	3.50	0.00

12:30 - 12:45

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	1.85	31.86
	B - L7109	3.97	0.00	2.72
	C - R339 W	36.99	4.74	0.00

12:45 - 13:00

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	1.85	29.75
	B - L7109	1.92	0.00	6.84
	C - R339 W	35.93	5.78	0.00

13:00 - 13:15

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	6.18	32.85
	B - L7109	4.20	0.00	6.97
	C - R339 W	40.01	4.91	0.00

13:15 - 13:30

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	3.12	33.89
	B - L7109	4.20	0.00	4.92
	C - R339 W	25.67	4.89	0.00

13:30 - 13:45

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	7.43	32.90
	B - L7109	4.40	0.00	5.09
	C - R339 W	32.83	10.18	0.00

13:45 - 14:00

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	6.40	35.96
	B - L7109	7.49	0.00	7.15
	C - R339 W	44.17	2.95	0.00

14:00 - 14:15

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	6.48	33.87
	B - L7109	5.26	0.00	1.86
	C - R339 W	37.98	10.29	0.00

14:15 - 14:30

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	5.46	48.22
	B - L7109	6.34	0.00	7.05
	C - R339 W	42.16	9.17	0.00

14:30 - 14:45

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	8.37	19.53
	B - L7109	14.76	0.00	4.11
	C - R339 W	52.36	3.94	0.00

14:45 - 15:00

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	3.24	28.73
	B - L7109	4.50	0.00	4.11
	C - R339 W	54.45	4.98	0.00

15:00 - 15:15

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	6.22	33.89
	B - L7109	5.10	0.00	5.87
	C - R339 W	36.99	6.92	0.00

15:15 - 15:30

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	3.08	38.98
	B - L7109	5.14	0.00	1.77
	C - R339 W	72.86	5.88	0.00

15:30 - 15:45

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	5.08	31.84
	B - L7109	8.91	0.00	1.52
	C - R339 W	63.64	4.85	0.00

15:45 - 16:00

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	4.05	23.63
	B - L7109	2.74	0.00	3.59
	C - R339 W	78.01	2.76	0.00

16:00 - 16:15

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	9.08	36.97
	B - L7109	5.87	0.00	2.60
	C - R339 W	74.93	7.81	0.00

16:15 - 16:30

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	6.99	22.59
	B - L7109	14.68	0.00	4.18
	C - R339 W	91.36	6.76	0.00

16:30 - 16:45

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	0.72	20.54
	B - L7109	51.69	0.00	20.70
	C - R339 W	97.48	4.64	0.00

16:45 - 17:00

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	4.84	30.80
	B - L7109	15.79	0.00	10.42
	C - R339 W	89.29	0.52	0.00

17:00 - 17:15

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	5.49	34.90
	B - L7109	13.53	0.00	4.09
	C - R339 W	93.38	3.34	0.00

17:15 - 17:30

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	3.44	33.87
	B - L7109	5.74	0.00	4.54
	C - R339 W	90.32	2.31	0.00

17:30 - 17:45

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	3.25	24.66
	B - L7109	7.44	0.00	2.98
	C - R339 W	93.38	6.30	0.00

17:45 - 18:00

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	2.25	20.56
	B - L7109	7.44	0.00	1.96
	C - R339 W	81.08	4.23	0.00

18:00 - 18:15

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	2.13	38.98
	B - L7109	6.64	0.00	1.38
	C - R339 W	75.95	2.09	0.00

18:15 - 18:30

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	0.06	44.11
	B - L7109	4.59	0.00	3.43
	C - R339 W	64.65	5.17	0.00

18:30 - 18:45

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	2.11	23.60
	B - L7109	2.11	0.00	4.15
	C - R339 W	62.58	0.04	0.00

18:45 - 19:00

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	0.06	24.62
	B - L7109	3.16	0.00	0.04
	C - R339 W	41.05	3.12	0.00

Vehicle Mix

07:00 - 07:15

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	25	1
	B - L7109	100	0	62
	C - R339 W	0	23	0

07:15 - 07:30

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	34	0
	B - L7109	65	0	62
	C - R339 W	17	20	0

07:30 - 07:45

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	4	3
	B - L7109	100	0	38
	C - R339 W	0	9	0

07:45 - 08:00

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	0	1
	B - L7109	36	0	24
	C - R339 W	4	21	0

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	13	2
	B - L7109	65	0	73
	C - R339 W	0	12	0

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	0	3
	B - L7109	49	0	25
	C - R339 W	4	22	0

08:30 - 08:45

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	10	3
	B - L7109	52	0	30
	C - R339 W	8	28	0

08:45 - 09:00

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	34	0
	B - L7109	17	0	24
	C - R339 W	10	47	0

09:00 - 09:15

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	44	0
	B - L7109	43	0	28
	C - R339 W	5	67	0

09:15 - 09:30

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	70	6
	B - L7109	100	0	100
	C - R339 W	12	50	0

09:30 - 09:45

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	33	7
	B - L7109	67	0	79
	C - R339 W	0	67	0

09:45 - 10:00

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	100	2
	B - L7109	100	0	27
	C - R339 W	5	40	0

10:00 - 10:15

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	31	4
	B - L7109	48	0	46
	C - R339 W	8	100	0

10:15 - 10:30

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	100	0
	B - L7109	66	0	36
	C - R339 W	9	100	0

10:30 - 10:45

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	100	4
	B - L7109	50	0	19
	C - R339 W	0	56	0

10:45 - 11:00

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	44	5
	B - L7109	50	0	83
	C - R339 W	19	46	0

11:00 - 11:15

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	100	0
	B - L7109	80	0	24
	C - R339 W	7	46	0

11:15 - 11:30

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	75	0
	B - L7109	65	0	39
	C - R339 W	4	40	0

11:30 - 11:45

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	57	3
	B - L7109	100	0	57
	C - R339 W	3	29	0

11:45 - 12:00

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	47	4
	B - L7109	100	0	72
	C - R339 W	14	40	0

12:00 - 12:15

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	61	8
	B - L7109	100	0	57
	C - R339 W	4	78	0

12:15 - 12:30

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	15	0
	B - L7109	65	0	45
	C - R339 W	10	41	0

12:30 - 12:45

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	44	10
	B - L7109	23	0	62
	C - R339 W	8	57	0

12:45 - 13:00

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	44	0
	B - L7109	47	0	40
	C - R339 W	3	65	0

13:00 - 13:15

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	34	3
	B - L7109	51	0	26
	C - R339 W	0	79	0

13:15 - 13:30

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	100	6
	B - L7109	51	0	37
	C - R339 W	4	58	0

13:30 - 13:45

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	45	13
	B - L7109	30	0	60
	C - R339 W	0	40	0

13:45 - 14:00

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	52	9
	B - L7109	32	0	43
	C - R339 W	7	30	0

14:00 - 14:15

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	37	3
	B - L7109	22	0	45
	C - R339 W	3	60	0

14:15 - 14:30

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	44	0
	B - L7109	68	0	56
	C - R339 W	12	11	0

14:30 - 14:45

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	14	11
	B - L7109	10	0	25
	C - R339 W	4	22	0

14:45 - 15:00

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	37	0
	B - L7109	32	0	25
	C - R339 W	8	38	0

15:00 - 15:15

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	67	6
	B - L7109	20	0	30
	C - R339 W	8	26	0

15:15 - 15:30

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	33	0
	B - L7109	60	0	100
	C - R339 W	1	13	0

15:30 - 15:45

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	19	7
	B - L7109	19	0	33
	C - R339 W	3	58	0

15:45 - 16:00

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	24	9
	B - L7109	25	0	43
	C - R339 W	3	26	0

16:00 - 16:15

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	32	6
	B - L7109	13	0	61
	C - R339 W	3	21	0

16:15 - 16:30

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	12	5
	B - L7109	16	0	0
	C - R339 W	3	9	0

16:30 - 16:45

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	100	5
	B - L7109	1	0	3
	C - R339 W	1	34	0

16:45 - 17:00

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	36	3
	B - L7109	3	0	0
	C - R339 W	2	100	0

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	7	3
	B - L7109	17	0	0
	C - R339 W	1	8	0

17:15 - 17:30

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	10	3
	B - L7109	11	0	10
	C - R339 W	2	11	0

17:30 - 17:45

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	5	8
	B - L7109	17	0	31
	C - R339 W	1	19	0

17:45 - 18:00

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	54	10
	B - L7109	17	0	48
	C - R339 W	3	3	0

18:00 - 18:15

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	52	0
	B - L7109	7	0	26
	C - R339 W	3	2	0

18:15 - 18:30

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	100	0
	B - L7109	11	0	10
	C - R339 W	2	1	0

18:30 - 18:45

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	3	0
	B - L7109	3	0	1
	C - R339 W	0	100	0

18:45 - 19:00

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	100	0
	B - L7109	35	0	100
	C - R339 W	3	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-C	0.17	11.15	0.2	B	4.70	225.65
B-A	0.45	18.95	0.7	C	6.22	298.57
C-AB	0.11	8.82	0.2	A	6.87	329.76
C-A					41.98	2014.99
A-B					6.32	303.59
A-C					42.79	2053.99

Main Results for each time segment

07:00 - 07:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2.68	2.68	95.94	0.028	2.65	0.0	0.0	9.643	A
B-A	0.84	0.84	48.29	0.017	0.82	0.0	0.0	18.954	C
C-AB	7.17	7.17	129.82	0.055	7.10	0.0	0.1	7.331	A
C-A	8.72	8.72			8.72				
A-B	12.39	12.39			12.39				
A-C	85.17	85.17			85.17				

07:15 - 07:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2.68	2.68	86.75	0.031	2.68	0.0	0.0	10.704	B
B-A	2.91	2.91	62.74	0.046	2.88	0.0	0.1	15.763	C
C-AB	8.47	8.47	133.39	0.064	8.46	0.1	0.1	7.253	A
C-A	11.56	11.56			11.56				
A-B	12.40	12.40			12.40				
A-C	90.28	90.28			90.28				

07:30 - 07:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4.96	4.96	99.10	0.050	4.94	0.0	0.1	10.153	B
B-A	3.25	3.25	48.38	0.067	3.23	0.1	0.1	18.212	C
C-AB	12.38	12.38	145.18	0.085	12.34	0.1	0.1	7.102	A
C-A	16.88	16.88			16.88				
A-B	22.42	22.42			22.42				
A-C	101.62	101.62			101.62				

07:45 - 08:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	12.16	12.16	119.52	0.102	12.10	0.1	0.1	8.673	A
B-A	3.21	3.21	63.08	0.050	3.21	0.1	0.1	18.631	C
C-AB	12.21	12.21	135.64	0.090	12.21	0.1	0.1	6.977	A
C-A	24.27	24.27			24.27				
A-B	46.00	46.00			46.00				
A-C	96.45	96.45			96.45				

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3.76	3.76	81.97	0.046	3.84	0.1	0.0	9.033	A
B-A	2.97	2.97	58.99	0.050	2.98	0.1	0.0	14.584	B
C-AB	8.08	8.08	135.12	0.060	8.12	0.1	0.1	7.340	A
C-A	6.75	6.75			6.75				
A-B	14.13	14.13			14.13				
A-C	105.71	105.71			105.71				

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6.82	6.82	114.50	0.059	6.79	0.0	0.1	9.554	A
B-A	6.06	6.06	69.74	0.087	6.01	0.0	0.1	14.638	B
C-AB	10.81	10.81	147.36	0.073	10.78	0.1	0.1	6.398	A
C-A	26.62	26.62			26.62				
A-B	12.04	12.04			12.04				
A-C	73.90	73.90			73.90				

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2.93	2.93	102.70	0.029	2.97	0.1	0.0	8.779	A
B-A	4.31	4.31	69.89	0.062	4.34	0.1	0.1	13.568	B
C-AB	3.51	3.51	135.99	0.026	3.57	0.1	0.0	6.588	A
C-A	25.01	25.01			25.01				
A-B	11.34	11.34			11.34				
A-C	92.39	92.39			92.39				

08:45 - 09:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	8.08	8.08	111.61	0.072	8.03	0.0	0.1	8.808	A
B-A	13.54	13.54	95.12	0.142	13.43	0.1	0.2	11.938	B
C-AB	5.13	5.13	131.37	0.039	5.11	0.0	0.1	6.823	A
C-A	30.61	30.61			30.61				
A-B	6.23	6.23			6.23				
A-C	67.71	67.71			67.71				

09:00 - 09:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7.13	7.13	121.74	0.059	7.14	0.1	0.1	7.711	A
B-A	5.44	5.44	79.69	0.069	5.55	0.2	0.1	10.499	B
C-AB	3.82	3.82	117.08	0.033	3.83	0.1	0.0	7.458	A
C-A	21.84	21.84			21.84				
A-B	5.51	5.51			5.51				
A-C	42.06	42.06			42.06				

09:15 - 09:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3.04	3.04	81.50	0.038	3.07	0.1	0.0	8.564	A
B-A	1.32	1.32	53.01	0.025	1.36	0.1	0.0	13.571	B
C-AB	2.38	2.38	120.68	0.020	2.40	0.0	0.0	7.950	A
C-A	17.13	17.13			17.13				
A-B	3.46	3.46			3.46				
A-C	56.48	56.48			56.48				

09:30 - 09:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4.92	4.92	89.35	0.055	4.89	0.0	0.1	11.150	B
B-A	3.13	3.13	65.62	0.048	3.09	0.0	0.1	15.248	C
C-AB	3.55	3.55	108.54	0.033	3.54	0.0	0.0	8.247	A
C-A	12.90	12.90			12.90				
A-B	7.61	7.61			7.61				
A-C	44.17	44.17			44.17				

09:45 - 10:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2.81	2.81	114.59	0.024	2.84	0.1	0.0	10.131	B
B-A	3.14	3.14	60.20	0.052	3.14	0.1	0.1	14.463	B
C-AB	6.06	6.06	132.45	0.046	6.04	0.0	0.1	7.593	A
C-A	18.61	18.61			18.61				
A-B	1.44	1.44			1.44				
A-C	44.13	44.13			44.13				

10:00 - 10:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3.78	3.78	111.15	0.034	3.78	0.0	0.0	7.918	A
B-A	1.98	1.98	71.06	0.028	1.99	0.1	0.0	15.794	C
C-AB	4.93	4.93	102.08	0.048	4.94	0.1	0.1	8.019	A
C-A	23.45	23.45			23.45				
A-B	5.97	5.97			5.97				
A-C	47.23	47.23			47.23				

10:15 - 10:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4.81	4.81	117.51	0.041	4.80	0.0	0.0	8.243	A
B-A	3.02	3.02	69.19	0.044	3.01	0.0	0.0	13.008	B
C-AB	0.78	0.78	102.42	0.008	0.82	0.1	0.0	8.817	A
C-A	22.43	22.43			22.43				
A-B	2.91	2.91			2.91				
A-C	37.96	37.96			37.96				

10:30 - 10:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3.80	3.80	129.11	0.029	3.81	0.0	0.0	7.761	A
B-A	4.10	4.10	80.68	0.051	4.08	0.0	0.1	12.301	B
C-AB	7.86	7.86	120.52	0.065	7.79	0.0	0.1	8.132	A
C-A	13.43	13.43			13.43				
A-B	0.98	0.98			0.98				
A-C	29.77	29.77			29.77				

10:45 - 11:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5.93	5.93	88.62	0.067	5.90	0.0	0.1	9.325	A
B-A	4.10	4.10	73.09	0.056	4.09	0.1	0.1	13.044	B
C-AB	4.40	4.40	124.16	0.035	4.43	0.1	0.0	7.740	A
C-A	15.88	15.88			15.88				
A-B	9.24	9.24			9.24				
A-C	39.02	39.02			39.02				

11:00 - 11:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2.70	2.70	114.75	0.023	2.73	0.1	0.0	10.622	B
B-A	5.06	5.06	70.09	0.072	5.04	0.1	0.1	12.762	B
C-AB	4.82	4.82	138.17	0.035	4.81	0.0	0.0	6.876	A
C-A	28.74	28.74			28.74				
A-B	0.93	0.93			0.93				
A-C	33.85	33.85			33.85				

11:15 - 11:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	1.67	1.67	107.93	0.016	1.69	0.0	0.0	7.927	A
B-A	2.97	2.97	75.12	0.039	2.99	0.1	0.0	13.166	B
C-AB	8.61	8.61	142.54	0.060	8.58	0.0	0.1	6.801	A
C-A	27.00	27.00			27.00				
A-B	4.04	4.04			4.04				
A-C	24.62	24.62			24.62				

11:30 - 11:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4.75	4.75	105.62	0.045	4.72	0.0	0.0	8.641	A
B-A	1.89	1.89	53.95	0.035	1.90	0.0	0.0	15.469	C
C-AB	7.39	7.39	151.00	0.049	7.40	0.1	0.1	6.520	A
C-A	30.25	30.25			30.25				
A-B	7.14	7.14			7.14				
A-C	34.90	34.90			34.90				

11:45 - 12:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3.72	3.72	92.84	0.040	3.73	0.0	0.0	9.576	A
B-A	2.93	2.93	58.52	0.050	2.91	0.0	0.1	16.178	C
C-AB	2.18	2.18	144.24	0.015	2.23	0.1	0.0	5.985	A
C-A	30.37	30.37			30.37				
A-B	1.95	1.95			1.95				
A-C	27.72	27.72			27.72				

12:00 - 12:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4.75	4.75	105.22	0.045	4.74	0.0	0.0	9.361	A
B-A	1.89	1.89	53.71	0.035	1.90	0.1	0.0	17.374	C
C-AB	6.06	6.06	116.83	0.052	6.01	0.0	0.1	7.763	A
C-A	27.25	27.25			27.25				
A-B	2.63	2.63			2.63				
A-C	36.99	36.99			36.99				

12:15 - 12:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3.70	3.70	110.63	0.033	3.72	0.0	0.0	8.823	A
B-A	2.91	2.91	69.89	0.042	2.90	0.0	0.0	14.574	B
C-AB	4.56	4.56	143.33	0.032	4.58	0.1	0.0	7.194	A
C-A	31.83	31.83			31.83				
A-B	3.64	3.64			3.64				
A-C	29.75	29.75			29.75				

12:30 - 12:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2.72	2.72	96.25	0.028	2.73	0.0	0.0	9.017	A
B-A	3.97	3.97	93.53	0.042	3.97	0.0	0.1	11.539	B
C-AB	6.53	6.53	135.49	0.048	6.51	0.0	0.1	6.784	A
C-A	35.20	35.20			35.20				
A-B	1.85	1.85			1.85				
A-C	31.86	31.86			31.86				

12:45 - 13:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6.84	6.84	123.66	0.055	6.81	0.0	0.1	8.062	A
B-A	1.92	1.92	71.93	0.027	1.95	0.1	0.0	11.457	B
C-AB	7.98	7.98	131.27	0.061	7.96	0.1	0.1	7.203	A
C-A	33.73	33.73			33.73				
A-B	1.85	1.85			1.85				
A-C	29.75	29.75			29.75				

13:00 - 13:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6.97	6.97	127.28	0.055	6.97	0.1	0.1	7.895	A
B-A	4.20	4.20	72.73	0.058	4.17	0.0	0.1	12.990	B
C-AB	7.23	7.23	125.68	0.058	7.23	0.1	0.1	7.434	A
C-A	37.69	37.69			37.69				
A-B	6.18	6.18			6.18				
A-C	32.85	32.85			32.85				

13:15 - 13:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4.92	4.92	114.38	0.043	4.94	0.1	0.0	7.830	A
B-A	4.20	4.20	75.90	0.055	4.20	0.1	0.1	12.552	B
C-AB	6.16	6.16	125.66	0.049	6.17	0.1	0.1	7.727	A
C-A	24.40	24.40			24.40				
A-B	3.12	3.12			3.12				
A-C	33.89	33.89			33.89				

13:30 - 13:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5.09	5.09	100.49	0.051	5.09	0.0	0.0	8.766	A
B-A	4.40	4.40	82.94	0.053	4.40	0.1	0.1	12.396	B
C-AB	13.23	13.23	143.31	0.092	13.16	0.1	0.1	7.216	A
C-A	29.79	29.79			29.79				
A-B	7.43	7.43			7.43				
A-C	32.90	32.90			32.90				

13:45 - 14:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7.15	7.15	107.94	0.066	7.12	0.0	0.1	9.397	A
B-A	7.49	7.49	85.17	0.088	7.46	0.1	0.1	11.522	B
C-AB	4.13	4.13	158.17	0.026	4.22	0.1	0.0	6.092	A
C-A	42.99	42.99			42.99				
A-B	6.40	6.40			6.40				
A-C	35.96	35.96			35.96				

14:00 - 14:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	1.86	1.86	100.14	0.019	1.92	0.1	0.0	9.053	A
B-A	5.26	5.26	96.90	0.054	5.30	0.1	0.1	10.292	B
C-AB	14.39	14.39	133.57	0.108	14.28	0.0	0.1	7.282	A
C-A	33.88	33.88			33.88				
A-B	6.48	6.48			6.48				
A-C	33.87	33.87			33.87				

14:15 - 14:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7.05	7.05	96.81	0.073	6.99	0.0	0.1	9.852	A
B-A	6.34	6.34	64.46	0.099	6.31	0.1	0.1	13.419	B
C-AB	12.14	12.14	174.35	0.069	12.15	0.1	0.1	6.495	A
C-A	39.19	39.19			39.19				
A-B	5.46	5.46			5.46				
A-C	48.22	48.22			48.22				

14:30 - 14:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4.11	4.11	113.60	0.036	4.14	0.1	0.0	9.536	A
B-A	14.76	14.76	113.71	0.129	14.68	0.1	0.2	10.737	B
C-AB	5.64	5.64	176.09	0.032	5.73	0.1	0.0	5.117	A
C-A	50.65	50.65			50.65				
A-B	8.37	8.37			8.37				
A-C	19.53	19.53			19.53				

14:45 - 15:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4.11	4.11	124.81	0.033	4.12	0.0	0.0	7.456	A
B-A	4.50	4.50	87.47	0.052	4.63	0.2	0.0	9.482	A
C-AB	7.52	7.52	161.84	0.047	7.50	0.0	0.1	5.599	A
C-A	51.91	51.91			51.91				
A-B	3.24	3.24			3.24				
A-C	28.73	28.73			28.73				

15:00 - 15:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5.87	5.87	122.13	0.048	5.86	0.0	0.0	7.612	A
B-A	5.10	5.10	92.20	0.055	5.09	0.0	0.1	10.836	B
C-AB	9.06	9.06	157.65	0.057	9.04	0.1	0.1	6.203	A
C-A	34.85	34.85			34.85				
A-B	6.22	6.22			6.22				
A-C	33.89	33.89			33.89				

15:15 - 15:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	1.77	1.77	72.70	0.025	1.80	0.0	0.0	9.314	A
B-A	5.14	5.14	72.48	0.071	5.14	0.1	0.1	11.605	B
C-AB	9.36	9.36	197.07	0.047	9.37	0.1	0.1	5.093	A
C-A	69.37	69.37			69.37				
A-B	3.08	3.08			3.08				
A-C	38.98	38.98			38.98				

15:30 - 15:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	1.52	1.52	104.98	0.014	1.52	0.0	0.0	11.049	B
B-A	8.91	8.91	97.39	0.091	8.87	0.1	0.1	11.538	B
C-AB	8.25	8.25	155.34	0.053	8.26	0.1	0.1	5.458	A
C-A	60.24	60.24			60.24				
A-B	5.08	5.08			5.08				
A-C	31.84	31.84			31.84				

15:45 - 16:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3.59	3.59	115.66	0.031	3.58	0.0	0.0	7.854	A
B-A	2.74	2.74	86.23	0.032	2.82	0.1	0.0	10.432	B
C-AB	4.72	4.72	189.69	0.025	4.76	0.1	0.0	5.380	A
C-A	76.05	76.05			76.05				
A-B	4.05	4.05			4.05				
A-C	23.63	23.63			23.63				

16:00 - 16:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2.60	2.60	92.59	0.028	2.61	0.0	0.0	9.360	A
B-A	5.87	5.87	97.72	0.060	5.83	0.0	0.1	10.155	B
C-AB	12.99	12.99	188.15	0.069	12.90	0.0	0.1	5.164	A
C-A	69.75	69.75			69.75				
A-B	9.08	9.08			9.08				
A-C	36.97	36.97			36.97				

16:15 - 16:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4.18	4.18	140.29	0.030	4.17	0.0	0.0	8.174	A
B-A	14.68	14.68	101.22	0.145	14.58	0.1	0.2	10.261	B
C-AB	11.81	11.81	215.20	0.055	11.83	0.1	0.1	4.592	A
C-A	86.32	86.32			86.32				
A-B	6.99	6.99			6.99				
A-C	22.59	22.59			22.59				

16:30 - 16:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	20.70	20.70	119.36	0.173	20.53	0.0	0.2	9.039	A
B-A	51.69	51.69	114.83	0.450	51.02	0.2	0.8	14.846	B
C-AB	9.16	9.16	199.03	0.046	9.18	0.1	0.1	4.486	A
C-A	92.97	92.97			92.97				
A-B	0.72	0.72			0.72				
A-C	20.54	20.54			20.54				

16:45 - 17:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	10.42	10.42	146.58	0.071	10.55	0.2	0.1	6.758	A
B-A	15.79	15.79	110.24	0.143	16.47	0.8	0.2	9.508	A
C-AB	1.24	1.24	159.12	0.008	1.30	0.1	0.0	4.841	A
C-A	88.57	88.57			88.57				
A-B	4.84	4.84			4.84				
A-C	30.80	30.80			30.80				

