

12.0 TRAFFIC AND TRANSPORTATION

12.1 Introduction

This chapter of the EIAR has been prepared by TTRSA for the proposed development as detailed within section 12.3.

12.1.1 Competency of Chapter Authors

This chapter of the EIAR has been prepared by Matthew Steele BA (Hons) MSc FCILT FRGS MCIHT and Pamela Townley BSc (Hons), both Directors of Traffic Transport and Road Safety Associates Ltd. (TTRSA), and each with over twenty-five years' experience of assessing the traffic and transport impacts of development.

12.2 Assessment Methodology

The methodology adopted for the preparation of this chapter of the EIAR is detailed within this section, including: relevant legislation and guidance; consultation; the approach to assessment; and significance criteria.

12.2.1 Legislation and Guidance

Relevant guidance on assessing the impact of a proposed development on roads, traffic, and transport is contained within: the '*Traffic and Transport Assessment Guidelines*'¹ published by Transport Infrastructure Ireland (TII); and, the Environmental Protection Agency (EPA) '*Guidelines on the information to be contained in Environmental Impact Assessment Reports*'². The latter states that traffic impact should be assessed for the construction phase, operational phase, and for unplanned events such as traffic collisions (road safety).

The proposed development site is an area covered by the '*Cork County Development Plan 2022-2028*'³. The development management standards contained within the Cork County Development Plan apply to this development.

12.2.2 Consultations

Prior to the preparation of this chapter of the EIAR, consultation has been held between TTRSA and Mr Ciaran O'Callaghan of Cork County Council in June 2025. The content of this chapter, including the traffic count surveys and traffic assessment contained within the chapter are consistent with the scoping consultation.

¹ <https://www.tiipublications.ie/library/PE-PDV-02045-01.pdf>

² https://www.epa.ie/publications/monitoring--assessment/assessment/EIAR_Guidelines_2022_Web.pdf

³ <https://www.corkcoco.ie/sites/default/files/2022-06/volume-1-main-policy-material.pdf>

12.2.3 Approach to Assessment

The traffic and transport impacts of the proposed development have been assessed by utilising the following approach based on the aforementioned Traffic and Transport Assessment guidelines. The assessment combines:

- Undertaking desktop based study including preparation of a Mobility Management Plan for the proposed development;
- Undertaking site based field work including traffic count surveys;
- Undertaking traffic modelling of the operation of the potentially impacted junctions during construction and operational phases of the proposed development;
- Reviewing the environmental impact of traffic related to the construction and operation of the proposed development, including road safety, against significance criteria; and
- Considering whether mitigation measures are required to ensure that any potential roads, traffic and transport effects are kept to a minimum.

12.2.4 Significance Criteria

The main significance criteria when assessing traffic and transport impacts of a proposed development is the impact of the development on the operation of the road network in the vicinity of the development. A '*material increase*' is considered to have occurred where a development exceeds threshold values including where: traffic to and from the development exceeds 10% of the traffic flow on adjoining local and regional roads; traffic to and from the development exceeds 10% of turning movements at junctions with and on National Roads; or, where industrial developments exceed 5,000m² gross floor area (GFA). Exceeding these threshold values does not mean that the development results in a significant traffic or environmental impact, but does mean that the impact of the development requires further, more detailed, assessment. Other criteria include, for example: any increase in road traffic collisions (which may result in environmental impacts due to spillage); likely damage to the road structure; and, measurable increases in atmospheric pollutants (Chapter 06 – Air Quality and Odour) and noise (Chapter 07 – Noise and Vibration). When assessing significance criteria, it is always important to remain cognisant of sensitive receptors such as facilities catering for the young or elderly, where the occupants can be more susceptible to the adverse effects of exposure to environmental impacts.

12.3 Characteristics of the Proposed Development

12.3.1 General Characteristics of the Proposed Development

The proposed development comprises various elements to be developed on a phased basis over a period of ten years. A proposed site layout drawing is presented in Drg. Ref. 5340-PLA-XXX-DR-DJF-AR-0010.

- 1) **Unit 1 Production Building** – Construction of a replacement, multi-storey Unit 1 Production building approx. 34m L x 23m W x 26m H (approx. 3,000m²).
- 2) **In Process Tank Farm Bund** – Modifications to the existing 'In Process Tank Farm' bund and ancillary plant and services related to same including pipe racks.
- 3) **Laboratory Gas Bottle Store** – Construction of a new Laboratory Gas Bottle Store approx. 4m L x 2m W x 4m H and ancillary plant and services related to same including pipe racks.
- 4) **Regenerative Thermal Oxidiser** – Provision of a new Regenerative Thermal Oxidiser, associated exhaust stack (approx. 10mAGL) and ancillary plant and services related to same including pipe racks.
- 5) **Process Cooling** – Provision of 1no. process cooling tower (approx. 5mAGL) to be installed to provide additional cooling for manufacturing processes and ancillary plant and services related to same including pipe racks.
- 6) **Combined Heat and Power Plant and Heat Recovery System** – addition of a new natural-gas fired containerised combined heat and power (CHP) plant (approx. 6 MW_{TH} Total Rated Thermal Input) and associated containerised waste heat boiler system with exhaust stack approx. 13mAGL and ancillary plant, kiosks and services related to same including pipe racks.
- 7) **Ethanol Storage Tank** – addition of a new ethanol storage tank (2.4m diameter x 7m H) in existing solvent tank farm bund and ancillary plant and services related to same including pipe racks.
- 8) **Car Park** – extension to existing car park including associated lighting to provide a net increase of additional 67no. permanent car parking spaces.
- 9) **Wastewater Treatment Plant (WWTP) Control and Blower Building** - Single storey building associated with WWTP expansion, approx. 11m L x 10m W x 4m H (approx. 90m²); and ancillary plant and services related to same including pipe racks.
- 10) **WWTP Chemical storage tanks and bund** – new concrete base and bund (approx. 45m²) with tanks approx. 3.5m H and ancillary plant and services related to same including pipe racks.
- 11) **WWTP Inlet works** – new screens, tanks up to approx. 9m H and ancillary plant and services related to same including pipe racks

- 12) **WWTP Dissolved Air Flotation tank** – new tank approx. 5m L x 2m W x 4m H and ancillary plant and services related to same including pipe racks.
- 13) **Site Works** – All associated site services, site development works and landscaping to facilitate the proposed development.

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12.4 Receiving Environment

12.4.1 Site Location

The proposed development is located on a site positioned between the R623 regional road and the L7074 local road at Little Island, Co. Cork. Access to the site is from the L7074 local road. In the vicinity of the site access junctions (noted in section 12.4.3), the L7074 is formed from a 6.5m wide carriageway bounded by a segregated 2.0m wide cycle track and 2.0m wide footpath (Plate 12.1). The posted speed limit is 50km/h.



