May 2025

Environmental Impact Assessment Report - Volume III

Appendices – Part 3

Proposed Extension to the Agall Quarry, Co. Offaly

Condron Concrete Limited

Arden Road, Tullamore, Co. Offaly

MALONE O'REGAN ENVIRONMENTAL

Environmental Impact Assessment Report - Volume III

Proposed Extension to the Agall Quarry, Co. Offaly

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APPENDICES

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RECEIVED: 23/05/2025

LVIA PHOTOMONTAGES

Proposed Extension to Agall Quarry

This book contains imagery for the viewpoints chosen for the LVIA study

December 2024

LVIA I TVIA I Landscape Design I Visibility Analysis I Glint and Glare I Verified Photomontages I CGI I Shadow Flicker Analysis

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Please Note: The proposed development is not visible in the following photomontages as it is completely screened by existing vegetation and/or landform

LVIA viewpoint locations selected for the Agall Quarry Extension project

Agall Quarry Extension

Imagery depicting the view towards the site (Existing)

Corcoran's Bridge on the Grand Canal at Loughroe VP1

Please Note: The proposed development is not visible from this viewpoint as it is completely screened by existing vegetation and/or terrain

These are 80° panoramic montages captured and presented in accordance with the guidance set by the British Landscape Institute 2011 - Advice Note 01/11.

To view these panoramas on a flat surface one must move from left to right along its length whilst maintaining a perpendicular viewing direction and the specified correct viewing distance of 30cm. To see this entire panoramic scene in reality would necessitate turning one's head through 40°.

Easting (ITM):	625749	Lens:	50mm / Full Frame Sensor	Date:	24/08/2023
Northing (ITM):	725089	Camera:	Canon 1-D Mark II digital SLR	Time:	18:06
Direction of View 152°	E of Grid North	Camera Height:	1.7m Above Ground Level		
Angle of View:	80°				

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Agall Quarry Extension

Imagery depicting the view towards the site (Existing)

Local road west of site at Rabbitburrow VP2

Please Note: The proposed development is not visible from this viewpoint as it is completely screened by existing vegetation and/or terrain

These are 80° panoramic montages captured and presented in accordance with the guidance set by the British Landscape Institute 2011 - Advice Note 01/11.

To view these panoramas on a flat surface one must move from left to right along its length whilst maintaining a perpendicular viewing direction and the specified correct viewing distance of 30cm. To see this entire panoramic scene in reality would necessitate turning one's head through 40°.

Easting (ITM):	625583	Lens:	50mm / Full Frame Sensor	Date:	24/08/2023
Northing (ITM):	722620	Camera:	Canon 1-D Mark II digital SLR	Time:	18:22
Direction of View	78° E of Grid North	Camera Height:	1.7m Above Ground Level		
Angle of View:	80°				

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Agall Quarry Extension

Imagery depicting the view towards the site (Existing)

T-junction on Glaskill Lane at Glaskill VP3

Please Note: The proposed development is not visible from this viewpoint as it is completely screened by existing vegetation and/or terrain

These are 80° panoramic montages captured and presented in accordance with the guidance set by the British Landscape Institute 2011 - Advice Note 01/11.

To view these panoramas on a flat surface one must move from left to right along its length whilst maintaining a perpendicular viewing direction and the specified correct viewing distance of 30cm. To see this entire panoramic scene in reality would necessitate turning one's head through 40°.

Easting (ITM):	627584	Lens:	50mm / Full Frame Sensor	Date:	24/08/2023
Northing (ITM):	723136	Camera:	Canon 1-D Mark II digital SLR	Time:	17:38
Direction of View	104° W of Grid North	Camera Height:	1.7m Above Ground Level		
Angle of View:	80°				

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Agall Quarry Extension

Imagery depicting the view towards the site (Existing)

Local road east of site at Claragh VP4

Please Note: The proposed development is not visible from this viewpoint as it is completely screened by existing vegetation and/or terrain

These are 80° panoramic montages captured and presented in accordance with the guidance set by the British Landscape Institute 2011 - Advice Note 01/11.

To view these panoramas on a flat surface one must move from left to right along its length whilst maintaining a perpendicular viewing direction and the specified correct viewing distance of 30cm. To see this entire panoramic scene in reality would necessitate turning one's head through 40°.

Easting (ITM):	628705	Lens:	50mm / Full Frame Sensor	Date:	24/08/2023
Northing (ITM):	722556	Camera:	Canon 1-D Mark II digital SLR	Time:	17:30
Direction of View	76° W of Grid North	Camera Height:	1.7m Above Ground Level		
Angle of View:	80°				

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Agall Quarry Extension

Imagery depicting the view towards the site (Existing)

Local road south of site at Mough or Greatwood VP5

Please Note: The proposed development is not visible from this viewpoint as it is completely screened by existing vegetation and/or terrain

These are 80° panoramic montages captured and presented in accordance with the guidance set by the British Landscape Institute 2011 - Advice Note 01/11.

To view these panoramas on a flat surface one must move from left to right along its length whilst maintaining a perpendicular viewing direction and the specified correct viewing distance of 30cm. To see this entire panoramic scene in reality would necessitate turning one's head through 40°.

Easting (ITM):	626612	Lens:	50mm / Full Frame Sensor	Date:	24/08/2023
Northing (ITM):	721435	Camera:	Canon 1-D Mark II digital SLR	Time:	18:32
Direction of View	11° E of Grid North	Camera Height:	1.7m Above Ground Level		
Angle of View:	80°				

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Agall Quarry Extension

Imagery depicting the view towards the site (Existing)

N52 south east of site at Heath VP6

Please Note: The proposed development is not visible from this viewpoint as it is completely screened by existing vegetation and/or terrain

These are 80° panoramic montages captured and presented in accordance with the guidance set by the British Landscape Institute 2011 - Advice Note 01/11.

To view these panoramas on a flat surface one must move from left to right along its length whilst maintaining a perpendicular viewing direction and the specified correct viewing distance of 30cm. To see this entire panoramic scene in reality would necessitate turning one's head through 40°.

Easting (ITM):	628627	Lens:	50mm / Full Frame Sensor	Date:	24/08/2023
Northing (ITM):	721550	Camera:	Canon 1-D Mark II digital SLR	Time:	17:22
Direction of View	49° W of Grid North	Camera Height:	1.7m Above Ground Level		
Angle of View:	80°				

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APPENDIX 13

APPENDIX 13-1

APPENDIX 13-1

RECORDED MONUMENTS IN THE STUDY AREA

OF016-026---- Killina Designed landscape feature

This is the site of a natural ridge with a few trees planted on top. There is no evidence of any man made features on this ridge and there is no local tradition of any archaeological site in this area. Possibly a tree-ring or a natural hillock that was landscaped in the 18th-19th century.

OF016-027---- Killina Ritual site - holy well

Located on a slight rise of natural rock outcrop in an area of undulating countryside with good views. Disused dried up holy well (1.55m x 0.65m) known locally as St Anthony's Well with stone built cover made up of a large overlapping slabs similar to a corbelled roof (H 1.05m) with entrance (Wth 0.6m) facing S towards the mass-rock. Mass rock (OF016-027001-) located beside the well which has several initials, an IHS and a date of 1706 carved on its surface (Davies 1942). Bullaun stone (OF016-027002-) located approx. 5m to the S of the holy well, according to local information this bullaun stone came from Rahan monastery (OF016-015001-) (Pers. Comm. Darryl Hooper).

OF016-027001- Killina Mass-rock

Located on a slight rise of natural rock outcrop in an area of undulating countryside with good views. Disused dried up holy well known locally as St Anthony's Well (OF16-027----) located 1.5m to the N and bullaun stone (OF016-027002-) located 3.5m to the S. Mass rock (dims. 2.35m x 1.3m x 0.7m) located beside the holy well which has several initials, an IHS and a date of 1706 carved on its surface (ITA Survey 1942). Bullaun stone located in S corner of walled enclosure.

OF016-034002- Roscore Demesne Burial

Not visible at ground level. Described in 1942 as 'On a slight slope a little above a hollow. In digging a drain in it there were found beds of soft clay and human bones, with head to S.W. No tradition survived of a graveyard at this place' (ITA Survey 1842).

OF016-034001- Roscore Demesne House - fortified house

Not visible at ground level. S gable and part of W wall with projecting tower on SW angle with ground floor musket loops on S and W faces. Gable wall had small rectangular windows with wooden frames at ground and first floor level (ITA Survey 1942) Possible 17th-century fortified house.

Described in the ITA Survey as 'There survives the S. gable and part of the W wall of the castle, with a projecting tower on the S.W. of the S wall the gable survives to c. 35 ft high. The S wall is 2ft 7 ins thick, and the length from the S.E. corner to end of tower 14 ft 9 in ext. The tower projecting 3 feet

ft 6 in from S and W walls, length of its S wall 13 ft 6 in. There are ground floor loopholes in it the S and W walls; these slits are 2 inches wide and about 1 foot 5 inches high. The gable wall is built of rough stones well plastered inside and roughcast outside. There are small rect. Windows with wooden frames, the marks of the wood being visible on the roughcast; the lintels are wood outside and brick inside. There are two such windows in the S wall (excl. tower) on ground and first floors. The west wall survives to a height of about 5'. The E and N walls have been removed, save for a corner of the modern house, which is part of the E wall probably near the N.E. corner. There may however have been a tower beyond it. The length of the castle was thus over 33' . To the east of the castle are mortared field walls and perhaps traces of a baun (OF016-034003-). The present house is over 50 years old. The castle is apparently the house marked in the 1835 OS 6-inch map. as 'Roscore House in Ruins'. It seems to be XVII-century' (ITA Survey 1942).

