

RECEIVED: 25/03/2025

Appendix K

Traffic Impact

Appendix K Contents

- APPENDIX 14.1 – Traffic Counts
- APPENDIX 14.2 – Traffic Flow Sheets
- APPENDIX 14.3 – PICADY Results

RECEIVED: 25/03/2025

Site No. 1
Location Roadstone Kilchreest Quarry Access / Local Rd(W) / Local Rd(E)
Date 02 October 2024

Time	A to C - Roadstone Kilchreest Quarry Access to Local Rd(E)		Veh. Total	A to B - Roadstone Kilchreest Quarry Access to Local Rd(W)		Veh. Total
	LV	HV		LV	HV	
07:00	0	0	0	0	0	0
07:15	0	0	0	0	0	0
07:30	0	0	0	0	0	0
07:45	0	0	0	0	0	0
Hour	0	0	0	0	0	0
08:00	0	0	0	0	0	0
08:15	0	0	0	0	0	0
08:30	0	0	0	0	0	0
08:45	0	0	0	0	0	0
Hour	0	0	0	0	0	0
09:00	0	0	0	0	0	0
09:15	0	0	0	0	0	0
09:30	0	0	0	0	0	0
09:45	0	0	0	0	0	0
Hour	0	0	0	0	0	0
10:00	0	0	0	0	0	0
10:15	0	0	0	0	0	0
10:30	0	0	0	0	0	0
10:45	0	0	0	0	0	0
Hour	0	0	0	0	0	0
11:00	0	0	0	0	0	0
11:15	0	0	0	0	0	0
11:30	0	0	0	0	0	0
11:45	0	0	0	0	0	0
Hour	0	0	0	0	0	0
12:00	0	0	0	0	0	0
12:15	0	0	0	0	0	0
12:30	0	0	0	0	0	0
12:45	0	0	0	0	0	0
Hour	0	0	0	0	0	0
13:00	0	0	0	0	0	0
13:15	0	0	0	0	0	0
13:30	0	0	0	0	0	0
13:45	0	0	0	0	0	0
Hour	0	0	0	0	0	0
14:00	0	0	0	0	0	0
14:15	0	0	0	0	0	0
14:30	0	0	0	0	0	0
14:45	0	0	0	0	0	0
Hour	0	0	0	0	0	0
15:00	0	0	0	0	0	0
15:15	0	0	0	0	0	0
15:30	0	0	0	0	0	0
15:45	0	0	0	0	0	0
Hour	0	0	0	0	0	0
16:00	0	0	0	0	0	0
16:15	0	0	0	0	0	0
16:30	0	0	0	0	0	0
16:45	0	0	0	0	0	0
Hour	0	0	0	0	0	0
17:00	0	0	0	0	0	0
17:15	0	0	0	0	0	0
17:30	0	0	0	0	0	0
17:45	0	0	0	0	0	0
Hour	0	0	0	0	0	0
18:00	0	0	0	0	0	0
18:15	0	0	0	0	0	0
18:30	0	0	0	0	0	0
18:45	0	0	0	0	0	0
Hour	0	0	0	0	0	0
Total	0	0	0	0	0	0

Site No. 1
Location Roadstone Kilchreest Quarry Access / Local Rd(W) / Local Rd(E)
Date 02 October 2024