Plate 12-1 The L7074 local road looking east with the Cara Partners site entrance on the right.

12.4.2 Existing Site Traffic Characteristics

As stated within the Mobility Management Plan included within Appendix 12-A, *'the site operates 24-hours a day, 7-days a week but ceases production for public holidays. The site operates on a two-shift pattern (07:30-19.30 and 19:30-07:30), with non-shift staff working typically working 8-hour shifts on a flexi time contract'*.

To inform the preparation of this chapter of the EIAR, a 24-hour (trip generation) traffic survey of traffic entering and exiting the proposed development site was undertaken on Wednesday 18th June 2025. The output data from this traffic survey is included within Appendix 12-B.

12.4.3 Existing Site Access and Site Layout

The proposed development site has four site accesses all off the L7074 local road: one at the western extremity of the site frontage, one on the eastern boundary of the site approximately 80m to the north of the R623/L7074 junction; one access off the L7074 local road at each of the eastern and western extremities of the car park aligning the northern site frontage.

The first two of these accesses are not in everyday use, the latter two accesses are in everyday use and are therefore of relevance to this chapter of the EIAR. The access to the western end of

the car park serves as entry to the car park and also as an exit for Heavy Commercial Vehicles (HCV) such as raw material and product shipments, whilst the access to the eastern end of the car park serves as an exit only for cars and other light vehicles. A one-way link from west to east extends between these accesses through the car park.

12.4.4 Survey Data Collection

As agreed within the scoping for the assessment contained within this chapter of the EIAR, traffic count surveys were undertaken by TTRSA on Wednesday 18th June 2025, at the following locations: the R623/L7074 junction; and the aforementioned two site access junctions at each end of the car park onto the L7074.

These traffic count surveys covered the development AM and PM peak traffic hours identified within the trip generation traffic survey noted in section 12.4.2. The AM and PM peak hours identified for assessment within this chapter of the EIAR are an AM (development) peak hour of 07:00-07:59 and a PM (development) peak hour of 15:30-16:29.

The TII permanent traffic counter located on the N25 at Little Island (traffic counter reference TMU N25 002.5E) recorded a 24-hour traffic volume on Wednesday 18th June 2025 of 66968 vehicles, compared to a workday average traffic volume of 62975 vehicles over the 12-month period from 1 July 2024 to 30th June 2025 inclusive. Traffic levels recorded on Wednesday 18th June 2025 were therefore 6.3% above 'normal' and the traffic count data is therefore considered by TTRSA to be robust and suitable for use within comparative traffic analysis without factoring to adjust for seasonality.

The peak-hour traffic count survey data including Passenger Car Unit (PCU) conversion, whereby vehicles are converted into standardised units for assessment, is included within Appendix 12-B.

12.4.5 Background Traffic Growth

Solely for the purpose of the traffic impact assessment contained within this chapter of the EIAR, peak construction has been assumed to occur in 2030, with full operation (opening) in 2035, the future assessment years 5 and 15 years after opening therefore being 2040 and 2050.

Background traffic growth has been applied to the aforementioned traffic count survey data using TII link based growth factors for the Cork Metropolitan Area, taking account of the 7.4% HCV traffic recorded during the development peak traffic hours at the R623/L7074 junction. The growth factors applied are:

- From 2025 to 2030 a factor of 1.083;
- From 2025 to 2035 a factor of 1.136;
- From 2025 to 2040 a factor of 1.190; and,
- From 2025 to 2050 a factor of 1.304.

Background traffic growth is shown with the traffic calculations contained in Appendix 12-C.

12.4.6 Proposed Transport Schemes

Cork County Council are currently implementing the Western Phase of their Little Island Sustainable Transport Interventions scheme on the L7074 local road to the north and west of the proposed development. This scheme includes the provision of: bus stops on the L7074 immediately to the north of its junction with the R623 regional road; off-road cycle tracks on the east-west aligned section of the L7074, including along the development site frontage; cycle route connectivity at the western end of the L7074; and a sustainable transport link (pedestrian, cycle and bus) from the L7074 to Eastgate Drive. The scheme is due to open in 2026.

12.4.7 Committed Development

As part of preparing this chapter of the EIAR, both the National Planning Application Database⁴ and the Cork County Council Citizen Planning Portal⁵ were reviewed to 5th November 2025. Due to the nature of development at Little Island, and its role as a major employment centre within County Cork, the area is subject to a continuous cycle of demolition and redevelopment/regeneration as technologies and manufacturing needs change. Current committed development in the vicinity of the proposed development includes:

- An extension to the existing DOSCO building to the south of the proposed development site covered by Cork County Council Planning Reference 24/5692;
- Completion of a biogas plant to the west of the R623 link road to the N25, covered by Cork County Council Planning References 15/4926/ 20/5549, 23/5586 and 25/5034; and,
- A data centre in existing and proposed buildings to the south of the R623 covered by Cork County Council planning references 17/5895 and 23/5131.

It is noted that Cork County Council is also currently reviewing a planning application for the development of a Lidl Regional Distribution Centre which (if permitted) could be accessed from the R623 Link Road roundabout to the west of the R623/L7074 junction.

None of the identified developments would be expected to generate traffic in excess of the background traffic growth detailed in section 12.4.5.

⁴ <https://housinggovie.maps.arcgis.com/apps/webappviewer/index.html?id=9cf2a09799d74d8e9316a3d3a4d3a8de>

⁵ <https://planning.agileapplications.ie/corkcoco/search-applications/>

12.5 Potential Impacts

12.5.1 Traffic (Capacity) Impact

12.5.1.1 Construction Phase Trip Generation

The maximum level of construction phase trip generation has been provided to TTRSA by Sustech in consultation with Cara Partners, indicating that: during the peak traffic periods 150 two-way worker car/LGV trips and 10 two-way trips by buses carrying workers are predicted; and that during the traffic peak periods a maximum of 20 two-way HCV trips are predicted.

Predicted (additional) construction phase trip generation is shown in Table 12-1 and is included within the traffic calculations contained within Appendix 12-C.

Table 12-1 Predicted (additional) construction phase trip generation – one-way traffic movements.

	Predicted (additional) Construction Phase Trips (one-way)					
	Arrivals			Departures		
	Daily	AM	PM	Daily	AM	PM
HCVs	50	10	10	50	10	10
Buses	20	10	10	20	10	10
Cars/LGVs	150	150	10	150	10	150
PCUs		196	56	-	56	196

PCUs rounded to the nearest whole number

12.5.1.2 Operational Phase Trip Generation

As stated within the Mobility Management Plan included within Appendix 12-A, 'Cara Partners currently employs 120 staff at its Little Island site of which 81 are Cara Permanent staff. Various other external contractors can be on-site on any given day depending on what activities are taking place. Following the expansion of production at the Little Island site, Cara Partners envisage employing 178 staff of which 134 will be Cara Permanent staff'. TTRSA has been informed by Sustech in consultation with Cara Partners, that the planned changes to production resulting from the proposed development will also result in an additional 4 two-way HCV movements per day.