OF016-034003- Roscore Bawn

Described in the ITA Survey as 'There survives the S. gable and part of the W wall of the castle (OF016-034001-), with a projecting tower on the S.W. of the S wall the gable survives to c. 35 feet high. The S wall is 2 feet 7 inches thick, and the length from the S.E. corner to end of tower 14 feet 9 inches ext. The tower projecting 3 feet 6 inches from S and W walls, length of its S wall 13 feet 6 inches. There are ground floor loopholes in it the S and W walls; these slits are 2 inches wide and about 1 foot 5 inches high. The gable wall is built of rough stones well plastered inside and roughcast outside. There are small rect. Windows with wooden frames, the marks of the wood being visible on the roughcast; the lintels are wood outside and brick inside. There are two such windows in the S wall (excl. tower) on ground and first floors. The west wall survives to a height of about 5'. The E and N walls have been removed, save for a corner of the modern house, which is part of the E wall probably near the N.E. corner. There may however have been a tower beyond it. The length of the castle was thus over 33' . To the east of the castle are mortared field walls and perhaps traces of a baun. The present house is over 50 years old. The castle is apparently the house marked in the 1835 OS 6-inch map as 'Roscore House in Ruins'. It seems to be XVII-century' (Davies 1942). Not visible at ground level.

OF016-037---- Glaskill Designed landscape - tree-ring

Unlocated tree-ring described in 1942 (ITA Survey 1942) as, 'a very slight mound at SW end of ridge, steep slope S & W, probably good view, but now situated in very thick wood. Apparently in a prominent position. Two low banks of loosely piled stones 9' [2.7m] apart now bound and enclose the circular area, which cannot be measured but is c. 30yds [27m] across. This place might be a small fort, but may well be a folly, though there are no traces e.g. of a summerhouse on it' (ITA Survey 1942, SMR File). Depicted as a circular landscape feature located in the centre of Glaskill Wood which is accessed via a network of pathways indicated on all editions of the OS 6-inch maps. Probably built as an ornamental feature in the 19th century as part of the landscaping of Glaskill Wood. Not indicated as an antiquity on any edition of the OS 6-inch maps. The cartographic evidence would suggest that this is not an archaeological monument but rather a tree-ring of 19th century date.

APPENDIX 13-2

APPENDIX 13-2

SITES IN THE SITES AND MONUMENTS RECORD IN THE STUDY AREA

OF024-074---- Glasshouse Glass works

Situated in the corner of a field of pasture beside the townland boundary between Glasshouse and Mough or Greatwood in undulating countryside are the low grass covered wall footings of a 17th century glass working site. The remains of the furnace form a low rocky mound (H 0.4m; dims. 16.8m E-W x 16.6m N-S) in the corner of the field. Several glass covered stones possibly the remains of a glass furnace protrude above the surface of the ground. Local landowner Mr. Deigan informed me that over the years of ploughing in this field numerous glass covered stones had been removed from the field. This furnace was located in the middle of a forest that in 17th century was known as 'The Great Wood of Fircall'. Probable 17th century Huguenot glass furnace. The glassworks are mentioned in the Civil Survey of 1654-56 as located 'in the barony of Ballyboy through the great wood of Fercall to the Glasshouse of Boneturrin and from the Glasshouse of Bonneturrin in an antient highway through the said greate wood of Fercall'

APPENDIX 14

APPENDIX 14-1

Irish Traffic Surveys LTD

Sites Overview

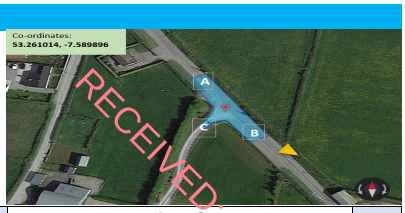
Irish Traffic Surveys

Survey Name :	ITS J-695 Tullamore
Survey Type:	Junction Turn Count Survey
Date:	03.02.2023
Time:	07:00 - 10:00 // 16:00 - 19:00
Location:	Site 1 - L2011/local access
Classification:	Car, LGV, OGV1, OGV2, PSV, MC, PC
Grid Reference:	N 27413 23460
X:	227413
Y:	223460
Latitude:	53.261014
Longitude:	-7.589896
Address (near):	L2011, Screggan ED, The Municipal District of Tullamore, County Offaly, Leinster, Ireland

Irish Traffic Surveys LTD

Survey Name :	ITS J-695 Tullamore
Site:	1
Date:	03.02.2023
Time:	07:00 - 10:00 // 16:00 - 19:00
Location:	Site 1 - L2011/local access
Classification:	Car, LGV, OGV1, OGV2, PSV, MC, PC

Irish Traffic Surveys



	A => A								A => B								A => C							
TIME	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT
07:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	6	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	3	2	1	1	1	0	0	8	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	15	4	1	1	1	0	0	22	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	12	2	0	0	1	0	0	15	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	23	3	1	2	1	0	0	30	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	43	0	0	0	0	0	0	43	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	19	0	0	0	0	0	0	19	0	1	0	0	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	97	5	1	2	2	0	0	107	0	1	0	0	0	0	0	1
09:00	0	0	0	0	0	0	0	0	9	1	0	1	0	0	0	11	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	12	0	0	0	1	0	0	13	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7	1	0	0	0	0	0	0	1
09:45	0	0	0	0	0	0	0	0	11	2	0	0	0	0	0	13	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	38	4	0	1	1	0	0	44	1	0	0	0	0	0	0	1
10:00	0	0	0	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	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	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	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	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	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	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	0	0	0
H/TOT	0	0	0	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	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	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	0	0	0
13:15	0	0	0	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	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	0	0	0
H/TOT	0	0	0	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	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	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	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	0	0	0
H/TOT	0	0	0	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	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	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	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	0	0
H/TOT	0	0	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	13	2	0	0	0	0	0	15	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	10	1	1	1	0	0	0	13	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	9	1	0	0	0	0	0	10	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	9	2	0	1	0	0	0	12	0	1	0	0	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	41	6	1	2	0	0	0	50	0	1	0	0	0	0	0	1
17:00	0	0	0	0	0	0	0	0	7	0	0	1	0	0	0	8	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	14	1	0	1	0	0	0	16	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	10	0	1	0	0	0	0	11	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	39	2	1	2	0	0	0	44	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	15	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	16	0	0	0	0	0	0	16	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	36	0	1	0	0	0	0	37	0	0	0	0	0	0	0	0
12 HR TOT	0	0	0	0	0	0	0	0	266	21	5	8	4	0	0	304	1	2	0	0	0	0	0	3

B => A								B => B								B => C							
CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT
1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	1	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	1	1	3	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	2	1	4	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	1	0	0	1	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32	2	0	0	2	0	0	36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
41	2	0	1	0	0	0	44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
92	5	0	1	3	0	0	101	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	2	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	1	0	1	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	2	0	0	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
35	6	0	1	0	0	0	42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	1	1	1	0	0	0	13	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
9	2	0	1	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	0	0	0	0	0	2	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	4	0	1	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
36	7	1	3	0	0	2	49	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
14	3	0	0	0	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	3	0	0	0	0	0	15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
15	0	0	0	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22	1	0	0	0	0	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
63	7	0	0	0	0	0	70	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
13	0	0	0	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	0	0	0	0	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
49	0	0	0	0	0	0	49	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
284	27	2	9	3	0	2	327	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2

C => A								C => B								C => C							
CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
0	0	0	0	0	0	1	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
0	1	0	0	0	0	1	2	1	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	1	1	0	0	0	1	3	2	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0

Irish Traffic Surveys LTD

Survey Name :	ITS J-695 Tullamore
Site:	2
Date:	03.02.2023
Time:	07:00 - 10:00 // 16:00 - 19:00
Location:	Site 2, Local Road / Quarry Access priority junction
Classification:	Car, LGV, OGV1, OGV2, PSV, MC, PC

Irish Traffic Surveys

	A => A								A => B								A => C							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/C**	**P/C**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/C**	**P/C**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/C**	**P/C**	**TOT**
07:00	0	0	0	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	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	3	0	0	0	1	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	3	0	1	3	0	0	0	7	0	0	0	1	0	0	0	1
08:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	1
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3	2	0	0	0	0	0	5
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
09:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	1
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3	2	0	0	0	0	0	5
H/TOT	0	0	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	2	0	0	1	0	0	0	3
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2
16:30	0	0	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	1	0	0	1	0	0	0	2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	3	0	0	0	7
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
12 HR TOT	0	0	0	0	0	0	0	0	3	0	1	5	0	0	0	9	22	5	0	4	0	0	0	31

B => A								B => B								B => C							
CAR	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/C**	**P/C**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/C**	**P/C**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/C**	**P/C**	**TOT**
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	1	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	1	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	1	4	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

C => A								C => B								C => C							
CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT
1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	1	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	2	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	2	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	2	0	1	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	1	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	1	0	2	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17	6	0	4	0	0	0	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

APPENDIX 14-2

Existing L20113 / Quarry Access Priority Junction - AM Peak Hour Flows

2023 AM Peak - Base Flows

From / To	L20113 (east)	Quarry Access	L20113 (west)	**Totals**
L20113 (east)	0	1	5	**6**
Quarry Access	3	0	0	**3**
L20113 (west)	9	0	0	**9**
Totals	**12**	**1**	**5**	**18**

AM Peak - Development Flows

From / To	L20113 (east)	Quarry Access	L20113 (west)	**Totals**
L20113 (east)	0	4	0	**4**
Quarry Access	2	0	0	**2**
L20113 (west)	0	0	0	**0**
Totals	**2**	**4**	**0**	**6**

2026 AM Peak - No Development (Base Flows + 5.87%)

From / To	L20113 (east)	Quarry Access	L20113 (west)	**Totals**
L20113 (east)	0	1	5	**6**
Quarry Access	3	0	0	**3**
L20113 (west)	10	0	0	**10**
Totals	**13**	**1**	**5**	**19**