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4.09	4.09	138.95	0.029	4.14	0.1	0.0	6.680	A
B-A	13.53	13.53	99.49	0.136	13.54	0.2	0.1	9.710	A
C-AB	5.87	5.87	216.47	0.027	5.84	0.0	0.0	4.552	A
C-A	90.84	90.84			90.84				
A-B	5.49	5.49			5.49				
A-C	34.90	34.90			34.90				

17:15 - 17:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4.54	4.54	139.54	0.033	4.54	0.0	0.0	6.381	A
B-A	5.74	5.74	99.46	0.058	5.82	0.1	0.1	10.015	B
C-AB	4.06	4.06	211.05	0.019	4.07	0.0	0.0	4.288	A
C-A	88.57	88.57			88.57				
A-B	3.44	3.44			3.44				
A-C	33.87	33.87			33.87				

17:30 - 17:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2.98	2.98	112.45	0.027	2.99	0.0	0.0	7.404	A
B-A	7.44	7.44	98.12	0.076	7.43	0.1	0.1	9.662	A
C-AB	11.47	11.47	207.52	0.055	11.41	0.0	0.1	4.552	A
C-A	88.21	88.21			88.21				
A-B	3.25	3.25			3.25				
A-C	24.66	24.66			24.66				

17:45 - 18:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	1.96	1.96	98.93	0.020	1.96	0.0	0.0	8.660	A
B-A	7.44	7.44	103.05	0.072	7.44	0.1	0.1	9.413	A
C-AB	6.78	6.78	217.31	0.031	6.82	0.1	0.0	4.486	A
C-A	78.54	78.54			78.54				
A-B	2.25	2.25			2.25				
A-C	20.56	20.56			20.56				

18:00 - 18:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	1.38	1.38	112.19	0.012	1.38	0.0	0.0	8.943	A
B-A	6.64	6.64	110.81	0.060	6.65	0.1	0.1	9.081	A
C-AB	3.28	3.28	211.97	0.015	3.31	0.0	0.0	4.329	A
C-A	74.77	74.77			74.77				
A-B	2.13	2.13			2.13				
A-C	38.98	38.98			38.98				

18:15 - 18:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3.43	3.43	136.81	0.025	3.42	0.0	0.0	7.019	A
B-A	4.59	4.59	101.18	0.045	4.61	0.1	0.0	9.156	A
C-AB	7.54	7.54	206.41	0.037	7.50	0.0	0.1	4.542	A
C-A	62.29	62.29			62.29				
A-B	0.06	0.06			0.06				
A-C	44.11	44.11			44.11				

18:30 - 18:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4.15	4.15	168.41	0.025	4.15	0.0	0.0	5.708	A
B-A	2.11	2.11	106.31	0.020	2.14	0.0	0.0	9.085	A
C-AB	0.09	0.09	162.26	0.001	0.14	0.1	0.0	4.337	A
C-A	62.53	62.53			62.53				
A-B	2.11	2.11			2.11				
A-C	23.60	23.60			23.60				

18:45 - 19:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.04	0.04	87.40	0.001	0.07	0.0	0.0	6.468	A
B-A	3.16	3.16	93.80	0.034	3.15	0.0	0.0	8.966	A
C-AB	3.95	3.95	195.56	0.020	3.93	0.0	0.0	4.744	A
C-A	40.23	40.23			40.23				
A-B	0.06	0.06			0.06				
A-C	24.62	24.62			24.62				

opening yr + 5 + dev + adj ,

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	R339 & L7109	T-Junction	Two-way		2.56	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D8	opening yr + 5 + dev + adj	DIRECT	07:00	19:00	720	15	✓	Simple	D5+D3+D4

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - R339 E		DIRECT	✓	100.000
B - L7109		DIRECT	✓	100.000
C - R339 W		DIRECT	✓	100.000

Origin-Destination Data

07:00 - 07:15

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	13.71	95.47
	B - L7109	0.84	0.00	3.03
	C - R339 W	10.34	7.27	0.00

07:15 - 07:30

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	13.83	101.09
	B - L7109	3.26	0.00	3.03
	C - R339 W	14.02	8.42	0.00

07:30 - 07:45

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	24.61	114.09
	B - L7109	3.70	0.00	5.55
	C - R339 W	20.68	11.75	0.00

07:45 - 08:00

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	50.91	108.10
	B - L7109	3.46	0.00	13.71
	C - R339 W	29.99	10.73	0.00

08:00 - 08:15

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	15.44	118.56
	B - L7109	3.31	0.00	4.33
	C - R339 W	8.04	8.23	0.00

08:15 - 08:30

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	12.90	82.95
	B - L7109	6.88	0.00	7.66
	C - R339 W	32.29	9.50	0.00

08:30 - 08:45

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	12.57	103.75
	B - L7109	4.78	0.00	3.18
	C - R339 W	28.96	3.08	0.00

08:45 - 09:00

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	6.94	75.82
	B - L7109	15.12	0.00	9.04
	C - R339 W	35.97	4.35	0.00

09:00 - 09:15

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	6.10	47.10
	B - L7109	6.03	0.00	7.97
	C - R339 W	25.39	3.42	0.00

09:15 - 09:30

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	3.81	63.54
	B - L7109	1.32	0.00	3.49
	C - R339 W	19.77	2.16	0.00

09:30 - 09:45

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	8.45	49.76
	B - L7109	3.47	0.00	5.72
	C - R339 W	14.93	3.46	0.00

09:45 - 10:00

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	1.44	49.52
	B - L7109	3.59	0.00	3.06
	C - R339 W	21.95	5.76	0.00

10:00 - 10:15

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	6.68	53.08
	B - L7109	2.10	0.00	4.25
	C - R339 W	27.81	4.40	0.00

10:15 - 10:30

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	3.36	42.50
	B - L7109	3.37	0.00	5.40
	C - R339 W	25.51	0.59	0.00

10:30 - 10:45

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	0.98	33.43
	B - L7109	4.57	0.00	4.17
	C - R339 W	16.08	7.96	0.00

10:45 - 11:00

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	10.53	43.89
	B - L7109	4.57	0.00	6.95
	C - R339 W	18.74	4.27	0.00

11:00 - 11:15

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	0.93	37.91
	B - L7109	5.85	0.00	2.95
	C - R339 W	33.55	4.24	0.00

11:15 - 11:30

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	4.61	27.57
	B - L7109	3.31	0.00	1.80
	C - R339 W	32.29	7.80	0.00

11:30 - 11:45

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	8.18	39.18
	B - L7109	2.11	0.00	5.44
	C - R339 W	35.73	6.54	0.00

11:45 - 12:00

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	2.08	31.14
	B - L7109	3.38	0.00	4.29
	C - R339 W	34.94	1.82	0.00

12:00 - 12:15

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	2.98	41.71
	B - L7109	2.11	0.00	5.44
	C - R339 W	32.29	5.36	0.00

12:15 - 12:30

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	4.01	33.31
	B - L7109	3.26	0.00	4.17
	C - R339 W	37.12	3.97	0.00

12:30 - 12:45

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	1.97	35.97
	B - L7109	4.34	0.00	3.06
	C - R339 W	41.71	5.43	0.00

12:45 - 13:00

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	1.97	33.31
	B - L7109	2.04	0.00	7.78
	C - R339 W	40.33	6.70	0.00

13:00 - 13:15

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	6.89	36.88
	B - L7109	4.67	0.00	7.81
	C - R339 W	44.80	5.70	0.00

13:15 - 13:30

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	3.57	38.15
	B - L7109	4.67	0.00	5.51
	C - R339 W	28.84	5.58	0.00

13:30 - 13:45

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	8.37	37.24
	B - L7109	4.76	0.00	5.79
	C - R339 W	36.76	11.59	0.00

13:45 - 14:00

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	7.22	40.57
	B - L7109	8.33	0.00	8.09
	C - R339 W	49.76	3.19	0.00

14:00 - 14:15

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	7.20	38.03
	B - L7109	5.75	0.00	1.99
	C - R339 W	42.62	11.90	0.00

14:15 - 14:30

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	6.05	53.99
	B - L7109	7.26	0.00	8.09
	C - R339 W	47.70	10.16	0.00

14:30 - 14:45

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	9.23	22.07
	B - L7109	16.36	0.00	4.48
	C - R339 W	58.83	4.31	0.00

14:45 - 15:00

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	3.48	32.17
	B - L7109	4.87	0.00	4.48
	C - R339 W	61.36	5.57	0.00

15:00 - 15:15

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	7.13	38.15
	B - L7109	5.59	0.00	6.59
	C - R339 W	41.71	7.76	0.00

15:15 - 15:30

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	3.33	43.65
	B - L7109	5.83	0.00	1.99
	C - R339 W	81.68	6.49	0.00

15:30 - 15:45

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	5.57	35.85
	B - L7109	10.00	0.00	1.65
	C - R339 W	71.46	5.54	0.00

15:45 - 16:00

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	4.42	26.66
	B - L7109	2.98	0.00	4.06
	C - R339 W	87.55	3.00	0.00

16:00 - 16:15

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	10.27	41.60
	B - L7109	6.48	0.00	2.95
	C - R339 W	84.10	8.77	0.00

16:15 - 16:30

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	7.73	25.39
	B - L7109	16.21	0.00	4.30
	C - R339 W	102.60	7.50	0.00

16:30 - 16:45

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	0.72	23.10
	B - L7109	57.45	0.00	22.89
	C - R339 W	109.25	5.24	0.00

16:45 - 17:00

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	5.43	34.58
	B - L7109	17.24	0.00	11.28
	C - R339 W	100.18	0.52	0.00

17:00 - 17:15

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	6.10	39.18
	B - L7109	14.93	0.00	4.21
	C - R339 W	104.66	3.71	0.00

17:15 - 17:30

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	3.81	38.03
	B - L7109	6.35	0.00	5.04
	C - R339 W	101.33	2.56	0.00

17:30 - 17:45

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	3.62	27.81
	B - L7109	8.18	0.00	3.23
	C - R339 W	104.66	7.14	0.00

17:45 - 18:00

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	2.59	23.21
	B - L7109	8.18	0.00	2.08
	C - R339 W	90.99	4.72	0.00

18:00 - 18:15

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	2.48	43.65
	B - L7109	7.38	0.00	1.50
	C - R339 W	85.25	2.34	0.00

18:15 - 18:30

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	0.06	49.40
	B - L7109	5.08	0.00	3.80
	C - R339 W	72.49	5.79	0.00

18:30 - 18:45

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	2.36	26.42
	B - L7109	2.36	0.00	4.64
	C - R339 W	70.08	0.04	0.00

18:45 - 19:00

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	0.06	27.57
	B - L7109	3.63	0.00	0.04
	C - R339 W	46.07	3.49	0.00

Vehicle Mix

07:00 - 07:15

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	25	1
	B - L7109	100	0	62
	C - R339 W	0	21	0

07:15 - 07:30

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	34	0
	B - L7109	65	0	62
	C - R339 W	18	18	0

07:30 - 07:45

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	5	3
	B - L7109	100	0	38
	C - R339 W	0	10	0

07:45 - 08:00

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	0	1
	B - L7109	34	0	25
	C - R339 W	4	23	0

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	15	2
	B - L7109	65	0	73
	C - R339 W	0	14	0

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	0	3
	B - L7109	50	0	25
	C - R339 W	4	25	0

08:30 - 08:45

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	9	4
	B - L7109	52	0	28
	C - R339 W	9	25	0

08:45 - 09:00

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	34	0
	B - L7109	16	0	24
	C - R339 W	11	47	0

09:00 - 09:15

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	44	0
	B - L7109	43	0	28
	C - R339 W	5	66	0

09:15 - 09:30

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	70	6
	B - L7109	100	0	100
	C - R339 W	13	47	0

09:30 - 09:45

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	32	8
	B - L7109	67	0	80
	C - R339 W	0	67	0

09:45 - 10:00

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	100	3
	B - L7109	100	0	25
	C - R339 W	6	40	0

10:00 - 10:15

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	31	5
	B - L7109	45	0	46
	C - R339 W	9	100	0

10:15 - 10:30

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	100	0
	B - L7109	66	0	36
	C - R339 W	10	100	0

10:30 - 10:45

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	100	4
	B - L7109	50	0	17
	C - R339 W	0	57	0

10:45 - 11:00

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	45	6
	B - L7109	50	0	83
	C - R339 W	20	46	0

11:00 - 11:15

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	100	0
	B - L7109	80	0	22
	C - R339 W	8	46	0

11:15 - 11:30

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	75	0
	B - L7109	65	0	36
	C - R339 W	4	41	0

11:30 - 11:45

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	58	3
	B - L7109	100	0	58
	C - R339 W	4	30	0

11:45 - 12:00

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	45	4
	B - L7109	100	0	73
	C - R339 W	15	37	0

12:00 - 12:15

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	61	9
	B - L7109	100	0	58
	C - R339 W	4	79	0

12:15 - 12:30

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	14	0
	B - L7109	65	0	45
	C - R339 W	10	42	0

12:30 - 12:45

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	42	11
	B - L7109	21	0	63
	C - R339 W	9	58	0

12:45 - 13:00

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	42	0
	B - L7109	44	0	41
	C - R339 W	3	66	0

13:00 - 13:15

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	33	3
	B - L7109	51	0	26
	C - R339 W	0	80	0

13:15 - 13:30

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	100	7
	B - L7109	51	0	37
	C - R339 W	4	59	0

13:30 - 13:45

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	45	14
	B - L7109	28	0	60
	C - R339 W	0	41	0

13:45 - 14:00

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	52	9
	B - L7109	31	0	43
	C - R339 W	8	28	0

14:00 - 14:15

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	36	3
	B - L7109	20	0	42
	C - R339 W	3	61	0

14:15 - 14:30

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	43	0
	B - L7109	68	0	57
	C - R339 W	13	10	0

14:30 - 14:45

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	13	11
	B - L7109	9	0	23
	C - R339 W	4	20	0

14:45 - 15:00

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	34	0
	B - L7109	29	0	23
	C - R339 W	8	38	0

15:00 - 15:15

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	68	7
	B - L7109	18	0	30
	C - R339 W	9	26	0

15:15 - 15:30

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	31	0
	B - L7109	61	0	100
	C - R339 W	2	11	0

15:30 - 15:45

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	18	7
	B - L7109	20	0	30
	C - R339 W	4	59	0

15:45 - 16:00

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	22	10
	B - L7109	23	0	43
	C - R339 W	3	24	0

16:00 - 16:15

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	33	6
	B - L7109	11	0	61
	C - R339 W	3	21	0

16:15 - 16:30

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	11	5
	B - L7109	19	0	0
	C - R339 W	4	8	0

16:30 - 16:45

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	100	5
	B - L7109	1	0	4
	C - R339 W	1	34	0

16:45 - 17:00

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	37	4
	B - L7109	4	0	0
	C - R339 W	3	100	0

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	6	3
	B - L7109	20	0	0
	C - R339 W	1	7	0

17:15 - 17:30

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	9	3
	B - L7109	10	0	9
	C - R339 W	3	10	0

17:30 - 17:45

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	5	9
	B - L7109	16	0	29
	C - R339 W	1	20	0

17:45 - 18:00

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	56	11
	B - L7109	16	0	45
	C - R339 W	3	3	0

18:00 - 18:15

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	54	0
	B - L7109	7	0	24
	C - R339 W	3	2	0

18:15 - 18:30

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	100	0
	B - L7109	10	0	9
	C - R339 W	2	1	0

18:30 - 18:45

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	3	0
	B - L7109	3	0	1
	C - R339 W	0	100	0

18:45 - 19:00

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	100	0
	B - L7109	37	0	100
	C - R339 W	3	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-C	0.21	11.39	0.2	B	5.25	251.94
B-A	0.52	19.71	0.9	C	6.90	331.32
C-AB	0.13	8.67	0.2	A	8.02	384.78
C-A					46.84	2248.19
A-B					7.01	336.65
A-C					48.04	2306.11

Main Results for each time segment

07:00 - 07:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3.03	3.03	94.20	0.032	2.99	0.0	0.0	9.864	A
B-A	0.84	0.84	46.64	0.018	0.82	0.0	0.0	19.643	C
C-AB	7.90	7.90	129.83	0.061	7.83	0.0	0.1	7.374	A
C-A	9.71	9.71			9.71				
A-B	13.71	13.71			13.71				
A-C	95.47	95.47			95.47				

07:15 - 07:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3.03	3.03	84.67	0.036	3.02	0.0	0.0	11.022	B
B-A	3.26	3.26	60.61	0.054	3.22	0.0	0.1	16.378	C
C-AB	9.42	9.42	133.37	0.071	9.40	0.1	0.1	7.295	A
C-A	13.03	13.03			13.03				
A-B	13.83	13.83			13.83				
A-C	101.09	101.09			101.09				

07:30 - 07:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5.55	5.55	95.98	0.058	5.53	0.0	0.1	10.586	B
B-A	3.70	3.70	46.37	0.080	3.68	0.1	0.1	19.254	C
C-AB	13.78	13.78	141.67	0.097	13.73	0.1	0.1	7.307	A
C-A	18.66	18.66			18.66				
A-B	24.61	24.61			24.61				
A-C	114.09	114.09			114.09				

07:45 - 08:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	13.71	13.71	115.87	0.118	13.64	0.1	0.1	9.100	A
B-A	3.46	3.46	61.08	0.056	3.46	0.1	0.1	19.709	C
C-AB	13.90	13.90	132.41	0.105	13.89	0.1	0.1	7.250	A
C-A	26.81	26.81			26.81				
A-B	50.91	50.91			50.91				
A-C	108.10	108.10			108.10				

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4.33	4.33	79.53	0.055	4.42	0.1	0.0	9.396	A
B-A	3.31	3.31	56.60	0.059	3.33	0.1	0.1	15.218	C
C-AB	8.78	8.78	129.99	0.068	8.84	0.1	0.1	7.687	A
C-A	7.49	7.49			7.49				
A-B	15.44	15.44			15.44				
A-C	118.56	118.56			118.56				

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7.66	7.66	111.63	0.068	7.62	0.0	0.1	9.938	A
B-A	6.88	6.88	67.21	0.102	6.82	0.1	0.1	15.430	C
C-AB	12.24	12.24	145.08	0.084	12.21	0.1	0.1	6.580	A
C-A	29.54	29.54			29.54				
A-B	12.90	12.90			12.90				
A-C	82.95	82.95			82.95				

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3.18	3.18	101.53	0.031	3.23	0.1	0.0	9.027	A
B-A	4.78	4.78	67.74	0.071	4.82	0.1	0.1	14.197	B
C-AB	3.93	3.93	137.37	0.029	4.00	0.1	0.0	6.693	A
C-A	28.11	28.11			28.11				
A-B	12.57	12.57			12.57				
A-C	103.75	103.75			103.75				

08:45 - 09:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	9.04	9.04	109.24	0.083	8.98	0.0	0.1	9.052	A
B-A	15.12	15.12	92.55	0.163	14.99	0.1	0.2	12.586	B
C-AB	5.97	5.97	132.74	0.045	5.95	0.0	0.1	6.773	A
C-A	34.34	34.34			34.34				
A-B	6.94	6.94			6.94				
A-C	75.82	75.82			75.82				

09:00 - 09:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7.97	7.97	120.58	0.066	7.99	0.1	0.1	7.850	A
B-A	6.03	6.03	78.58	0.077	6.17	0.2	0.1	10.754	B
C-AB	4.37	4.37	118.43	0.037	4.39	0.1	0.0	7.412	A
C-A	24.44	24.44			24.44				
A-B	6.10	6.10			6.10				
A-C	47.10	47.10			47.10				

09:15 - 09:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3.49	3.49	81.11	0.043	3.53	0.1	0.0	8.661	A
B-A	1.32	1.32	51.43	0.026	1.37	0.1	0.0	13.903	B
C-AB	2.58	2.58	122.76	0.021	2.60	0.0	0.0	7.887	A
C-A	19.35	19.35			19.35				
A-B	3.81	3.81			3.81				
A-C	63.54	63.54			63.54				

09:30 - 09:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5.72	5.72	88.17	0.065	5.68	0.0	0.1	11.393	B
B-A	3.47	3.47	64.24	0.054	3.43	0.0	0.1	15.626	C
C-AB	4.01	4.01	108.76	0.037	4.00	0.0	0.0	8.235	A
C-A	14.38	14.38			14.38				
A-B	8.45	8.45			8.45				
A-C	49.76	49.76			49.76				

09:45 - 10:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3.06	3.06	114.43	0.026	3.10	0.1	0.0	10.379	B
B-A	3.59	3.59	59.41	0.061	3.59	0.1	0.1	14.779	B
C-AB	6.90	6.90	133.35	0.052	6.87	0.0	0.1	7.584	A
C-A	20.80	20.80			20.80				
A-B	1.44	1.44			1.44				
A-C	49.52	49.52			49.52				

10:00 - 10:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4.25	4.25	110.31	0.039	4.25	0.0	0.0	7.964	A
B-A	2.10	2.10	70.18	0.030	2.12	0.1	0.0	16.317	C
C-AB	6.04	6.04	103.62	0.058	6.04	0.1	0.1	8.039	A
C-A	26.17	26.17			26.17				
A-B	6.68	6.68			6.68				
A-C	53.08	53.08			53.08				

10:15 - 10:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5.40	5.40	116.31	0.046	5.39	0.0	0.0	8.378	A
B-A	3.37	3.37	68.19	0.049	3.36	0.0	0.0	13.204	B
C-AB	0.81	0.81	104.19	0.008	0.87	0.1	0.0	8.673	A
C-A	25.30	25.30			25.30				
A-B	3.36	3.36			3.36				
A-C	42.50	42.50			42.50				

10:30 - 10:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4.17	4.17	129.54	0.032	4.18	0.0	0.0	7.839	A
B-A	4.57	4.57	79.76	0.057	4.55	0.0	0.1	12.532	B
C-AB	9.19	9.19	120.36	0.076	9.10	0.0	0.1	8.213	A
C-A	14.85	14.85			14.85				
A-B	0.98	0.98			0.98				
A-C	33.43	33.43			33.43				

10:45 - 11:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6.95	6.95	87.52	0.080	6.91	0.0	0.1	9.564	A
B-A	4.57	4.57	71.44	0.064	4.56	0.1	0.1	13.457	B
C-AB	5.05	5.05	124.25	0.041	5.09	0.1	0.1	7.796	A
C-A	17.97	17.97			17.97				
A-B	10.53	10.53			10.53				
A-C	43.89	43.89			43.89				

11:00 - 11:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2.95	2.95	114.95	0.025	2.98	0.1	0.0	10.851	B
B-A	5.85	5.85	68.84	0.085	5.83	0.1	0.1	13.153	B
C-AB	5.59	5.59	139.96	0.040	5.59	0.1	0.1	6.834	A
C-A	32.20	32.20			32.20				
A-B	0.93	0.93			0.93				
A-C	37.91	37.91			37.91				

11:15 - 11:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	1.80	1.80	108.75	0.017	1.82	0.0	0.0	7.886	A
B-A	3.31	3.31	74.26	0.045	3.35	0.1	0.1	13.439	B
C-AB	10.08	10.08	143.63	0.070	10.04	0.1	0.1	6.811	A
C-A	30.01	30.01			30.01				
A-B	4.61	4.61			4.61				
A-C	27.57	27.57			27.57				

11:30 - 11:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5.44	5.44	104.15	0.052	5.41	0.0	0.1	8.787	A
B-A	2.11	2.11	52.76	0.040	2.12	0.1	0.0	15.889	C
C-AB	8.56	8.56	152.33	0.056	8.57	0.1	0.1	6.525	A
C-A	33.70	33.70			33.70				
A-B	8.18	8.18			8.18				
A-C	39.18	39.18			39.18				

11:45 - 12:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4.29	4.29	91.67	0.047	4.30	0.1	0.0	9.776	A
B-A	3.38	3.38	57.64	0.059	3.35	0.0	0.1	16.573	C
C-AB	2.40	2.40	148.42	0.016	2.47	0.1	0.0	5.883	A
C-A	34.36	34.36			34.36				
A-B	2.08	2.08			2.08				
A-C	31.14	31.14			31.14				

12:00 - 12:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5.44	5.44	103.66	0.052	5.43	0.0	0.1	9.571	A
B-A	2.11	2.11	52.42	0.040	2.13	0.1	0.0	17.900	C
C-AB	7.38	7.38	118.21	0.062	7.32	0.0	0.1	7.763	A
C-A	30.26	30.26			30.26				
A-B	2.98	2.98			2.98				
A-C	41.71	41.71			41.71				

12:15 - 12:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4.17	4.17	109.61	0.038	4.19	0.1	0.0	8.972	A
B-A	3.26	3.26	68.70	0.047	3.25	0.0	0.1	14.925	B
C-AB	5.36	5.36	144.99	0.037	5.39	0.1	0.1	7.133	A
C-A	35.73	35.73			35.73				
A-B	4.01	4.01			4.01				
A-C	33.31	33.31			33.31				

12:30 - 12:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3.06	3.06	95.63	0.032	3.08	0.0	0.0	9.113	A
B-A	4.34	4.34	92.58	0.047	4.34	0.1	0.1	11.833	B
C-AB	7.81	7.81	137.53	0.057	7.79	0.1	0.1	6.756	A
C-A	39.33	39.33			39.33				
A-B	1.97	1.97			1.97				
A-C	35.97	35.97			35.97				