Predicted (additional) operational phase trip generation is shown in Table 12-2 and is included within the traffic calculations contained within Appendix 12-C.

Table 12-2 Predicted (additional) operational phase trip generation – one-way traffic movements.

	Predicted (additional) Operational Phase Trips (one-way)					
	Arrivals			Departures		
	Daily	AM	PM	Daily	AM	PM
HCVs	4	1	1	4	1	1
Cars/LGVs	50	50	5	50	5	50
PCUs		52	7	-	7	52

PCUs rounded to the nearest whole number

12.5.1.3 Modal Split

Whilst the modal split targets shown within Table 12-3 are set within the Mobility Management Plan included within Appendix 12-A, the assessment contained within this chapter of the EIAR mirrors current modal split. This is to ensure that a worst-case scenario is assessed.

Table 12-3 Modal split targets for staff access to the Cara Partners Little Island site.

Year	Walk	Bicycle	Public Transport/ Taxi	Car Driver	Carshare	Other*
Baseline (2025)	0%	0%	1%	93%	5%	1%
2028	1%	3%	4%	81%	10%	1%
2030	2%	5%	8%	69%	15%	1%
2032	3%	7%	12%	57%	20%	1%

Percentages rounded to the nearest whole number : * including Motorcycle

12.5.1.4 Trip Distribution and Assignment

For the purpose of the traffic (modelling) assessment contained within this chapter, trips generated by the proposed development have been distributed and assigned from the relevant development site accesses to and from the R623/L7074 junction.

At the R623/L7074 junction: construction traffic and operational phase HCVs has been distributed 75% to/from the west (towards the N25) and 25% to/from the east (Little Island); and, operational phase cars and other light goods vehicles have been distributed 50% to/from the west and 50% to/from the east.

The result of the trip distribution and assignment is included within the traffic calculations included within Appendix 12-C.

It is understood that the operation of the existing accesses may be altered if dictated necessary by construction related activity.

12.5.1.5 Percentage Impact of the Proposed Development on the L7074 and R623

Based on the traffic survey data discussed in section 12.4.4; background traffic growth detailed in section 12.4.5; and, trip generation, distribution and assignment covered in section 12.5.1.4, estimates of Annual Average Daily Traffic (AADT) movements on the L7074 and R623 are shown in Table 12-4 for:

- 2030 and 2035 without the proposed development;
- 2030 with construction traffic; and,
- 2035 with operational traffic.

Table 12-4 also shows the percentage impact of construction and operational traffic on the L7074 and R623.

Table 12-4 Predicted AADT movements and percentage impact in 2030 and 2035 without development and with the proposed development.

AADTs	2030 Baseline	2030 With Construction	Percentage Impact of Construction Traffic	2035 Baseline	2035 with Operation	Percentage Impact of Operational Traffic
R623 to east of L7074	10015	10160	1.4%	10505	10560	0.5%
L7074	2870	3445	20.0%	3010	3125	3.8%
R623 to west of L7074	10980	11415	4.0%	11520	11585	0.6%

12.5.2 Traffic Modelling Approach

To fully assess the impact of the proposed development on the local highway network, the operation of the following junctions have all been assessed for the development peak hours in the construction, opening and future assessment years using PICADY junction models, which are recognised by TII as being an appropriate software package for this type of assessment:

- The R623/L7074 junction;
- The L7074/Cara Partners site entrance; and,
- The L7074/Cara Partners site exit.

Traffic movements related to all scenarios are detailed within the traffic calculations included within Appendix 12-C.

The assessments have all been undertaken using PCU values. The criteria used to assess the performance of a junction for a given traffic demand within the aforementioned traffic modelling software are:

- Ratio of Flow to Capacity (RFC) is a measure of junction performance in terms of saturation. A value of 1.00, which can also be considered as 100% saturation, represents an arm of the junction operating at maximum capacity, in that any increase in the rate of vehicles arriving on the link will result in significant additional queue lengths. Traditionally a figure of 0.85 or 85% is the maximum acceptable degree of saturation for priority and roundabout junctions. Junctions with RFC values above these 'maximums' are considered to be congested.
- Queue lengths (measured in PCUs) are primarily used to check for blocking back through adjacent junctions.

The results of the assessment are summarised in Table 12-5, Table 12-6, and Table 12-7, and the modelling output files are presented in Appendix 12-D. The results show that all of the junctions potentially impacted by the proposed development will continue to operate with considerable spare capacity and minimal queuing through to 2050.

Based on the results of the assessment, the impact of the proposed development on the capacity of the local road network is not significant.

Table 12-5 Summary traffic modelling output for the R623/L7074 junction.

	AM				PM			
	Set ID	Queue (PCU)	Delay (s)	RFC	Set ID	Queue (PCU)	Delay (s)	RFC
	2030 Without Development							
Stream B-C	D1	0.1	10.81	0.06	D9	0.2	8.49	0.18
Stream B-A		0.4	20.53	0.27		0.4	13.34	0.29
Stream C-AB		0.5	6.82	0.19		0.0	4.75	0.03
	2030 With Construction Traffic							
Stream B-C	D2	0.3	13.04	0.19	D10	1.0	13.87	0.48
Stream B-A		0.9	37.95	0.45		1.0	21.48	0.49
Stream C-AB		3.9	19.61	0.71		0.3	5.09	0.13
	2035 Without Development							
Stream B-C	D3	0.1	11.29	0.07	D11	0.3	8.72	0.19
Stream B-A		0.5	22.74	0.30		0.5	13.95	0.31
Stream C-AB		0.6	6.90	0.20		0.0	4.70	0.03
	2040 Without Development							
Stream B-C	D4	0.1	11.82	0.08	D12	0.3	8.94	0.20
Stream B-A		0.5	25.46	0.33		0.5	14.58	0.33
Stream C-AB		0.6	7.03	0.22		0.0	4.66	0.03
	2050 Without Development							
Stream B-C	D5	0.1	13.32	0.09	D13	0.3	9.51	0.22
Stream B-A		0.8	33.87	0.42		0.7	16.19	0.38
Stream C-AB		0.9	7.39	0.27		0.1	4.56	0.04
	2035 With Operational Traffic							
Stream B-C	D6	0.1	11.60	0.08	D14	0.4	9.67	0.24
Stream B-A		0.5	24.75	0.33		0.7	15.83	0.39
Stream C-AB		0.9	7.93	0.30		0.1	4.73	0.04
	2040 With Operational Traffic							
Stream B-C	D7	0.1	12.21	0.09	D15	0.4	9.99	0.26
Stream B-A		0.6	28.06	0.37		0.7	16.67	0.41
Stream C-AB		1.0	8.17	0.32		0.1	4.68	0.04
	2050 With Operational Traffic							
Stream B-C	D8	0.1	14.22	0.11	D16	0.4	10.79	0.29
Stream B-A		1.0	40.40	0.48		0.9	18.83	0.46
Stream C-AB		1.4	8.83	0.38		0.1	4.59	0.04

Arm A = R623 to/from Link Road and Dunkettle Interchange

Arm B = L7074 (to/from Cara Partners)

Arm C = R623 to/from Little Island

Table 12-6 Summary traffic modelling output for the L7074/Cara Partners site entrance.