Time	B to A - Local Rd(W) to Roadstone Kilchreest Quarry Access		Veh. Total	B to C - Local Rd(W) to Local Rd(E)		Veh. Total
	LV	HV		LV	HV	
07:00	0	0	0	0	0	0
07:15	0	0	0	2	2	4
07:30	0	0	0	4	0	4
07:45	0	0	0	5	0	5
Hour	0	0	0	11	2	13
08:00	0	0	0	5	1	6
08:15	0	0	0	6	1	7
08:30	0	0	0	7	1	8
08:45	0	0	0	3	1	4
Hour	0	0	0	21	4	25
09:00	0	0	0	4	2	6
09:15	0	0	0	2	0	2
09:30	0	0	0	4	1	5
09:45	0	0	0	0	1	1
Hour	0	0	0	10	4	14
10:00	0	0	0	5	1	6
10:15	0	0	0	2	1	3
10:30	0	0	0	3	0	3
10:45	0	0	0	1	0	1
Hour	0	0	0	11	2	13
11:00	0	0	0	3	0	3
11:15	0	0	0	6	1	7
11:30	0	0	0	2	0	2
11:45	0	0	0	1	1	2
Hour	0	0	0	12	2	14
12:00	0	0	0	3	2	5
12:15	0	0	0	2	2	4
12:30	0	0	0	4	1	5
12:45	0	0	0	2	0	2
Hour	0	0	0	11	5	16
13:00	0	0	0	1	0	1
13:15	0	0	0	2	1	3
13:30	0	0	0	1	1	2
13:45	0	0	0	2	0	2
Hour	0	0	0	6	2	8
14:00	0	0	0	3	1	4
14:15	0	0	0	3	2	5
14:30	0	0	0	2	2	4
14:45	0	0	0	4	0	4
Hour	0	0	0	12	5	17
15:00	0	0	0	2	1	3
15:15	0	0	0	7	0	7
15:30	0	0	0	3	1	4
15:45	0	0	0	5	1	6
Hour	0	0	0	17	3	20
16:00	0	0	0	3	1	4
16:15	0	0	0	3	2	5
16:30	0	0	0	5	0	5
16:45	0	0	0	3	1	4
Hour	0	0	0	14	4	18
17:00	0	0	0	5	0	5
17:15	0	0	0	6	0	6
17:30	0	0	0	7	0	7
17:45	0	0	0	0	0	0
Hour	0	0	0	18	0	18
18:00	0	0	0	5	0	5
18:15	0	0	0	1	0	1
18:30	0	0	0	0	0	0
18:45	0	0	0	2	0	2
Hour	0	0	0	8	0	8
Total	0	0	0	151	33	184

Site No. 1
Location Roadstone Kilchreest Quarry Access / Local Rd(W) / Local Rd(E)
Date 02 October 2024

Time	C to B - Local Rd(E) to Local Rd(W)		Veh. Total	C to A - Local Rd(E) to Roadstone Kilchreest Quarry Access		Veh. Total
	LV	HV		LV	HV	
07:00	0	0	0	0	0	0
07:15	6	1	7	0	0	0
07:30	0	1	1	0	0	0
07:45	1	2	3	0	0	0
Hour	7	4	11	0	0	0
08:00	8	0	8	0	0	0
08:15	5	1	6	0	0	0
08:30	3	0	3	0	0	0
08:45	5	0	5	0	0	0
Hour	21	1	22	0	0	0
09:00	1	0	1	0	0	0
09:15	6	1	7	0	0	0
09:30	2	2	4	0	0	0
09:45	0	0	0	0	0	0
Hour	9	3	12	0	0	0
10:00	3	1	4	0	0	0
10:15	3	2	5	0	0	0
10:30	3	1	4	0	0	0
10:45	3	0	3	0	0	0
Hour	12	4	16	0	0	0
11:00	7	1	8	0	0	0
11:15	3	0	3	0	0	0
11:30	2	0	2	0	0	0
11:45	3	0	3	0	0	0
Hour	15	1	16	0	0	0
12:00	4	0	4	0	0	0
12:15	1	2	3	0	0	0
12:30	1	0	1	0	0	0
12:45	3	0	3	0	0	0
Hour	9	2	11	0	0	0
13:00	4	1	5	0	0	0
13:15	1	1	2	0	0	0
13:30	3	0	3	0	0	0
13:45	1	0	1	0	0	0
Hour	9	2	11	0	0	0
14:00	3	1	4	0	0	0
14:15	6	0	6	0	0	0
14:30	3	2	5	0	0	0
14:45	3	1	4	0	0	0
Hour	15	4	19	0	0	0
15:00	2	0	2	0	0	0
15:15	3	1	4	0	0	0
15:30	5	1	6	0	0	0
15:45	2	0	2	0	0	0
Hour	12	2	14	0	0	0
16:00	7	3	10	0	0	0
16:15	4	0	4	0	0	0
16:30	4	1	5	0	0	0
16:45	6	1	7	0	0	0
Hour	21	5	26	0	0	0
17:00	3	0	3	0	0	0
17:15	7	2	9	0	0	0
17:30	2	0	2	0	0	0
17:45	3	0	3	0	0	0
Hour	15	2	17	0	0	0
18:00	4	0	4	0	0	0
18:15	3	0	3	0	0	0
18:30	3	0	3	0	0	0
18:45	4	0	4	0	0	0
Hour	14	0	14	0	0	0
Total	159	30	189	0	0	0