2026 AM Peak - With Development

From / To	L20113 (east)	Quarry Access	L20113 (west)	**Totals**
L20113 (east)	0	5	5	**10**
Quarry Access	5	0	0	**5**
L20113 (west)	10	0	0	**10**
Totals	**15**	**5**	**5**	**25**

2031 AM Peak - No Development (Base Flows + 16.45%)

From / To	L20113 (east)	Quarry Access	L20113 (west)	**Totals**
L20113 (east)	0	1	6	**7**
Quarry Access	3	0	0	**3**
L20113 (west)	10	0	0	**10**
Totals	**14**	**1**	**6**	**21**

2031 AM Peak - With Development

From / To	L20113 (east)	Quarry Access	L20113 (west)	**Totals**
L20113 (east)	0	5	6	**11**
Quarry Access	5	0	0	**5**
L20113 (west)	10	0	0	**10**
Totals	**16**	**5**	**6**	**27**

2041 AM Peak - No Development (Base Flows + 19.62%)

From / To	L20113 (east)	Quarry Access	L20113 (west)	**Totals**
L20113 (east)	0	1	6	**7**
Quarry Access	4	0	0	**4**
L20113 (west)	11	0	0	**11**
Totals	**14**	**1**	**6**	**22**

2041 AM Peak - With Development

From / To	L20113 (east)	Quarry Access	L20113 (west)	**Totals**
L20113 (east)	0	5	6	**11**
Quarry Access	6	0	0	**6**
L20113 (west)	11	0	0	**11**
Totals	**16**	**5**	**6**	**28**

Existing L20113 / Quarry Access Priority Junction - PM Peak Hour Flows

2023 PM Peak - Base Flows

From / To	L20113 (east)	Quarry Access	L20113 (west)	**Totals**
L20113 (east)	0	0	5	**5**
Quarry Access	3	0	0	**3**
L20113 (west)	9	0	0	**9**
Totals	**12**	**0**	**5**	**17**

PM Peak - Development Flows

From / To	L20113 (east)	Quarry Access	L20113 (west)	**Totals**
L20113 (east)	0	2	0	**2**
Quarry Access	4	0	0	**4**
L20113 (west)	0	0	0	**0**
Totals	**4**	**2**	**0**	**6**

2026 PM Peak - No Development (Base Flows + 5.87%)

From / To	L20113 (east)	Quarry Access	L20113 (west)	**Totals**
L20113 (east)	0	0	5	**5**
Quarry Access	3	0	0	**3**
L20113 (west)	10	0	0	**10**
Totals	**13**	**0**	**5**	**18**

2026 PM Peak - With Development

From / To	L20113 (east)	Quarry Access	L20113 (west)	**Totals**
L20113 (east)	0	2	5	**7**
Quarry Access	7	0	0	**7**
L20113 (west)	10	0	0	**10**
Totals	**17**	**2**	**5**	**24**

2031 PM Peak - No Development (Base Flows + 16.45%)

From / To	L20113 (east)	Quarry Access	L20113 (west)	**Totals**
L20113 (east)	0	0	6	**6**
Quarry Access	3	0	0	**3**
L20113 (west)	10	0	0	**10**
Totals	**14**	**0**	**6**	**20**

2031 PM Peak - With Development

From / To	L20113 (east)	Quarry Access	L20113 (west)	**Totals**
L20113 (east)	0	2	6	**8**
Quarry Access	7	0	0	**7**
L20113 (west)	10	0	0	**10**
Totals	**18**	**2**	**6**	**26**

2041 PM Peak - No Development (Base Flows + 19.62%)

From / To	L20113 (east)	Quarry Access	L20113 (west)	**Totals**
L20113 (east)	0	0	6	**6**
Quarry Access	4	0	0	**4**
L20113 (west)	11	0	0	**11**
Totals	**14**	**0**	**6**	**20**

2041 PM Peak - With Development

From / To	L20113 (east)	Quarry Access	L20113 (west)	**Totals**
L20113 (east)	0	2	6	**8**
Quarry Access	8	0	0	**8**
L20113 (west)	11	0	0	**11**
Totals	**18**	**2**	**6**	**26**

APPENDIX 14-3

Junctions 9

PICADY 9 - Priority Intersection Module

Filename: Quarry Access Priority Junction.j9
Path: S:\Jobs\2022\22155 Concrete Agall Pit, Tullamore TIA\22155-01\Reports\Working\PICADY
Report generation date: 10/04/2025 16:36:27

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
	2023							
Stream B-AC	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream C-AB	0.0	0.00	0.00	A	0.0	0.00	0.00	A
	2026 no dev							
Stream B-AC	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream C-AB	0.0	0.00	0.00	A	0.0	0.00	0.00	A
	2026 with dev							
Stream B-AC	0.0	8.69	0.01	A	0.0	8.73	0.02	A
Stream C-AB	0.0	0.00	0.00	A	0.0	0.00	0.00	A
	2031 no dev							
Stream B-AC	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream C-AB	0.0	0.00	0.00	A	0.0	0.00	0.00	A
	2031 with dev							
Stream B-AC	0.0	8.69	0.01	A	0.0	8.73	0.02	A
Stream C-AB	0.0	0.00	0.00	A	0.0	0.00	0.00	A
	2041 no dev							
Stream B-AC	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream C-AB	0.0	0.00	0.00	A	0.0	0.00	0.00	A
	2041 with dev							
Stream B-AC	0.0	8.72	0.02	A	0.0	8.76	0.02	A
Stream C-AB	0.0	0.00	0.00	A	0.0	0.00	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	28/11/2023
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	2023	AM	ONE HOUR	07:45	09:15	15	✓
D2	2023	PM	ONE HOUR	16:45	18:15	15	✓
D3	2026 no dev	AM	ONE HOUR	07:45	09:15	15	✓
D4	2026 no dev	PM	ONE HOUR	16:45	18:15	15	✓
D5	2026 with dev	AM	ONE HOUR	07:45	09:15	15	✓
D6	2026 with dev	PM	ONE HOUR	16:45	18:15	15	✓
D7	2031 no dev	AM	ONE HOUR	07:45	09:15	15	✓
D8	2031 no dev	PM	ONE HOUR	16:45	18:15	15	✓
D9	2031 with dev	AM	ONE HOUR	07:45	09:15	15	✓
D10	2031 with dev	PM	ONE HOUR	16:45	18:15	15	✓
D11	2041 no dev	AM	ONE HOUR	07:45	09:15	15	✓
D12	2041 no dev	PM	ONE HOUR	16:45	18:15	15	✓
D13	2041 with dev	AM	ONE HOUR	07:45	09:15	15	✓
D14	2041 with dev	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2023, AM

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		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	L20113 (east)		Major
B	Quarry Access		Minor
C	L20113 (west)		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	5.00			50.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	2.20	12	50

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	465	0.088	0.224	0.141	0.319
1	B-C	603	0.096	0.244	-	-
1	C-B	603	0.244	0.244	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2023	AM	ONE HOUR	07:45	09:15	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	✓	6	100.000
B		ONE HOUR	✓	3	100.000
C		ONE HOUR	✓	9	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	1	5
	B	3	0	0
	C	9	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	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	0.00	0.0	A	0	0
C-A					8	12
A-B					1	1
A-C					5	7

Main Results for each time segment

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	476	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	547	0.000	0	0.0	0.0	0.000	A
C-A	7	2			7				
A-B	0.75	0.19			0.75				
A-C	4	1			4				

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	476	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	547	0.000	0	0.0	0.0	0.000	A
C-A	8	2			8				
A-B	0.90	0.22			0.90				
A-C	4	1			4				

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	475	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	546	0.000	0	0.0	0.0	0.000	A
C-A	10	2			10				
A-B	1	0.28			1				
A-C	6	1			6				

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	475	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	546	0.000	0	0.0	0.0	0.000	A
C-A	10	2			10				
A-B	1	0.28			1				
A-C	6	1			6				

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	476	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	547	0.000	0	0.0	0.0	0.000	A
C-A	8	2			8				
A-B	0.90	0.22			0.90				
A-C	4	1			4				

09:00 - 09:15

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	476	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	547	0.000	0	0.0	0.0	0.000	A
C-A	7	2			7				
A-B	0.75	0.19			0.75				
A-C	4	1			4				

2023, PM

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		0.00	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	2023	PM	ONE HOUR	16:45	18:15	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	✓	5	100.000
B		ONE HOUR	✓	3	100.000
C		ONE HOUR	✓	9	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	0	5
	B	3	0	0
	C	9	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	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	0.00	0.0	A	0	0
C-A					8	12
A-B					0	0
A-C					5	7

Main Results for each time segment

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	0	0	476	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	547	0.000	0	0.0	0.0	0.000	A
C-A	7	2			7				
A-B	0	0			0				
A-C	4	1			4				

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	0	0	476	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	547	0.000	0	0.0	0.0	0.000	A
C-A	8	2			8				
A-B	0	0			0				
A-C	4	1			4				

17:15 - 17:30

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	475	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	547	0.000	0	0.0	0.0	0.000	A
C-A	10	2			10				
A-B	0	0			0				
A-C	6	1			6				

17:30 - 17:45

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	475	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	547	0.000	0	0.0	0.0	0.000	A
C-A	10	2			10				
A-B	0	0			0				
A-C	6	1			6				

17:45 - 18:00

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	476	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	547	0.000	0	0.0	0.0	0.000	A
C-A	8	2			8				
A-B	0	0			0				
A-C	4	1			4				

18:00 - 18:15

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	476	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	547	0.000	0	0.0	0.0	0.000	A
C-A	7	2			7				
A-B	0	0			0				
A-C	4	1			4				