	AM				PM			
	Set ID	Queue (PCU)	Delay (s)	RFC	Set ID	Queue (PCU)	Delay (s)	RFC
	2030 Without Development							
Stream B-AC	D1	0.0	7.98	0.03	D9	0.0	8.08	0.02
Stream C-AB		0.0	0.00	0.00		0.0	5.63	0.00
	2030 With Construction Traffic							
Stream B-AC	D2	0.0	8.32	0.03	D10	0.0	8.17	0.02
Stream C-AB		0.0	0.00	0.00		0.0	5.71	0.00
	2035 Without Development							
Stream B-AC	D3	0.0	7.89	0.03	D11	0.0	8.10	0.02
Stream C-AB		0.0	0.00	0.00		0.0	5.62	0.00
	2040 Without Development							
Stream B-AC	D4	0.0	7.95	0.03	D12	0.0	8.11	0.02
Stream C-AB		0.0	0.00	0.00		0.0	5.61	0.00
	2050 Without Development							
Stream B-AC	D5	0.0	8.04	0.03	D13	0.0	8.17	0.03
Stream C-AB		0.0	0.00	0.00		0.0	5.60	0.01
	2035 With Operational Traffic							
Stream B-AC	D6	0.0	8.07	0.03	D14	0.0	8.15	0.03
Stream C-AB		0.0	0.00	0.00		0.0	5.63	0.00
	2040 With Operational Traffic							
Stream B-AC	D7	0.0	8.13	0.04	D15	0.0	8.16	0.03
Stream C-AB		0.0	0.00	0.00		0.0	5.62	0.00
	2050 With Operational Traffic							
Stream B-AC	D8	0.0	8.21	0.04	D16	0.0	8.22	0.03
Stream C-AB		0.0	0.00	0.00		0.0	5.61	0.01

Arm A = L7074 to/from R623

Arm B = Cara Partners Site Entrance

Arm C = L7074 to/from West (Cul-de-sac)

Table 12-7 Summary traffic modelling output for the L7074/Cara Partners site exit.

	AM				PM			
	Set ID	Queue (PCU)	Delay (s)	RFC	Set ID	Queue (PCU)	Delay (s)	RFC
	2030 Without Development							
Stream B-C	D1	0.0	0.00	0.00	D9	0.0	6.80	0.01
Stream B-A		0.0	9.76	0.02		0.1	9.71	0.08
Stream C-AB		0.0	0.00	0.00		0.0	0.00	0.00
	2030 With Construction Traffic							
Stream B-C	D2	0.0	0.00	0.00	D10	0.0	8.04	0.01
Stream B-A		0.3	13.27	0.19		1.5	22.17	0.58
Stream C-AB		0.0	0.00	0.00		0.0	0.00	0.00
	2035 Without Development							
Stream B-C	D3	0.0	0.00	0.00	D11	0.0	6.81	0.01
Stream B-A		0.0	9.82	0.02		0.1	9.80	0.08
Stream C-AB		0.0	0.00	0.00		0.0	0.00	0.00
	2040 Without Development							
Stream B-C	D4	0.0	0.00	0.00	D12	0.0	6.84	0.01
Stream B-A		0.0	9.91	0.03		0.1	9.88	0.09
Stream C-AB		0.0	0.00	0.00		0.0	0.00	0.00
	2050 Without Development							
Stream B-C	D5	0.0	0.00	0.00	D13	0.0	6.87	0.01
Stream B-A		0.0	10.05	0.03		0.1	10.04	0.10
Stream C-AB		0.0	0.00	0.00		0.0	0.00	0.00
	2035 With Operational Traffic							
Stream B-C	D6	0.0	0.00	0.00	D14	0.0	7.07	0.01
Stream B-A		0.1	10.34	0.04		0.3	11.42	0.21
Stream C-AB		0.0	0.00	0.00		0.0	0.00	0.00
	2040 With Operational Traffic							
Stream B-C	D7	0.0	0.00	0.00	D15	0.0	7.10	0.01
Stream B-A		0.1	10.44	0.05		0.3	11.53	0.21
Stream C-AB		0.0	0.00	0.00		0.0	0.00	0.00
	2050 With Operational Traffic							
Stream B-C	D8	0.0	0.00	0.00	D16	0.0	7.13	0.01
Stream B-A		0.1	10.63	0.05		0.3	11.75	0.22
Stream C-AB		0.0	0.00	0.00		0.0	0.00	0.00

Arm A = L7074 to/from R623

Arm B = Cara Partners Site Exit

Arm C = L7074 to/from West (Cul-de-sac)

12.5.3 Road Structure Impact

Road structure impact is initially assessed by a simple visual inspection for cracking, deformation and disintegration in the vicinity of the site (DTTAS 2013⁶, 2014⁷). If following this visual assessment, (taking account of the types and volumes of traffic likely to be generated from a proposed development) the structural ability of the road to carry the traffic is in question, tests can be undertaken to determine the structural strength of the carriageway. Current guidance for such testing is detailed in the TII publication '*Pavement Assessment, Repair and Renewal Principles*' Ref. AM-PAV-06050⁸ published in March 2020.

During a site visit on Thursday 19th June 2025 the surface of the L7074 local road was observed to have been recently resurfaced as part of the Little Island Sustainable Transport Interventions scheme. The volume of traffic associated with the construction and operational phases of the proposed development are not anticipated to result in a measurable impact to the structure of the L7074 local road.

12.5.4 Road Safety Impact

Road safety impact is typically assessed in terms of the collision record on the local road network in the vicinity of a development. Safety related geometrical measurements are also assessed, for example, visibility to and from access points and junctions.

Collision data is not currently publicly available due to ongoing issues in relation to GDPR and associated data-sharing agreements between An Garda Síochána and the Road Safety Authority.