12:45 - 13:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7.78	7.78	122.32	0.064	7.74	0.0	0.1	8.211	A
B-A	2.04	2.04	71.79	0.029	2.07	0.1	0.0	11.513	B
C-AB	9.63	9.63	133.38	0.072	9.61	0.1	0.1	7.186	A
C-A	37.40	37.40			37.40				
A-B	1.97	1.97			1.97				
A-C	33.31	33.31			33.31				

13:00 - 13:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7.81	7.81	126.11	0.062	7.81	0.1	0.1	8.063	A
B-A	4.67	4.67	71.30	0.066	4.63	0.0	0.1	13.291	B
C-AB	8.80	8.80	128.40	0.069	8.80	0.1	0.1	7.392	A
C-A	41.70	41.70			41.70				
A-B	6.89	6.89			6.89				
A-C	36.88	36.88			36.88				

13:15 - 13:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5.51	5.51	113.27	0.049	5.53	0.1	0.0	7.952	A
B-A	4.67	4.67	74.59	0.063	4.67	0.1	0.1	12.872	B
C-AB	7.25	7.25	126.64	0.057	7.27	0.1	0.1	7.701	A
C-A	27.17	27.17			27.17				
A-B	3.57	3.57			3.57				
A-C	38.15	38.15			38.15				

13:30 - 13:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5.79	5.79	99.58	0.058	5.78	0.0	0.1	8.902	A
B-A	4.76	4.76	81.84	0.058	4.76	0.1	0.1	12.759	B
C-AB	15.58	15.58	144.23	0.108	15.50	0.1	0.2	7.296	A
C-A	32.77	32.77			32.77				
A-B	8.37	8.37			8.37				
A-C	37.24	37.24			37.24				

13:45 - 14:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	8.09	8.09	106.30	0.076	8.06	0.1	0.1	9.646	A
B-A	8.33	8.33	83.41	0.100	8.29	0.1	0.1	11.853	B
C-AB	4.65	4.65	162.69	0.029	4.77	0.2	0.0	6.010	A
C-A	48.29	48.29			48.29				
A-B	7.22	7.22			7.22				
A-C	40.57	40.57			40.57				

14:00 - 14:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	1.99	1.99	100.83	0.020	2.05	0.1	0.0	9.167	A
B-A	5.75	5.75	96.04	0.060	5.79	0.1	0.1	10.532	B
C-AB	17.38	17.38	135.52	0.128	17.24	0.0	0.2	7.333	A
C-A	37.15	37.15			37.15				
A-B	7.20	7.20			7.20				
A-C	38.03	38.03			38.03				

14:15 - 14:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	8.09	8.09	94.65	0.085	8.02	0.0	0.1	10.160	B
B-A	7.26	7.26	62.43	0.117	7.22	0.1	0.1	14.037	B
C-AB	13.94	13.94	177.38	0.078	13.97	0.2	0.2	6.475	A
C-A	43.91	43.91			43.91				
A-B	6.05	6.05			6.05				
A-C	53.99	53.99			53.99				

14:30 - 14:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4.48	4.48	114.08	0.039	4.52	0.1	0.0	9.713	A
B-A	16.36	16.36	112.71	0.145	16.27	0.1	0.2	11.163	B
C-AB	6.42	6.42	181.50	0.035	6.53	0.2	0.0	5.016	A
C-A	56.71	56.71			56.71				
A-B	9.23	9.23			9.23				
A-C	22.07	22.07			22.07				

14:45 - 15:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4.48	4.48	126.09	0.035	4.49	0.0	0.0	7.400	A
B-A	4.87	4.87	87.20	0.056	5.02	0.2	0.1	9.619	A
C-AB	8.86	8.86	166.02	0.053	8.83	0.0	0.1	5.483	A
C-A	58.08	58.08			58.08				
A-B	3.48	3.48			3.48				
A-C	32.17	32.17			32.17				

15:00 - 15:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6.59	6.59	121.15	0.054	6.57	0.0	0.1	7.671	A
B-A	5.59	5.59	91.17	0.061	5.58	0.1	0.1	11.008	B
C-AB	10.53	10.53	159.46	0.066	10.50	0.1	0.1	6.177	A
C-A	38.95	38.95			38.95				
A-B	7.13	7.13			7.13				
A-C	38.15	38.15			38.15				

15:15 - 15:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	1.99	1.99	71.82	0.028	2.03	0.1	0.0	9.465	A
B-A	5.83	5.83	70.46	0.083	5.82	0.1	0.1	12.008	B
C-AB	10.90	10.90	203.18	0.054	10.91	0.1	0.1	4.995	A
C-A	77.27	77.27			77.27				
A-B	3.33	3.33			3.33				
A-C	43.65	43.65			43.65				

15:30 - 15:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	1.65	1.65	105.45	0.016	1.65	0.0	0.0	11.191	B
B-A	10.00	10.00	94.86	0.105	9.94	0.1	0.1	12.075	B
C-AB	10.07	10.07	159.99	0.063	10.07	0.1	0.1	5.365	A
C-A	66.94	66.94			66.94				
A-B	5.57	5.57			5.57				
A-C	35.85	35.85			35.85				

15:45 - 16:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4.06	4.06	114.96	0.035	4.05	0.0	0.0	7.893	A
B-A	2.98	2.98	85.26	0.035	3.08	0.1	0.0	10.731	B
C-AB	5.45	5.45	197.30	0.028	5.50	0.1	0.0	5.215	A
C-A	85.10	85.10			85.10				
A-B	4.42	4.42			4.42				
A-C	26.66	26.66			26.66				

16:00 - 16:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2.95	2.95	91.55	0.032	2.95	0.0	0.0	9.507	A
B-A	6.48	6.48	95.41	0.068	6.44	0.0	0.1	10.464	B
C-AB	15.56	15.56	192.96	0.081	15.45	0.0	0.1	5.082	A
C-A	77.31	77.31			77.31				
A-B	10.27	10.27			10.27				
A-C	41.60	41.60			41.60				

16:15 - 16:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4.30	4.30	138.03	0.031	4.30	0.0	0.0	8.429	A
B-A	16.21	16.21	96.56	0.168	16.09	0.1	0.2	10.925	B
C-AB	13.99	13.99	222.51	0.063	14.03	0.1	0.1	4.485	A
C-A	96.11	96.11			96.11				
A-B	7.73	7.73			7.73				
A-C	25.39	25.39			25.39				

16:30 - 16:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	22.89	22.89	110.78	0.207	22.68	0.0	0.3	10.120	B
B-A	57.45	57.45	110.96	0.517	56.53	0.2	1.1	17.576	C
C-AB	11.19	11.19	206.59	0.054	11.22	0.1	0.1	4.367	A
C-A	103.30	103.30			103.30				
A-B	0.72	0.72			0.72				
A-C	23.10	23.10			23.10				

16:45 - 17:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	11.28	11.28	144.14	0.078	11.45	0.3	0.1	6.965	A
B-A	17.24	17.24	106.59	0.162	18.16	1.1	0.2	10.048	B
C-AB	1.37	1.37	167.72	0.008	1.44	0.1	0.0	4.656	A
C-A	99.34	99.34			99.34				
A-B	5.43	5.43			5.43				
A-C	34.58	34.58			34.58				

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4.21	4.21	136.57	0.031	4.27	0.1	0.0	6.807	A
B-A	14.93	14.93	94.53	0.158	14.95	0.2	0.2	10.389	B
C-AB	6.97	6.97	223.62	0.031	6.93	0.0	0.0	4.390	A
C-A	101.39	101.39			101.39				
A-B	6.10	6.10			6.10				
A-C	39.18	39.18			39.18				

17:15 - 17:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5.04	5.04	139.39	0.036	5.03	0.0	0.0	6.446	A
B-A	6.35	6.35	97.56	0.065	6.45	0.2	0.1	10.560	B
C-AB	4.79	4.79	218.41	0.022	4.81	0.0	0.0	4.159	A
C-A	99.10	99.10			99.10				
A-B	3.81	3.81			3.81				
A-C	38.03	38.03			38.03				

17:30 - 17:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3.23	3.23	113.36	0.029	3.24	0.0	0.0	7.392	A
B-A	8.18	8.18	96.79	0.085	8.16	0.1	0.1	9.903	A
C-AB	14.02	14.02	213.53	0.066	13.94	0.0	0.1	4.465	A
C-A	97.78	97.78			97.78				
A-B	3.62	3.62			3.62				
A-C	27.81	27.81			27.81				

17:45 - 18:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2.08	2.08	99.97	0.021	2.09	0.0	0.0	8.581	A
B-A	8.18	8.18	102.13	0.080	8.18	0.1	0.1	9.579	A
C-AB	8.02	8.02	222.97	0.036	8.08	0.1	0.1	4.395	A
C-A	87.70	87.70			87.70				
A-B	2.59	2.59			2.59				
A-C	23.21	23.21			23.21				

18:00 - 18:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	1.50	1.50	112.85	0.013	1.51	0.0	0.0	8.881	A
B-A	7.38	7.38	108.83	0.068	7.39	0.1	0.1	9.293	A
C-AB	3.88	3.88	216.83	0.018	3.91	0.1	0.0	4.240	A
C-A	83.71	83.71			83.71				
A-B	2.48	2.48			2.48				
A-C	43.65	43.65			43.65				

18:15 - 18:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3.80	3.80	136.64	0.028	3.79	0.0	0.0	7.027	A
B-A	5.08	5.08	99.57	0.051	5.11	0.1	0.1	9.372	A
C-AB	8.84	8.84	210.18	0.042	8.80	0.0	0.1	4.486	A
C-A	69.44	69.44			69.44				
A-B	0.06	0.06			0.06				
A-C	49.40	49.40			49.40				

18:30 - 18:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4.64	4.64	167.74	0.028	4.64	0.0	0.0	5.726	A
B-A	2.36	2.36	104.90	0.022	2.39	0.1	0.0	9.189	A
C-AB	0.10	0.10	169.98	0.001	0.16	0.1	0.0	4.254	A
C-A	70.01	70.01			70.01				
A-B	2.36	2.36			2.36				
A-C	26.42	26.42			26.42				

18:45 - 19:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.04	0.04	88.23	0.001	0.07	0.0	0.0	6.498	A
B-A	3.63	3.63	91.41	0.040	3.61	0.0	0.0	9.221	A
C-AB	4.55	4.55	198.08	0.023	4.52	0.0	0.0	4.691	A
C-A	45.01	45.01			45.01				
A-B	0.06	0.06			0.06				
A-C	27.57	27.57			27.57				

opening yr + 15 + dev + adj,

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	R339 & L7109	T-Junction	Two-way		2.75	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D9	opening yr + 15 + dev + adj	DIRECT	07:00	19:00	720	15	✓	Simple	D6+D3+D4

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - R339 E		DIRECT	✓	100.000
B - L7109		DIRECT	✓	100.000
C - R339 W		DIRECT	✓	100.000

Origin-Destination Data

07:00 - 07:15

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	15.17	106.49
	B - L7109	0.84	0.00	3.44
	C - R339 W	11.52	7.93	0.00

07:15 - 07:30

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	15.44	112.62
	B - L7109	3.67	0.00	3.44
	C - R339 W	15.90	9.21	0.00

07:30 - 07:45

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	26.99	127.51
	B - L7109	4.26	0.00	6.23
	C - R339 W	23.04	12.82	0.00

07:45 - 08:00

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	56.15	120.57
	B - L7109	3.72	0.00	15.45
	C - R339 W	33.54	11.81	0.00

08:00 - 08:15

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	16.91	132.36
	B - L7109	3.72	0.00	5.03
	C - R339 W	8.96	8.91	0.00

08:15 - 08:30

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	13.82	92.68
	B - L7109	7.83	0.00	8.60
	C - R339 W	36.10	10.46	0.00

08:30 - 08:45

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	13.88	115.99
	B - L7109	5.32	0.00	3.44
	C - R339 W	32.53	3.34	0.00

08:45 - 09:00

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	7.75	84.47
	B - L7109	16.84	0.00	10.11
	C - R339 W	40.48	4.89	0.00

09:00 - 09:15

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	6.78	52.47
	B - L7109	6.71	0.00	8.90
	C - R339 W	28.42	3.84	0.00

09:15 - 09:30

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	4.22	71.20
	B - L7109	1.32	0.00	4.05
	C - R339 W	22.29	2.29	0.00

09:30 - 09:45

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	9.39	55.84
	B - L7109	3.88	0.00	6.69
	C - R339 W	16.64	3.87	0.00

09:45 - 10:00

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	1.44	55.30
	B - L7109	4.15	0.00	3.32
	C - R339 W	24.59	6.43	0.00

10:00 - 10:15

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	7.49	59.41
	B - L7109	2.23	0.00	4.80
	C - R339 W	31.25	5.24	0.00

10:15 - 10:30

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	3.92	47.35
	B - L7109	3.78	0.00	6.08
	C - R339 W	28.69	0.59	0.00

10:30 - 10:45

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	0.98	37.38
	B - L7109	5.11	0.00	4.56
	C - R339 W	17.92	9.19	0.00

10:45 - 11:00

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	12.02	49.17
	B - L7109	5.11	0.00	8.20
	C - R339 W	21.28	4.82	0.00

11:00 - 11:15

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	0.93	42.23
	B - L7109	6.82	0.00	3.21
	C - R339 W	37.65	4.78	0.00

11:15 - 11:30

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	5.31	30.72
	B - L7109	3.72	0.00	1.93
	C - R339 W	36.10	8.89	0.00

11:30 - 11:45

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	9.41	43.78
	B - L7109	2.39	0.00	6.27
	C - R339 W	39.94	7.34	0.00

11:45 - 12:00

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	2.21	34.82
	B - L7109	3.94	0.00	4.99
	C - R339 W	39.47	1.95	0.00

12:00 - 12:15

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	3.39	46.88
	B - L7109	2.39	0.00	6.27
	C - R339 W	36.10	6.33	0.00

12:15 - 12:30

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	4.40	37.11
	B - L7109	3.67	0.00	4.72
	C - R339 W	41.76	4.52	0.00

12:30 - 12:45

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	2.10	40.48
	B - L7109	4.73	0.00	3.48
	C - R339 W	46.88	6.25	0.00

12:45 - 13:00

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	2.10	37.11
	B - L7109	2.18	0.00	8.86
	C - R339 W	45.06	7.80	0.00

13:00 - 13:15

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	7.70	41.22
	B - L7109	5.21	0.00	8.75
	C - R339 W	49.91	6.67	0.00

13:15 - 13:30

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	4.13	42.77
	B - L7109	5.21	0.00	6.19
	C - R339 W	32.26	6.40	0.00

13:30 - 13:45

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	9.45	42.03
	B - L7109	5.16	0.00	6.61
	C - R339 W	40.95	13.22	0.00

13:45 - 14:00

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	8.17	45.60
	B - L7109	9.27	0.00	9.17
	C - R339 W	55.84	3.45	0.00

14:00 - 14:15

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	8.00	42.50
	B - L7109	6.28	0.00	2.12
	C - R339 W	47.62	13.83	0.00

14:15 - 14:30

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	6.72	60.15
	B - L7109	8.37	0.00	9.32
	C - R339 W	53.82	11.21	0.00

14:30 - 14:45

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	10.14	24.85
	B - L7109	18.06	0.00	4.87
	C - R339 W	65.81	4.70	0.00

14:45 - 15:00

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	3.74	35.83
	B - L7109	5.26	0.00	4.87
	C - R339 W	68.91	6.25	0.00

15:00 - 15:15

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	8.24	42.77
	B - L7109	6.12	0.00	7.39
	C - R339 W	46.88	8.69	0.00

15:15 - 15:30

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	3.59	48.63
	B - L7109	6.66	0.00	2.27
	C - R339 W	91.14	7.15	0.00

15:30 - 15:45

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	6.10	40.21
	B - L7109	11.19	0.00	1.78
	C - R339 W	79.89	6.36	0.00

15:45 - 16:00

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	4.82	29.97
	B - L7109	3.25	0.00	4.61
	C - R339 W	97.80	3.27	0.00

16:00 - 16:15

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	11.61	46.61
	B - L7109	7.14	0.00	3.36
	C - R339 W	93.96	9.83	0.00

16:15 - 16:30

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	8.52	28.42
	B - L7109	17.97	0.00	4.44
	C - R339 W	114.71	8.28	0.00

16:30 - 16:45

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	0.72	25.87
	B - L7109	63.62	0.00	25.27
	C - R339 W	121.85	5.91	0.00

16:45 - 17:00

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	6.11	38.66
	B - L7109	18.83	0.00	12.20
	C - R339 W	111.88	0.52	0.00

17:00 - 17:15

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	6.76	43.78
	B - L7109	16.56	0.00	4.34
	C - R339 W	116.73	4.10	0.00

17:15 - 17:30

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	4.20	42.50
	B - L7109	7.01	0.00	5.56
	C - R339 W	113.16	2.82	0.00

17:30 - 17:45

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	4.02	31.25
	B - L7109	8.96	0.00	3.49
	C - R339 W	116.73	8.08	0.00

17:45 - 18:00

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	3.01	26.13
	B - L7109	8.96	0.00	2.21
	C - R339 W	101.64	5.25	0.00

18:00 - 18:15

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	2.89	48.63
	B - L7109	8.17	0.00	1.63
	C - R339 W	95.24	2.60	0.00

18:15 - 18:30

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	0.06	55.03
	B - L7109	5.61	0.00	4.19
	C - R339 W	80.90	6.44	0.00

18:30 - 18:45

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	2.62	29.44
	B - L7109	2.62	0.00	5.16
	C - R339 W	78.07	0.04	0.00

18:45 - 19:00

Demand (Veh/TS)

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0.00	0.06	30.72
	B - L7109	4.17	0.00	0.04
	C - R339 W	51.46	3.88	0.00

Vehicle Mix

07:00 - 07:15

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	24	1
	B - L7109	100	0	63
	C - R339 W	0	19	0

07:15 - 07:30

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	34	0
	B - L7109	65	0	63
	C - R339 W	19	17	0

07:30 - 07:45

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	5	4
	B - L7109	100	0	38
	C - R339 W	0	11	0

07:45 - 08:00

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	0	1
	B - L7109	31	0	25
	C - R339 W	5	26	0

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	17	2
	B - L7109	66	0	75
	C - R339 W	0	16	0

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	0	3
	B - L7109	51	0	26
	C - R339 W	4	28	0

08:30 - 08:45

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	8	4
	B - L7109	52	0	26
	C - R339 W	10	23	0

08:45 - 09:00

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	34	0
	B - L7109	16	0	24
	C - R339 W	11	48	0

09:00 - 09:15

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	43	0
	B - L7109	43	0	28
	C - R339 W	5	67	0

09:15 - 09:30

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	70	7
	B - L7109	100	0	100
	C - R339 W	14	44	0

09:30 - 09:45

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	32	8
	B - L7109	67	0	81
	C - R339 W	0	67	0

09:45 - 10:00

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	100	3
	B - L7109	100	0	23
	C - R339 W	6	40	0

10:00 - 10:15

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	32	5
	B - L7109	43	0	47
	C - R339 W	10	100	0

10:15 - 10:30

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	100	0
	B - L7109	66	0	37
	C - R339 W	11	100	0

10:30 - 10:45

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	100	4
	B - L7109	50	0	16
	C - R339 W	0	58	0

10:45 - 11:00

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	47	6
	B - L7109	50	0	84
	C - R339 W	22	47	0

11:00 - 11:15

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	100	0
	B - L7109	81	0	20
	C - R339 W	8	46	0

11:15 - 11:30

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	76	0
	B - L7109	66	0	34
	C - R339 W	4	42	0

11:30 - 11:45

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	59	4
	B - L7109	100	0	59
	C - R339 W	4	30	0

11:45 - 12:00

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	42	4
	B - L7109	100	0	74
	C - R339 W	16	34	0

12:00 - 12:15

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	62	10
	B - L7109	100	0	59
	C - R339 W	4	80	0

12:15 - 12:30

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	13	0
	B - L7109	65	0	46
	C - R339 W	11	43	0

12:30 - 12:45

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	39	11
	B - L7109	19	0	63
	C - R339 W	10	59	0

12:45 - 13:00

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	39	0
	B - L7109	41	0	42
	C - R339 W	3	67	0

13:00 - 13:15

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	33	4
	B - L7109	51	0	27
	C - R339 W	0	81	0

13:15 - 13:30

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	100	7
	B - L7109	51	0	38
	C - R339 W	5	60	0

13:30 - 13:45

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	46	15
	B - L7109	26	0	61
	C - R339 W	0	42	0

13:45 - 14:00

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	53	10
	B - L7109	31	0	44
	C - R339 W	8	26	0

14:00 - 14:15

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	36	4
	B - L7109	18	0	40
	C - R339 W	3	63	0

14:15 - 14:30

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	43	0
	B - L7109	69	0	59
	C - R339 W	14	9	0

14:30 - 14:45

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	12	12
	B - L7109	8	0	21
	C - R339 W	5	18	0

14:45 - 15:00

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	32	0
	B - L7109	27	0	21
	C - R339 W	9	39	0

15:00 - 15:15

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	69	7
	B - L7109	16	0	31
	C - R339 W	10	26	0

15:15 - 15:30

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	29	0
	B - L7109	62	0	100
	C - R339 W	2	10	0

15:30 - 15:45

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	16	8
	B - L7109	20	0	28
	C - R339 W	4	60	0

15:45 - 16:00

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	20	10
	B - L7109	21	0	44
	C - R339 W	3	22	0

16:00 - 16:15

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	34	7
	B - L7109	10	0	62
	C - R339 W	3	22	0

16:15 - 16:30

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	10	5
	B - L7109	22	0	0
	C - R339 W	4	7	0

16:30 - 16:45

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	100	6
	B - L7109	2	0	4
	C - R339 W	1	35	0

16:45 - 17:00

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	37	4
	B - L7109	5	0	0
	C - R339 W	3	100	0

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	5	4
	B - L7109	23	0	0
	C - R339 W	1	6	0

17:15 - 17:30

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	9	4
	B - L7109	9	0	8
	C - R339 W	3	9	0

17:30 - 17:45

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	4	10
	B - L7109	14	0	27
	C - R339 W	1	21	0

17:45 - 18:00

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	57	12
	B - L7109	14	0	42
	C - R339 W	3	2	0

18:00 - 18:15

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	56	0
	B - L7109	6	0	22
	C - R339 W	3	2	0

18:15 - 18:30

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	100	0
	B - L7109	9	0	8
	C - R339 W	2	1	0

18:30 - 18:45

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	2	0
	B - L7109	2	0	1
	C - R339 W	0	100	0

18:45 - 19:00

Heavy Vehicle Percentages

		To		
		A - R339 E	B - L7109	C - R339 W
From	A - R339 E	0	100	0
	B - L7109	39	0	100
	C - R339 W	3	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-C	0.25	11.89	0.3	B	5.87	281.86
B-A	0.60	21.94	1.2	C	7.67	367.99
C-AB	0.15	8.52	0.3	A	9.42	452.06
C-A					51.95	2493.70
A-B					7.78	373.53
A-C					53.70	2577.57

Main Results for each time segment

07:00 - 07:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3.44	3.44	91.97	0.037	3.40	0.0	0.0	10.156	B
B-A	0.84	0.84	44.95	0.019	0.82	0.0	0.0	20.386	C
C-AB	8.70	8.70	129.46	0.067	8.62	0.0	0.1	7.446	A
C-A	10.74	10.74			10.74				
A-B	15.17	15.17			15.17				
A-C	106.49	106.49			106.49				

07:15 - 07:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3.44	3.44	82.21	0.042	3.43	0.0	0.0	11.424	B
B-A	3.67	3.67	58.19	0.063	3.62	0.0	0.1	17.151	C
C-AB	10.47	10.47	133.02	0.079	10.44	0.1	0.1	7.361	A
C-A	14.64	14.64			14.64				
A-B	15.44	15.44			15.44				
A-C	112.62	112.62			112.62				

07:30 - 07:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6.23	6.23	92.18	0.067	6.19	0.0	0.1	11.154	B
B-A	4.26	4.26	44.18	0.097	4.23	0.1	0.1	20.587	C
C-AB	15.41	15.41	137.92	0.112	15.35	0.1	0.2	7.566	A
C-A	20.45	20.45			20.45				
A-B	26.99	26.99			26.99				
A-C	127.51	127.51			127.51				

07:45 - 08:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	15.45	15.45	111.70	0.138	15.37	0.1	0.2	9.649	A
B-A	3.72	3.72	58.61	0.063	3.73	0.1	0.1	21.096	C
C-AB	16.00	16.00	129.23	0.124	15.98	0.2	0.2	7.571	A
C-A	29.36	29.36			29.36				
A-B	56.15	56.15			56.15				
A-C	120.57	120.57			120.57				

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5.03	5.03	76.75	0.066	5.13	0.2	0.1	9.858	A
B-A	3.72	3.72	53.89	0.069	3.75	0.1	0.1	16.051	C
C-AB	9.61	9.61	124.55	0.077	9.69	0.2	0.1	8.093	A
C-A	8.26	8.26			8.26				
A-B	16.91	16.91			16.91				
A-C	132.36	132.36			132.36				

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	8.60	8.60	108.12	0.079	8.55	0.1	0.1	10.434	B
B-A	7.83	7.83	64.30	0.122	7.76	0.1	0.1	16.448	C
C-AB	14.02	14.02	142.89	0.098	13.98	0.1	0.1	6.791	A
C-A	32.54	32.54			32.54				
A-B	13.82	13.82			13.82				
A-C	92.68	92.68			92.68				