2026 no dev, AM

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		0.00	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	2026 no dev	AM	ONE HOUR	07:45	09:15	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	✓	6	100.000
B		ONE HOUR	✓	3	100.000
C		ONE HOUR	✓	10	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	1	5
	B	3	0	0
	C	10	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	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	0.00	0.0	A	0	0
C-A					9	14
A-B					1	1
A-C					5	7

Main Results for each time segment

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	476	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	547	0.000	0	0.0	0.0	0.000	A
C-A	8	2			8				
A-B	0.75	0.19			0.75				
A-C	4	1			4				

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	476	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	547	0.000	0	0.0	0.0	0.000	A
C-A	9	2			9				
A-B	0.90	0.22			0.90				
A-C	4	1			4				

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	475	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	546	0.000	0	0.0	0.0	0.000	A
C-A	11	3			11				
A-B	1	0.28			1				
A-C	6	1			6				

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	475	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	546	0.000	0	0.0	0.0	0.000	A
C-A	11	3			11				
A-B	1	0.28			1				
A-C	6	1			6				

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	476	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	547	0.000	0	0.0	0.0	0.000	A
C-A	9	2			9				
A-B	0.90	0.22			0.90				
A-C	4	1			4				

09:00 - 09:15

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	476	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	547	0.000	0	0.0	0.0	0.000	A
C-A	8	2			8				
A-B	0.75	0.19			0.75				
A-C	4	1			4				

2026 no dev, PM

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		0.00	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	2026 no dev	PM	ONE HOUR	16:45	18:15	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	✓	5	100.000
B		ONE HOUR	✓	3	100.000
C		ONE HOUR	✓	10	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	0	5
	B	3	0	0
	C	10	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	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	0.00	0.0	A	0	0
C-A					9	14
A-B					0	0
A-C					5	7

Main Results for each time segment

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	0	0	476	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	547	0.000	0	0.0	0.0	0.000	A
C-A	8	2			8				
A-B	0	0			0				
A-C	4	1			4				

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	0	0	476	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	547	0.000	0	0.0	0.0	0.000	A
C-A	9	2			9				
A-B	0	0			0				
A-C	4	1			4				

17:15 - 17:30

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	475	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	547	0.000	0	0.0	0.0	0.000	A
C-A	11	3			11				
A-B	0	0			0				
A-C	6	1			6				

17:30 - 17:45

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	475	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	547	0.000	0	0.0	0.0	0.000	A
C-A	11	3			11				
A-B	0	0			0				
A-C	6	1			6				

17:45 - 18:00

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	476	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	547	0.000	0	0.0	0.0	0.000	A
C-A	9	2			9				
A-B	0	0			0				
A-C	4	1			4				

18:00 - 18:15

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	476	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	547	0.000	0	0.0	0.0	0.000	A
C-A	8	2			8				
A-B	0	0			0				
A-C	4	1			4				

2026 with dev, AM

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		1.74	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	2026 with dev	AM	ONE HOUR	07:45	09:15	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	✓	10	100.000
B		ONE HOUR	✓	5	100.000
C		ONE HOUR	✓	10	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	5	5
	B	5	0	0
	C	10	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	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	0.01	8.69	0.0	A	5	7
C-AB	0.00	0.00	0.0	A	0	0
C-A					9	14
A-B					5	7
A-C					5	7

Main Results for each time segment

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	421	0.009	4	0.0	0.0	8.630	A
C-AB	0	0	546	0.000	0	0.0	0.0	0.000	A
C-A	8	2			8				
A-B	4	1			4				
A-C	4	1			4				

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	4	1	420	0.011	4	0.0	0.0	8.654	A
C-AB	0	0	546	0.000	0	0.0	0.0	0.000	A
C-A	9	2			9				
A-B	4	1			4				
A-C	4	1			4				

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	420	0.013	5	0.0	0.0	8.688	A
C-AB	0	0	545	0.000	0	0.0	0.0	0.000	A
C-A	11	3			11				
A-B	6	1			6				
A-C	6	1			6				

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	6	1	420	0.013	6	0.0	0.0	8.688	A
C-AB	0	0	545	0.000	0	0.0	0.0	0.000	A
C-A	11	3			11				
A-B	6	1			6				
A-C	6	1			6				

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	420	0.011	5	0.0	0.0	8.655	A
C-AB	0	0	546	0.000	0	0.0	0.0	0.000	A
C-A	9	2			9				
A-B	4	1			4				
A-C	4	1			4				

09:00 - 09:15

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	421	0.009	4	0.0	0.0	8.630	A
C-AB	0	0	546	0.000	0	0.0	0.0	0.000	A
C-A	8	2			8				
A-B	4	1			4				
A-C	4	1			4				

2026 with dev, PM

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		2.55	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	2026 with dev	PM	ONE HOUR	16:45	18:15	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	✓	7	100.000
B		ONE HOUR	✓	7	100.000
C		ONE HOUR	✓	10	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	2	5
	B	7	0	0
	C	10	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	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	0.02	8.73	0.0	A	6	10
C-AB	0.00	0.00	0.0	A	0	0
C-A					9	14
A-B					2	3
A-C					5	7

Main Results for each time segment

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	421	0.013	5	0.0	0.0	8.656	A
C-AB	0	0	547	0.000	0	0.0	0.0	0.000	A
C-A	8	2			8				
A-B	2	0.38			2				
A-C	4	1			4				

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	6	2	421	0.015	6	0.0	0.0	8.687	A
C-AB	0	0	547	0.000	0	0.0	0.0	0.000	A
C-A	9	2			9				
A-B	2	0.45			2				
A-C	4	1			4				

17:15 - 17:30

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	8	2	420	0.018	8	0.0	0.0	8.728	A
C-AB	0	0	546	0.000	0	0.0	0.0	0.000	A
C-A	11	3			11				
A-B	2	0.55			2				
A-C	6	1			6				

17:30 - 17:45

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	8	2	420	0.018	8	0.0	0.0	8.728	A
C-AB	0	0	546	0.000	0	0.0	0.0	0.000	A
C-A	11	3			11				
A-B	2	0.55			2				
A-C	6	1			6				

17:45 - 18:00

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	6	2	421	0.015	6	0.0	0.0	8.689	A
C-AB	0	0	547	0.000	0	0.0	0.0	0.000	A
C-A	9	2			9				
A-B	2	0.45			2				
A-C	4	1			4				

18:00 - 18:15

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	421	0.013	5	0.0	0.0	8.659	A
C-AB	0	0	547	0.000	0	0.0	0.0	0.000	A
C-A	8	2			8				
A-B	2	0.38			2				
A-C	4	1			4				

2031 no dev, AM

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		0.00	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
D7	2031 no dev	AM	ONE HOUR	07:45	09:15	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	✓	7	100.000
B		ONE HOUR	✓	3	100.000
C		ONE HOUR	✓	10	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	1	6
	B	3	0	0
	C	10	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	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	0.00	0.0	A	0	0
C-A					9	14
A-B					1	1
A-C					6	8

Main Results for each time segment

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	476	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	547	0.000	0	0.0	0.0	0.000	A
C-A	8	2			8				
A-B	0.75	0.19			0.75				
A-C	5	1			5				

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	475	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	547	0.000	0	0.0	0.0	0.000	A
C-A	9	2			9				
A-B	0.90	0.22			0.90				
A-C	5	1			5				

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	475	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	546	0.000	0	0.0	0.0	0.000	A
C-A	11	3			11				
A-B	1	0.28			1				
A-C	7	2			7				

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	475	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	546	0.000	0	0.0	0.0	0.000	A
C-A	11	3			11				
A-B	1	0.28			1				
A-C	7	2			7				

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	475	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	547	0.000	0	0.0	0.0	0.000	A
C-A	9	2			9				
A-B	0.90	0.22			0.90				
A-C	5	1			5				

09:00 - 09:15

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	476	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	547	0.000	0	0.0	0.0	0.000	A
C-A	8	2			8				
A-B	0.75	0.19			0.75				
A-C	5	1			5				

2031 no dev, PM

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		0.00	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
D8	2031 no dev	PM	ONE HOUR	16:45	18:15	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	✓	6	100.000
B		ONE HOUR	✓	3	100.000
C		ONE HOUR	✓	10	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	0	6
	B	3	0	0
	C	10	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	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	0.00	0.0	A	0	0
C-A					9	14
A-B					0	0
A-C					6	8

Main Results for each time segment

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	0	0	476	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	547	0.000	0	0.0	0.0	0.000	A
C-A	8	2			8				
A-B	0	0			0				
A-C	5	1			5				

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	0	0	475	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	547	0.000	0	0.0	0.0	0.000	A
C-A	9	2			9				
A-B	0	0			0				
A-C	5	1			5				

17:15 - 17:30

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	475	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	546	0.000	0	0.0	0.0	0.000	A
C-A	11	3			11				
A-B	0	0			0				
A-C	7	2			7				

17:30 - 17:45

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	475	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	546	0.000	0	0.0	0.0	0.000	A
C-A	11	3			11				
A-B	0	0			0				
A-C	7	2			7				

17:45 - 18:00

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	475	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	547	0.000	0	0.0	0.0	0.000	A
C-A	9	2			9				
A-B	0	0			0				
A-C	5	1			5				

18:00 - 18:15

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	476	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	547	0.000	0	0.0	0.0	0.000	A
C-A	8	2			8				
A-B	0	0			0				
A-C	5	1			5				

2031 with dev, AM

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		1.67	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
D9	2031 with dev	AM	ONE HOUR	07:45	09:15	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	✓	11	100.000
B		ONE HOUR	✓	5	100.000
C		ONE HOUR	✓	10	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	5	6
	B	5	0	0
	C	10	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	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	0.01	8.69	0.0	A	5	7
C-AB	0.00	0.00	0.0	A	0	0
C-A					9	14
A-B					5	7
A-C					6	8