⁶ DTTAS (2013) Urban Flexible Roads Manual: Pavement Surface Condition Index Volume 2 of 3 [https://www.rmo.ie/uploads/8/2/1/0/821068/psci_manual_urban_flexibleroads_04112013_lowres.pdf]

⁷ DTTAS (2014) Pavement Asset Management Guidance Section 5.0: Condition Surveying and Rating – Overview [https://www.rmo.ie/uploads/8/2/1/0/821068/ipag_-_pamg_-_section_5.0_-_condition_surveying_and_rating_-_overview.pdf]

⁸ <https://www.tiipublications.ie/library/AM-PAV-06050-02.pdf>

12.6 Mitigation Measures

12.6.1 Construction Phase Mitigation

Implementation of a Construction Traffic Management Plan is recommended to minimise the impact of traffic from the construction phase of the proposed development on the local road network.

12.6.2 Operational Phase Mitigation

Implementation of the Mobility Management Plan included within Appendix 12-A is recommended to minimise the impact of traffic from the operational phase of the proposed development on the local road network.

12.7 Cumulative Impacts and Interactions

The assessment contained in section 12.5 includes the cumulative impacts of the proposed development, combined with traffic related impact of factors such as population and economic growth, changes to development patterns and employment locations, and other specific planned developments.

12.8 Trans-border/International Impacts

Due to the spatial location of, and predicted trip generation resulting from, the proposed development, in comparison for example to the daily traffic movements at the neighbouring Dunkettle Interchange, traffic related to the proposed development will not result in a measurable trans-border or international impact.

12.9 Residual Impacts

Taking into account the analysis contained within section 12.5 and mitigation including within section 12.6, no residual short-term or long-term traffic and transport related environmental impacts are predicted as a result of the proposed development. The traffic and transport related impact of the development is not significant.

12.10 Difficulties Encountered in Compiling Information

No difficulties (technical deficiencies or lack of know-how) were encountered in compiling this chapter. The traffic assessment contained within this chapter uses a fixed demand matrix which reflects current travel behaviour. Changes in the nature of existing trips such as re-timing, re-routing, and/or changes in the mode of transport used, may result in a lesser impact than stated within this chapter.

Appendix 12-A

TTRSA (22/01/26) *Cara Partners, Little Island, Co. Cork – Mobility Management Plan*

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Cara Partners, Little Island, Co. Cork

Mobility Management Plan

22nd January 2026

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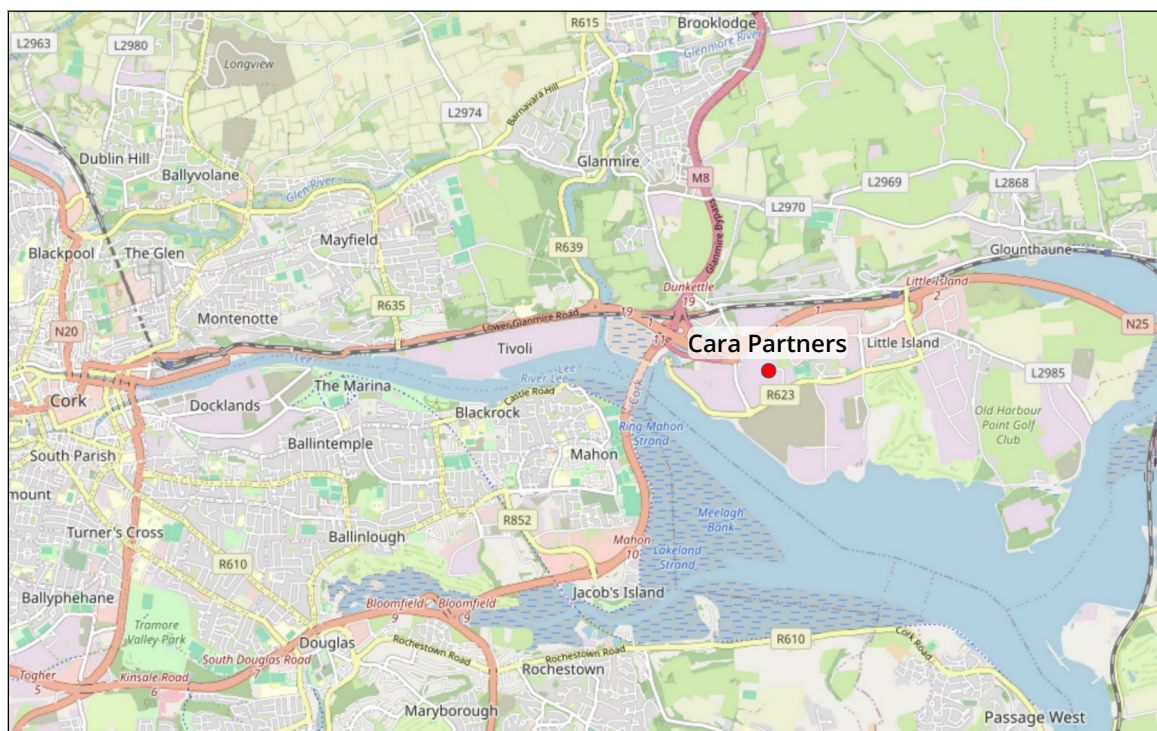
1 Introduction

1.1 Cara Partners

Cara Partners, based at Little Island, Co. Cork (Figure 1.1), is a bulk pharmaceutical manufacturer, currently focused on the production of a standardised extract of Ginkgo Biloba, an Active Pharmaceutical Ingredient (API). Cara Partners is owned by the parent company Schwabe Group who aim for Cara Partners to become the Group's Centre of Excellence for API production, increasing output from 140MT to >400MT based on twelve APIs. To achieve this aim, a five-year modernisation and expansion programme is planned.

Cara Partners currently employs c. 100-120 staff at its Little Island site, of which 81 are Cara Permanent staff. Various other external contractors can be on-site on any given day depending on what activities are taking place. Following the expansion of production at the Little Island site, Cara Partners envisage employing 178 staff of which 134 will be Cara Permanent staff. The site operates 24-hours a day, 7-days a week but ceases production for public holidays. The site operates on a two-shift pattern (07:30-19.30 and 19:30-07:30), with non-shift staff working typically working 8-hour shifts on a flexi time contract.

Figure 1.1: Cara Partners Little Island site



Map Data © OpenStreetMap contributors

1.2 The Background to Mobility Management Plans

1.2.1 What is a Mobility Management Plan?

A Mobility Management Plan is a package of measures resulting from a collaborative process in which organisations and individuals can work together to reduce the negative impact which their travel and transportation related activities have on the environment. This is achieved by promoting the use of the most appropriate mode of transport for each journey. Mobility Management Plans are not 'anti-car', but typically result in reduced car-dependency. The concept originated in the USA during the 1980s and has become established business practice. Put simply a Mobility Management Plan is the start of a new and better way of living and working.