Site No. 1
Location Roadstone Kilchreest Quarry Access / Local Rd(W) / Local Rd(E)
Date 02 October 2024

Time	To Arm A - Roadstone Kilchreest Quarry Access		Veh. Total	From Arm A - Roadstone Kilchreest Quarry Access		Veh. Total
	LV	HV		LV	HV	
07:00	0	0	0	0	0	0
07:15	0	0	0	0	0	0
07:30	0	0	0	0	0	0
07:45	0	0	0	0	0	0
Hour	0	0	0	0	0	0
08:00	0	0	0	0	0	0
08:15	0	0	0	0	0	0
08:30	0	0	0	0	0	0
08:45	0	0	0	0	0	0
Hour	0	0	0	0	0	0
09:00	0	0	0	0	0	0
09:15	0	0	0	0	0	0
09:30	0	0	0	0	0	0
09:45	0	0	0	0	0	0
Hour	0	0	0	0	0	0
10:00	0	0	0	0	0	0
10:15	0	0	0	0	0	0
10:30	0	0	0	0	0	0
10:45	0	0	0	0	0	0
Hour	0	0	0	0	0	0
11:00	0	0	0	0	0	0
11:15	0	0	0	0	0	0
11:30	0	0	0	0	0	0
11:45	0	0	0	0	0	0
Hour	0	0	0	0	0	0
12:00	0	0	0	0	0	0
12:15	0	0	0	0	0	0
12:30	0	0	0	0	0	0
12:45	0	0	0	0	0	0
Hour	0	0	0	0	0	0
13:00	0	0	0	0	0	0
13:15	0	0	0	0	0	0
13:30	0	0	0	0	0	0
13:45	0	0	0	0	0	0
Hour	0	0	0	0	0	0
14:00	0	0	0	0	0	0
14:15	0	0	0	0	0	0
14:30	0	0	0	0	0	0
14:45	0	0	0	0	0	0
Hour	0	0	0	0	0	0
15:00	0	0	0	0	0	0
15:15	0	0	0	0	0	0
15:30	0	0	0	0	0	0
15:45	0	0	0	0	0	0
Hour	0	0	0	0	0	0
16:00	0	0	0	0	0	0
16:15	0	0	0	0	0	0
16:30	0	0	0	0	0	0
16:45	0	0	0	0	0	0
Hour	0	0	0	0	0	0
17:00	0	0	0	0	0	0
17:15	0	0	0	0	0	0
17:30	0	0	0	0	0	0
17:45	0	0	0	0	0	0
Hour	0	0	0	0	0	0
18:00	0	0	0	0	0	0
18:15	0	0	0	0	0	0
18:30	0	0	0	0	0	0
18:45	0	0	0	0	0	0
Hour	0	0	0	0	0	0
Total	0	0	0	0	0	0

Site No. 1
Location Roadstone Kilchreest Quarry Access / Local Rd(W) / Local Rd(E)
Date 02 October 2024