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3.44	3.44	99.84	0.034	3.50	0.1	0.0	9.350	A
B-A	5.32	5.32	65.18	0.082	5.37	0.1	0.1	15.002	C
C-AB	4.40	4.40	138.50	0.032	4.49	0.1	0.0	6.806	A
C-A	31.47	31.47			31.47				
A-B	13.88	13.88			13.88				
A-C	115.99	115.99			115.99				

08:45 - 09:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	10.11	10.11	106.31	0.095	10.04	0.0	0.1	9.373	A
B-A	16.84	16.84	89.50	0.188	16.68	0.1	0.2	13.442	B
C-AB	7.02	7.02	134.03	0.052	6.99	0.0	0.1	6.741	A
C-A	38.35	38.35			38.35				
A-B	7.75	7.75			7.75				
A-C	84.47	84.47			84.47				

09:00 - 09:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	8.90	8.90	118.90	0.075	8.93	0.1	0.1	8.039	A
B-A	6.71	6.71	77.12	0.088	6.87	0.2	0.1	11.081	B
C-AB	5.05	5.05	119.67	0.042	5.07	0.1	0.1	7.388	A
C-A	27.21	27.21			27.21				
A-B	6.78	6.78			6.78				
A-C	52.47	52.47			52.47				

09:15 - 09:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4.05	4.05	80.21	0.051	4.09	0.1	0.0	8.854	A
B-A	1.32	1.32	50.02	0.027	1.38	0.1	0.0	14.247	B
C-AB	2.79	2.79	124.73	0.022	2.82	0.1	0.0	7.841	A
C-A	21.79	21.79			21.79				
A-B	4.22	4.22			4.22				
A-C	71.20	71.20			71.20				

09:30 - 09:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6.69	6.69	86.72	0.077	6.64	0.0	0.1	11.709	B
B-A	3.88	3.88	62.58	0.062	3.84	0.0	0.1	16.106	C
C-AB	4.57	4.57	108.71	0.042	4.56	0.0	0.0	8.252	A
C-A	15.93	15.93			15.93				
A-B	9.39	9.39			9.39				
A-C	55.84	55.84			55.84				

09:45 - 10:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3.32	3.32	113.78	0.029	3.37	0.1	0.0	10.693	B
B-A	4.15	4.15	58.56	0.071	4.15	0.1	0.1	15.177	C
C-AB	7.88	7.88	133.97	0.059	7.85	0.0	0.1	7.600	A
C-A	23.13	23.13			23.13				
A-B	1.44	1.44			1.44				
A-C	55.30	55.30			55.30				

10:00 - 10:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4.80	4.80	109.02	0.044	4.79	0.0	0.0	8.051	A
B-A	2.23	2.23	68.97	0.032	2.26	0.1	0.0	16.965	C
C-AB	7.48	7.48	105.30	0.071	7.48	0.1	0.1	8.089	A
C-A	29.01	29.01			29.01				
A-B	7.49	7.49			7.49				
A-C	59.41	59.41			59.41				

10:15 - 10:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6.08	6.08	114.60	0.053	6.06	0.0	0.1	8.564	A
B-A	3.78	3.78	66.97	0.057	3.77	0.0	0.1	13.468	B
C-AB	0.84	0.84	106.14	0.008	0.92	0.1	0.0	8.521	A
C-A	28.45	28.45			28.45				
A-B	3.92	3.92			3.92				
A-C	47.35	47.35			47.35				

10:30 - 10:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4.56	4.56	129.56	0.035	4.58	0.1	0.0	7.957	A
B-A	5.11	5.11	78.49	0.065	5.09	0.1	0.1	12.849	B
C-AB	10.81	10.81	120.03	0.090	10.70	0.0	0.1	8.331	A
C-A	16.30	16.30			16.30				
A-B	0.98	0.98			0.98				
A-C	37.38	37.38			37.38				

10:45 - 11:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	8.20	8.20	86.19	0.095	8.15	0.0	0.1	9.877	A
B-A	5.11	5.11	69.39	0.074	5.10	0.1	0.1	13.997	B
C-AB	5.83	5.83	124.06	0.047	5.88	0.1	0.1	7.870	A
C-A	20.27	20.27			20.27				
A-B	12.02	12.02			12.02				
A-C	49.17	49.17			49.17				

11:00 - 11:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3.21	3.21	114.71	0.028	3.26	0.1	0.0	11.141	B
B-A	6.82	6.82	67.41	0.101	6.80	0.1	0.1	13.661	B
C-AB	6.53	6.53	141.63	0.046	6.53	0.1	0.1	6.811	A
C-A	35.90	35.90			35.90				
A-B	0.93	0.93			0.93				
A-C	42.23	42.23			42.23				

11:15 - 11:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	1.93	1.93	109.30	0.018	1.95	0.0	0.0	7.868	A
B-A	3.72	3.72	73.11	0.051	3.77	0.1	0.1	13.787	B
C-AB	11.87	11.87	144.58	0.082	11.82	0.1	0.1	6.846	A
C-A	33.13	33.13			33.13				
A-B	5.31	5.31			5.31				
A-C	30.72	30.72			30.72				

11:30 - 11:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6.27	6.27	102.27	0.061	6.22	0.0	0.1	8.994	A
B-A	2.39	2.39	51.49	0.047	2.40	0.1	0.0	16.406	C
C-AB	9.96	9.96	153.42	0.065	9.97	0.1	0.1	6.555	A
C-A	37.33	37.33			37.33				
A-B	9.41	9.41			9.41				
A-C	43.78	43.78			43.78				

11:45 - 12:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4.99	4.99	90.23	0.055	4.99	0.1	0.1	10.030	B
B-A	3.94	3.94	56.68	0.069	3.91	0.0	0.1	17.046	C
C-AB	2.66	2.66	152.65	0.017	2.74	0.1	0.0	5.791	A
C-A	38.76	38.76			38.76				
A-B	2.21	2.21			2.21				
A-C	34.82	34.82			34.82				

12:00 - 12:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6.27	6.27	101.67	0.062	6.25	0.1	0.1	9.848	A
B-A	2.39	2.39	51.00	0.047	2.41	0.1	0.1	18.531	C
C-AB	9.08	9.08	119.66	0.076	9.00	0.0	0.1	7.785	A
C-A	33.36	33.36			33.36				
A-B	3.39	3.39			3.39				
A-C	46.88	46.88			46.88				

12:15 - 12:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4.72	4.72	108.15	0.044	4.74	0.1	0.0	9.170	A
B-A	3.67	3.67	67.24	0.054	3.66	0.1	0.1	15.358	C
C-AB	6.35	6.35	146.62	0.043	6.37	0.1	0.1	7.078	A
C-A	39.93	39.93			39.93				
A-B	4.40	4.40			4.40				
A-C	37.11	37.11			37.11				

12:30 - 12:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3.48	3.48	94.73	0.037	3.49	0.0	0.0	9.251	A
B-A	4.73	4.73	91.12	0.052	4.73	0.1	0.1	12.234	B
C-AB	9.44	9.44	139.62	0.068	9.41	0.1	0.1	6.740	A
C-A	43.69	43.69			43.69				
A-B	2.10	2.10			2.10				
A-C	40.48	40.48			40.48				

12:45 - 13:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	8.86	8.86	120.60	0.073	8.82	0.0	0.1	8.404	A
B-A	2.18	2.18	71.41	0.031	2.21	0.1	0.0	11.622	B
C-AB	11.72	11.72	135.58	0.086	11.70	0.1	0.1	7.185	A
C-A	41.14	41.14			41.14				
A-B	2.10	2.10			2.10				
A-C	37.11	37.11			37.11				

13:00 - 13:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	8.75	8.75	124.39	0.070	8.75	0.1	0.1	8.286	A
B-A	5.21	5.21	69.51	0.075	5.16	0.0	0.1	13.696	B
C-AB	10.83	10.83	131.25	0.083	10.83	0.1	0.1	7.370	A
C-A	45.76	45.76			45.76				
A-B	7.70	7.70			7.70				
A-C	41.22	41.22			41.22				

13:15 - 13:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6.19	6.19	111.64	0.055	6.21	0.1	0.1	8.123	A
B-A	5.21	5.21	72.89	0.072	5.21	0.1	0.1	13.301	B
C-AB	8.60	8.60	127.50	0.067	8.63	0.1	0.1	7.694	A
C-A	30.06	30.06			30.06				
A-B	4.13	4.13			4.13				
A-C	42.77	42.77			42.77				

13:30 - 13:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6.61	6.61	98.32	0.067	6.60	0.1	0.1	9.091	A
B-A	5.16	5.16	80.25	0.064	5.16	0.1	0.1	13.252	B
C-AB	18.46	18.46	144.97	0.127	18.36	0.1	0.2	7.420	A
C-A	35.72	35.72			35.72				
A-B	9.45	9.45			9.45				
A-C	42.03	42.03			42.03				

13:45 - 14:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	9.17	9.17	104.16	0.088	9.14	0.1	0.1	9.981	A
B-A	9.27	9.27	81.15	0.114	9.22	0.1	0.1	12.301	B
C-AB	5.26	5.26	167.15	0.031	5.41	0.2	0.0	5.932	A
C-A	54.03	54.03			54.03				
A-B	8.17	8.17			8.17				
A-C	45.60	45.60			45.60				

14:00 - 14:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2.12	2.12	101.33	0.021	2.20	0.1	0.0	9.320	A
B-A	6.28	6.28	94.61	0.066	6.33	0.1	0.1	10.864	B
C-AB	21.18	21.18	137.54	0.154	21.00	0.0	0.2	7.437	A
C-A	40.28	40.28			40.28				
A-B	8.00	8.00			8.00				
A-C	42.50	42.50			42.50				

14:15 - 14:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	9.32	9.32	92.03	0.101	9.24	0.0	0.1	10.593	B
B-A	8.37	8.37	60.12	0.140	8.31	0.1	0.1	14.854	B
C-AB	16.04	16.04	180.44	0.089	16.08	0.2	0.2	6.459	A
C-A	48.99	48.99			48.99				
A-B	6.72	6.72			6.72				
A-C	60.15	60.15			60.15				

14:30 - 14:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4.87	4.87	114.18	0.042	4.92	0.1	0.1	9.948	A
B-A	18.06	18.06	111.35	0.162	17.96	0.1	0.2	11.711	B
C-AB	7.32	7.32	186.92	0.039	7.45	0.2	0.1	4.927	A
C-A	63.18	63.18			63.18				
A-B	10.14	10.14			10.14				
A-C	24.85	24.85			24.85				

14:45 - 15:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4.87	4.87	127.12	0.038	4.88	0.1	0.0	7.362	A
B-A	5.26	5.26	86.60	0.061	5.44	0.2	0.1	9.803	A
C-AB	10.52	10.52	170.28	0.062	10.48	0.1	0.1	5.381	A
C-A	64.63	64.63			64.63				
A-B	3.74	3.74			3.74				
A-C	35.83	35.83			35.83				

15:00 - 15:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7.39	7.39	119.69	0.062	7.37	0.0	0.1	7.764	A
B-A	6.12	6.12	89.68	0.068	6.10	0.1	0.1	11.248	B
C-AB	12.29	12.29	161.10	0.076	12.26	0.1	0.1	6.171	A
C-A	43.29	43.29			43.29				
A-B	8.24	8.24			8.24				
A-C	42.77	42.77			42.77				

15:15 - 15:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2.27	2.27	70.85	0.032	2.31	0.1	0.0	9.667	A
B-A	6.66	6.66	68.12	0.098	6.64	0.1	0.1	12.537	B
C-AB	12.71	12.71	209.46	0.061	12.72	0.1	0.1	4.908	A
C-A	85.57	85.57			85.57				
A-B	3.59	3.59			3.59				
A-C	48.63	48.63			48.63				

15:30 - 15:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	1.78	1.78	105.57	0.017	1.78	0.0	0.0	11.384	B
B-A	11.19	11.19	91.83	0.122	11.13	0.1	0.2	12.768	B
C-AB	12.42	12.42	164.87	0.075	12.41	0.1	0.1	5.288	A
C-A	73.83	73.83			73.83				
A-B	6.10	6.10			6.10				
A-C	40.21	40.21			40.21				

15:45 - 16:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4.61	4.61	113.87	0.040	4.59	0.0	0.0	7.967	A
B-A	3.25	3.25	83.89	0.039	3.36	0.2	0.0	11.109	B
C-AB	6.31	6.31	205.07	0.031	6.37	0.1	0.0	5.061	A
C-A	94.77	94.77			94.77				
A-B	4.82	4.82			4.82				
A-C	29.97	29.97			29.97				

16:00 - 16:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3.36	3.36	90.24	0.037	3.36	0.0	0.0	9.703	A
B-A	7.14	7.14	92.55	0.077	7.09	0.0	0.1	10.870	B
C-AB	18.75	18.75	197.90	0.095	18.61	0.0	0.2	5.017	A
C-A	85.05	85.05			85.05				
A-B	11.61	11.61			11.61				
A-C	46.61	46.61			46.61				

16:15 - 16:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4.44	4.44	135.33	0.033	4.43	0.0	0.0	8.744	A
B-A	17.97	17.97	91.69	0.196	17.82	0.1	0.2	11.763	B
C-AB	16.62	16.62	230.14	0.072	16.67	0.2	0.1	4.384	A
C-A	106.37	106.37			106.37				
A-B	8.52	8.52			8.52				
A-C	28.42	28.42			28.42				

16:30 - 16:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	25.27	25.27	99.74	0.253	24.98	0.0	0.3	11.895	B
B-A	63.62	63.62	106.56	0.597	62.31	0.2	1.6	21.944	C
C-AB	13.79	13.79	214.48	0.064	13.82	0.1	0.1	4.263	A
C-A	113.97	113.97			113.97				
A-B	0.72	0.72			0.72				
A-C	25.87	25.87			25.87				

16:45 - 17:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	12.20	12.20	141.23	0.086	12.43	0.3	0.1	7.223	A
B-A	18.83	18.83	102.73	0.184	20.16	1.6	0.2	10.738	B
C-AB	1.52	1.52	177.01	0.009	1.61	0.1	0.0	4.478	A
C-A	110.89	110.89			110.89				
A-B	6.11	6.11			6.11				
A-C	38.66	38.66			38.66				

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4.34	4.34	133.82	0.032	4.41	0.1	0.0	6.960	A
B-A	16.56	16.56	89.40	0.186	16.57	0.2	0.2	11.232	B
C-AB	8.29	8.29	231.09	0.036	8.24	0.0	0.1	4.240	A
C-A	112.54	112.54			112.54				
A-B	6.76	6.76			6.76				
A-C	43.78	43.78			43.78				

17:15 - 17:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5.56	5.56	138.94	0.040	5.55	0.0	0.0	6.523	A
B-A	7.01	7.01	95.28	0.073	7.13	0.2	0.1	11.206	B
C-AB	5.67	5.67	226.06	0.025	5.69	0.1	0.0	4.034	A
C-A	110.31	110.31			110.31				
A-B	4.20	4.20			4.20				
A-C	42.50	42.50			42.50				

17:30 - 17:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3.49	3.49	114.01	0.031	3.50	0.0	0.0	7.399	A
B-A	8.96	8.96	94.98	0.094	8.95	0.1	0.1	10.216	B
C-AB	17.23	17.23	219.90	0.078	17.12	0.0	0.1	4.390	A
C-A	107.57	107.57			107.57				
A-B	4.02	4.02			4.02				
A-C	31.25	31.25			31.25				

17:45 - 18:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2.21	2.21	100.86	0.022	2.22	0.0	0.0	8.517	A
B-A	8.96	8.96	100.79	0.089	8.97	0.1	0.1	9.801	A
C-AB	9.49	9.49	228.92	0.041	9.57	0.1	0.1	4.309	A
C-A	97.40	97.40			97.40				
A-B	3.01	3.01			3.01				
A-C	26.13	26.13			26.13				

18:00 - 18:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	1.63	1.63	113.25	0.014	1.64	0.0	0.0	8.835	A
B-A	8.17	8.17	106.49	0.077	8.18	0.1	0.1	9.556	A
C-AB	4.58	4.58	222.01	0.021	4.62	0.1	0.0	4.152	A
C-A	93.26	93.26			93.26				
A-B	2.89	2.89			2.89				
A-C	48.63	48.63			48.63				

18:15 - 18:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4.19	4.19	136.21	0.031	4.18	0.0	0.0	7.053	A
B-A	5.61	5.61	97.64	0.057	5.64	0.1	0.1	9.635	A
C-AB	10.36	10.36	214.23	0.048	10.31	0.0	0.1	4.430	A
C-A	76.98	76.98			76.98				
A-B	0.06	0.06			0.06				
A-C	55.03	55.03			55.03				

18:30 - 18:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5.16	5.16	166.97	0.031	5.16	0.0	0.0	5.752	A
B-A	2.62	2.62	103.33	0.025	2.65	0.1	0.0	9.322	A
C-AB	0.12	0.12	177.98	0.001	0.19	0.1	0.0	4.173	A
C-A	78.00	78.00			78.00				
A-B	2.62	2.62			2.62				
A-C	29.44	29.44			29.44				

18:45 - 19:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.04	0.04	89.08	0.001	0.08	0.0	0.0	6.537	A
B-A	4.17	4.17	88.78	0.047	4.15	0.0	0.0	9.529	A
C-AB	5.22	5.22	200.75	0.026	5.19	0.0	0.0	4.637	A
C-A	50.12	50.12			50.12				
A-B	0.06	0.06			0.06				
A-C	30.72	30.72			30.72				

Junctions 9

PICADY 9 - Priority Intersection Module

Filename: Site 02 - Site Access & L7109.j9
Path: W:\UDC-Traffic Files\P24-189\Modelling\Site 02 - Quarry Access & L7109 - T Junction
Report generation date: 26/02/2025 18:46:24

»opening yr +dev+ adj,
»opening yr + 5 + dev + adj ,
»opening yr + 15 + dev + adj,

Summary of junction performance

	Queue (Veh)	Delay (s)	RFC	LOS
	opening yr +dev+ adj			
Stream B-C	0.1	11.18	0.08	B
Stream B-A	0.0	17.94	0.02	C
Stream C-AB	0.1	11.42	0.10	B
	opening yr + 5 + dev + adj			
Stream B-C	0.1	11.35	0.10	B
Stream B-A	0.0	17.96	0.02	C
Stream C-AB	0.1	11.51	0.11	B
	opening yr + 15 + dev + adj			
Stream B-C	0.1	11.56	0.12	B
Stream B-A	0.0	18.02	0.03	C
Stream C-AB	0.2	11.63	0.13	B

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

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

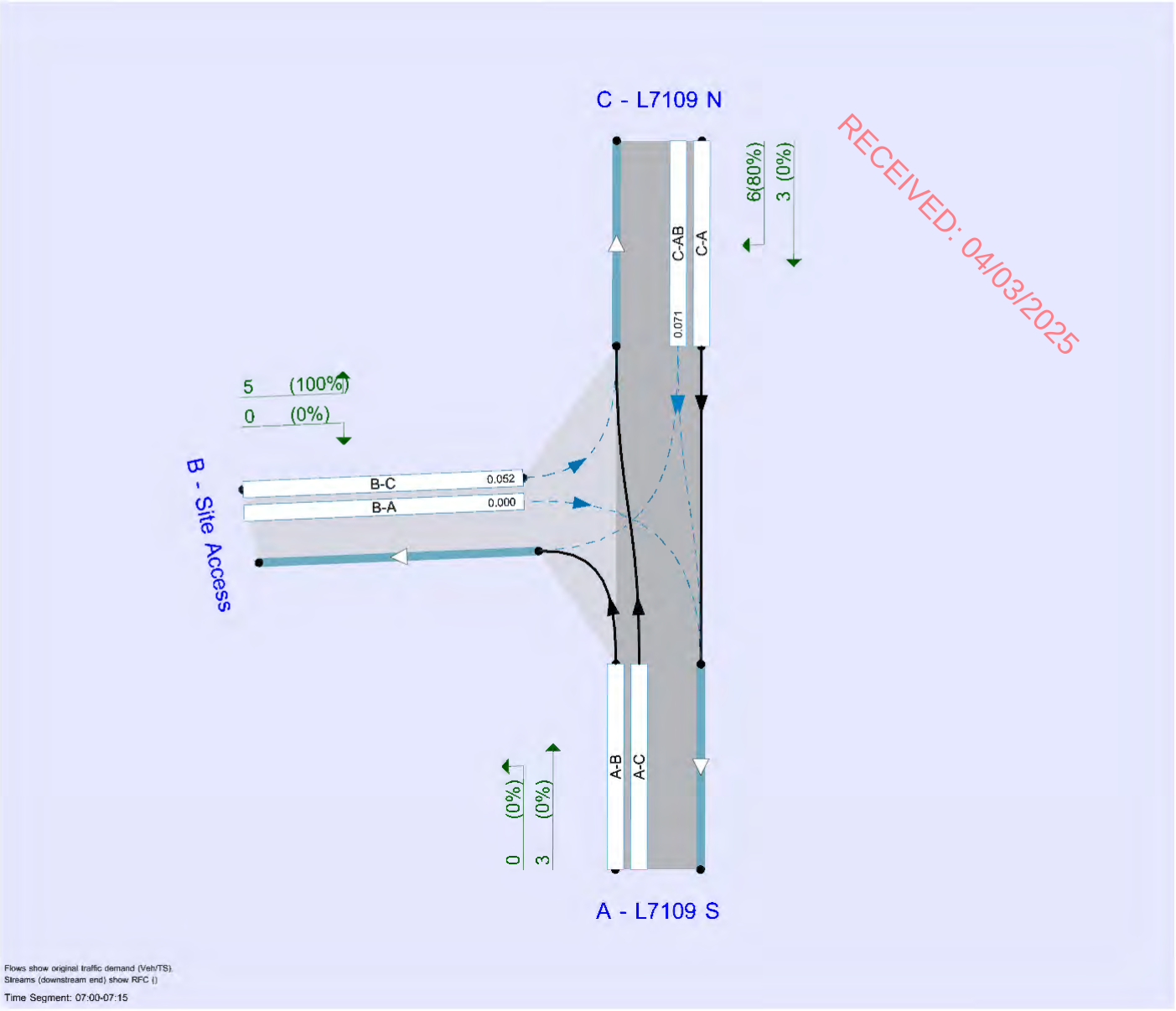
File summary

File Description

Title	Coshla Quarry at Barrettspark, Athenry, Co. Galway
Location	
Site number	02
Date	26/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	PMCE\papadakisa
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	perTimeSegment	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	base year	DIRECT	07:00	19:00	720	15			
D2	opening yr	DIRECT	07:00	19:00	720	15			
D3	dev traffic	DIRECT	07:00	19:00	720	15			
D4	adj traffic	DIRECT	07:00	19:00	720	15			
D5	opening yr +5	DIRECT	07:00	19:00	720	15			
D6	opening yr +15	DIRECT	07:00	19:00	720	15			
D7	opening yr +dev+ adj	DIRECT	07:00	19:00	720	15	✓	Simple	D2+D3+D4
D8	opening yr + 5 + dev + adj	DIRECT	07:00	19:00	720	15	✓	Simple	D5+D3+D4
D9	opening yr + 15 + dev + adj	DIRECT	07:00	19:00	720	15	✓	Simple	D6+D3+D4

Analysis Set Details

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

opening yr +dev+ adj,

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Site Access - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Major arm width	C - L7109 N - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
2	Site Access	T-Junction	Two-way		6.43	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	L7109 S		Major
B	Site Access		Minor
C	L7109 N		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - L7109 N	5.50			153.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	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 - Site Access	One lane plus flare	5.50	3.87	2.75	2.75	2.75	✓	1.00	22	85

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
2	B-A	98.669	0.073	0.186	0.117	0.265
2	B-C	176.582	0.111	0.280	-	-
2	C-B	165.642	0.262	0.262	-	-

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

Traffic Demand

Demand Set Details

ID	Scenario name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D7	opening yr +dev+ adj	DIRECT	07:00	19:00	720	15	✓	Simple	D2+D3+D4

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - L7109 S		DIRECT	✓	100.000
B - Site Access		DIRECT	✓	100.000
C - L7109 N		DIRECT	✓	100.000

Origin-Destination Data

07:00 - 07:15

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	2.05
	B - Site Access	0.00	0.00	3.54
	C - L7109 N	2.05	5.71	0.00

07:15 - 07:30

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	1.03	6.16
	B - Site Access	0.00	0.00	2.49
	C - L7109 N	8.21	6.75	0.00

07:30 - 07:45

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	7.18
	B - Site Access	0.00	0.00	5.13
	C - L7109 N	3.13	2.30	0.00

07:45 - 08:00

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	17.46
	B - Site Access	0.00	0.00	2.00
	C - L7109 N	6.17	12.69	0.00

08:00 - 08:15

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	7.22
	B - Site Access	1.04	0.00	3.63
	C - L7109 N	3.08	11.47	0.00

08:15 - 08:30

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	1.03	8.21
	B - Site Access	1.03	0.00	3.63
	C - L7109 N	4.10	9.40	0.00

08:30 - 08:45

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	8.23
	B - Site Access	0.00	0.00	3.14
	C - L7109 N	15.39	8.11	0.00

08:45 - 09:00

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	17.44
	B - Site Access	1.04	0.00	3.14
	C - L7109 N	5.13	3.95	0.00

09:00 - 09:15

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	1.04	3.08
	B - Site Access	0.00	0.00	4.34
	C - L7109 N	2.05	5.51	0.00

09:15 - 09:30

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	1.03
	B - Site Access	0.00	0.00	3.32
	C - L7109 N	1.03	4.47	0.00