Main Results for each time segment

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	421	0.009	4	0.0	0.0	8.634	A
C-AB	0	0	546	0.000	0	0.0	0.0	0.000	A
C-A	8	2			8				
A-B	4	1			4				
A-C	5	1			5				

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	4	1	420	0.011	4	0.0	0.0	8.659	A
C-AB	0	0	546	0.000	0	0.0	0.0	0.000	A
C-A	9	2			9				
A-B	4	1			4				
A-C	5	1			5				

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	420	0.013	5	0.0	0.0	8.693	A
C-AB	0	0	545	0.000	0	0.0	0.0	0.000	A
C-A	11	3			11				
A-B	6	1			6				
A-C	7	2			7				

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	6	1	420	0.013	6	0.0	0.0	8.693	A
C-AB	0	0	545	0.000	0	0.0	0.0	0.000	A
C-A	11	3			11				
A-B	6	1			6				
A-C	7	2			7				

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	420	0.011	5	0.0	0.0	8.661	A
C-AB	0	0	546	0.000	0	0.0	0.0	0.000	A
C-A	9	2			9				
A-B	4	1			4				
A-C	5	1			5				

09:00 - 09:15

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	421	0.009	4	0.0	0.0	8.634	A
C-AB	0	0	546	0.000	0	0.0	0.0	0.000	A
C-A	8	2			8				
A-B	4	1			4				
A-C	5	1			5				

2031 with dev, PM

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		2.45	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
D10	2031 with dev	PM	ONE HOUR	16:45	18:15	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	✓	8	100.000
B		ONE HOUR	✓	7	100.000
C		ONE HOUR	✓	10	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	2	6
	B	7	0	0
	C	10	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	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	0.02	8.73	0.0	A	6	10
C-AB	0.00	0.00	0.0	A	0	0
C-A					9	14
A-B					2	3
A-C					6	8

Main Results for each time segment

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	421	0.013	5	0.0	0.0	8.659	A
C-AB	0	0	547	0.000	0	0.0	0.0	0.000	A
C-A	8	2			8				
A-B	2	0.38			2				
A-C	5	1			5				

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	6	2	420	0.015	6	0.0	0.0	8.691	A
C-AB	0	0	546	0.000	0	0.0	0.0	0.000	A
C-A	9	2			9				
A-B	2	0.45			2				
A-C	5	1			5				

17:15 - 17:30

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	8	2	420	0.018	8	0.0	0.0	8.733	A
C-AB	0	0	546	0.000	0	0.0	0.0	0.000	A
C-A	11	3			11				
A-B	2	0.55			2				
A-C	7	2			7				

17:30 - 17:45

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	8	2	420	0.018	8	0.0	0.0	8.733	A
C-AB	0	0	546	0.000	0	0.0	0.0	0.000	A
C-A	11	3			11				
A-B	2	0.55			2				
A-C	7	2			7				

17:45 - 18:00

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	6	2	420	0.015	6	0.0	0.0	8.693	A
C-AB	0	0	546	0.000	0	0.0	0.0	0.000	A
C-A	9	2			9				
A-B	2	0.45			2				
A-C	5	1			5				

18:00 - 18:15

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	421	0.013	5	0.0	0.0	8.663	A
C-AB	0	0	547	0.000	0	0.0	0.0	0.000	A
C-A	8	2			8				
A-B	2	0.38			2				
A-C	5	1			5				

2041 no dev, AM

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		0.00	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
D11	2041 no dev	AM	ONE HOUR	07:45	09:15	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	✓	7	100.000
B		ONE HOUR	✓	4	100.000
C		ONE HOUR	✓	11	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	1	6
	B	4	0	0
	C	11	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	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	0.00	0.0	A	0	0
C-A					10	15
A-B					1	1
A-C					6	8

Main Results for each time segment

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	476	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	547	0.000	0	0.0	0.0	0.000	A
C-A	8	2			8				
A-B	0.75	0.19			0.75				
A-C	5	1			5				

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	475	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	547	0.000	0	0.0	0.0	0.000	A
C-A	10	2			10				
A-B	0.90	0.22			0.90				
A-C	5	1			5				

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	475	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	546	0.000	0	0.0	0.0	0.000	A
C-A	12	3			12				
A-B	1	0.28			1				
A-C	7	2			7				

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	475	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	546	0.000	0	0.0	0.0	0.000	A
C-A	12	3			12				
A-B	1	0.28			1				
A-C	7	2			7				

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	475	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	547	0.000	0	0.0	0.0	0.000	A
C-A	10	2			10				
A-B	0.90	0.22			0.90				
A-C	5	1			5				

09:00 - 09:15

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	476	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	547	0.000	0	0.0	0.0	0.000	A
C-A	8	2			8				
A-B	0.75	0.19			0.75				
A-C	5	1			5				

2041 no dev, PM

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		0.00	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
D12	2041 no dev	PM	ONE HOUR	16:45	18:15	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	✓	6	100.000
B		ONE HOUR	✓	4	100.000
C		ONE HOUR	✓	11	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	0	6
	B	4	0	0
	C	11	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	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	0.00	0.0	A	0	0
C-A					10	15
A-B					0	0
A-C					6	8

Main Results for each time segment

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	0	0	476	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	547	0.000	0	0.0	0.0	0.000	A
C-A	8	2			8				
A-B	0	0			0				
A-C	5	1			5				

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	0	0	475	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	547	0.000	0	0.0	0.0	0.000	A
C-A	10	2			10				
A-B	0	0			0				
A-C	5	1			5				

17:15 - 17:30

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	475	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	546	0.000	0	0.0	0.0	0.000	A
C-A	12	3			12				
A-B	0	0			0				
A-C	7	2			7				

17:30 - 17:45

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	475	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	546	0.000	0	0.0	0.0	0.000	A
C-A	12	3			12				
A-B	0	0			0				
A-C	7	2			7				

17:45 - 18:00

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	475	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	547	0.000	0	0.0	0.0	0.000	A
C-A	10	2			10				
A-B	0	0			0				
A-C	5	1			5				

18:00 - 18:15

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	476	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	547	0.000	0	0.0	0.0	0.000	A
C-A	8	2			8				
A-B	0	0			0				
A-C	5	1			5				

2041 with dev, AM

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		1.87	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
D13	2041 with dev	AM	ONE HOUR	07:45	09:15	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	✓	11	100.000
B		ONE HOUR	✓	6	100.000
C		ONE HOUR	✓	11	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	5	6
	B	6	0	0
	C	11	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	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	0.02	8.72	0.0	A	6	8
C-AB	0.00	0.00	0.0	A	0	0
C-A					10	15
A-B					5	7
A-C					6	8

Main Results for each time segment

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	5	1	421	0.011	4	0.0	0.0	8.650	A
C-AB	0	0	546	0.000	0	0.0	0.0	0.000	A
C-A	8	2			8				
A-B	4	1			4				
A-C	5	1			5				

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	5	1	420	0.013	5	0.0	0.0	8.680	A
C-AB	0	0	546	0.000	0	0.0	0.0	0.000	A
C-A	10	2			10				
A-B	4	1			4				
A-C	5	1			5				

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	7	2	419	0.016	7	0.0	0.0	8.720	A
C-AB	0	0	545	0.000	0	0.0	0.0	0.000	A
C-A	12	3			12				
A-B	6	1			6				
A-C	7	2			7				

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	7	2	419	0.016	7	0.0	0.0	8.720	A
C-AB	0	0	545	0.000	0	0.0	0.0	0.000	A
C-A	12	3			12				
A-B	6	1			6				
A-C	7	2			7				

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	5	1	420	0.013	5	0.0	0.0	8.680	A
C-AB	0	0	546	0.000	0	0.0	0.0	0.000	A
C-A	10	2			10				
A-B	4	1			4				
A-C	5	1			5				

09:00 - 09:15

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	421	0.011	5	0.0	0.0	8.654	A
C-AB	0	0	546	0.000	0	0.0	0.0	0.000	A
C-A	8	2			8				
A-B	4	1			4				
A-C	5	1			5				

2041 with dev, PM

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		2.60	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
D14	2041 with dev	PM	ONE HOUR	16:45	18:15	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	✓	8	100.000
B		ONE HOUR	✓	8	100.000
C		ONE HOUR	✓	11	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	2	6
	B	8	0	0
	C	11	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	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	0.02	8.76	0.0	A	7	11
C-AB	0.00	0.00	0.0	A	0	0
C-A					10	15
A-B					2	3
A-C					6	8

Main Results for each time segment

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	6	2	421	0.014	6	0.0	0.0	8.677	A
C-AB	0	0	547	0.000	0	0.0	0.0	0.000	A
C-A	8	2			8				
A-B	2	0.38			2				
A-C	5	1			5				

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	7	2	420	0.017	7	0.0	0.0	8.713	A
C-AB	0	0	546	0.000	0	0.0	0.0	0.000	A
C-A	10	2			10				
A-B	2	0.45			2				
A-C	5	1			5				

17:15 - 17:30

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	9	2	420	0.021	9	0.0	0.0	8.760	A
C-AB	0	0	546	0.000	0	0.0	0.0	0.000	A
C-A	12	3			12				
A-B	2	0.55			2				
A-C	7	2			7				

17:30 - 17:45

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	9	2	420	0.021	9	0.0	0.0	8.760	A
C-AB	0	0	546	0.000	0	0.0	0.0	0.000	A
C-A	12	3			12				
A-B	2	0.55			2				
A-C	7	2			7				

17:45 - 18:00

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	7	2	420	0.017	7	0.0	0.0	8.713	A
C-AB	0	0	546	0.000	0	0.0	0.0	0.000	A
C-A	10	2			10				
A-B	2	0.45			2				
A-C	5	1			5				

18:00 - 18:15

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	2	421	0.014	6	0.0	0.0	8.679	A
C-AB	0	0	547	0.000	0	0.0	0.0	0.000	A
C-A	8	2			8				
A-B	2	0.38			2				
A-C	5	1			5				