Time	To Arm B - Local Rd(W)		Veh. Total	From Arm B - Local Rd(W)		Veh. Total
	LV	HV		LV	HV	
07:00	0	0	0	0	0	0
07:15	6	1	7	2	2	4
07:30	0	1	1	4	0	4
07:45	1	2	3	5	0	5
Hour	7	4	11	11	2	13
08:00	8	0	8	5	1	6
08:15	5	1	6	6	1	7
08:30	3	0	3	7	1	8
08:45	5	0	5	3	1	4
Hour	21	1	22	21	4	25
09:00	1	0	1	4	2	6
09:15	6	1	7	2	0	2
09:30	2	2	4	4	1	5
09:45	0	0	0	0	1	1
Hour	9	3	12	10	4	14
10:00	3	1	4	5	1	6
10:15	3	2	5	2	1	3
10:30	3	1	4	3	0	3
10:45	3	0	3	1	0	1
Hour	12	4	16	11	2	13
11:00	7	1	8	3	0	3
11:15	3	0	3	6	1	7
11:30	2	0	2	2	0	2
11:45	3	0	3	1	1	2
Hour	15	1	16	12	2	14
12:00	4	0	4	3	2	5
12:15	1	2	3	2	2	4
12:30	1	0	1	4	1	5
12:45	3	0	3	2	0	2
Hour	9	2	11	11	5	16
13:00	4	1	5	1	0	1
13:15	1	1	2	2	1	3
13:30	3	0	3	1	1	2
13:45	1	0	1	2	0	2
Hour	9	2	11	6	2	8
14:00	3	1	4	3	1	4
14:15	6	0	6	3	2	5
14:30	3	2	5	2	2	4
14:45	3	1	4	4	0	4
Hour	15	4	19	12	5	17
15:00	2	0	2	2	1	3
15:15	3	1	4	7	0	7
15:30	5	1	6	3	1	4
15:45	2	0	2	5	1	6
Hour	12	2	14	17	3	20
16:00	7	3	10	3	1	4
16:15	4	0	4	3	2	5
16:30	4	1	5	5	0	5
16:45	6	1	7	3	1	4
Hour	21	5	26	14	4	18
17:00	3	0	3	5	0	5
17:15	7	2	9	6	0	6
17:30	2	0	2	7	0	7
17:45	3	0	3	0	0	0
Hour	15	2	17	18	0	18
18:00	4	0	4	5	0	5
18:15	3	0	3	1	0	1
18:30	3	0	3	0	0	0
18:45	4	0	4	2	0	2
Hour	14	0	14	8	0	8
Total	159	30	189	151	33	184

Site No. 1
Location Roadstone Kilchreest Quarry Access / Local Rd(W) / Local Rd(E)
Date 02 October 2024

Time	To Arm C - Local Rd(E)		Veh. Total	From Arm C - Local Rd(E)		Veh. Total
	LV	HV		LV	HV	
07:00	0	0	0	0	0	0
07:15	2	2	4	6	1	7
07:30	4	0	4	0	1	1
07:45	5	0	5	1	2	3
Hour	11	2	13	7	4	11
08:00	5	1	6	8	0	8
08:15	6	1	7	5	1	6
08:30	7	1	8	3	0	3
08:45	3	1	4	5	0	5
Hour	21	4	25	21	1	22
09:00	4	2	6	1	0	1
09:15	2	0	2	6	1	7
09:30	4	1	5	2	2	4
09:45	0	1	1	0	0	0
Hour	10	4	14	9	3	12
10:00	5	1	6	3	1	4
10:15	2	1	3	3	2	5
10:30	3	0	3	3	1	4
10:45	1	0	1	3	0	3
Hour	11	2	13	12	4	16
11:00	3	0	3	7	1	8
11:15	6	1	7	3	0	3
11:30	2	0	2	2	0	2
11:45	1	1	2	3	0	3
Hour	12	2	14	15	1	16
12:00	3	2	5	4	0	4
12:15	2	2	4	1	2	3
12:30	4	1	5	1	0	1
12:45	2	0	2	3	0	3
Hour	11	5	16	9	2	11
13:00	1	0	1	4	1	5
13:15	2	1	3	1	1	2
13:30	1	1	2	3	0	3
13:45	2	0	2	1	0	1
Hour	6	2	8	9	2	11
14:00	3	1	4	3	1	4
14:15	3	2	5	6	0	6
14:30	2	2	4	3	2	5
14:45	4	0	4	3	1	4
Hour	12	5	17	15	4	19
15:00	2	1	3	2	0	2
15:15	7	0	7	3	1	4
15:30	3	1	4	5	1	6
15:45	5	1	6	2	0	2
Hour	17	3	20	12	2	14
16:00	3	1	4	7	3	10
16:15	3	2	5	4	0	4
16:30	5	0	5	4	1	5
16:45	3	1	4	6	1	7
Hour	14	4	18	21	5	26
17:00	5	0	5	3	0	3
17:15	6	0	6	7	2	9
17:30	7	0	7	2	0	2
17:45	0	0	0	3	0	3
Hour	18	0	18	15	2	17
18:00	5	0	5	4	0	4
18:15	1	0	1	3	0	3
18:30	0	0	0	3	0	3
18:45	2	0	2	4	0	4
Hour	8	0	8	14	0	14
Total	151	33	184	159	30	189