09:30 - 09:45

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	1.03	2.07
	B - Site Access	0.00	0.00	2.86
	C - L7109 N	1.03	4.57	0.00

09:45 - 10:00

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	3.08
	B - Site Access	0.00	0.00	3.91
	C - L7109 N	2.05	2.48	0.00

10:00 - 10:15

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	1.04	2.05
	B - Site Access	0.00	0.00	2.68
	C - L7109 N	3.08	4.55	0.00

10:15 - 10:30

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	3.08
	B - Site Access	0.00	0.00	3.73
	C - L7109 N	2.05	3.50	0.00

10:30 - 10:45

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	2.05
	B - Site Access	1.04	0.00	1.72
	C - L7109 N	1.03	4.82	0.00

10:45 - 11:00

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	2.07	1.04
	B - Site Access	0.00	0.00	7.97
	C - L7109 N	4.14	4.82	0.00

11:00 - 11:15

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	4.10
	B - Site Access	1.03	0.00	4.68
	C - L7109 N	2.05	3.67	0.00

11:15 - 11:30

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	1.04	1.04
	B - Site Access	0.00	0.00	2.59
	C - L7109 N	3.08	4.73	0.00

11:30 - 11:45

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	2.07
	B - Site Access	1.04	0.00	4.56
	C - L7109 N	5.13	5.74	0.00

11:45 - 12:00

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	0.00
	B - Site Access	0.00	0.00	5.61
	C - L7109 N	3.10	3.67	0.00

12:00 - 12:15

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	1.03
	B - Site Access	0.00	0.00	6.63
	C - L7109 N	1.04	3.04	0.00

12:15 - 12:30

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	5.15
	B - Site Access	0.00	0.00	3.52
	C - L7109 N	1.03	3.06	0.00

12:30 - 12:45

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	2.05
	B - Site Access	0.00	0.00	2.59
	C - L7109 N	2.09	2.46	0.00

12:45 - 13:00

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	7.20
	B - Site Access	0.00	0.00	3.63
	C - L7109 N	2.07	3.50	0.00

13:00 - 13:15

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	0.00
	B - Site Access	0.00	0.00	1.90
	C - L7109 N	6.17	3.86	0.00

13:15 - 13:30

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	2.07
	B - Site Access	0.00	0.00	6.06
	C - L7109 N	1.03	2.82	0.00

13:30 - 13:45

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	6.17
	B - Site Access	0.00	0.00	4.36
	C - L7109 N	4.10	8.38	0.00

13:45 - 14:00

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	9.25
	B - Site Access	0.00	0.00	5.39
	C - L7109 N	2.05	4.22	0.00

14:00 - 14:15

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	2.05
	B - Site Access	1.03	0.00	2.00
	C - L7109 N	9.23	5.44	0.00

14:15 - 14:30

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	5.13
	B - Site Access	0.00	0.00	7.22
	C - L7109 N	10.26	4.37	0.00

14:30 - 14:45

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	18.48
	B - Site Access	0.00	0.00	3.48
	C - L7109 N	11.30	3.07	0.00

14:45 - 15:00

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	5.13
	B - Site Access	0.00	0.00	5.55
	C - L7109 N	4.12	3.09	0.00

15:00 - 15:15

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	3.08
	B - Site Access	0.00	0.00	2.77
	C - L7109 N	6.17	3.86	0.00

15:15 - 15:30

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	1.04	2.07
	B - Site Access	0.00	0.00	3.79
	C - L7109 N	4.10	3.85	0.00

15:30 - 15:45

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	4.10
	B - Site Access	0.00	0.00	6.33
	C - L7109 N	6.17	2.71	0.00

15:45 - 16:00

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	1.03
	B - Site Access	0.00	0.00	2.21
	C - L7109 N	1.03	1.68	0.00

16:00 - 16:15

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	2.05
	B - Site Access	0.00	0.00	2.29
	C - L7109 N	10.26	2.49	0.00

16:15 - 16:30

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	8.26
	B - Site Access	0.00	0.00	2.31
	C - L7109 N	7.20	1.44	0.00

16:30 - 16:45

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	1.03	3.08
	B - Site Access	1.03	0.00	9.80
	C - L7109 N	19.51	1.24	0.00

16:45 - 17:00

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	4.12
	B - Site Access	0.00	0.00	10.80
	C - L7109 N	7.20	1.24	0.00

17:00 - 17:15

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	7.24
	B - Site Access	1.03	0.00	8.33
	C - L7109 N	10.28	1.66	0.00

17:15 - 17:30

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	1.03	5.13
	B - Site Access	2.05	0.00	7.30
	C - L7109 N	3.08	0.62	0.00

17:30 - 17:45

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	7.18
	B - Site Access	0.00	0.00	3.24
	C - L7109 N	10.28	0.31	0.00

17:45 - 18:00

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	5.13
	B - Site Access	0.00	0.00	3.24
	C - L7109 N	3.08	1.35	0.00

18:00 - 18:15

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	5.13
	B - Site Access	0.00	0.00	0.84
	C - L7109 N	3.10	1.15	0.00

18:15 - 18:30

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	6.17
	B - Site Access	0.00	0.00	0.84
	C - L7109 N	5.13	0.10	0.00

18:30 - 18:45

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	4.10
	B - Site Access	0.00	0.00	0.10
	C - L7109 N	3.08	0.10	0.00

18:45 - 19:00

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	1.04
	B - Site Access	0.00	0.00	0.10
	C - L7109 N	2.05	0.10	0.00

Vehicle Mix

07:00 - 07:15

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	0
	B - Site Access	0	0	100
	C - L7109 N	0	82	0

07:15 - 07:30

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	0
	B - Site Access	0	0	100
	C - L7109 N	0	85	0

07:30 - 07:45

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	0
	B - Site Access	0	0	100
	C - L7109 N	100	100	0

07:45 - 08:00

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	6
	B - Site Access	0	0	100
	C - L7109 N	17	15	0

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	29
	B - Site Access	100	0	100
	C - L7109 N	0	6	0

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	0
	B - Site Access	0	0	100
	C - L7109 N	0	0	0

08:30 - 08:45

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	13
	B - Site Access	0	0	100
	C - L7109 N	0	0	0

08:45 - 09:00

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	0
	B - Site Access	100	0	100
	C - L7109 N	0	100	0

09:00 - 09:15

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	100	0
	B - Site Access	0	0	76
	C - L7109 N	0	81	0

09:15 - 09:30

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	0
	B - Site Access	0	0	100
	C - L7109 N	0	77	0

09:30 - 09:45

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	50
	B - Site Access	0	0	100
	C - L7109 N	0	100	0

09:45 - 10:00

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	0
	B - Site Access	0	0	100
	C - L7109 N	0	100	0

10:00 - 10:15

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	100	0
	B - Site Access	0	0	100
	C - L7109 N	0	100	0

10:15 - 10:30

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	0
	B - Site Access	0	0	100
	C - L7109 N	0	100	0

10:30 - 10:45

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	0
	B - Site Access	100	0	100
	C - L7109 N	0	100	0

10:45 - 11:00

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	50	100
	B - Site Access	0	0	87
	C - L7109 N	50	100	0

11:00 - 11:15

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	0
	B - Site Access	0	0	100
	C - L7109 N	0	72	0

11:15 - 11:30

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	100	100
	B - Site Access	0	0	100
	C - L7109 N	0	100	0

11:30 - 11:45

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	50
	B - Site Access	100	0	78
	C - L7109 N	0	64	0

11:45 - 12:00

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	0
	B - Site Access	0	0	82
	C - L7109 N	34	72	0

12:00 - 12:15

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	0
	B - Site Access	0	0	69
	C - L7109 N	100	66	0

12:15 - 12:30

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	20
	B - Site Access	0	0	71
	C - L7109 N	0	100	0

12:30 - 12:45

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	0
	B - Site Access	0	0	100
	C - L7109 N	100	100	0

12:45 - 13:00

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	15
	B - Site Access	0	0	100
	C - L7109 N	50	100	0

13:00 - 13:15

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	0
	B - Site Access	0	0	100
	C - L7109 N	17	100	0

13:15 - 13:30

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	50
	B - Site Access	0	0	83
	C - L7109 N	0	100	0

13:30 - 13:45

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	17
	B - Site Access	0	0	100
	C - L7109 N	0	88	0

13:45 - 14:00

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	11
	B - Site Access	0	0	81
	C - L7109 N	0	100	0

14:00 - 14:15

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	0
	B - Site Access	0	0	100
	C - L7109 N	0	100	0

14:15 - 14:30

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	0
	B - Site Access	0	0	100
	C - L7109 N	0	77	0

14:30 - 14:45

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	6
	B - Site Access	0	0	70
	C - L7109 N	9	67	0

14:45 - 15:00

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	0
	B - Site Access	0	0	63
	C - L7109 N	25	100	0

15:00 - 15:15

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	0
	B - Site Access	0	0	100
	C - L7109 N	17	100	0

15:15 - 15:30

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	100	50
	B - Site Access	0	0	73
	C - L7109 N	0	73	0

15:30 - 15:45

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	0
	B - Site Access	0	0	35
	C - L7109 N	17	62	0

15:45 - 16:00

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	0
	B - Site Access	0	0	54
	C - L7109 N	0	100	0

16:00 - 16:15

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	0
	B - Site Access	0	0	55
	C - L7109 N	0	100	0

16:15 - 16:30

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	38
	B - Site Access	0	0	100
	C - L7109 N	15	100	0

16:30 - 16:45

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	0
	B - Site Access	0	0	0
	C - L7109 N	5	100	0

16:45 - 17:00

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	25
	B - Site Access	0	0	0
	C - L7109 N	15	100	0

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	43
	B - Site Access	0	0	0
	C - L7109 N	10	100	0

17:15 - 17:30

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	0
	B - Site Access	0	0	0
	C - L7109 N	0	100	0

17:30 - 17:45

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	0
	B - Site Access	0	0	68
	C - L7109 N	10	100	0

17:45 - 18:00

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	0
	B - Site Access	0	0	68
	C - L7109 N	0	100	0

18:00 - 18:15

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	0
	B - Site Access	0	0	100
	C - L7109 N	34	100	0

18:15 - 18:30

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	17
	B - Site Access	0	0	100
	C - L7109 N	0	100	0

18:30 - 18:45

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	0
	B - Site Access	0	0	100
	C - L7109 N	0	100	0

18:45 - 19:00

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	100
	B - Site Access	0	0	100
	C - L7109 N	0	100	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-C	0.08	11.18	0.1	B	3.99	191.31
B-A	0.02	17.94	0.0	C	0.24	11.36
C-AB	0.10	11.42	0.1	B	4.03	193.30
C-A					4.67	224.12
A-B					0.24	11.38
A-C					4.82	231.28

Main Results for each time segment

07:00 - 07:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3.54	3.54	88.00	0.040	3.50	0.0	0.0	10.646	B
B-A	0.00	0.00	95.29	0.000	0.00	0.0	0.0	0.000	A
C-AB	5.83	5.83	92.35	0.063	5.77	0.0	0.1	10.388	B
C-A	1.92	1.92			1.92				
A-B	0.00	0.00			0.00				
A-C	2.05	2.05			2.05				

07:15 - 07:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2.49	2.49	87.37	0.029	2.50	0.0	0.0	10.607	B
B-A	0.00	0.00	93.15	0.000	0.00	0.0	0.0	0.000	A
C-AB	7.39	7.39	95.23	0.078	7.37	0.1	0.1	10.320	B
C-A	7.56	7.56			7.56				
A-B	1.03	1.03			1.03				
A-C	6.16	6.16			6.16				

07:30 - 07:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5.13	5.13	87.29	0.059	5.10	0.0	0.1	10.950	B
B-A	0.00	0.00	95.34	0.000	0.00	0.0	0.0	0.000	A
C-AB	2.40	2.40	84.22	0.029	2.46	0.1	0.0	10.093	B
C-A	3.04	3.04			3.04				
A-B	0.00	0.00			0.00				
A-C	7.18	7.18			7.18				

07:45 - 08:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2.00	2.00	85.70	0.023	2.03	0.1	0.0	10.762	B
B-A	0.00	0.00	90.51	0.000	0.00	0.0	0.0	0.000	A
C-AB	13.27	13.27	143.63	0.092	13.17	0.0	0.1	7.748	A
C-A	5.60	5.60			5.60				
A-B	0.00	0.00			0.00				
A-C	17.46	17.46			17.46				

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3.63	3.63	85.33	0.043	3.61	0.0	0.0	11.010	B
B-A	1.04	1.04	51.14	0.020	1.02	0.0	0.0	17.944	C
C-AB	11.71	11.71	156.06	0.075	11.74	0.1	0.1	6.547	A
C-A	2.84	2.84			2.84				
A-B	0.00	0.00			0.00				
A-C	7.22	7.22			7.22				

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3.63	3.63	86.51	0.042	3.63	0.0	0.0	10.858	B
B-A	1.03	1.03	94.63	0.011	1.03	0.0	0.0	14.261	B
C-AB	9.64	9.64	165.75	0.058	9.67	0.1	0.1	5.956	A
C-A	3.86	3.86			3.86				
A-B	1.03	1.03			1.03				
A-C	8.21	8.21			8.21				

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3.14	3.14	86.99	0.036	3.14	0.0	0.0	10.733	B
B-A	0.00	0.00	92.96	0.000	0.02	0.0	0.0	0.000	A
C-AB	8.91	8.91	173.02	0.051	8.91	0.1	0.1	5.486	A
C-A	14.59	14.59			14.59				
A-B	0.00	0.00			0.00				
A-C	8.23	8.23			8.23				

08:45 - 09:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3.14	3.14	83.99	0.037	3.14	0.0	0.0	11.130	B
B-A	1.04	1.04	51.68	0.020	1.03	0.0	0.0	13.296	B
C-AB	4.20	4.20	85.38	0.050	4.23	0.1	0.0	7.372	A
C-A	4.87	4.87			4.87				
A-B	0.00	0.00			0.00				
A-C	17.44	17.44			17.44				

09:00 - 09:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4.34	4.34	99.37	0.044	4.33	0.0	0.0	10.013	B
B-A	0.00	0.00	47.50	0.000	0.02	0.0	0.0	0.000	A
C-AB	5.64	5.64	92.17	0.061	5.60	0.0	0.1	10.766	B
C-A	1.93	1.93			1.93				
A-B	1.04	1.04			1.04				
A-C	3.08	3.08			3.08				

09:15 - 09:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3.32	3.32	88.30	0.038	3.33	0.0	0.0	9.876	A
B-A	0.00	0.00	76.98	0.000	0.00	0.0	0.0	0.000	A
C-AB	4.52	4.52	94.21	0.048	4.53	0.1	0.1	10.148	B
C-A	0.98	0.98			0.98				
A-B	0.00	0.00			0.00				
A-C	1.03	1.03			1.03				

09:30 - 09:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2.86	2.86	87.80	0.033	2.86	0.0	0.0	10.596	B
B-A	0.00	0.00	84.84	0.000	0.00	0.0	0.0	0.000	A
C-AB	4.63	4.63	83.23	0.056	4.62	0.1	0.1	10.785	B
C-A	0.97	0.97			0.97				
A-B	1.03	1.03			1.03				
A-C	2.07	2.07			2.07				

09:45 - 10:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3.91	3.91	87.86	0.044	3.89	0.0	0.0	10.717	B
B-A	0.00	0.00	90.84	0.000	0.00	0.0	0.0	0.000	A
C-AB	2.54	2.54	84.10	0.030	2.56	0.1	0.0	11.087	B
C-A	1.99	1.99			1.99				
A-B	0.00	0.00			0.00				
A-C	3.08	3.08			3.08				

10:00 - 10:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2.68	2.68	87.89	0.031	2.70	0.0	0.0	10.567	B
B-A	0.00	0.00	92.46	0.000	0.00	0.0	0.0	0.000	A
C-AB	4.72	4.72	84.80	0.056	4.69	0.0	0.1	11.255	B
C-A	2.91	2.91			2.91				
A-B	1.04	1.04			1.04				
A-C	2.05	2.05			2.05				

10:15 - 10:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3.73	3.73	87.86	0.042	3.71	0.0	0.0	10.694	B
B-A	0.00	0.00	94.49	0.000	0.00	0.0	0.0	0.000	A
C-AB	3.59	3.59	84.12	0.043	3.61	0.1	0.0	11.141	B
C-A	1.96	1.96			1.96				
A-B	0.00	0.00			0.00				
A-C	3.08	3.08			3.08				

10:30 - 10:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	1.72	1.72	87.87	0.020	1.75	0.0	0.0	10.454	B
B-A	1.04	1.04	57.64	0.018	1.03	0.0	0.0	15.891	C
C-AB	4.88	4.88	83.40	0.058	4.86	0.0	0.1	11.424	B
C-A	0.97	0.97			0.97				
A-B	0.00	0.00			0.00				
A-C	2.05	2.05			2.05				

10:45 - 11:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7.97	7.97	93.84	0.085	7.90	0.0	0.1	10.602	B
B-A	0.00	0.00	47.28	0.000	0.02	0.0	0.0	0.000	A
C-AB	5.07	5.07	85.15	0.060	5.06	0.1	0.1	11.272	B
C-A	3.89	3.89			3.89				
A-B	2.07	2.07			2.07				
A-C	1.04	1.04			1.04				

11:00 - 11:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4.68	4.68	87.53	0.054	4.71	0.1	0.1	10.422	B
B-A	1.03	1.03	96.34	0.011	1.01	0.0	0.0	14.277	B
C-AB	3.75	3.75	97.02	0.039	3.77	0.1	0.0	10.543	B
C-A	1.97	1.97			1.97				
A-B	0.00	0.00			0.00				
A-C	4.10	4.10			4.10				

11:15 - 11:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2.59	2.59	87.88	0.029	2.61	0.1	0.0	10.559	B
B-A	0.00	0.00	95.22	0.000	0.02	0.0	0.0	0.000	A
C-AB	4.91	4.91	84.90	0.058	4.90	0.0	0.1	10.584	B
C-A	2.90	2.90			2.90				
A-B	1.04	1.04			1.04				
A-C	1.04	1.04			1.04				

11:30 - 11:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4.56	4.56	97.21	0.047	4.54	0.0	0.1	10.168	B
B-A	1.04	1.04	51.39	0.020	1.03	0.0	0.0	13.371	B
C-AB	6.04	6.04	104.13	0.058	6.03	0.1	0.1	10.112	B
C-A	4.83	4.83			4.83				
A-B	0.00	0.00			0.00				
A-C	2.07	2.07			2.07				

11:45 - 12:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5.61	5.61	97.19	0.058	5.60	0.1	0.1	9.719	A
B-A	0.00	0.00	48.21	0.000	0.02	0.0	0.0	0.000	A
C-AB	3.79	3.79	98.60	0.038	3.82	0.1	0.0	9.161	A
C-A	2.98	2.98			2.98				
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				

12:00 - 12:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6.63	6.63	104.20	0.064	6.62	0.1	0.1	9.553	A
B-A	0.00	0.00	77.50	0.000	0.00	0.0	0.0	0.000	A
C-AB	3.07	3.07	100.01	0.031	3.08	0.0	0.0	9.417	A
C-A	1.01	1.01			1.01				
A-B	0.00	0.00			0.00				
A-C	1.03	1.03			1.03				

12:15 - 12:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3.52	3.52	102.37	0.034	3.55	0.1	0.0	9.050	A
B-A	0.00	0.00	85.12	0.000	0.00	0.0	0.0	0.000	A
C-AB	3.10	3.10	83.00	0.037	3.10	0.0	0.0	10.343	B
C-A	0.99	0.99			0.99				
A-B	0.00	0.00			0.00				
A-C	5.15	5.15			5.15				

12:30 - 12:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2.59	2.59	88.18	0.029	2.60	0.0	0.0	9.628	A
B-A	0.00	0.00	90.80	0.000	0.00	0.0	0.0	0.000	A
C-AB	2.52	2.52	83.88	0.030	2.53	0.0	0.0	11.024	B
C-A	2.03	2.03			2.03				
A-B	0.00	0.00			0.00				
A-C	2.05	2.05			2.05				

12:45 - 13:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3.63	3.63	87.14	0.042	3.62	0.0	0.0	10.774	B
B-A	0.00	0.00	92.02	0.000	0.00	0.0	0.0	0.000	A
C-AB	3.59	3.59	83.24	0.043	3.58	0.0	0.0	11.326	B
C-A	1.98	1.98			1.98				
A-B	0.00	0.00			0.00				
A-C	7.20	7.20			7.20				

13:00 - 13:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	1.90	1.90	88.29	0.022	1.92	0.0	0.0	10.424	B
B-A	0.00	0.00	94.28	0.000	0.00	0.0	0.0	0.000	A
C-AB	4.16	4.16	87.67	0.047	4.15	0.0	0.1	10.899	B
C-A	5.88	5.88			5.88				
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				

13:15 - 13:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6.06	6.06	95.94	0.063	6.02	0.0	0.1	10.235	B
B-A	0.00	0.00	95.70	0.000	0.00	0.0	0.0	0.000	A
C-AB	2.86	2.86	83.30	0.034	2.87	0.1	0.0	11.038	B
C-A	0.99	0.99			0.99				
A-B	0.00	0.00			0.00				
A-C	2.07	2.07			2.07				

13:30 - 13:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4.36	4.36	87.40	0.050	4.38	0.1	0.1	10.296	B
B-A	0.00	0.00	92.30	0.000	0.00	0.0	0.0	0.000	A
C-AB	8.78	8.78	90.50	0.097	8.70	0.0	0.1	11.232	B
C-A	3.70	3.70			3.70				
A-B	0.00	0.00			0.00				
A-C	6.17	6.17			6.17				

13:45 - 14:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5.39	5.39	95.90	0.056	5.38	0.1	0.1	10.427	B
B-A	0.00	0.00	94.04	0.000	0.00	0.0	0.0	0.000	A
C-AB	4.33	4.33	83.32	0.052	4.38	0.1	0.1	10.871	B
C-A	1.94	1.94			1.94				
A-B	0.00	0.00			0.00				
A-C	9.25	9.25			9.25				

14:00 - 14:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2.00	2.00	87.02	0.023	2.04	0.1	0.0	9.872	A
B-A	1.03	1.03	101.84	0.010	1.01	0.0	0.0	13.494	B
C-AB	6.06	6.06	90.10	0.067	6.04	0.1	0.1	10.897	B
C-A	8.61	8.61			8.61				
A-B	0.00	0.00			0.00				
A-C	2.05	2.05			2.05				

14:15 - 14:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7.22	7.22	87.57	0.082	7.15	0.0	0.1	11.182	B
B-A	0.00	0.00	94.25	0.000	0.02	0.0	0.0	0.000	A
C-AB	4.88	4.88	101.08	0.048	4.89	0.1	0.1	10.021	B
C-A	9.76	9.76			9.76				
A-B	0.00	0.00			0.00				
A-C	5.13	5.13			5.13				

14:30 - 14:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3.48	3.48	99.93	0.035	3.53	0.1	0.0	10.430	B
B-A	0.00	0.00	92.22	0.000	0.00	0.0	0.0	0.000	A
C-AB	3.45	3.45	105.00	0.033	3.47	0.1	0.0	9.140	A
C-A	10.93	10.93			10.93				
A-B	0.00	0.00			0.00				
A-C	18.48	18.48			18.48				

14:45 - 15:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5.55	5.55	107.40	0.052	5.53	0.0	0.1	8.995	A
B-A	0.00	0.00	95.46	0.000	0.00	0.0	0.0	0.000	A
C-AB	3.25	3.25	85.54	0.038	3.25	0.0	0.0	9.891	A
C-A	3.96	3.96			3.96				
A-B	0.00	0.00			0.00				
A-C	5.13	5.13			5.13				

15:00 - 15:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2.77	2.77	88.18	0.032	2.79	0.1	0.0	9.241	A
B-A	0.00	0.00	95.19	0.000	0.00	0.0	0.0	0.000	A
C-AB	4.16	4.16	87.28	0.048	4.15	0.0	0.1	10.882	B
C-A	5.88	5.88			5.88				
A-B	0.00	0.00			0.00				
A-C	3.08	3.08			3.08				

15:15 - 15:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3.79	3.79	101.34	0.037	3.78	0.0	0.0	9.845	A
B-A	0.00	0.00	95.66	0.000	0.00	0.0	0.0	0.000	A
C-AB	4.02	4.02	97.86	0.041	4.02	0.1	0.1	10.288	B
C-A	3.93	3.93			3.93				
A-B	1.04	1.04			1.04				
A-C	2.07	2.07			2.07				

15:30 - 15:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6.33	6.33	129.54	0.049	6.32	0.0	0.1	8.095	A
B-A	0.00	0.00	95.88	0.000	0.00	0.0	0.0	0.000	A
C-AB	2.88	2.88	105.96	0.027	2.90	0.0	0.0	9.076	A
C-A	6.00	6.00			6.00				
A-B	0.00	0.00			0.00				
A-C	4.10	4.10			4.10				

15:45 - 16:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2.21	2.21	115.15	0.019	2.25	0.1	0.0	7.275	A
B-A	0.00	0.00	97.45	0.000	0.00	0.0	0.0	0.000	A
C-AB	1.70	1.70	83.84	0.020	1.72	0.0	0.0	9.611	A
C-A	1.00	1.00			1.00				
A-B	0.00	0.00			0.00				
A-C	1.03	1.03			1.03				