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.0.6896

For sales and distribution information, program advice and maintenance, contact TRL:
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Filename: L2011-L20113 Priority Junciton.j9
Path: S:\Jobs\2022\22155 Concrete Agall Pit, Tullamore TIA\22155-01\Reports\Working\PICADY\10-04-2024
Report generation date: 10/04/2025 16:29:23

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
	2023							
Stream B-AC	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream C-AB	0.0	5.29	0.00	A	0.0	5.44	0.00	A
	2026 no dev							
Stream B-AC	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream C-AB	0.0	5.28	0.00	A	0.0	5.44	0.00	A
	2026 with dev							
Stream B-AC	0.0	9.69	0.01	A	0.0	9.17	0.01	A
Stream C-AB	0.0	5.29	0.00	A	0.0	5.44	0.00	A
	2031 no dev							
Stream B-AC	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream C-AB	0.0	5.25	0.00	A	0.0	5.43	0.00	A
	2031 with dev							
Stream B-AC	0.0	9.81	0.01	A	0.0	9.22	0.01	A
Stream C-AB	0.0	5.26	0.00	A	0.0	5.43	0.00	A
	2041 no dev							
Stream B-AC	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream C-AB	0.0	5.25	0.00	A	0.0	5.43	0.00	A
	2041 with dev							
Stream B-AC	0.0	9.87	0.02	A	0.0	9.23	0.01	A
Stream C-AB	0.0	5.25	0.00	A	0.0	5.43	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	28/11/2023
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	2023	AM	ONE HOUR	07:45	09:15	15	✓
D2	2023	PM	ONE HOUR	16:45	18:15	15	✓
D3	2026 no dev	AM	ONE HOUR	07:45	09:15	15	✓
D4	2026 no dev	PM	ONE HOUR	16:45	18:15	15	✓
D5	2026 with dev	AM	ONE HOUR	07:45	09:15	15	✓
D6	2026 with dev	PM	ONE HOUR	16:45	18:15	15	✓
D7	2031 no dev	AM	ONE HOUR	07:45	09:15	15	✓
D8	2031 no dev	PM	ONE HOUR	16:45	18:15	15	✓
D9	2031 with dev	AM	ONE HOUR	07:45	09:15	15	✓
D10	2031 with dev	PM	ONE HOUR	16:45	18:15	15	✓
D11	2041 no dev	AM	ONE HOUR	07:45	09:15	15	✓
D12	2041 no dev	PM	ONE HOUR	16:45	18:15	15	✓
D13	2041 with dev	AM	ONE HOUR	07:45	09:15	15	✓
D14	2041 with dev	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2023, AM

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		0.03	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	L2011 (south)		Major
B	L20113		Minor
C	L2011 (north)		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	5.40			250.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	2.30	38	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	462	0.086	0.218	0.137	0.312
1	B-C	589	0.093	0.234	-	-
1	C-B	719	0.286	0.286	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2023	AM	ONE HOUR	07:45	09:15	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	✓	101	100.000
B		ONE HOUR	✓	3	100.000
C		ONE HOUR	✓	108	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	0	101
	B	3	0	0
	C	107	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	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	5.29	0.0	A	1	2
C-A					98	147
A-B					0	0
A-C					93	139

Main Results for each time segment

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	446	0.000	0	0.0	0.0	0.000	A
C-AB	0.85	0.21	681	0.001	0.85	0.0	0.0	5.291	A
C-A	80	20			80				
A-B	0	0			0				
A-C	76	19			76				

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	442	0.000	0	0.0	0.0	0.000	A
C-AB	1	0.26	687	0.002	1	0.0	0.0	5.249	A
C-A	96	24			96				
A-B	0	0			0				
A-C	91	23			91				

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	435	0.000	0	0.0	0.0	0.000	A
C-AB	1	0.33	695	0.002	1	0.0	0.0	5.191	A
C-A	118	29			118				
A-B	0	0			0				
A-C	111	28			111				

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	435	0.000	0	0.0	0.0	0.000	A
C-AB	1	0.33	695	0.002	1	0.0	0.0	5.191	A
C-A	118	29			118				
A-B	0	0			0				
A-C	111	28			111				

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	442	0.000	0	0.0	0.0	0.000	A
C-AB	1	0.26	687	0.002	1	0.0	0.0	5.251	A
C-A	96	24			96				
A-B	0	0			0				
A-C	91	23			91				

09:00 - 09:15

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	446	0.000	0	0.0	0.0	0.000	A
C-AB	0.85	0.21	681	0.001	0.86	0.0	0.0	5.293	A
C-A	80	20			80				
A-B	0	0			0				
A-C	76	19			76				

2023, PM

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		0.06	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	2023	PM	ONE HOUR	16:45	18:15	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	✓	57	100.000
B		ONE HOUR	✓	1	100.000
C		ONE HOUR	✓	47	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	1	56
	B	1	0	0
	C	46	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	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	5.44	0.0	A	1	1
C-A					42	63
A-B					1	1
A-C					51	77

Main Results for each time segment

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	0	0	458	0.000	0	0.0	0.0	0.000	A
C-AB	0.79	0.20	662	0.001	0.79	0.0	0.0	5.442	A
C-A	35	9			35				
A-B	0.75	0.19			0.75				
A-C	42	11			42				

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	0	0	456	0.000	0	0.0	0.0	0.000	A
C-AB	1	0.24	664	0.001	1	0.0	0.0	5.429	A
C-A	41	10			41				
A-B	0.90	0.22			0.90				
A-C	50	13			50				

17:15 - 17:30

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	452	0.000	0	0.0	0.0	0.000	A
C-AB	1	0.30	666	0.002	1	0.0	0.0	5.410	A
C-A	51	13			51				
A-B	1	0.28			1				
A-C	62	15			62				

17:30 - 17:45

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	452	0.000	0	0.0	0.0	0.000	A
C-AB	1	0.30	666	0.002	1	0.0	0.0	5.410	A
C-A	51	13			51				
A-B	1	0.28			1				
A-C	62	15			62				

17:45 - 18:00

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	456	0.000	0	0.0	0.0	0.000	A
C-AB	1	0.24	664	0.001	1	0.0	0.0	5.431	A
C-A	41	10			41				
A-B	0.90	0.22			0.90				
A-C	50	13			50				

18:00 - 18:15

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	458	0.000	0	0.0	0.0	0.000	A
C-AB	0.79	0.20	662	0.001	0.80	0.0	0.0	5.444	A
C-A	35	9			35				
A-B	0.75	0.19			0.75				
A-C	42	11			42				

2026 no dev, AM

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		0.03	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	2026 no dev	AM	ONE HOUR	07:45	09:15	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	✓	107	100.000
B		ONE HOUR	✓	3	100.000
C		ONE HOUR	✓	114	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	0	107
	B	3	0	0
	C	113	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	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	5.28	0.0	A	1	2
C-A					104	155
A-B					0	0
A-C					98	147

Main Results for each time segment

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	445	0.000	0	0.0	0.0	0.000	A
C-AB	0.86	0.22	683	0.001	0.85	0.0	0.0	5.279	A
C-A	85	21			85				
A-B	0	0			0				
A-C	81	20			81				

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	440	0.000	0	0.0	0.0	0.000	A
C-AB	1	0.26	689	0.002	1	0.0	0.0	5.235	A
C-A	101	25			101				
A-B	0	0			0				
A-C	96	24			96				

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	433	0.000	0	0.0	0.0	0.000	A
C-AB	1	0.34	697	0.002	1	0.0	0.0	5.174	A
C-A	124	31			124				
A-B	0	0			0				
A-C	118	29			118				

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	433	0.000	0	0.0	0.0	0.000	A
C-AB	1	0.34	697	0.002	1	0.0	0.0	5.174	A
C-A	124	31			124				
A-B	0	0			0				
A-C	118	29			118				

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	440	0.000	0	0.0	0.0	0.000	A
C-AB	1	0.26	689	0.002	1	0.0	0.0	5.237	A
C-A	101	25			101				
A-B	0	0			0				
A-C	96	24			96				

09:00 - 09:15

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	445	0.000	0	0.0	0.0	0.000	A
C-AB	0.86	0.22	683	0.001	0.86	0.0	0.0	5.279	A
C-A	85	21			85				
A-B	0	0			0				
A-C	81	20			81				

2026 no dev, PM

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		0.05	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	2026 no dev	PM	ONE HOUR	16:45	18:15	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	✓	60	100.000
B		ONE HOUR	✓	1	100.000
C		ONE HOUR	✓	50	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	1	59
	B	1	0	0
	C	49	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	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	5.44	0.0	A	1	1
C-A					45	67
A-B					1	1
A-C					54	81

Main Results for each time segment

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	0	0	457	0.000	0	0.0	0.0	0.000	A
C-AB	0.80	0.20	663	0.001	0.79	0.0	0.0	5.436	A
C-A	37	9			37				
A-B	0.75	0.19			0.75				
A-C	44	11			44				

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	0	0	455	0.000	0	0.0	0.0	0.000	A
C-AB	1	0.24	665	0.001	1	0.0	0.0	5.421	A
C-A	44	11			44				
A-B	0.90	0.22			0.90				
A-C	53	13			53				

17:15 - 17:30

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	451	0.000	0	0.0	0.0	0.000	A
C-AB	1	0.30	668	0.002	1	0.0	0.0	5.401	A
C-A	54	13			54				
A-B	1	0.28			1				
A-C	65	16			65				

17:30 - 17:45

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	451	0.000	0	0.0	0.0	0.000	A
C-AB	1	0.30	668	0.002	1	0.0	0.0	5.401	A
C-A	54	13			54				
A-B	1	0.28			1				
A-C	65	16			65				