L8532 / Kilchreest Quarry Priority Junction - AM Peak Hour

2024 AM Peak - Base Flows

From / To	L8532 (west)	Quarry Access	L8532 (east)	Totals
L8532 (west)	0	4	22	26
Quarry Access	0	0	4	4
L8532 (east)	18	2	0	20
Totals	18	6	26	50

2029 AM Peak - Development Operational (Existing + 9.54%)

From / To	L8532 (west)	Quarry Access	L8532 (east)	Totals
L8532 (west)	0	4	24	28
Quarry Access	0	0	4	4
L8532 (east)	20	2	0	22
Totals	20	7	28	55

2039 AM Peak - Development Operational (Existing + 17.98%)

From / To	L8532 (west)	Quarry Access	L8532 (east)	Totals
L8532 (west)	0	5	26	31
Quarry Access	0	0	5	5
L8532 (east)	21	2	0	24
Totals	21	7	31	59

L8532 / Kilchreest Quarry Priority Junction - PM Peak Hour

2024 PM Peak - Base Flows

From / To	L8532 (west)	Quarry Access	L8532 (east)	Totals
L8532 (west)	0	2	15	17
Quarry Access	2	0	3	5
L8532 (east)	24	2	0	26
Totals	26	4	18	48

2029 PM Peak - Development Operational (Existing + 9.54%)

From / To	L8532 (west)	Quarry Access	L8532 (east)	Totals
L8532 (west)	0	2	16	19
Quarry Access	2	0	3	5
L8532 (east)	26	2	0	28
Totals	28	4	20	53

2039 PM Peak - Development Operational (Existing + 17.98%)

From / To	L8532 (west)	Quarry Access	L8532 (east)	Totals
L8532 (west)	0	2	18	20
Quarry Access	2	0	4	6
L8532 (east)	28	2	0	31
Totals	31	5	21	57

Junctions 9			
PICADY 9 - Priority Intersection Module			
Version: 9.5.0.6896 © Copyright TRL Limited, 2018			
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk			
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution			

Filename: Existing Junciton.j9

Path: S:\Jobs\2024\24193 Quarry, Kilchreest Co. Galway EIAR\24193-01\Reports\Working\PICADY

Report generation date: 06/11/2024 11:02:22

»2024, AM

»2024, PM

»2029, AM

»2029, PM

»2039, AM

»2039, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
2024								
Stream B-AC	0.0	0.00	0.00	A	0.0	7.15	0.01	A
Stream C-AB	0.0	6.24	0.00	A	0.0	6.19	0.00	A
2029								
Stream B-AC	0.0	0.00	0.00	A	0.0	7.16	0.01	A
Stream C-AB	0.0	6.23	0.00	A	0.0	6.18	0.00	A
2039								
Stream B-AC	0.0	6.40	0.01	A	0.0	7.05	0.01	A
Stream C-AB	0.0	6.23	0.00	A	0.0	6.18	0.00	A

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

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

File summary

File Description

Title	
Location	
Site number	
Date	06/11/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ROADPLAN01\jbyrne
Description	