16:00 - 16:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2.29	2.29	113.35	0.020	2.29	0.0	0.0	8.059	A
B-A	0.00	0.00	95.76	0.000	0.00	0.0	0.0	0.000	A
C-AB	2.81	2.81	90.93	0.031	2.79	0.0	0.0	10.419	B
C-A	9.94	9.94			9.94				
A-B	0.00	0.00			0.00				
A-C	2.05	2.05			2.05				

16:15 - 16:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2.31	2.31	86.87	0.027	2.31	0.0	0.0	9.448	A
B-A	0.00	0.00	94.81	0.000	0.00	0.0	0.0	0.000	A
C-AB	1.58	1.58	87.14	0.018	1.59	0.0	0.0	10.381	B
C-A	7.07	7.07			7.07				
A-B	0.00	0.00			0.00				
A-C	8.26	8.26			8.26				

16:30 - 16:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	9.80	9.80	174.27	0.056	9.75	0.0	0.1	6.566	A
B-A	1.03	1.03	95.16	0.011	1.02	0.0	0.0	9.558	A
C-AB	1.55	1.55	98.07	0.016	1.55	0.0	0.0	9.630	A
C-A	19.20	19.20			19.20				
A-B	1.03	1.03			1.03				
A-C	3.08	3.08			3.08				

16:45 - 17:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	10.80	10.80	175.13	0.062	10.81	0.1	0.1	5.482	A
B-A	0.00	0.00	96.06	0.000	0.01	0.0	0.0	0.000	A
C-AB	1.35	1.35	87.95	0.015	1.35	0.0	0.0	10.053	B
C-A	7.09	7.09			7.09				
A-B	0.00	0.00			0.00				
A-C	4.12	4.12			4.12				

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	8.33	8.33	172.89	0.048	8.34	0.1	0.1	5.469	A
B-A	1.03	1.03	95.77	0.011	1.02	0.0	0.0	9.496	A
C-AB	1.88	1.88	89.72	0.021	1.87	0.0	0.0	10.320	B
C-A	10.06	10.06			10.06				
A-B	0.00	0.00			0.00				
A-C	7.24	7.24			7.24				

17:15 - 17:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7.30	7.30	171.82	0.042	7.31	0.1	0.0	5.470	A
B-A	2.05	2.05	106.06	0.019	2.04	0.0	0.0	8.652	A
C-AB	0.64	0.64	84.69	0.008	0.66	0.0	0.0	10.456	B
C-A	3.05	3.05			3.05				
A-B	1.03	1.03			1.03				
A-C	5.13	5.13			5.13				

17:30 - 17:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3.24	3.24	104.27	0.031	3.26	0.0	0.0	6.383	A
B-A	0.00	0.00	95.84	0.000	0.02	0.0	0.0	0.000	A
C-AB	0.35	0.35	90.13	0.004	0.35	0.0	0.0	10.249	B
C-A	10.24	10.24			10.24				
A-B	0.00	0.00			0.00				
A-C	7.18	7.18			7.18				

17:45 - 18:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3.24	3.24	104.04	0.031	3.23	0.0	0.0	8.928	A
B-A	0.00	0.00	96.64	0.000	0.00	0.0	0.0	0.000	A
C-AB	1.40	1.40	84.68	0.017	1.39	0.0	0.0	10.730	B
C-A	3.03	3.03			3.03				
A-B	0.00	0.00			0.00				
A-C	5.13	5.13			5.13				

18:00 - 18:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.84	0.84	88.09	0.010	0.87	0.0	0.0	9.067	A
B-A	0.00	0.00	96.62	0.000	0.00	0.0	0.0	0.000	A
C-AB	1.19	1.19	84.51	0.014	1.19	0.0	0.0	10.769	B
C-A	3.05	3.05			3.05				
A-B	0.00	0.00			0.00				
A-C	5.13	5.13			5.13				

18:15 - 18:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.84	0.84	87.28	0.010	0.84	0.0	0.0	10.411	B
B-A	0.00	0.00	96.67	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.11	0.11	86.19	0.001	0.12	0.0	0.0	10.642	B
C-A	5.12	5.12			5.12				
A-B	0.00	0.00			0.00				
A-C	6.17	6.17			6.17				

18:30 - 18:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.10	0.10	87.72	0.001	0.11	0.0	0.0	10.275	B
B-A	0.00	0.00	97.49	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.11	0.11	84.83	0.001	0.11	0.0	0.0	10.538	B
C-A	3.07	3.07			3.07				
A-B	0.00	0.00			0.00				
A-C	4.10	4.10			4.10				

18:45 - 19:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.10	0.10	88.00	0.001	0.10	0.0	0.0	10.239	B
B-A	0.00	0.00	97.99	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.10	0.10	84.24	0.001	0.10	0.0	0.0	10.664	B
C-A	2.05	2.05			2.05				
A-B	0.00	0.00			0.00				
A-C	1.04	1.04			1.04				

opening yr + 5 + dev + adj ,

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Site Access - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Major arm width	C - L7109 N - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
2	Site Access	T-Junction	Two-way		6.40	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D8	opening yr + 5 + dev + adj	DIRECT	07:00	19:00	720	15	✓	Simple	D5+D3+D4

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - L7109 S		DIRECT	✓	100.000
B - Site Access		DIRECT	✓	100.000
C - L7109 N		DIRECT	✓	100.000

Origin-Destination Data

07:00 - 07:15

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	2.30
	B - Site Access	0.00	0.00	3.99
	C - L7109 N	2.30	6.05	0.00

07:15 - 07:30

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	1.15	6.89
	B - Site Access	0.00	0.00	2.72
	C - L7109 N	9.19	7.32	0.00

07:30 - 07:45

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	8.04
	B - Site Access	0.00	0.00	5.80
	C - L7109 N	3.81	2.30	0.00

07:45 - 08:00

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	19.65
	B - Site Access	0.00	0.00	2.00
	C - L7109 N	7.01	13.39	0.00

08:00 - 08:15

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	8.28
	B - Site Access	1.27	0.00	4.08
	C - L7109 N	3.45	11.94	0.00

08:15 - 08:30

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	1.15	9.19
	B - Site Access	1.15	0.00	4.08
	C - L7109 N	4.60	9.53	0.00

08:30 - 08:45

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	9.31
	B - Site Access	0.00	0.00	3.36
	C - L7109 N	17.23	8.11	0.00

08:45 - 09:00

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	19.53
	B - Site Access	1.27	0.00	3.36
	C - L7109 N	5.74	4.40	0.00

09:00 - 09:15

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	1.27	3.45
	B - Site Access	0.00	0.00	4.69
	C - L7109 N	2.30	6.08	0.00

09:15 - 09:30

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	1.15
	B - Site Access	0.00	0.00	3.54
	C - L7109 N	1.15	4.81	0.00

09:30 - 09:45

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	1.15	2.42
	B - Site Access	0.00	0.00	3.09
	C - L7109 N	1.15	5.02	0.00

09:45 - 10:00

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	3.45
	B - Site Access	0.00	0.00	4.35
	C - L7109 N	2.30	2.48	0.00

10:00 - 10:15

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	1.27	2.30
	B - Site Access	0.00	0.00	2.91
	C - L7109 N	3.45	5.22	0.00

10:15 - 10:30

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	3.45
	B - Site Access	0.00	0.00	4.17
	C - L7109 N	2.30	3.95	0.00

10:30 - 10:45

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	2.30
	B - Site Access	1.27	0.00	1.72
	C - L7109 N	1.15	5.49	0.00

10:45 - 11:00

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	2.42	1.27
	B - Site Access	0.00	0.00	9.21
	C - L7109 N	4.83	5.49	0.00

11:00 - 11:15

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	4.60
	B - Site Access	1.15	0.00	5.35
	C - L7109 N	2.30	4.02	0.00

11:15 - 11:30

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	1.27	1.27
	B - Site Access	0.00	0.00	2.81
	C - L7109 N	3.45	5.41	0.00

11:30 - 11:45

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	2.42
	B - Site Access	1.27	0.00	5.13
	C - L7109 N	5.74	6.43	0.00

11:45 - 12:00

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	0.00
	B - Site Access	0.00	0.00	6.40
	C - L7109 N	3.57	4.02	0.00

12:00 - 12:15

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	1.15
	B - Site Access	0.00	0.00	7.55
	C - L7109 N	1.27	3.39	0.00

12:15 - 12:30

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	5.86
	B - Site Access	0.00	0.00	3.87
	C - L7109 N	1.15	3.51	0.00

12:30 - 12:45

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	2.30
	B - Site Access	0.00	0.00	2.81
	C - L7109 N	2.54	2.68	0.00

12:45 - 13:00

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	8.16
	B - Site Access	0.00	0.00	4.08
	C - L7109 N	2.42	3.95	0.00

13:00 - 13:15

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	0.00
	B - Site Access	0.00	0.00	1.90
	C - L7109 N	7.01	4.31	0.00

13:15 - 13:30

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	2.42
	B - Site Access	0.00	0.00	6.86
	C - L7109 N	1.15	3.04	0.00

13:30 - 13:45

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	7.01
	B - Site Access	0.00	0.00	4.81
	C - L7109 N	4.60	9.62	0.00

13:45 - 14:00

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	10.46
	B - Site Access	0.00	0.00	5.96
	C - L7109 N	2.30	4.66	0.00

14:00 - 14:15

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	2.30
	B - Site Access	1.15	0.00	2.00
	C - L7109 N	10.34	6.11	0.00

14:15 - 14:30

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	5.74
	B - Site Access	0.00	0.00	8.34
	C - L7109 N	11.49	4.72	0.00

14:30 - 14:45

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	20.80
	B - Site Access	0.00	0.00	3.60
	C - L7109 N	12.76	3.19	0.00

14:45 - 15:00

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	5.74
	B - Site Access	0.00	0.00	6.02
	C - L7109 N	4.71	3.31	0.00

15:00 - 15:15

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	3.45
	B - Site Access	0.00	0.00	2.99
	C - L7109 N	7.01	4.31	0.00

15:15 - 15:30

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	1.27	2.42
	B - Site Access	0.00	0.00	4.14
	C - L7109 N	4.60	4.19	0.00

15:30 - 15:45

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	4.60
	B - Site Access	0.00	0.00	7.05
	C - L7109 N	7.01	2.83	0.00

15:45 - 16:00

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	1.15
	B - Site Access	0.00	0.00	2.33
	C - L7109 N	1.15	1.68	0.00

16:00 - 16:15

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	2.30
	B - Site Access	0.00	0.00	2.42
	C - L7109 N	11.49	2.71	0.00

16:15 - 16:30

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	9.55
	B - Site Access	0.00	0.00	2.54
	C - L7109 N	8.16	1.44	0.00

16:30 - 16:45

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	1.15	3.45
	B - Site Access	1.15	0.00	10.14
	C - L7109 N	21.95	1.24	0.00

16:45 - 17:00

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	4.71
	B - Site Access	0.00	0.00	11.17
	C - L7109 N	8.16	1.24	0.00

17:00 - 17:15

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	8.40
	B - Site Access	1.15	0.00	8.45
	C - L7109 N	11.61	1.89	0.00

17:15 - 17:30

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	1.15	5.74
	B - Site Access	2.30	0.00	7.30
	C - L7109 N	3.45	0.62	0.00

17:30 - 17:45

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	8.04
	B - Site Access	0.00	0.00	3.36
	C - L7109 N	11.61	0.31	0.00

17:45 - 18:00

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	5.74
	B - Site Access	0.00	0.00	3.36
	C - L7109 N	3.45	1.57	0.00

18:00 - 18:15

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	5.74
	B - Site Access	0.00	0.00	0.84
	C - L7109 N	3.57	1.37	0.00

18:15 - 18:30

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	7.01
	B - Site Access	0.00	0.00	0.84
	C - L7109 N	5.74	0.10	0.00

18:30 - 18:45

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	4.60
	B - Site Access	0.00	0.00	0.10
	C - L7109 N	3.45	0.10	0.00

18:45 - 19:00

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	1.27
	B - Site Access	0.00	0.00	0.10
	C - L7109 N	2.30	0.10	0.00

Vehicle Mix

07:00 - 07:15

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	0
	B - Site Access	0	0	100
	C - L7109 N	0	81	0

07:15 - 07:30

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	0
	B - Site Access	0	0	100
	C - L7109 N	0	84	0

07:30 - 07:45

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	0
	B - Site Access	0	0	100
	C - L7109 N	100	100	0

07:45 - 08:00

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	6
	B - Site Access	0	0	100
	C - L7109 N	18	17	0

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	31
	B - Site Access	100	0	100
	C - L7109 N	0	7	0

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	0
	B - Site Access	0	0	100
	C - L7109 N	0	0	0

08:30 - 08:45

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	14
	B - Site Access	0	0	100
	C - L7109 N	0	0	0

08:45 - 09:00

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	0
	B - Site Access	100	0	100
	C - L7109 N	0	100	0

09:00 - 09:15

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	100	0
	B - Site Access	0	0	76
	C - L7109 N	0	81	0

09:15 - 09:30

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	0
	B - Site Access	0	0	100
	C - L7109 N	0	76	0

09:30 - 09:45

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	52
	B - Site Access	0	0	100
	C - L7109 N	0	100	0

09:45 - 10:00

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	0
	B - Site Access	0	0	100
	C - L7109 N	0	100	0

10:00 - 10:15

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	100	0
	B - Site Access	0	0	100
	C - L7109 N	0	100	0

10:15 - 10:30

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	0
	B - Site Access	0	0	100
	C - L7109 N	0	100	0

10:30 - 10:45

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	0
	B - Site Access	100	0	100
	C - L7109 N	0	100	0

10:45 - 11:00

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	52	100
	B - Site Access	0	0	88
	C - L7109 N	52	100	0

11:00 - 11:15

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	0
	B - Site Access	0	0	100
	C - L7109 N	0	71	0

11:15 - 11:30

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	100	100
	B - Site Access	0	0	100
	C - L7109 N	0	100	0

11:30 - 11:45

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	52
	B - Site Access	100	0	78
	C - L7109 N	0	64	0

11:45 - 12:00

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	0
	B - Site Access	0	0	82
	C - L7109 N	36	71	0

12:00 - 12:15

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	0
	B - Site Access	0	0	70
	C - L7109 N	100	66	0

12:15 - 12:30

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	22
	B - Site Access	0	0	70
	C - L7109 N	0	100	0

12:30 - 12:45

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	0
	B - Site Access	0	0	100
	C - L7109 N	100	100	0

12:45 - 13:00

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	16
	B - Site Access	0	0	100
	C - L7109 N	52	100	0

13:00 - 13:15

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	0
	B - Site Access	0	0	100
	C - L7109 N	18	100	0

13:15 - 13:30

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	52
	B - Site Access	0	0	83
	C - L7109 N	0	100	0

13:30 - 13:45

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	18
	B - Site Access	0	0	100
	C - L7109 N	0	88	0

13:45 - 14:00

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	12
	B - Site Access	0	0	81
	C - L7109 N	0	100	0

14:00 - 14:15

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	0
	B - Site Access	0	0	100
	C - L7109 N	0	100	0

14:15 - 14:30

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	0
	B - Site Access	0	0	100
	C - L7109 N	0	76	0

14:30 - 14:45

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	6
	B - Site Access	0	0	68
	C - L7109 N	10	64	0

14:45 - 15:00

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	0
	B - Site Access	0	0	62
	C - L7109 N	27	100	0

15:00 - 15:15

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	0
	B - Site Access	0	0	100
	C - L7109 N	18	100	0

15:15 - 15:30

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	100	52
	B - Site Access	0	0	72
	C - L7109 N	0	73	0

15:30 - 15:45

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	0
	B - Site Access	0	0	35
	C - L7109 N	18	59	0

15:45 - 16:00

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	0
	B - Site Access	0	0	51
	C - L7109 N	0	100	0

16:00 - 16:15

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	0
	B - Site Access	0	0	52
	C - L7109 N	0	100	0

16:15 - 16:30

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	40
	B - Site Access	0	0	100
	C - L7109 N	16	100	0

16:30 - 16:45

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	0
	B - Site Access	0	0	2
	C - L7109 N	6	100	0

16:45 - 17:00

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	27
	B - Site Access	0	0	0
	C - L7109 N	16	100	0

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	45
	B - Site Access	0	0	0
	C - L7109 N	11	100	0

17:15 - 17:30

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	0
	B - Site Access	0	0	0
	C - L7109 N	0	100	0

17:30 - 17:45

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	0
	B - Site Access	0	0	66
	C - L7109 N	11	100	0

17:45 - 18:00

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	0
	B - Site Access	0	0	66
	C - L7109 N	0	100	0

18:00 - 18:15

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	0
	B - Site Access	0	0	100
	C - L7109 N	36	100	0

18:15 - 18:30

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	18
	B - Site Access	0	0	100
	C - L7109 N	0	100	0

18:30 - 18:45

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	0
	B - Site Access	0	0	100
	C - L7109 N	0	100	0

18:45 - 19:00

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	100
	B - Site Access	0	0	100
	C - L7109 N	0	100	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-C	0.10	11.35	0.1	B	4.33	207.71
B-A	0.02	17.96	0.0	C	0.27	13.12
C-AB	0.11	11.51	0.1	B	4.39	210.88
C-A					5.25	252.19
A-B					0.28	13.23
A-C					5.44	261.35

Main Results for each time segment

07:00 - 07:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3.99	3.99	87.97	0.045	3.94	0.0	0.0	10.705	B
B-A	0.00	0.00	95.07	0.000	0.00	0.0	0.0	0.000	A
C-AB	6.21	6.21	93.01	0.067	6.13	0.0	0.1	10.351	B
C-A	2.14	2.14			2.14				
A-B	0.00	0.00			0.00				
A-C	2.30	2.30			2.30				

07:15 - 07:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2.72	2.72	87.26	0.031	2.73	0.0	0.0	10.648	B
B-A	0.00	0.00	92.62	0.000	0.00	0.0	0.0	0.000	A
C-AB	8.10	8.10	96.13	0.084	8.08	0.1	0.1	10.295	B
C-A	8.41	8.41			8.41				
A-B	1.15	1.15			1.15				
A-C	6.89	6.89			6.89				

07:30 - 07:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5.80	5.80	87.17	0.067	5.76	0.0	0.1	11.052	B
B-A	0.00	0.00	95.02	0.000	0.00	0.0	0.0	0.000	A
C-AB	2.42	2.42	84.59	0.029	2.48	0.1	0.0	9.985	A
C-A	3.69	3.69			3.69				
A-B	0.00	0.00			0.00				
A-C	8.04	8.04			8.04				

07:45 - 08:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2.00	2.00	85.37	0.023	2.04	0.1	0.0	10.808	B
B-A	0.00	0.00	89.63	0.000	0.00	0.0	0.0	0.000	A
C-AB	14.09	14.09	140.63	0.100	13.99	0.0	0.1	7.908	A
C-A	6.31	6.31			6.31				
A-B	0.00	0.00			0.00				
A-C	19.65	19.65			19.65				

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4.08	4.08	84.90	0.048	4.05	0.0	0.0	11.128	B
B-A	1.27	1.27	51.33	0.025	1.24	0.0	0.0	17.963	C
C-AB	12.22	12.22	153.59	0.079	12.26	0.1	0.1	6.717	A
C-A	3.17	3.17			3.17				
A-B	0.00	0.00			0.00				
A-C	8.28	8.28			8.28				

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4.08	4.08	86.34	0.047	4.08	0.0	0.0	10.940	B
B-A	1.15	1.15	94.18	0.012	1.15	0.0	0.0	14.530	B
C-AB	9.80	9.80	165.75	0.059	9.83	0.1	0.1	6.018	A
C-A	4.32	4.32			4.32				
A-B	1.15	1.15			1.15				
A-C	9.19	9.19			9.19				

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3.36	3.36	86.81	0.039	3.37	0.0	0.0	10.789	B
B-A	0.00	0.00	92.50	0.000	0.02	0.0	0.0	0.000	A
C-AB	9.01	9.01	173.86	0.052	9.01	0.1	0.1	5.459	A
C-A	16.33	16.33			16.33				
A-B	0.00	0.00			0.00				
A-C	9.31	9.31			9.31				

08:45 - 09:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3.36	3.36	83.40	0.040	3.36	0.0	0.0	11.243	B
B-A	1.27	1.27	52.10	0.024	1.25	0.0	0.0	13.412	B
C-AB	4.72	4.72	85.56	0.055	4.74	0.1	0.0	7.525	A
C-A	5.42	5.42			5.42				
A-B	0.00	0.00			0.00				
A-C	19.53	19.53			19.53				

09:00 - 09:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4.69	4.69	99.77	0.047	4.68	0.0	0.1	10.030	B
B-A	0.00	0.00	47.30	0.000	0.02	0.0	0.0	0.000	A
C-AB	6.24	6.24	92.39	0.067	6.20	0.0	0.1	10.809	B
C-A	2.14	2.14			2.14				
A-B	1.27	1.27			1.27				
A-C	3.45	3.45			3.45				

09:15 - 09:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3.54	3.54	88.29	0.040	3.55	0.1	0.0	9.872	A
B-A	0.00	0.00	76.83	0.000	0.00	0.0	0.0	0.000	A
C-AB	4.87	4.87	94.76	0.051	4.89	0.1	0.1	10.144	B
C-A	1.09	1.09			1.09				
A-B	0.00	0.00			0.00				
A-C	1.15	1.15			1.15				

09:30 - 09:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3.09	3.09	87.71	0.035	3.09	0.0	0.0	10.637	B
B-A	0.00	0.00	84.52	0.000	0.00	0.0	0.0	0.000	A
C-AB	5.09	5.09	83.24	0.061	5.08	0.1	0.1	10.825	B
C-A	1.08	1.08			1.08				
A-B	1.15	1.15			1.15				
A-C	2.42	2.42			2.42				

09:45 - 10:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4.35	4.35	87.81	0.050	4.34	0.0	0.1	10.781	B
B-A	0.00	0.00	90.74	0.000	0.00	0.0	0.0	0.000	A
C-AB	2.55	2.55	84.26	0.030	2.58	0.1	0.0	11.073	B
C-A	2.23	2.23			2.23				
A-B	0.00	0.00			0.00				
A-C	3.45	3.45			3.45				

10:00 - 10:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2.91	2.91	87.83	0.033	2.92	0.1	0.0	10.601	B
B-A	0.00	0.00	91.99	0.000	0.00	0.0	0.0	0.000	A
C-AB	5.44	5.44	85.01	0.064	5.41	0.0	0.1	11.326	B
C-A	3.22	3.22			3.22				
A-B	1.27	1.27			1.27				
A-C	2.30	2.30			2.30				

10:15 - 10:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4.17	4.17	87.81	0.048	4.16	0.0	0.0	10.758	B
B-A	0.00	0.00	94.16	0.000	0.00	0.0	0.0	0.000	A
C-AB	4.06	4.06	84.28	0.048	4.08	0.1	0.1	11.181	B
C-A	2.18	2.18			2.18				
A-B	0.00	0.00			0.00				
A-C	3.45	3.45			3.45				

10:30 - 10:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	1.72	1.72	85.65	0.020	1.75	0.0	0.0	10.729	B
B-A	1.27	1.27	58.98	0.022	1.25	0.0	0.0	15.583	C
C-AB	5.57	5.57	83.47	0.067	5.55	0.1	0.1	11.512	B
C-A	1.07	1.07			1.07				
A-B	0.00	0.00			0.00				
A-C	2.30	2.30			2.30				

10:45 - 11:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	9.21	9.21	93.54	0.098	9.13	0.0	0.1	10.773	B
B-A	0.00	0.00	46.92	0.000	0.02	0.0	0.0	0.000	A
C-AB	5.82	5.82	85.50	0.068	5.82	0.1	0.1	11.333	B
C-A	4.50	4.50			4.50				
A-B	2.42	2.42			2.42				
A-C	1.27	1.27			1.27				

11:00 - 11:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5.35	5.35	87.45	0.061	5.39	0.1	0.1	10.527	B
B-A	1.15	1.15	95.91	0.012	1.13	0.0	0.0	14.567	B
C-AB	4.12	4.12	97.47	0.042	4.14	0.1	0.1	10.578	B
C-A	2.20	2.20			2.20				
A-B	0.00	0.00			0.00				
A-C	4.60	4.60			4.60				

11:15 - 11:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2.81	2.81	87.79	0.032	2.84	0.1	0.0	10.599	B
B-A	0.00	0.00	94.70	0.000	0.02	0.0	0.0	0.000	A
C-AB	5.64	5.64	85.09	0.066	5.62	0.1	0.1	10.656	B
C-A	3.22	3.22			3.22				
A-B	1.27	1.27			1.27				
A-C	1.27	1.27			1.27				

11:30 - 11:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5.13	5.13	96.83	0.053	5.11	0.0	0.1	10.265	B
B-A	1.27	1.27	51.56	0.025	1.25	0.0	0.0	13.555	B
C-AB	6.81	6.81	104.50	0.065	6.80	0.1	0.1	10.170	B
C-A	5.37	5.37			5.37				
A-B	0.00	0.00			0.00				
A-C	2.42	2.42			2.42				

11:45 - 12:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6.40	6.40	97.00	0.066	6.39	0.1	0.1	9.818	A
B-A	0.00	0.00	48.08	0.000	0.02	0.0	0.0	0.000	A
C-AB	4.17	4.17	99.28	0.042	4.20	0.1	0.0	9.141	A
C-A	3.41	3.41			3.41				
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				

12:00 - 12:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7.55	7.55	103.87	0.073	7.54	0.1	0.1	9.675	A
B-A	0.00	0.00	77.32	0.000	0.00	0.0	0.0	0.000	A
C-AB	3.43	3.43	100.22	0.034	3.44	0.0	0.0	9.410	A
C-A	1.22	1.22			1.22				
A-B	0.00	0.00			0.00				
A-C	1.15	1.15			1.15				