17:45 - 18:00

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	455	0.000	0	0.0	0.0	0.000	A
C-AB	1	0.24	665	0.001	1	0.0	0.0	5.424	A
C-A	44	11			44				
A-B	0.90	0.22			0.90				
A-C	53	13			53				

18:00 - 18:15

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	457	0.000	0	0.0	0.0	0.000	A
C-AB	0.80	0.20	663	0.001	0.80	0.0	0.0	5.436	A
C-A	37	9			37				
A-B	0.75	0.19			0.75				
A-C	44	11			44				

2026 with dev, AM

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		0.24	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	2026 with dev	AM	ONE HOUR	07:45	09:15	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	✓	111	100.000
B		ONE HOUR	✓	5	100.000
C		ONE HOUR	✓	114	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	4	107
	B	5	0	0
	C	113	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	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	0.01	9.69	0.0	A	5	7
C-AB	0.00	5.29	0.0	A	1	2
C-A					104	155
A-B					4	6
A-C					98	147

Main Results for each time segment

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	391	0.010	4	0.0	0.0	9.304	A
C-AB	0.86	0.22	682	0.001	0.86	0.0	0.0	5.285	A
C-A	85	21			85				
A-B	3	0.75			3				
A-C	81	20			81				

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	4	1	385	0.012	4	0.0	0.0	9.465	A
C-AB	1	0.26	688	0.002	1	0.0	0.0	5.242	A
C-A	101	25			101				
A-B	4	0.90			4				
A-C	96	24			96				

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	377	0.015	5	0.0	0.0	9.695	A
C-AB	1	0.34	696	0.002	1	0.0	0.0	5.182	A
C-A	124	31			124				
A-B	4	1			4				
A-C	118	29			118				

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	6	1	377	0.015	6	0.0	0.0	9.695	A
C-AB	1	0.34	696	0.002	1	0.0	0.0	5.184	A
C-A	124	31			124				
A-B	4	1			4				
A-C	118	29			118				

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	385	0.012	5	0.0	0.0	9.466	A
C-AB	1	0.26	688	0.002	1	0.0	0.0	5.244	A
C-A	101	25			101				
A-B	4	0.90			4				
A-C	96	24			96				

09:00 - 09:15

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	391	0.010	4	0.0	0.0	9.308	A
C-AB	0.86	0.22	682	0.001	0.86	0.0	0.0	5.285	A
C-A	85	21			85				
A-B	3	0.75			3				
A-C	81	20			81				

2026 with dev, PM

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		0.44	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	2026 with dev	PM	ONE HOUR	16:45	18:15	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	✓	62	100.000
B		ONE HOUR	✓	5	100.000
C		ONE HOUR	✓	50	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	3	59
	B	5	0	0
	C	49	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	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	0.01	9.17	0.0	A	5	7
C-AB	0.00	5.44	0.0	A	1	1
C-A					45	67
A-B					3	4
A-C					54	81

Main Results for each time segment

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	405	0.009	4	0.0	0.0	8.968	A
C-AB	0.80	0.20	663	0.001	0.79	0.0	0.0	5.439	A
C-A	37	9			37				
A-B	2	0.56			2				
A-C	44	11			44				

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	402	0.011	4	0.0	0.0	9.051	A
C-AB	1	0.24	664	0.001	1	0.0	0.0	5.426	A
C-A	44	11			44				
A-B	3	0.67			3				
A-C	53	13			53				

17:15 - 17:30

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	398	0.014	5	0.0	0.0	9.168	A
C-AB	1	0.30	667	0.002	1	0.0	0.0	5.406	A
C-A	54	13			54				
A-B	3	0.83			3				
A-C	65	16			65				

17:30 - 17:45

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	398	0.014	6	0.0	0.0	9.168	A
C-AB	1	0.30	667	0.002	1	0.0	0.0	5.409	A
C-A	54	13			54				
A-B	3	0.83			3				
A-C	65	16			65				

17:45 - 18:00

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	402	0.011	5	0.0	0.0	9.053	A
C-AB	1	0.24	664	0.001	1	0.0	0.0	5.428	A
C-A	44	11			44				
A-B	3	0.67			3				
A-C	53	13			53				

18:00 - 18:15

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	405	0.009	4	0.0	0.0	8.970	A
C-AB	0.80	0.20	663	0.001	0.80	0.0	0.0	5.439	A
C-A	37	9			37				
A-B	2	0.56			2				
A-C	44	11			44				

2031 no dev, AM

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		0.03	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
D7	2031 no dev	AM	ONE HOUR	07:45	09:15	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	✓	118	100.000
B		ONE HOUR	✓	3	100.000
C		ONE HOUR	✓	126	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	0	118
	B	3	0	0
	C	125	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	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	5.25	0.0	A	1	2
C-A					115	172
A-B					0	0
A-C					108	162

Main Results for each time segment

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	442	0.000	0	0.0	0.0	0.000	A
C-AB	0.87	0.22	686	0.001	0.87	0.0	0.0	5.253	A
C-A	94	23			94				
A-B	0	0			0				
A-C	89	22			89				

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	437	0.000	0	0.0	0.0	0.000	A
C-AB	1	0.27	693	0.002	1	0.0	0.0	5.204	A
C-A	112	28			112				
A-B	0	0			0				
A-C	106	27			106				

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	429	0.000	0	0.0	0.0	0.000	A
C-AB	1	0.34	702	0.002	1	0.0	0.0	5.137	A
C-A	137	34			137				
A-B	0	0			0				
A-C	130	32			130				

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	429	0.000	0	0.0	0.0	0.000	A
C-AB	1	0.34	702	0.002	1	0.0	0.0	5.137	A
C-A	137	34			137				
A-B	0	0			0				
A-C	130	32			130				

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	437	0.000	0	0.0	0.0	0.000	A
C-AB	1	0.27	693	0.002	1	0.0	0.0	5.206	A
C-A	112	28			112				
A-B	0	0			0				
A-C	106	27			106				

09:00 - 09:15

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	442	0.000	0	0.0	0.0	0.000	A
C-AB	0.87	0.22	686	0.001	0.87	0.0	0.0	5.253	A
C-A	94	23			94				
A-B	0	0			0				
A-C	89	22			89				

2031 no dev, PM

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		0.05	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
D8	2031 no dev	PM	ONE HOUR	16:45	18:15	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	✓	66	100.000
B		ONE HOUR	✓	1	100.000
C		ONE HOUR	✓	55	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	1	65
	B	1	0	0
	C	54	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	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	5.43	0.0	A	1	1
C-A					49	74
A-B					1	1
A-C					60	89

Main Results for each time segment

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	0	0	456	0.000	0	0.0	0.0	0.000	A
C-AB	0.80	0.20	664	0.001	0.80	0.0	0.0	5.427	A
C-A	41	10			41				
A-B	0.75	0.19			0.75				
A-C	49	12			49				

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	0	0	453	0.000	0	0.0	0.0	0.000	A
C-AB	1	0.24	666	0.001	1	0.0	0.0	5.411	A
C-A	48	12			48				
A-B	0.90	0.22			0.90				
A-C	58	15			58				

17:15 - 17:30

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	449	0.000	0	0.0	0.0	0.000	A
C-AB	1	0.30	669	0.002	1	0.0	0.0	5.389	A
C-A	59	15			59				
A-B	1	0.28			1				
A-C	72	18			72				

17:30 - 17:45

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	449	0.000	0	0.0	0.0	0.000	A
C-AB	1	0.30	669	0.002	1	0.0	0.0	5.389	A
C-A	59	15			59				
A-B	1	0.28			1				
A-C	72	18			72				

17:45 - 18:00

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	453	0.000	0	0.0	0.0	0.000	A
C-AB	1	0.24	666	0.001	1	0.0	0.0	5.411	A
C-A	48	12			48				
A-B	0.90	0.22			0.90				
A-C	58	15			58				

18:00 - 18:15

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	456	0.000	0	0.0	0.0	0.000	A
C-AB	0.80	0.20	664	0.001	0.80	0.0	0.0	5.427	A
C-A	41	10			41				
A-B	0.75	0.19			0.75				
A-C	49	12			49				

2031 with dev, AM

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		0.22	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
D9	2031 with dev	AM	ONE HOUR	07:45	09:15	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	✓	122	100.000
B		ONE HOUR	✓	5	100.000
C		ONE HOUR	✓	126	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	4	118
	B	5	0	0
	C	125	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	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	0.01	9.81	0.0	A	5	7
C-AB	0.00	5.26	0.0	A	1	2
C-A					115	172
A-B					4	6
A-C					108	162

Main Results for each time segment

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	388	0.010	4	0.0	0.0	9.378	A
C-AB	0.87	0.22	685	0.001	0.87	0.0	0.0	5.260	A
C-A	94	23			94				
A-B	3	0.75			3				
A-C	89	22			89				

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	4	1	381	0.012	4	0.0	0.0	9.557	A
C-AB	1	0.27	692	0.002	1	0.0	0.0	5.212	A
C-A	112	28			112				
A-B	4	0.90			4				
A-C	106	27			106				

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	372	0.015	5	0.0	0.0	9.813	A
C-AB	1	0.34	701	0.002	1	0.0	0.0	5.145	A
C-A	137	34			137				
A-B	4	1			4				
A-C	130	32			130				

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	6	1	372	0.015	6	0.0	0.0	9.813	A
C-AB	1	0.34	701	0.002	1	0.0	0.0	5.145	A
C-A	137	34			137				
A-B	4	1			4				
A-C	130	32			130				

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	381	0.012	5	0.0	0.0	9.558	A
C-AB	1	0.27	692	0.002	1	0.0	0.0	5.212	A
C-A	112	28			112				
A-B	4	0.90			4				
A-C	106	27			106				