Units

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

Analysis Options

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	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024	AM	ONE HOUR	07:30	09:00	15	✓
D2	2024	PM	ONE HOUR	15:45	17:15	15	✓
D3	2029	AM	ONE HOUR	07:30	09:00	15	✓
D4	2029	PM	ONE HOUR	15:45	17:15	15	✓
D5	2039	AM	ONE HOUR	07:30	09:00	15	✓
D6	2039	PM	ONE HOUR	15:45	17:15	15	✓

Analysis Set Details

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

2024, AM

RECEIVED: 25/03/2025

Data Errors and Warnings

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

Junction Network

Junctions

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

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	untitled		Major
B	untitled		Minor
C	untitled		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	5.75			100.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.00	15	15

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	490	0.090	0.228	0.143	0.326
1	B-C	633	0.098	0.248	-	-
1	C-B	632	0.247	0.247	-	-

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

RECEIVED: 25/03/2025

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024	AM	ONE HOUR	07:30	09:00	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	26	100.000
B		ONE HOUR	✓	4	100.000
C		ONE HOUR	✓	20	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A	B	C
	A	0	4	22
	B	0	0	4
	C	18	2	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.00	0.00	0.0	A	0	0
C-AB	0.00	6.24	0.0	A	2	3
C-A					16	25
A-B					4	6
A-C					20	30

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	496	0.000	0	0.0	0.0	0.000	A
C-AB	2	0.39	578	0.003	2	0.0	0.0	6.239	A
C-A	14	3			14				
A-B	3	0.75			3				
A-C	17	4			17				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	495	0.000	0	0.0	0.0	0.000	A
C-AB	2	0.46	579	0.003	2	0.0	0.0	6.234	A
C-A	16	4			16				
A-B	4	0.90			4				
A-C	20	5			20				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	494	0.000	0	0.0	0.0	0.000	A
C-AB	2	0.57	580	0.004	2	0.0	0.0	6.227	A
C-A	20	5			20				
A-B	4	1			4				
A-C	24	6			24				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	494	0.000	0	0.0	0.0	0.000	A
C-AB	2	0.57	580	0.004	2	0.0	0.0	6.227	A
C-A	20	5			20				
A-B	4	1			4				
A-C	24	6			24				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	495	0.000	0	0.0	0.0	0.000	A
C-AB	2	0.46	579	0.003	2	0.0	0.0	6.234	A
C-A	16	4			16				
A-B	4	0.90			4				
A-C	20	5			20				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	496	0.000	0	0.0	0.0	0.000	A
C-AB	2	0.39	578	0.003	2	0.0	0.0	6.239	A
C-A	14	3			14				
A-B	3	0.75			3				
A-C	17	4			17				

2024, PM

RECEIVED: 25/03/2025

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.01	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2024	PM	ONE HOUR	15:45	17:15	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	17	100.000
B		ONE HOUR	✓	5	100.000
C		ONE HOUR	✓	26	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	2	15
	B	2	0	3
	C	24	2	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

RECEIVED: 25/03/2025

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.01	7.15	0.0	A	5	7
C-AB	0.00	6.19	0.0	A	2	3
C-A					22	33
A-B					2	3
A-C					14	21

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	4	1	511	0.007	4	0.0	0.0	7.098	A
C-AB	2	0.39	583	0.003	2	0.0	0.0	6.190	A
C-A	18	5			18				
A-B	2	0.38			2				
A-C	11	3			11				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	4	1	510	0.009	4	0.0	0.0	7.120	A
C-AB	2	0.47	585	0.003	2	0.0	0.0	6.176	A
C-A	22	5			22				
A-B	2	0.45			2				
A-C	13	3			13				

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	6	1	509	0.011	5	0.0	0.0	7.152	A
C-AB	2	0.58	587	0.004	2	0.0	0.0	6.156	A
C-A	26	7			26				
A-B	2	0.55			2				
A-C	17	4			17				

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	6	1	509	0.011	6	0.0	0.0	7.152	A
C-AB	2	0.58	587	0.004	2	0.0	0.0	6.156	A
C-A	26	7			26				
A-B	2	0.55			2				
A-C	17	4			17				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	4	1	510	0.009	5	0.0	0.0	7.123	A
C-AB	2	0.47	585	0.003	2	0.0	0.0	6.178	A
C-A	22	5			22				
A-B	2	0.45			2				
A-C	13	3			13				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	4	1	511	0.007	4	0.0	0.0	7.101	A
C-AB	2	0.39	583	0.003	2	0.0	0.0	6.190	A
C-A	18	5			18				
A-B	2	0.38			2				
A-C	11	3			11				