12:15 - 12:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3.87	3.87	102.54	0.038	3.91	0.1	0.0	9.104	A
B-A	0.00	0.00	84.74	0.000	0.00	0.0	0.0	0.000	A
C-AB	3.56	3.56	82.97	0.043	3.55	0.0	0.0	10.415	B
C-A	1.10	1.10			1.10				
A-B	0.00	0.00			0.00				
A-C	5.86	5.86			5.86				

12:30 - 12:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2.81	2.81	88.15	0.032	2.82	0.0	0.0	9.635	A
B-A	0.00	0.00	90.55	0.000	0.00	0.0	0.0	0.000	A
C-AB	2.77	2.77	84.14	0.033	2.77	0.0	0.0	11.018	B
C-A	2.45	2.45			2.45				
A-B	0.00	0.00			0.00				
A-C	2.30	2.30			2.30				

12:45 - 13:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4.08	4.08	86.97	0.047	4.06	0.0	0.0	10.852	B
B-A	0.00	0.00	91.51	0.000	0.00	0.0	0.0	0.000	A
C-AB	4.07	4.07	83.33	0.049	4.05	0.0	0.1	11.386	B
C-A	2.30	2.30			2.30				
A-B	0.00	0.00			0.00				
A-C	8.16	8.16			8.16				

13:00 - 13:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	1.90	1.90	88.29	0.022	1.93	0.0	0.0	10.423	B
B-A	0.00	0.00	93.92	0.000	0.00	0.0	0.0	0.000	A
C-AB	4.69	4.69	88.32	0.053	4.68	0.1	0.1	10.899	B
C-A	6.64	6.64			6.64				
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				

13:15 - 13:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6.86	6.86	95.77	0.072	6.80	0.0	0.1	10.322	B
B-A	0.00	0.00	95.46	0.000	0.00	0.0	0.0	0.000	A
C-AB	3.09	3.09	83.33	0.037	3.11	0.1	0.0	11.046	B
C-A	1.11	1.11			1.11				
A-B	0.00	0.00			0.00				
A-C	2.42	2.42			2.42				

13:30 - 13:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4.81	4.81	87.25	0.055	4.83	0.1	0.1	10.370	B
B-A	0.00	0.00	91.42	0.000	0.00	0.0	0.0	0.000	A
C-AB	10.13	10.13	90.61	0.112	10.04	0.0	0.1	11.394	B
C-A	4.08	4.08			4.08				
A-B	0.00	0.00			0.00				
A-C	7.01	7.01			7.01				

13:45 - 14:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5.96	5.96	95.80	0.062	5.94	0.1	0.1	10.514	B
B-A	0.00	0.00	93.51	0.000	0.00	0.0	0.0	0.000	A
C-AB	4.80	4.80	83.35	0.058	4.87	0.1	0.1	10.931	B
C-A	2.16	2.16			2.16				
A-B	0.00	0.00			0.00				
A-C	10.46	10.46			10.46				

14:00 - 14:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2.00	2.00	86.82	0.023	2.04	0.1	0.0	9.869	A
B-A	1.15	1.15	102.51	0.011	1.13	0.0	0.0	13.612	B
C-AB	6.90	6.90	90.97	0.076	6.87	0.1	0.1	10.913	B
C-A	9.55	9.55			9.55				
A-B	0.00	0.00			0.00				
A-C	2.30	2.30			2.30				

14:15 - 14:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	8.34	8.34	87.48	0.095	8.26	0.0	0.1	11.348	B
B-A	0.00	0.00	93.75	0.000	0.02	0.0	0.0	0.000	A
C-AB	5.33	5.33	102.41	0.052	5.35	0.1	0.1	9.968	A
C-A	10.88	10.88			10.88				
A-B	0.00	0.00			0.00				
A-C	5.74	5.74			5.74				

14:30 - 14:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3.60	3.60	100.84	0.036	3.66	0.1	0.0	10.492	B
B-A	0.00	0.00	91.52	0.000	0.00	0.0	0.0	0.000	A
C-AB	3.63	3.63	107.14	0.034	3.66	0.1	0.0	9.017	A
C-A	12.32	12.32			12.32				
A-B	0.00	0.00			0.00				
A-C	20.80	20.80			20.80				

14:45 - 15:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6.02	6.02	108.10	0.056	6.00	0.0	0.1	8.947	A
B-A	0.00	0.00	95.13	0.000	0.00	0.0	0.0	0.000	A
C-AB	3.51	3.51	85.91	0.041	3.51	0.0	0.0	9.813	A
C-A	4.52	4.52			4.52				
A-B	0.00	0.00			0.00				
A-C	5.74	5.74			5.74				

15:00 - 15:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2.99	2.99	88.14	0.034	3.02	0.1	0.0	9.223	A
B-A	0.00	0.00	94.75	0.000	0.00	0.0	0.0	0.000	A
C-AB	4.69	4.69	87.88	0.053	4.67	0.0	0.1	10.879	B
C-A	6.63	6.63			6.63				
A-B	0.00	0.00			0.00				
A-C	3.45	3.45			3.45				

15:15 - 15:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4.14	4.14	101.63	0.041	4.13	0.0	0.0	9.869	A
B-A	0.00	0.00	95.31	0.000	0.00	0.0	0.0	0.000	A
C-AB	4.40	4.40	98.49	0.045	4.41	0.1	0.1	10.291	B
C-A	4.39	4.39			4.39				
A-B	1.27	1.27			1.27				
A-C	2.42	2.42			2.42				

15:30 - 15:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7.05	7.05	129.82	0.054	7.03	0.0	0.1	8.115	A
B-A	0.00	0.00	95.63	0.000	0.00	0.0	0.0	0.000	A
C-AB	3.03	3.03	108.14	0.028	3.05	0.1	0.0	8.969	A
C-A	6.81	6.81			6.81				
A-B	0.00	0.00			0.00				
A-C	4.60	4.60			4.60				

15:45 - 16:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2.33	2.33	117.26	0.020	2.38	0.1	0.0	7.224	A
B-A	0.00	0.00	97.42	0.000	0.00	0.0	0.0	0.000	A
C-AB	1.71	1.71	83.96	0.020	1.72	0.0	0.0	9.482	A
C-A	1.12	1.12			1.12				
A-B	0.00	0.00			0.00				
A-C	1.15	1.15			1.15				

16:00 - 16:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2.42	2.42	115.40	0.021	2.41	0.0	0.0	7.920	A
B-A	0.00	0.00	95.45	0.000	0.00	0.0	0.0	0.000	A
C-AB	3.10	3.10	91.90	0.034	3.08	0.0	0.0	10.351	B
C-A	11.10	11.10			11.10				
A-B	0.00	0.00			0.00				
A-C	2.30	2.30			2.30				

16:15 - 16:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2.54	2.54	86.60	0.029	2.53	0.0	0.0	9.451	A
B-A	0.00	0.00	94.30	0.000	0.00	0.0	0.0	0.000	A
C-AB	1.59	1.59	87.66	0.018	1.61	0.0	0.0	10.303	B
C-A	8.01	8.01			8.01				
A-B	0.00	0.00			0.00				
A-C	9.55	9.55			9.55				

16:30 - 16:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	10.14	10.14	170.26	0.059	10.09	0.0	0.1	6.752	A
B-A	1.15	1.15	95.11	0.012	1.14	0.0	0.0	9.576	A
C-AB	1.59	1.59	99.97	0.016	1.59	0.0	0.0	9.477	A
C-A	21.59	21.59			21.59				
A-B	1.15	1.15			1.15				
A-C	3.45	3.45			3.45				

16:45 - 17:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	11.17	11.17	174.88	0.064	11.18	0.1	0.1	5.564	A
B-A	0.00	0.00	95.77	0.000	0.01	0.0	0.0	0.000	A
C-AB	1.37	1.37	88.61	0.015	1.37	0.0	0.0	9.943	A
C-A	8.03	8.03			8.03				
A-B	0.00	0.00			0.00				
A-C	4.71	4.71			4.71				

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	8.45	8.45	172.14	0.049	8.47	0.1	0.1	5.498	A
B-A	1.15	1.15	95.80	0.012	1.14	0.0	0.0	9.505	A
C-AB	2.17	2.17	90.53	0.024	2.16	0.0	0.0	10.260	B
C-A	11.33	11.33			11.33				
A-B	0.00	0.00			0.00				
A-C	8.40	8.40			8.40				

17:15 - 17:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7.30	7.30	171.18	0.043	7.31	0.1	0.0	5.491	A
B-A	2.30	2.30	107.29	0.021	2.29	0.0	0.0	8.571	A
C-AB	0.65	0.65	84.94	0.008	0.67	0.0	0.0	10.391	B
C-A	3.42	3.42			3.42				
A-B	1.15	1.15			1.15				
A-C	5.74	5.74			5.74				

17:30 - 17:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3.36	3.36	105.67	0.032	3.38	0.0	0.0	6.387	A
B-A	0.00	0.00	95.50	0.000	0.02	0.0	0.0	0.000	A
C-AB	0.35	0.35	91.07	0.004	0.35	0.0	0.0	10.166	B
C-A	11.56	11.56			11.56				
A-B	0.00	0.00			0.00				
A-C	8.04	8.04			8.04				

17:45 - 18:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3.36	3.36	105.50	0.032	3.36	0.0	0.0	8.811	A
B-A	0.00	0.00	96.36	0.000	0.00	0.0	0.0	0.000	A
C-AB	1.64	1.64	84.90	0.019	1.62	0.0	0.0	10.733	B
C-A	3.38	3.38			3.38				
A-B	0.00	0.00			0.00				
A-C	5.74	5.74			5.74				

18:00 - 18:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.84	0.84	88.05	0.010	0.87	0.0	0.0	8.960	A
B-A	0.00	0.00	96.30	0.000	0.00	0.0	0.0	0.000	A
C-AB	1.43	1.43	84.78	0.017	1.43	0.0	0.0	10.762	B
C-A	3.50	3.50			3.50				
A-B	0.00	0.00			0.00				
A-C	5.74	5.74			5.74				

18:15 - 18:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.84	0.84	87.13	0.010	0.84	0.0	0.0	10.429	B
B-A	0.00	0.00	96.40	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.11	0.11	86.59	0.001	0.13	0.0	0.0	10.620	B
C-A	5.74	5.74			5.74				
A-B	0.00	0.00			0.00				
A-C	7.01	7.01			7.01				

18:30 - 18:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.10	0.10	87.65	0.001	0.11	0.0	0.0	10.281	B
B-A	0.00	0.00	97.36	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.11	0.11	85.07	0.001	0.11	0.0	0.0	10.496	B
C-A	3.44	3.44			3.44				
A-B	0.00	0.00			0.00				
A-C	4.60	4.60			4.60				

18:45 - 19:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.10	0.10	87.94	0.001	0.10	0.0	0.0	10.246	B
B-A	0.00	0.00	97.88	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.10	0.10	84.38	0.001	0.10	0.0	0.0	10.642	B
C-A	2.29	2.29			2.29				
A-B	0.00	0.00			0.00				
A-C	1.27	1.27			1.27				

opening yr + 15 + dev + adj,

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Site Access - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Major arm width	C - L7109 N - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
2	Site Access	T-Junction	Two-way		6.43	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D9	opening yr + 15 + dev + adj	DIRECT	07:00	19:00	720	15	✓	Simple	D6+D3+D4

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - L7109 S		DIRECT	✓	100.000
B - Site Access		DIRECT	✓	100.000
C - L7109 N		DIRECT	✓	100.000

Origin-Destination Data

07:00 - 07:15

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	2.56
	B - Site Access	0.00	0.00	4.55
	C - L7109 N	2.56	6.46	0.00

07:15 - 07:30

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	1.28	7.68
	B - Site Access	0.00	0.00	3.00
	C - L7109 N	10.24	8.01	0.00

07:30 - 07:45

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	8.96
	B - Site Access	0.00	0.00	6.64
	C - L7109 N	4.65	2.30	0.00

07:45 - 08:00

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	22.03
	B - Site Access	0.00	0.00	2.00
	C - L7109 N	7.95	14.21	0.00

08:00 - 08:15

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	9.50
	B - Site Access	1.55	0.00	4.64
	C - L7109 N	3.84	12.49	0.00

08:15 - 08:30

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	1.28	10.24
	B - Site Access	1.28	0.00	4.64
	C - L7109 N	5.12	9.66	0.00

08:30 - 08:45

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	10.51
	B - Site Access	0.00	0.00	3.64
	C - L7109 N	19.20	8.11	0.00

08:45 - 09:00

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	21.76
	B - Site Access	1.55	0.00	3.64
	C - L7109 N	6.40	4.96	0.00

09:00 - 09:15

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	1.55	3.84
	B - Site Access	0.00	0.00	5.10
	C - L7109 N	2.56	6.77	0.00

09:15 - 09:30

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	1.28
	B - Site Access	0.00	0.00	3.82
	C - L7109 N	1.28	5.22	0.00

09:30 - 09:45

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	1.28	2.83
	B - Site Access	0.00	0.00	3.37
	C - L7109 N	1.28	5.58	0.00

09:45 - 10:00

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	3.84
	B - Site Access	0.00	0.00	4.92
	C - L7109 N	2.56	2.48	0.00

10:00 - 10:15

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	1.55	2.56
	B - Site Access	0.00	0.00	3.19
	C - L7109 N	3.84	6.06	0.00

10:15 - 10:30

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	3.84
	B - Site Access	0.00	0.00	4.74
	C - L7109 N	2.56	4.51	0.00

10:30 - 10:45

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	2.56
	B - Site Access	1.55	0.00	1.72
	C - L7109 N	1.28	6.33	0.00

10:45 - 11:00

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	2.83	1.55
	B - Site Access	0.00	0.00	10.75
	C - L7109 N	5.66	6.33	0.00

11:00 - 11:15

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	5.12
	B - Site Access	1.28	0.00	6.19
	C - L7109 N	2.56	4.43	0.00

11:15 - 11:30

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	1.55	1.55
	B - Site Access	0.00	0.00	3.09
	C - L7109 N	3.84	6.25	0.00

11:30 - 11:45

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	2.83
	B - Site Access	1.55	0.00	5.83
	C - L7109 N	6.40	7.26	0.00

11:45 - 12:00

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	0.00
	B - Site Access	0.00	0.00	7.37
	C - L7109 N	4.11	4.43	0.00

12:00 - 12:15

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	1.28
	B - Site Access	0.00	0.00	8.65
	C - L7109 N	1.55	3.80	0.00

12:15 - 12:30

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	6.67
	B - Site Access	0.00	0.00	4.28
	C - L7109 N	1.28	4.07	0.00

12:30 - 12:45

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	2.56
	B - Site Access	0.00	0.00	3.09
	C - L7109 N	3.10	2.96	0.00

12:45 - 13:00

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	9.23
	B - Site Access	0.00	0.00	4.64
	C - L7109 N	2.83	4.51	0.00

13:00 - 13:15

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	0.00
	B - Site Access	0.00	0.00	1.90
	C - L7109 N	7.95	4.87	0.00

13:15 - 13:30

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	2.83
	B - Site Access	0.00	0.00	7.83
	C - L7109 N	1.28	3.32	0.00

13:30 - 13:45

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	7.95
	B - Site Access	0.00	0.00	5.37
	C - L7109 N	5.12	11.15	0.00

13:45 - 14:00

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	11.79
	B - Site Access	0.00	0.00	6.65
	C - L7109 N	2.56	5.22	0.00

14:00 - 14:15

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	2.56
	B - Site Access	1.28	0.00	2.00
	C - L7109 N	11.52	6.95	0.00

14:15 - 14:30

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	6.40
	B - Site Access	0.00	0.00	9.74
	C - L7109 N	12.80	5.13	0.00

14:30 - 14:45

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	23.31
	B - Site Access	0.00	0.00	3.73
	C - L7109 N	14.35	3.32	0.00

14:45 - 15:00

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	6.40
	B - Site Access	0.00	0.00	6.56
	C - L7109 N	5.39	3.59	0.00

15:00 - 15:15

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	3.84
	B - Site Access	0.00	0.00	3.27
	C - L7109 N	7.95	4.87	0.00

15:15 - 15:30

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	1.55	2.83
	B - Site Access	0.00	0.00	4.55
	C - L7109 N	5.12	4.60	0.00

15:30 - 15:45

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	5.12
	B - Site Access	0.00	0.00	7.85
	C - L7109 N	7.95	2.96	0.00

15:45 - 16:00

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	1.28
	B - Site Access	0.00	0.00	2.46
	C - L7109 N	1.28	1.68	0.00

16:00 - 16:15

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	2.56
	B - Site Access	0.00	0.00	2.55
	C - L7109 N	12.80	2.99	0.00

16:15 - 16:30

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	11.05
	B - Site Access	0.00	0.00	2.82
	C - L7109 N	9.23	1.44	0.00

16:30 - 16:45

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	1.28	3.84
	B - Site Access	1.28	0.00	10.56
	C - L7109 N	24.59	1.24	0.00

16:45 - 17:00

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	5.39
	B - Site Access	0.00	0.00	11.57
	C - L7109 N	9.23	1.24	0.00

17:00 - 17:15

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	9.77
	B - Site Access	1.28	0.00	8.58
	C - L7109 N	13.07	2.17	0.00

17:15 - 17:30

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	1.28	6.40
	B - Site Access	2.56	0.00	7.30
	C - L7109 N	3.84	0.62	0.00

17:30 - 17:45

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	8.96
	B - Site Access	0.00	0.00	3.49
	C - L7109 N	13.07	0.31	0.00

17:45 - 18:00

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	6.40
	B - Site Access	0.00	0.00	3.49
	C - L7109 N	3.84	1.85	0.00

18:00 - 18:15

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	6.40
	B - Site Access	0.00	0.00	0.84
	C - L7109 N	4.11	1.65	0.00

18:15 - 18:30

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	7.95
	B - Site Access	0.00	0.00	0.84
	C - L7109 N	6.40	0.10	0.00

18:30 - 18:45

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	5.12
	B - Site Access	0.00	0.00	0.10
	C - L7109 N	3.84	0.10	0.00

18:45 - 19:00

Demand (Veh/TS)

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0.00	0.00	1.55
	B - Site Access	0.00	0.00	0.10
	C - L7109 N	2.56	0.10	0.00

Vehicle Mix

07:00 - 07:15

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	0
	B - Site Access	0	0	100
	C - L7109 N	0	80	0

07:15 - 07:30

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	0
	B - Site Access	0	0	100
	C - L7109 N	0	84	0

07:30 - 07:45

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	0
	B - Site Access	0	0	100
	C - L7109 N	100	100	0

07:45 - 08:00

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	7
	B - Site Access	0	0	100
	C - L7109 N	19	20	0

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	33
	B - Site Access	100	0	100
	C - L7109 N	0	9	0

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	0
	B - Site Access	0	0	100
	C - L7109 N	0	0	0

08:30 - 08:45

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	15
	B - Site Access	0	0	100
	C - L7109 N	0	0	0

08:45 - 09:00

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	0
	B - Site Access	100	0	100
	C - L7109 N	0	100	0

09:00 - 09:15

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	100	0
	B - Site Access	0	0	75
	C - L7109 N	0	81	0

09:15 - 09:30

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	0
	B - Site Access	0	0	100
	C - L7109 N	0	76	0

09:30 - 09:45

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	55
	B - Site Access	0	0	100
	C - L7109 N	0	100	0

09:45 - 10:00

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	0
	B - Site Access	0	0	100
	C - L7109 N	0	100	0

10:00 - 10:15

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	100	0
	B - Site Access	0	0	100
	C - L7109 N	0	100	0

10:15 - 10:30

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	0
	B - Site Access	0	0	100
	C - L7109 N	0	100	0

10:30 - 10:45

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	0
	B - Site Access	100	0	100
	C - L7109 N	0	100	0

10:45 - 11:00

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	55	100
	B - Site Access	0	0	88
	C - L7109 N	55	100	0

11:00 - 11:15

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	0
	B - Site Access	0	0	100
	C - L7109 N	0	71	0

11:15 - 11:30

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	100	100
	B - Site Access	0	0	100
	C - L7109 N	0	100	0

11:30 - 11:45

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	55
	B - Site Access	100	0	78
	C - L7109 N	0	65	0

11:45 - 12:00

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	0
	B - Site Access	0	0	83
	C - L7109 N	38	71	0

12:00 - 12:15

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	0
	B - Site Access	0	0	70
	C - L7109 N	100	66	0

12:15 - 12:30

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	23
	B - Site Access	0	0	70
	C - L7109 N	0	100	0

12:30 - 12:45

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	0
	B - Site Access	0	0	100
	C - L7109 N	100	100	0

12:45 - 13:00

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	17
	B - Site Access	0	0	100
	C - L7109 N	55	100	0

13:00 - 13:15

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	0
	B - Site Access	0	0	100
	C - L7109 N	19	100	0

13:15 - 13:30

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	55
	B - Site Access	0	0	84
	C - L7109 N	0	100	0

13:30 - 13:45

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	19
	B - Site Access	0	0	100
	C - L7109 N	0	89	0

13:45 - 14:00

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	13
	B - Site Access	0	0	81
	C - L7109 N	0	100	0

14:00 - 14:15

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	0
	B - Site Access	0	0	100
	C - L7109 N	0	100	0

14:15 - 14:30

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	0
	B - Site Access	0	0	100
	C - L7109 N	0	75	0

14:30 - 14:45

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	7
	B - Site Access	0	0	66
	C - L7109 N	11	61	0

14:45 - 15:00

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	0
	B - Site Access	0	0	61
	C - L7109 N	29	100	0

15:00 - 15:15

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	0
	B - Site Access	0	0	100
	C - L7109 N	19	100	0

15:15 - 15:30

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	100	55
	B - Site Access	0	0	72
	C - L7109 N	0	72	0

15:30 - 15:45

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	0
	B - Site Access	0	0	35
	C - L7109 N	19	57	0

15:45 - 16:00

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	0
	B - Site Access	0	0	48
	C - L7109 N	0	100	0

16:00 - 16:15

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	0
	B - Site Access	0	0	50
	C - L7109 N	0	100	0

16:15 - 16:30

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	42
	B - Site Access	0	0	100
	C - L7109 N	17	100	0

16:30 - 16:45

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	0
	B - Site Access	0	0	5
	C - L7109 N	6	100	0

16:45 - 17:00

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	29
	B - Site Access	0	0	0
	C - L7109 N	17	100	0

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	48
	B - Site Access	0	0	0
	C - L7109 N	12	100	0

17:15 - 17:30

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	0
	B - Site Access	0	0	0
	C - L7109 N	0	100	0

17:30 - 17:45

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	0
	B - Site Access	0	0	63
	C - L7109 N	12	100	0

17:45 - 18:00

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	0
	B - Site Access	0	0	63
	C - L7109 N	0	100	0

18:00 - 18:15

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	0
	B - Site Access	0	0	100
	C - L7109 N	38	100	0

18:15 - 18:30

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	19
	B - Site Access	0	0	100
	C - L7109 N	0	100	0

18:30 - 18:45

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	0
	B - Site Access	0	0	100
	C - L7109 N	0	100	0

18:45 - 19:00

Heavy Vehicle Percentages

		To		
		A - L7109 S	B - Site Access	C - L7109 N
From	A - L7109 S	0	0	100
	B - Site Access	0	0	100
	C - L7109 N	0	100	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-C	0.12	11.56	0.1	B	4.74	227.66
B-A	0.03	18.02	0.0	C	0.32	15.15
C-AB	0.13	11.63	0.2	B	4.84	232.52
C-A					5.89	282.62
A-B					0.32	15.42
A-C					6.13	294.42

Main Results for each time segment

07:00 - 07:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4.55	4.55	87.93	0.052	4.49	0.0	0.1	10.779	B
B-A	0.00	0.00	94.81	0.000	0.00	0.0	0.0	0.000	A
C-AB	6.65	6.65	93.59	0.071	6.57	0.0	0.1	10.334	B
C-A	2.38	2.38			2.38				
A-B	0.00	0.00			0.00				
A-C	2.56	2.56			2.56				

07:15 - 07:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3.00	3.00	87.15	0.034	3.01	0.1	0.0	10.699	B
B-A	0.00	0.00	92.01	0.000	0.00	0.0	0.0	0.000	A
C-AB	8.97	8.97	96.98	0.092	8.94	0.1	0.1	10.299	B
C-A	9.28	9.28			9.28				
A-B	1.28	1.28			1.28				
A-C	7.68	7.68			7.68				

07:30 - 07:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6.64	6.64	87.04	0.076	6.60	0.0	0.1	11.183	B
B-A	0.00	0.00	94.65	0.000	0.00	0.0	0.0	0.000	A
C-AB	2.44	2.44	85.07	0.029	2.52	0.1	0.0	9.868	A
C-A	4.51	4.51			4.51				
A-B	0.00	0.00			0.00				
A-C	8.96	8.96			8.96				

07:45 - 08:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2.00	2.00	85.00	0.024	2.05	0.1	0.0	10.859	B
B-A	0.00	0.00	88.63	0.000	0.00	0.0	0.0	0.000	A
C-AB	15.08	15.08	137.40	0.110	14.97	0.0	0.1	8.102	A
C-A	7.07	7.07			7.07				
A-B	0.00	0.00			0.00				
A-C	22.03	22.03			22.03				