1.2.2 What policies inform the development of a Mobility Management Plan?

This Mobility Management Plan has been prepared as part of a planning application related to the aforementioned modernisation and expansion programme for the Cara Partners Little Island site. Local policies related to Mobility Management Plans are contained within Objective TM12-8 of the 'Cork County Development Plan 2022-2028'¹ which states that Mobility Management Plans should have '*a strong emphasis on sustainable travel modes consistent with published NTA guidance to promote safe, attractive and convenient, alternative sustainable modes of transport*' and that '*where a Local Transport Plan exists, it will inform the Mobility Management Plan*'. A Local Transport Plan has been prepared for Little Island in the form of the '*Little Island Transportation Study*' completed in 2018. The Development Plan includes a target modal share for commuting to work in Little Island in 2028 of: 60% travel to work by private car; 6% travel to work by walking; 4% travel to work by cycling; and, 19% travel to work by public transport. Nationally, the National Transport Authority (NTA) seeks to implement policies such as the 'National Sustainable Mobility Policy'² which has the target of 'a 10% reduction in kilometres driven by fossil fuelled cars by 2030', whilst the 'National Climate Action Plan'³ seeks to achieve a '51% reduction in overall greenhouse gas emissions by 2030 and setting us on a path to reach net-zero emissions by no later than 2050, as committed to in the Programme for Government and set out in the Climate Act 2021'.

1.2.3 Who has developed the Mobility Management Plan?

This Mobility Management Plan has been developed by Traffic Transport and Road Safety Associates Ltd. (TTRSA), a specialist traffic and transport consultancy, working in collaboration with Cara Partners and Sustech Environmental Services Ltd.

1 <https://www.corkcoco.ie/en/resident/planning-and-development/cork-county-development-plan-2022-2028>

2 <https://assets.gov.ie/220939/15aab892-f189-4ab6-8448-0c886176faac.pdf>

3 <https://www.gov.ie/en/campaigns/2f87c-climate-action-plan-2021/>

1.2.4 What are the main benefits resulting from a Mobility Management Plan?

For a pharmaceutical production facility of this type, the main benefits resulting from the implementation of the Mobility Management Plan will typically include:

- Promoting active access, for example by walking and cycling which helps staff establish and maintain a healthy lifestyle;
- Helping to minimise accessibility related issues; and,
- Maximising employment potential through more efficient use of on-site car parking.

1.3 This Scope of this Mobility Management Plan

This Mobility Management Plan provides the basis for the future of mobility management for staff travel to and from the existing Cara Partners Little Island site. This Mobility Management Plan is intended to detail the obligations on Cara Partners in relation to the management and provision of travel related to this site.

1.3.1 The Structure of this Mobility Management Plan

This Mobility Management Plan is comprised of a number of sections:

- Section 2 outlines the roles and responsibilities for the management and implementation of the Mobility Management Plan;
- Section 3 considers existing travel patterns and behaviour;
- Section 4 outlines existing sustainable transport provision in the vicinity of the Cara Partners Little Island site;
- Section 5 sets out the objectives of the Mobility Management Plan, with targets and indicators to guide the successful implementation of the Mobility Management Plan;
- Section 6 details the range of Mobility Management Plan (Action Plan) measures that it is intended to implement; and,
- Section 7 provides a framework for monitoring and evaluation of the Mobility Management Plan.

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2 Roles and Responsibilities

2.1 Responsibility and commitment to delivery

The individual with overall responsibility for delivery of this Mobility Management Plan, the Mobility Management Plan Co-ordinator, will be appointed by Cara Partners upon grant of permission. The Mobility Management Plan Co-ordinator will work collaboratively to deliver this Mobility Management Plan through a Mobility Management Plan Working Group consisting of representatives of the Cara Partners staff and a representative of Co. Cork County Council.

2.2 The role of the Mobility Management Plan Co-ordinator

The role of the Mobility Management Plan Co-ordinator will include:

- Day-to-day management of the Mobility Management Plan;
- Taking responsibility for implementation of the Mobility Management Plan measures, including regular dissemination of travel related information;
- Ensuring that traffic and transportation implications are considered within decision making related to the operation, maintenance and management of the Cara Partners Little Island site;
- Acting as the focal point for the Mobility Management Plan Working Group; and,
- Coordinating Mobility Management Plan monitoring and evaluation (with third party support as necessary), including undertaking related traffic and travel surveys.

2.3 The role of the Mobility Management Plan Working Group

The Mobility Management Plan Working Group should meet as often as required, but not less than once every six months.

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3 Existing Travel Patterns and Behaviour

3.1 Background to available travel data

Travel data, including modal split and origin and destinations for journeys to work is available from national sources including the 2016 Census. Cara Partners has also undertaken a staff travel survey (Appendix A) which provides more detailed travel information in relation to their work related travel in order to further inform the development of this Mobility Management Plan.

3.2 Census travel to work data

3.2.1 Census data limitations

Neither workplace zone data, nor commuting data, from the Census 2022 has been published by the Central Statistics Office (CSO). The latest available workplace zone and commuting data is therefore from Census 2016. The 2016 data is still considered by TTRSA to be broadly representative, but may become less so over time as for example, Government capital spending on active travel schemes and revenue spending on supporting public transport, increases.

3.2.2 Mode of travel to work within Census workplace zone covering the Cara Partners Little Island site⁴

Table 3.1 shows the main mode of travel to work stated by those working within the Census 2016 workplace zone covering the Cara Partners Little Island site.

Table 3.1: Main mode of travel to work for those working in the 2016 Census workplace zone covering the Cara Partners Little Island site

Walk	Bicycle	Public Transport	Car/Van (alone) ⁵	Car share ⁶	Other [^]
1%	1%	1%	93%	1%	3%

Data rounded to whole percentages : [^]including lorry, motorcycle and scooter

3.2.3 Average travel time for those working within the Census workplace zone covering the Cara Partners Little Island site

The average commuting journey travel time for those working within the Census 2016 workplace zone covering the Cara Partners Little Island site was 26.9 minutes.