2029, AM

RECEIVED: 25/03/2025

Data Errors and Warnings

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

Junction Network

Junctions

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

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2029	AM	ONE HOUR	07:30	09:00	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	28	100.000
B		ONE HOUR	✓	4	100.000
C		ONE HOUR	✓	22	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	4	24
	B	0	0	4
	C	20	2	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

RECEIVED: 25/03/2025

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.00	0.00	0.0	A	0	0
C-AB	0.00	6.23	0.0	A	2	3
C-A					18	27
A-B					4	6
A-C					22	33

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	496	0.000	0	0.0	0.0	0.000	A
C-AB	2	0.39	579	0.003	2	0.0	0.0	6.233	A
C-A	15	4			15				
A-B	3	0.75			3				
A-C	18	5			18				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	495	0.000	0	0.0	0.0	0.000	A
C-AB	2	0.46	580	0.003	2	0.0	0.0	6.226	A
C-A	18	4			18				
A-B	4	0.90			4				
A-C	22	5			22				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	493	0.000	0	0.0	0.0	0.000	A
C-AB	2	0.57	581	0.004	2	0.0	0.0	6.217	A
C-A	22	5			22				
A-B	4	1			4				
A-C	26	7			26				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	493	0.000	0	0.0	0.0	0.000	A
C-AB	2	0.57	581	0.004	2	0.0	0.0	6.217	A
C-A	22	5			22				
A-B	4	1			4				
A-C	26	7			26				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	495	0.000	0	0.0	0.0	0.000	A
C-AB	2	0.46	580	0.003	2	0.0	0.0	6.229	A
C-A	18	4			18				
A-B	4	0.90			4				
A-C	22	5			22				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	496	0.000	0	0.0	0.0	0.000	A
C-AB	2	0.39	579	0.003	2	0.0	0.0	6.233	A
C-A	15	4			15				
A-B	3	0.75			3				
A-C	18	5			18				

2029, PM

RECEIVED: 25/03/2025

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.95	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2029	PM	ONE HOUR	15:45	17:15	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	18	100.000
B		ONE HOUR	✓	5	100.000
C		ONE HOUR	✓	28	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From	A	B	C	
	0	2	16	
	2	0	3	
	26	2	0	

Vehicle Mix

Heavy Vehicle Percentages

	To			
From	A	B	C	
	10	10	10	
	10	10	10	
	10	10	10	

Results

RECEIVED: 25/03/2025

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.01	7.16	0.0	A	5	7
C-AB	0.00	6.18	0.0	A	2	3
C-A					24	36
A-B					2	3
A-C					15	22

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	4	1	511	0.007	4	0.0	0.0	7.102	A
C-AB	2	0.39	584	0.003	2	0.0	0.0	6.182	A
C-A	20	5			20				
A-B	2	0.38			2				
A-C	12	3			12				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	4	1	510	0.009	4	0.0	0.0	7.125	A
C-AB	2	0.47	586	0.003	2	0.0	0.0	6.166	A
C-A	23	6			23				
A-B	2	0.45			2				
A-C	14	4			14				

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	6	1	508	0.011	5	0.0	0.0	7.158	A
C-AB	2	0.58	588	0.004	2	0.0	0.0	6.143	A
C-A	29	7			29				
A-B	2	0.55			2				
A-C	18	4			18				

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	6	1	508	0.011	6	0.0	0.0	7.158	A
C-AB	2	0.58	588	0.004	2	0.0	0.0	6.146	A
C-A	29	7			29				
A-B	2	0.55			2				
A-C	18	4			18				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	4	1	510	0.009	5	0.0	0.0	7.125	A
C-AB	2	0.47	586	0.003	2	0.0	0.0	6.166	A
C-A	23	6			23				
A-B	2	0.45			2				
A-C	14	4			14				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	4	1	511	0.007	4	0.0	0.0	7.105	A
C-AB	2	0.39	584	0.003	2	0.0	0.0	6.182	A
C-A	20	5			20				
A-B	2	0.38			2				
A-C	12	3			12				