09:00 - 09:15

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	388	0.010	4	0.0	0.0	9.380	A
C-AB	0.87	0.22	685	0.001	0.87	0.0	0.0	5.260	A
C-A	94	23			94				
A-B	3	0.75			3				
A-C	89	22			89				

2031 with dev, PM

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		0.41	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
D10	2031 with dev	PM	ONE HOUR	16:45	18:15	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	✓	68	100.000
B		ONE HOUR	✓	5	100.000
C		ONE HOUR	✓	55	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	3	65
	B	5	0	0
	C	54	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	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	0.01	9.22	0.0	A	5	7
C-AB	0.00	5.43	0.0	A	1	1
C-A					49	74
A-B					3	4
A-C					60	89

Main Results for each time segment

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	404	0.009	4	0.0	0.0	9.002	A
C-AB	0.80	0.20	664	0.001	0.80	0.0	0.0	5.431	A
C-A	41	10			41				
A-B	2	0.56			2				
A-C	49	12			49				

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	400	0.011	4	0.0	0.0	9.092	A
C-AB	1	0.24	666	0.001	1	0.0	0.0	5.415	A
C-A	48	12			48				
A-B	3	0.67			3				
A-C	58	15			58				

17:15 - 17:30

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	396	0.014	5	0.0	0.0	9.220	A
C-AB	1	0.30	668	0.002	1	0.0	0.0	5.394	A
C-A	59	15			59				
A-B	3	0.83			3				
A-C	72	18			72				

17:30 - 17:45

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	396	0.014	6	0.0	0.0	9.220	A
C-AB	1	0.30	668	0.002	1	0.0	0.0	5.396	A
C-A	59	15			59				
A-B	3	0.83			3				
A-C	72	18			72				

17:45 - 18:00

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	400	0.011	5	0.0	0.0	9.093	A
C-AB	1	0.24	666	0.001	1	0.0	0.0	5.418	A
C-A	48	12			48				
A-B	3	0.67			3				
A-C	58	15			58				

18:00 - 18:15

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	404	0.009	4	0.0	0.0	9.002	A
C-AB	0.80	0.20	664	0.001	0.80	0.0	0.0	5.433	A
C-A	41	10			41				
A-B	2	0.56			2				
A-C	49	12			49				

2041 no dev, AM

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		0.03	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
D11	2041 no dev	AM	ONE HOUR	07:45	09:15	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	✓	121	100.000
B		ONE HOUR	✓	4	100.000
C		ONE HOUR	✓	129	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	0	121
	B	4	0	0
	C	128	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	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	5.25	0.0	A	1	2
C-A					117	176
A-B					0	0
A-C					111	167

Main Results for each time segment

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	442	0.000	0	0.0	0.0	0.000	A
C-AB	0.88	0.22	687	0.001	0.87	0.0	0.0	5.247	A
C-A	96	24			96				
A-B	0	0			0				
A-C	91	23			91				

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	436	0.000	0	0.0	0.0	0.000	A
C-AB	1	0.27	694	0.002	1	0.0	0.0	5.197	A
C-A	115	29			115				
A-B	0	0			0				
A-C	109	27			109				

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	428	0.000	0	0.0	0.0	0.000	A
C-AB	1	0.34	703	0.002	1	0.0	0.0	5.128	A
C-A	141	35			141				
A-B	0	0			0				
A-C	133	33			133				

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	428	0.000	0	0.0	0.0	0.000	A
C-AB	1	0.34	703	0.002	1	0.0	0.0	5.128	A
C-A	141	35			141				
A-B	0	0			0				
A-C	133	33			133				

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	436	0.000	0	0.0	0.0	0.000	A
C-AB	1	0.27	694	0.002	1	0.0	0.0	5.199	A
C-A	115	29			115				
A-B	0	0			0				
A-C	109	27			109				

09:00 - 09:15

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	442	0.000	0	0.0	0.0	0.000	A
C-AB	0.88	0.22	687	0.001	0.88	0.0	0.0	5.250	A
C-A	96	24			96				
A-B	0	0			0				
A-C	91	23			91				

2041 no dev, PM

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		0.05	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
D12	2041 no dev	PM	ONE HOUR	16:45	18:15	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	✓	68	100.000
B		ONE HOUR	✓	1	100.000
C		ONE HOUR	✓	56	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	1	67
	B	1	0	0
	C	55	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	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	5.43	0.0	A	1	1
C-A					50	76
A-B					1	1
A-C					61	92

Main Results for each time segment

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	0	0	456	0.000	0	0.0	0.0	0.000	A
C-AB	0.80	0.20	664	0.001	0.80	0.0	0.0	5.427	A
C-A	41	10			41				
A-B	0.75	0.19			0.75				
A-C	50	13			50				

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	0	0	453	0.000	0	0.0	0.0	0.000	A
C-AB	1	0.24	666	0.001	1	0.0	0.0	5.411	A
C-A	49	12			49				
A-B	0.90	0.22			0.90				
A-C	60	15			60				

17:15 - 17:30

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	449	0.000	0	0.0	0.0	0.000	A
C-AB	1	0.30	669	0.002	1	0.0	0.0	5.388	A
C-A	60	15			60				
A-B	1	0.28			1				
A-C	74	18			74				

17:30 - 17:45

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	449	0.000	0	0.0	0.0	0.000	A
C-AB	1	0.30	669	0.002	1	0.0	0.0	5.388	A
C-A	60	15			60				
A-B	1	0.28			1				
A-C	74	18			74				

17:45 - 18:00

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	453	0.000	0	0.0	0.0	0.000	A
C-AB	1	0.24	666	0.001	1	0.0	0.0	5.413	A
C-A	49	12			49				
A-B	0.90	0.22			0.90				
A-C	60	15			60				

18:00 - 18:15

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	456	0.000	0	0.0	0.0	0.000	A
C-AB	0.80	0.20	664	0.001	0.80	0.0	0.0	5.427	A
C-A	41	10			41				
A-B	0.75	0.19			0.75				
A-C	50	13			50				

2041 with dev, AM

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		0.25	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
D13	2041 with dev	AM	ONE HOUR	07:45	09:15	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	✓	125	100.000
B		ONE HOUR	✓	6	100.000
C		ONE HOUR	✓	129	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	4	121
	B	6	0	0
	C	128	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	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	0.02	9.87	0.0	A	6	8
C-AB	0.00	5.25	0.0	A	1	2
C-A					117	176
A-B					4	6
A-C					111	167

Main Results for each time segment

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	5	1	387	0.012	4	0.0	0.0	9.416	A
C-AB	0.88	0.22	686	0.001	0.87	0.0	0.0	5.254	A
C-A	96	24			96				
A-B	3	0.75			3				
A-C	91	23			91				

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	5	1	380	0.014	5	0.0	0.0	9.604	A
C-AB	1	0.27	693	0.002	1	0.0	0.0	5.204	A
C-A	115	29			115				
A-B	4	0.90			4				
A-C	109	27			109				

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	7	2	371	0.018	7	0.0	0.0	9.874	A
C-AB	1	0.34	702	0.002	1	0.0	0.0	5.136	A
C-A	141	35			141				
A-B	4	1			4				
A-C	133	33			133				

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	7	2	371	0.018	7	0.0	0.0	9.874	A
C-AB	1	0.34	702	0.002	1	0.0	0.0	5.136	A
C-A	141	35			141				
A-B	4	1			4				
A-C	133	33			133				

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	5	1	380	0.014	5	0.0	0.0	9.607	A
C-AB	1	0.27	693	0.002	1	0.0	0.0	5.206	A
C-A	115	29			115				
A-B	4	0.90			4				
A-C	109	27			109				

09:00 - 09:15

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	387	0.012	5	0.0	0.0	9.421	A
C-AB	0.88	0.22	686	0.001	0.88	0.0	0.0	5.254	A
C-A	96	24			96				
A-B	3	0.75			3				
A-C	91	23			91				

2041 with dev, PM

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		0.40	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
D14	2041 with dev	PM	ONE HOUR	16:45	18:15	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	✓	70	100.000
B		ONE HOUR	✓	5	100.000
C		ONE HOUR	✓	56	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	3	67
	B	5	0	0
	C	55	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	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	0.01	9.23	0.0	A	5	7
C-AB	0.00	5.43	0.0	A	1	1
C-A					50	76
A-B					3	4
A-C					61	92

Main Results for each time segment

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	403	0.009	4	0.0	0.0	9.011	A
C-AB	0.80	0.20	664	0.001	0.80	0.0	0.0	5.431	A
C-A	41	10			41				
A-B	2	0.56			2				
A-C	50	13			50				

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	400	0.011	4	0.0	0.0	9.104	A
C-AB	1	0.24	666	0.001	1	0.0	0.0	5.415	A
C-A	49	12			49				
A-B	3	0.67			3				
A-C	60	15			60				

17:15 - 17:30

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	395	0.014	5	0.0	0.0	9.235	A
C-AB	1	0.30	669	0.002	1	0.0	0.0	5.393	A
C-A	60	15			60				
A-B	3	0.83			3				
A-C	74	18			74				

17:30 - 17:45

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	395	0.014	6	0.0	0.0	9.235	A
C-AB	1	0.30	669	0.002	1	0.0	0.0	5.395	A
C-A	60	15			60				
A-B	3	0.83			3				
A-C	74	18			74				

17:45 - 18:00

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	400	0.011	5	0.0	0.0	9.104	A
C-AB	1	0.24	666	0.001	1	0.0	0.0	5.415	A
C-A	49	12			49				
A-B	3	0.67			3				
A-C	60	15			60				

18:00 - 18:15

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	403	0.009	4	0.0	0.0	9.012	A
C-AB	0.80	0.20	664	0.001	0.80	0.0	0.0	5.431	A
C-A	41	10			41				
A-B	2	0.56			2				
A-C	50	13			50				