⁴ Census 2016 Workplace Zone CK0219

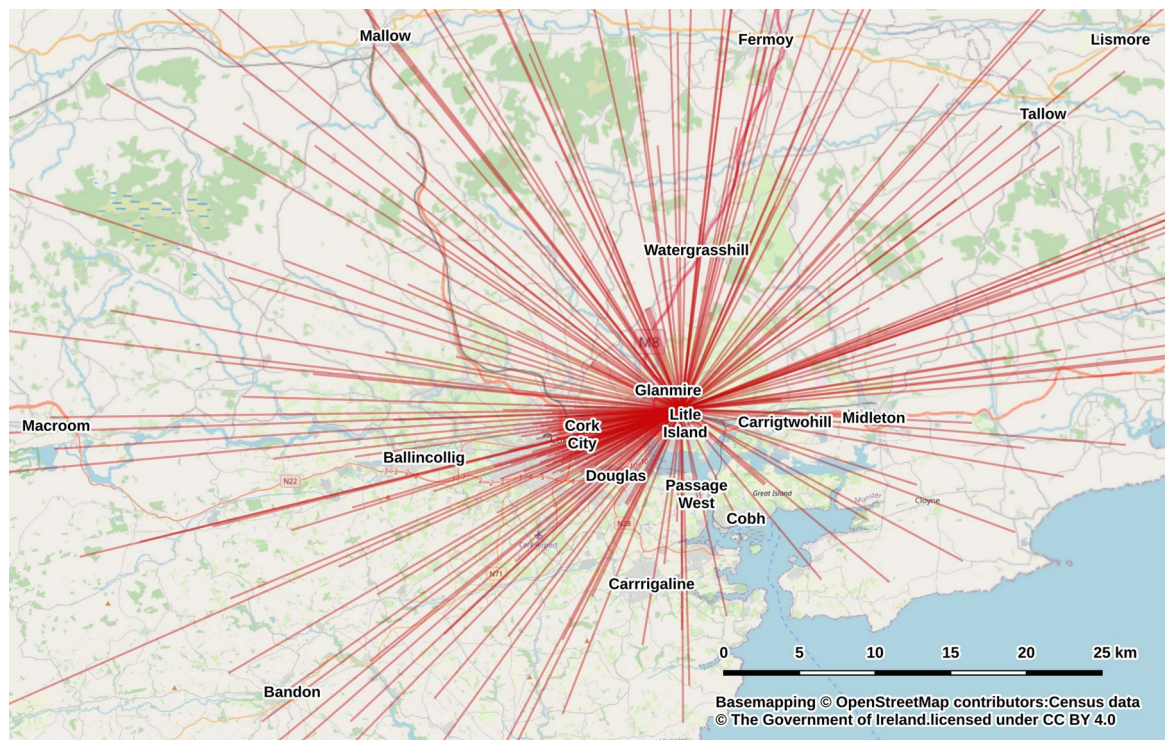
⁵ Car Driver

⁶ Car Passenger

3.2.4 Residential locations for those working within the POWSCAR zone including the Cara Partners Little Island site

Whilst commuting origin data is not publicly available for Census 2022, the data was provided by the CSO for POWSCAR zones for the Census 2016, these zones being broadly based on Electoral Districts. The residential locations of those working in the (Caherlag) zone covering Little Island are widely distributed, with approximately 14% also living and working within the zone. The distribution of journeys to work being shown visually in Figure 3.1.

Figure 3.1: Residential locations of those working in the POWSCAR zone (including the Cara Partners Little Island site) as reported in the 2016 Census



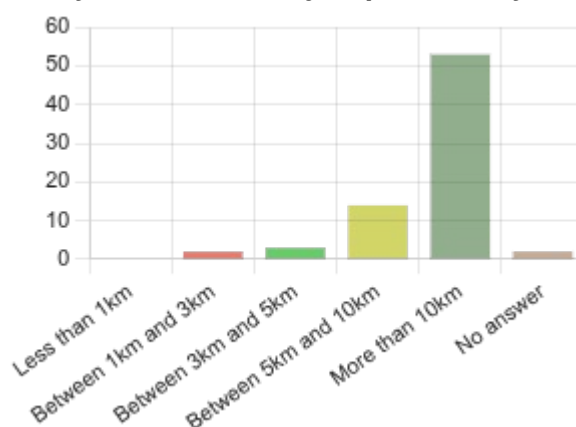
3.3 2025 Cara Partners Staff Travel Survey

A staff travel survey was completed by 74 Cara Partners staff during July and August 2025, equating to a response rate of approximately 70%.

3.3.1 Residential location and distance travelled to work stated by Cara Partners staff

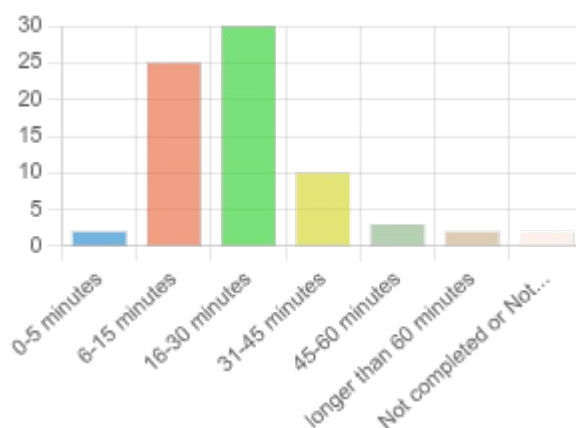
Residential locations reported by those Cara Partners staff responding to the travel survey were dispersed similar to those shown in Figure 3.1, with 3% of respondents living within 3km of the Cara Partners Little Island site, and a further 25% of respondents residing between 3km and 10km of the Cara Partners Little Island site (Figure 3.2).

Figure 3.2: Distance travelled to work by respondents to the Cara Partners Staff Travel Survey 2025 (Number of respondents by distance reported)



79% of respondents travel less than 30 minutes each-way for their journey to and from the Cara Partners Little Island site (Figure 3.3).

Figure 3.3: Time taken for travel to work by respondents to the Cara Partners Staff Travel Survey 2025 (Number of respondents by travel time reported)



3.3.2 Mode of travel to work stated by Cara Partners staff

Table 3.2 shows the main mode of travel stated by those Cara Partners staff who responded to the travel survey, showing a similar profile to the Census 2016 data in Table 3.1.

Table 3.2: Main mode of travel to work stated by Cara Partners respondents

Walk	Bicycle	Public Transport	Car (alone)	Carshare	Car Drop-off	Other
0%	0%	1%	93%	5%	0%	1%

Data rounded to whole percentages: Public Transport includes Taxi and Other includes Motorcycle

3.3.3 Reasons stated by Cara Partners staff for using their main mode of travel to work

Table 3.3 shows the reasons stated by respondents for using their main mode of travel to work. The highest percentage of respondents indicated that: their current mode of transport was the quickest in terms of travel time; that they lacked a suitable alternative; or, reliability.