2039, AM

RECEIVED: 25/03/2025

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.76	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2039	AM	ONE HOUR	07:30	09:00	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	31	100.000
B		ONE HOUR	✓	5	100.000
C		ONE HOUR	✓	23	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	5	26
	B	0	0	5
	C	21	2	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

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Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.01	6.40	0.0	A	5	7
C-AB	0.00	6.23	0.0	A	2	3
C-A					19	29
A-B					5	7
A-C					24	36

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	4	1	571	0.007	4	0.0	0.0	6.350	A
C-AB	2	0.39	579	0.003	2	0.0	0.0	6.233	A
C-A	16	4			16				
A-B	4	1			4				
A-C	20	5			20				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	4	1	570	0.008	4	0.0	0.0	6.370	A
C-AB	2	0.46	580	0.003	2	0.0	0.0	6.227	A
C-A	19	5			19				
A-B	4	1			4				
A-C	23	6			23				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	6	1	568	0.010	5	0.0	0.0	6.397	A
C-AB	2	0.57	581	0.004	2	0.0	0.0	6.218	A
C-A	23	6			23				
A-B	6	1			6				
A-C	29	7			29				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	6	1	568	0.010	6	0.0	0.0	6.397	A
C-AB	2	0.57	581	0.004	2	0.0	0.0	6.218	A
C-A	23	6			23				
A-B	6	1			6				
A-C	29	7			29				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	4	1	570	0.008	5	0.0	0.0	6.370	A
C-AB	2	0.46	580	0.003	2	0.0	0.0	6.230	A
C-A	19	5			19				
A-B	4	1			4				
A-C	23	6			23				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	4	1	571	0.007	4	0.0	0.0	6.353	A
C-AB	2	0.39	579	0.003	2	0.0	0.0	6.233	A
C-A	16	4			16				
A-B	4	1			4				
A-C	20	5			20				

2039, PM

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Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.99	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2039	PM	ONE HOUR	15:45	17:15	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	20	100.000
B		ONE HOUR	✓	6	100.000
C		ONE HOUR	✓	30	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	2	18
	B	2	0	4
	C	28	2	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

RECEIVED: 25/03/2025

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.01	7.05	0.0	A	6	8
C-AB	0.00	6.18	0.0	A	2	3
C-A					26	38
A-B					2	3
A-C					17	25

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	5	1	520	0.009	4	0.0	0.0	6.989	A
C-AB	2	0.39	584	0.003	2	0.0	0.0	6.175	A
C-A	21	5			21				
A-B	2	0.38			2				
A-C	14	3			14				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	5	1	519	0.010	5	0.0	0.0	7.014	A
C-AB	2	0.47	586	0.003	2	0.0	0.0	6.158	A
C-A	25	6			25				
A-B	2	0.45			2				
A-C	16	4			16				

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	7	2	517	0.013	7	0.0	0.0	7.050	A
C-AB	2	0.58	589	0.004	2	0.0	0.0	6.134	A
C-A	31	8			31				
A-B	2	0.55			2				
A-C	20	5			20				

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	7	2	517	0.013	7	0.0	0.0	7.050	A
C-AB	2	0.58	589	0.004	2	0.0	0.0	6.134	A
C-A	31	8			31				
A-B	2	0.55			2				
A-C	20	5			20				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	5	1	519	0.010	5	0.0	0.0	7.015	A
C-AB	2	0.47	586	0.003	2	0.0	0.0	6.158	A
C-A	25	6			25				
A-B	2	0.45			2				
A-C	16	4			16				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	5	1	520	0.009	5	0.0	0.0	6.989	A
C-AB	2	0.39	584	0.003	2	0.0	0.0	6.175	A
C-A	21	5			21				
A-B	2	0.38			2				
A-C	14	3			14				