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4.64	4.64	84.41	0.055	4.61	0.0	0.1	11.272	B
B-A	1.55	1.55	51.43	0.030	1.52	0.0	0.0	18.022	C
C-AB	12.82	12.82	150.77	0.085	12.86	0.1	0.1	6.918	A
C-A	3.51	3.51			3.51				
A-B	0.00	0.00			0.00				
A-C	9.50	9.50			9.50				

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4.64	4.64	86.17	0.054	4.64	0.1	0.1	11.041	B
B-A	1.28	1.28	93.54	0.013	1.29	0.0	0.0	14.856	B
C-AB	9.97	9.97	165.74	0.060	10.00	0.1	0.1	6.094	A
C-A	4.81	4.81			4.81				
A-B	1.28	1.28			1.28				
A-C	10.24	10.24			10.24				

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3.64	3.64	86.60	0.042	3.65	0.1	0.0	10.851	B
B-A	0.00	0.00	91.99	0.000	0.02	0.0	0.0	0.000	A
C-AB	9.12	9.12	174.75	0.052	9.12	0.1	0.1	5.436	A
C-A	18.19	18.19			18.19				
A-B	0.00	0.00			0.00				
A-C	10.51	10.51			10.51				

08:45 - 09:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3.64	3.64	82.77	0.044	3.64	0.0	0.0	11.373	B
B-A	1.55	1.55	52.46	0.030	1.53	0.0	0.0	13.576	B
C-AB	5.36	5.36	85.75	0.063	5.38	0.1	0.0	7.705	A
C-A	5.99	5.99			5.99				
A-B	0.00	0.00			0.00				
A-C	21.76	21.76			21.76				

09:00 - 09:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5.10	5.10	100.01	0.051	5.09	0.0	0.1	10.065	B
B-A	0.00	0.00	47.05	0.000	0.02	0.0	0.0	0.000	A
C-AB	6.97	6.97	92.46	0.075	6.93	0.0	0.1	10.889	B
C-A	2.37	2.37			2.37				
A-B	1.55	1.55			1.55				
A-C	3.84	3.84			3.84				

09:15 - 09:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3.82	3.82	88.28	0.043	3.83	0.1	0.0	9.881	A
B-A	0.00	0.00	76.65	0.000	0.00	0.0	0.0	0.000	A
C-AB	5.30	5.30	95.17	0.056	5.32	0.1	0.1	10.165	B
C-A	1.21	1.21			1.21				
A-B	0.00	0.00			0.00				
A-C	1.28	1.28			1.28				

09:30 - 09:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3.37	3.37	87.61	0.038	3.37	0.0	0.0	10.685	B
B-A	0.00	0.00	84.11	0.000	0.00	0.0	0.0	0.000	A
C-AB	5.66	5.66	83.24	0.068	5.66	0.1	0.1	10.892	B
C-A	1.19	1.19			1.19				
A-B	1.28	1.28			1.28				
A-C	2.83	2.83			2.83				

09:45 - 10:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4.92	4.92	87.75	0.056	4.90	0.0	0.1	10.859	B
B-A	0.00	0.00	90.64	0.000	0.00	0.0	0.0	0.000	A
C-AB	2.56	2.56	84.43	0.030	2.59	0.1	0.0	11.062	B
C-A	2.48	2.48			2.48				
A-B	0.00	0.00			0.00				
A-C	3.84	3.84			3.84				

10:00 - 10:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3.19	3.19	87.76	0.036	3.21	0.1	0.0	10.645	B
B-A	0.00	0.00	91.43	0.000	0.00	0.0	0.0	0.000	A
C-AB	6.35	6.35	85.23	0.075	6.30	0.0	0.1	11.420	B
C-A	3.55	3.55			3.55				
A-B	1.55	1.55			1.55				
A-C	2.56	2.56			2.56				

10:15 - 10:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4.74	4.74	87.75	0.054	4.72	0.0	0.1	10.836	B
B-A	0.00	0.00	93.76	0.000	0.00	0.0	0.0	0.000	A
C-AB	4.66	4.66	84.44	0.055	4.68	0.1	0.1	11.237	B
C-A	2.42	2.42			2.42				
A-B	0.00	0.00			0.00				
A-C	3.84	3.84			3.84				

10:30 - 10:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	1.72	1.72	83.30	0.021	1.76	0.1	0.0	11.041	B
B-A	1.55	1.55	60.34	0.026	1.52	0.0	0.0	15.295	C
C-AB	6.43	6.43	83.54	0.077	6.41	0.1	0.1	11.625	B
C-A	1.18	1.18			1.18				
A-B	0.00	0.00			0.00				
A-C	2.56	2.56			2.56				

10:45 - 11:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	10.75	10.75	93.14	0.115	10.64	0.0	0.1	11.001	B
B-A	0.00	0.00	46.48	0.000	0.03	0.0	0.0	0.000	A
C-AB	6.78	6.78	85.91	0.079	6.77	0.1	0.1	11.416	B
C-A	5.21	5.21			5.21				
A-B	2.83	2.83			2.83				
A-C	1.55	1.55			1.55				

11:00 - 11:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6.19	6.19	87.37	0.071	6.25	0.1	0.1	10.666	B
B-A	1.28	1.28	95.32	0.013	1.26	0.0	0.0	14.912	B
C-AB	4.55	4.55	97.75	0.046	4.58	0.1	0.1	10.629	B
C-A	2.44	2.44			2.44				
A-B	0.00	0.00			0.00				
A-C	5.12	5.12			5.12				

11:15 - 11:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3.09	3.09	87.68	0.035	3.13	0.1	0.0	10.650	B
B-A	0.00	0.00	94.06	0.000	0.02	0.0	0.0	0.000	A
C-AB	6.54	6.54	85.26	0.077	6.52	0.1	0.1	10.762	B
C-A	3.54	3.54			3.54				
A-B	1.55	1.55			1.55				
A-C	1.55	1.55			1.55				

11:30 - 11:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5.83	5.83	96.23	0.060	5.80	0.0	0.1	10.394	B
B-A	1.55	1.55	51.66	0.030	1.53	0.0	0.0	13.793	B
C-AB	7.74	7.74	104.64	0.074	7.72	0.1	0.1	10.261	B
C-A	5.92	5.92			5.92				
A-B	0.00	0.00			0.00				
A-C	2.83	2.83			2.83				

11:45 - 12:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7.37	7.37	96.69	0.076	7.36	0.1	0.1	9.955	A
B-A	0.00	0.00	47.91	0.000	0.02	0.0	0.0	0.000	A
C-AB	4.62	4.62	99.82	0.046	4.66	0.1	0.0	9.146	A
C-A	3.91	3.91			3.91				
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				

12:00 - 12:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	8.65	8.65	103.33	0.084	8.64	0.1	0.1	9.839	A
B-A	0.00	0.00	77.10	0.000	0.00	0.0	0.0	0.000	A
C-AB	3.86	3.86	100.23	0.039	3.87	0.0	0.0	9.428	A
C-A	1.49	1.49			1.49				
A-B	0.00	0.00			0.00				
A-C	1.28	1.28			1.28				

12:15 - 12:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4.28	4.28	102.47	0.042	4.33	0.1	0.0	9.187	A
B-A	0.00	0.00	84.28	0.000	0.00	0.0	0.0	0.000	A
C-AB	4.13	4.13	82.93	0.050	4.13	0.0	0.0	10.518	B
C-A	1.22	1.22			1.22				
A-B	0.00	0.00			0.00				
A-C	6.67	6.67			6.67				

12:30 - 12:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3.09	3.09	88.12	0.035	3.10	0.0	0.0	9.658	A
B-A	0.00	0.00	90.23	0.000	0.00	0.0	0.0	0.000	A
C-AB	3.08	3.08	84.46	0.036	3.09	0.0	0.0	11.013	B
C-A	2.98	2.98			2.98				
A-B	0.00	0.00			0.00				
A-C	2.56	2.56			2.56				

12:45 - 13:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4.64	4.64	86.78	0.053	4.62	0.0	0.1	10.951	B
B-A	0.00	0.00	90.90	0.000	0.00	0.0	0.0	0.000	A
C-AB	4.67	4.67	83.45	0.056	4.65	0.0	0.1	11.456	B
C-A	2.67	2.67			2.67				
A-B	0.00	0.00			0.00				
A-C	9.23	9.23			9.23				

13:00 - 13:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	1.90	1.90	88.29	0.022	1.94	0.1	0.0	10.425	B
B-A	0.00	0.00	93.48	0.000	0.00	0.0	0.0	0.000	A
C-AB	5.36	5.36	89.03	0.060	5.35	0.1	0.1	10.910	B
C-A	7.46	7.46			7.46				
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				

13:15 - 13:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7.83	7.83	95.46	0.082	7.76	0.0	0.1	10.454	B
B-A	0.00	0.00	95.17	0.000	0.00	0.0	0.0	0.000	A
C-AB	3.38	3.38	83.36	0.041	3.40	0.1	0.0	11.062	B
C-A	1.23	1.23			1.23				
A-B	0.00	0.00			0.00				
A-C	2.83	2.83			2.83				

13:30 - 13:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5.37	5.37	87.08	0.062	5.40	0.1	0.1	10.470	B
B-A	0.00	0.00	90.36	0.000	0.00	0.0	0.0	0.000	A
C-AB	11.82	11.82	90.66	0.130	11.71	0.0	0.2	11.617	B
C-A	4.45	4.45			4.45				
A-B	0.00	0.00			0.00				
A-C	7.95	7.95			7.95				

13:45 - 14:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6.65	6.65	95.53	0.070	6.64	0.1	0.1	10.631	B
B-A	0.00	0.00	92.87	0.000	0.00	0.0	0.0	0.000	A
C-AB	5.40	5.40	83.37	0.065	5.48	0.2	0.1	11.017	B
C-A	2.39	2.39			2.39				
A-B	0.00	0.00			0.00				
A-C	11.79	11.79			11.79				

14:00 - 14:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2.00	2.00	86.63	0.023	2.05	0.1	0.0	9.880	A
B-A	1.28	1.28	103.07	0.012	1.26	0.0	0.0	13.772	B
C-AB	7.95	7.95	91.90	0.087	7.92	0.1	0.1	10.949	B
C-A	10.51	10.51			10.51				
A-B	0.00	0.00			0.00				
A-C	2.56	2.56			2.56				

14:15 - 14:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	9.74	9.74	87.39	0.111	9.64	0.0	0.1	11.560	B
B-A	0.00	0.00	93.16	0.000	0.02	0.0	0.0	0.000	A
C-AB	5.87	5.87	103.66	0.056	5.90	0.1	0.1	9.927	A
C-A	12.06	12.06			12.06				
A-B	0.00	0.00			0.00				
A-C	6.40	6.40			6.40				

14:30 - 14:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3.73	3.73	101.69	0.036	3.81	0.1	0.0	10.570	B
B-A	0.00	0.00	90.74	0.000	0.00	0.0	0.0	0.000	A
C-AB	3.84	3.84	109.34	0.035	3.86	0.1	0.0	8.901	A
C-A	13.83	13.83			13.83				
A-B	0.00	0.00			0.00				
A-C	23.31	23.31			23.31				

14:45 - 15:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6.56	6.56	108.56	0.060	6.54	0.0	0.1	8.917	A
B-A	0.00	0.00	94.75	0.000	0.00	0.0	0.0	0.000	A
C-AB	3.83	3.83	86.34	0.045	3.84	0.0	0.0	9.749	A
C-A	5.15	5.15			5.15				
A-B	0.00	0.00			0.00				
A-C	6.40	6.40			6.40				

15:00 - 15:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3.27	3.27	88.09	0.037	3.30	0.1	0.0	9.225	A
B-A	0.00	0.00	94.24	0.000	0.00	0.0	0.0	0.000	A
C-AB	5.36	5.36	88.54	0.061	5.33	0.0	0.1	10.882	B
C-A	7.46	7.46			7.46				
A-B	0.00	0.00			0.00				
A-C	3.84	3.84			3.84				

15:15 - 15:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4.55	4.55	101.70	0.045	4.54	0.0	0.0	9.914	A
B-A	0.00	0.00	94.89	0.000	0.00	0.0	0.0	0.000	A
C-AB	4.86	4.86	98.92	0.049	4.87	0.1	0.1	10.314	B
C-A	4.86	4.86			4.86				
A-B	1.55	1.55			1.55				
A-C	2.83	2.83			2.83				

15:30 - 15:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7.85	7.85	129.71	0.060	7.83	0.0	0.1	8.168	A
B-A	0.00	0.00	95.35	0.000	0.00	0.0	0.0	0.000	A
C-AB	3.20	3.20	110.36	0.029	3.22	0.1	0.0	8.873	A
C-A	7.71	7.71			7.71				
A-B	0.00	0.00			0.00				
A-C	5.12	5.12			5.12				

15:45 - 16:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2.46	2.46	119.34	0.021	2.51	0.1	0.0	7.192	A
B-A	0.00	0.00	97.38	0.000	0.00	0.0	0.0	0.000	A
C-AB	1.71	1.71	84.09	0.020	1.73	0.0	0.0	9.351	A
C-A	1.25	1.25			1.25				
A-B	0.00	0.00			0.00				
A-C	1.28	1.28			1.28				

16:00 - 16:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2.55	2.55	117.43	0.022	2.55	0.0	0.0	7.789	A
B-A	0.00	0.00	95.10	0.000	0.00	0.0	0.0	0.000	A
C-AB	3.47	3.47	92.94	0.037	3.45	0.0	0.0	10.279	B
C-A	12.32	12.32			12.32				
A-B	0.00	0.00			0.00				
A-C	2.56	2.56			2.56				

16:15 - 16:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2.82	2.82	86.27	0.033	2.81	0.0	0.0	9.479	A
B-A	0.00	0.00	93.71	0.000	0.00	0.0	0.0	0.000	A
C-AB	1.62	1.62	88.22	0.018	1.64	0.0	0.0	10.219	B
C-A	9.05	9.05			9.05				
A-B	0.00	0.00			0.00				
A-C	11.05	11.05			11.05				

16:30 - 16:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	10.56	10.56	165.85	0.063	10.50	0.0	0.1	6.964	A
B-A	1.28	1.28	94.94	0.013	1.27	0.0	0.0	9.606	A
C-AB	1.64	1.64	102.01	0.016	1.64	0.0	0.0	9.313	A
C-A	24.19	24.19			24.19				
A-B	1.28	1.28			1.28				
A-C	3.84	3.84			3.84				

16:45 - 17:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	11.57	11.57	174.58	0.066	11.57	0.1	0.1	5.659	A
B-A	0.00	0.00	95.43	0.000	0.01	0.0	0.0	0.000	A
C-AB	1.38	1.38	89.32	0.016	1.39	0.0	0.0	9.829	A
C-A	9.08	9.08			9.08				
A-B	0.00	0.00			0.00				
A-C	5.39	5.39			5.39				

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	8.58	8.58	171.28	0.050	8.60	0.1	0.1	5.534	A
B-A	1.28	1.28	95.71	0.013	1.27	0.0	0.0	9.528	A
C-AB	2.53	2.53	91.39	0.028	2.52	0.0	0.0	10.202	B
C-A	12.70	12.70			12.70				
A-B	0.00	0.00			0.00				
A-C	9.77	9.77			9.77				

17:15 - 17:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7.30	7.30	170.53	0.043	7.31	0.1	0.0	5.515	A
B-A	2.56	2.56	108.53	0.024	2.55	0.0	0.0	8.491	A
C-AB	0.65	0.65	85.21	0.008	0.68	0.0	0.0	10.321	B
C-A	3.81	3.81			3.81				
A-B	1.28	1.28			1.28				
A-C	6.40	6.40			6.40				

17:30 - 17:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3.49	3.49	107.07	0.033	3.51	0.0	0.0	6.389	A
B-A	0.00	0.00	95.13	0.000	0.02	0.0	0.0	0.000	A
C-AB	0.36	0.36	92.10	0.004	0.36	0.0	0.0	10.074	B
C-A	13.02	13.02			13.02				
A-B	0.00	0.00			0.00				
A-C	8.96	8.96			8.96				

17:45 - 18:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3.49	3.49	106.99	0.033	3.49	0.0	0.0	8.696	A
B-A	0.00	0.00	96.05	0.000	0.00	0.0	0.0	0.000	A
C-AB	1.94	1.94	85.13	0.023	1.92	0.0	0.0	10.742	B
C-A	3.75	3.75			3.75				
A-B	0.00	0.00			0.00				
A-C	6.40	6.40			6.40				

18:00 - 18:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.84	0.84	88.02	0.010	0.87	0.0	0.0	8.855	A
B-A	0.00	0.00	95.93	0.000	0.00	0.0	0.0	0.000	A
C-AB	1.74	1.74	85.09	0.020	1.74	0.0	0.0	10.757	B
C-A	4.02	4.02			4.02				
A-B	0.00	0.00			0.00				
A-C	6.40	6.40			6.40				

18:15 - 18:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.84	0.84	86.96	0.010	0.84	0.0	0.0	10.449	B
B-A	0.00	0.00	96.09	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.11	0.11	87.01	0.001	0.13	0.0	0.0	10.601	B
C-A	6.39	6.39			6.39				
A-B	0.00	0.00			0.00				
A-C	7.95	7.95			7.95				

18:30 - 18:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.10	0.10	87.58	0.001	0.11	0.0	0.0	10.292	B
B-A	0.00	0.00	97.22	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.11	0.11	85.33	0.001	0.11	0.0	0.0	10.445	B
C-A	3.83	3.83			3.83				
A-B	0.00	0.00			0.00				
A-C	5.12	5.12			5.12				

18:45 - 19:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.10	0.10	87.86	0.001	0.10	0.0	0.0	10.255	B
B-A	0.00	0.00	97.74	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.10	0.10	84.53	0.001	0.10	0.0	0.0	10.620	B
C-A	2.56	2.56			2.56				
A-B	0.00	0.00			0.00				
A-C	1.55	1.55			1.55				

Appendix E – Road Safety Assessment

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16th December 2024

Our Ref: P24-189-LT-001

Re: Safety Assessment of the R339/L7109 Junction

Dear Peter,

PMCE was appointed to undertake an independent safety assessment of the R339/L7109 Junction in Co. Galway. This letter has been prepared to confirm the findings of PMCE's safety assessment of the R339/L7109 Junction in Co. Galway (see Figure 1), which followed a site visit on the 5th December 2024.

The assessment has been carried out by Mr Mazen Al Hosni. Mr Al Hosni is independent of Coshla Quarries and of the Design Team, and is a qualified Road Safety Auditor (TII Approval Ref. MA3409511).

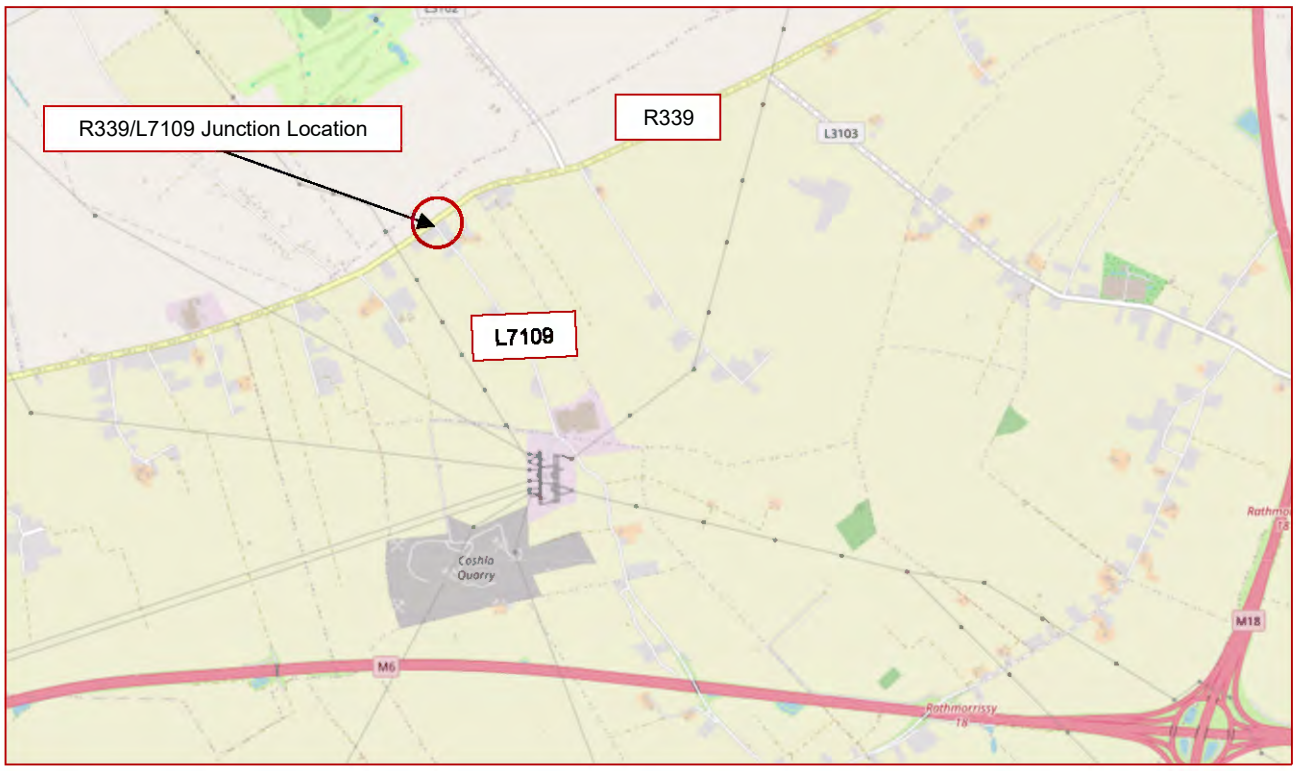

Figure 1 R339/L7109 Junction Location

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Following the site visit on the 5th December 2024, the following road safety problems were identified. Recommendations have also been prepared, offering suggestions for possible mitigation.

1) Junction Definition:

The L7109/R339 junction is poorly defined for drivers on the Regional Road, potentially causing drivers on the R339 to be unaware of the side road's location, leading to overshoot of the junction or to late braking, and possibly being insufficiently aware of HGVs exiting the side road.

Recommendations:

- Provide yellow road markings defining the edge of the carriageway along both sides of the R339.
- Hatch the area behind the yellow road markings to the edge of the stone walls to highlight the junction's location.
- Install road studs on the approaches to the L7109/R339 junction to highlight its presence during darkness or adverse weather, in accordance with the Traffic Signs Manual.
- Provide Junction Definition Posts on both sides of the L7109 at its junction with the R339, ensuring the green and white colours are sufficiently reflective, as per the Traffic Signs Manual.
- In the context of the proposed development, install warning signs along the R339 to highlight the presence of slow-moving vehicles entering and exiting the L7109 junction.

2) Visibility for Vehicles Exiting L7109:

Visibility to the east for car drivers exiting onto the L7109 is impeded by the stone wall and vegetation, potentially leading to unsafe exits and side-on collisions. This issue does not affect HGV drivers due to their higher eye-height (1.05m).

Recommendations:

It is recommended that the vegetation is cut back to maximise visibility.

3) Surface Ponding and Potholes:

Surface ponding was observed on the L7109 on the southbound approach exit from the junction, and there were potholes at the verge of the westbound carriageway on the R339.

Recommendations:

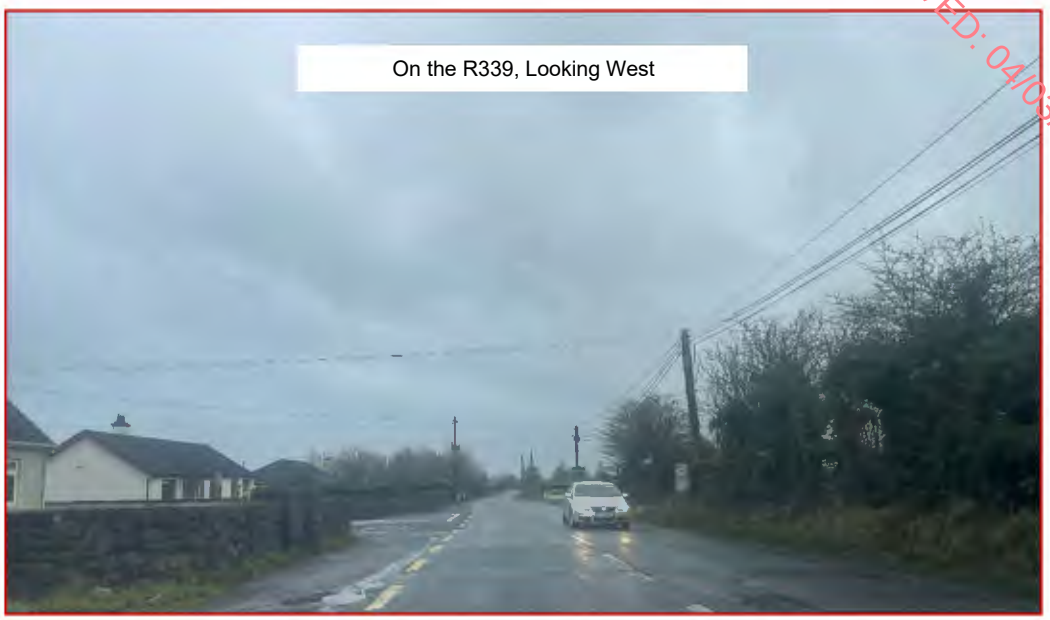
Repair the pavement surface to prevent surface water ponding and ensure sufficient drainage is present.

Yours Sincerely,

Mazen Al Hosni

Mr Mazen Al Hosni
Senior Project Engineer
for PMCE Ltd.

Enclosed: Site Photographs.



On the R339, Looking West