Table 3.3: Reasons Cara Partners respondents stated for using their main mode of travel

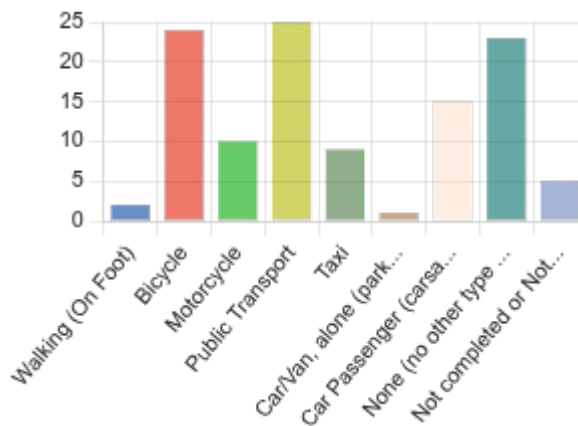
Reason for using mode of travel	Percentage of respondents
Quickest travel time	82%
Lack of suitable alternative	35%
Reliability	35%
Habit	10%
Dropping off children	8%
Personal safety concerns	8%
Needing a vehicle as part of their work	7%

Data rounded to whole percentages

3.3.4 Other feasible (alternative) modes of travel to work stated by Cara Partners staff

Figure 3.4 shows the modes of travel to work that Cara Partners staff responded were not the mode they normally use, but which would be feasible for their travel to work. For an individual respondent that currently travels by car alone, there may be several alternative feasible modes of travel to work, so for example, the same individual may have responded that travelling by bicycle or as a car passenger could be feasible. Nevertheless, the data shows that there is potential for modal shift. Of the respondents that currently travel by car alone, 60% responded that there were other feasible alternatives for their travel to work, for example, 33% of respondents that currently travel by car alone stated that they could travel to work by bicycle, and 32% of respondents that currently travel by car alone stated that they could travel to work by public transport.

Figure 3.3: Feasible (alternative) modes of travel to work stated by Cara Partners respondents (Number of respondents by feasible alternative)



3.3.5 Measures to encourage walking, cycling and public transport use for travel to and from work

Within the staff travel survey, staff were asked which of a range of measures aimed at encouraging walking, cycling and public transport use for their travel to and from work. The respondents to the survey indicated that the main measures which would encourage use of these modes are: cycle to work days with rewards; access to 'Taxsaver' public transport tickets; publicising the benefits of using the TFI Leap Card; a quarterly (prize) draw for free public transport tickets; emergency cycle repair equipment on site; promotion of the health benefits of cycling; and, a drying room for drying wet clothes.

3.3.6 Willingness to consider, and measures to encourage, car-sharing for travel to and from work

Within the staff travel survey, staff were asked whether they would consider car-sharing (also known as car-pooling) for their travel to and from work. 65% of respondents who currently travel to and from work by car indicated that they would be prepared to car-share. Of these respondents, all suggested measures to encourage car-sharing were supported, with the highest levels of support being: 'incentives for car-sharers' (such as priority for car parking) with 63% support; and, 'help in finding car-share partners' with 53% support.

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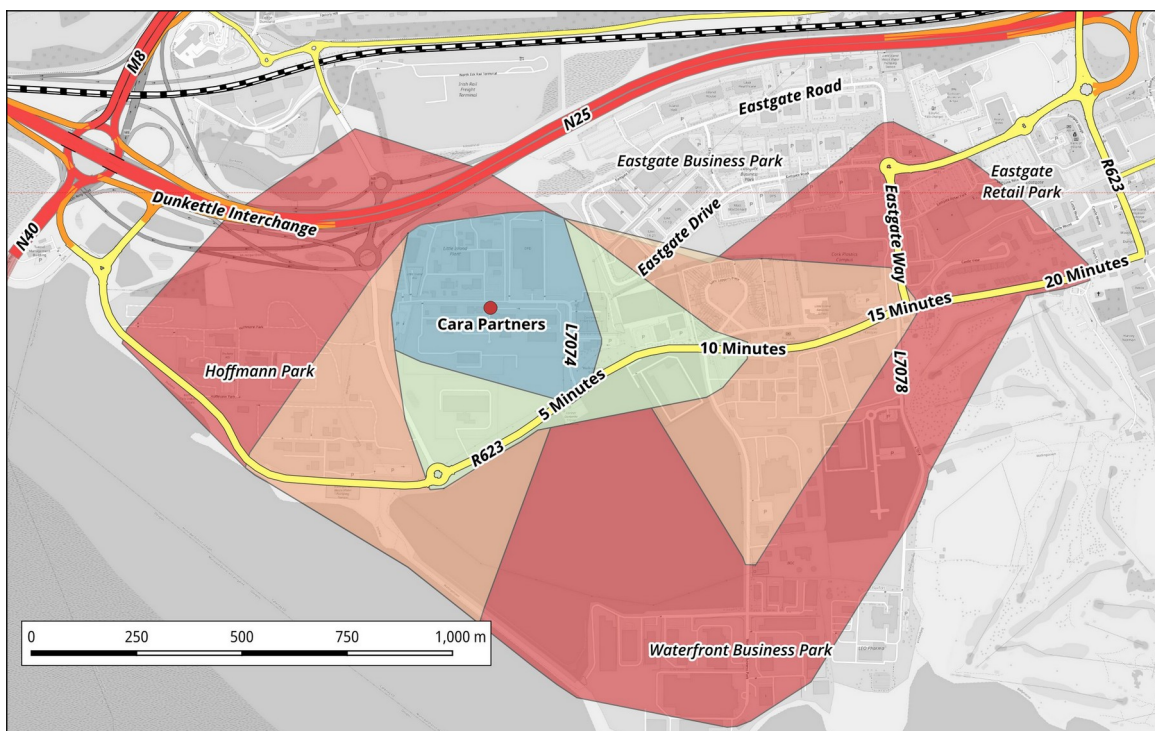
4 Existing Sustainable Transport Provision

4.1 Walking

Whilst there is a well developed network of footpaths in the locality of the Cara Partners Little Island site (as depicted within Figure 4.1 which shows the areas that can be accessed within up to 20 minutes walk from the site), Little Island is predominantly an employment rather than residential area, and the potential opportunities for staff to walk to work are therefore limited. The implementation of the western phase of Cork County Council's Little Island Sustainable Transport Interventions scheme, which is shown under construction adjacent, and is due to open in 2026⁷, includes: pedestrian and cycle connectivity at the western end of the L7074; and, a sustainable transport link (pedestrian, cycle and bus) from the L7074 to Eastgate Drive. This scheme will enhance permeability within the area, including improving accessibility between the Cara Partners Little Island site and Little Island (formerly Littleisland) railway station.



Figure 4.1 – Walking Accessibility Map – Walking Time Isochrones from the Cara Partners Little Island site



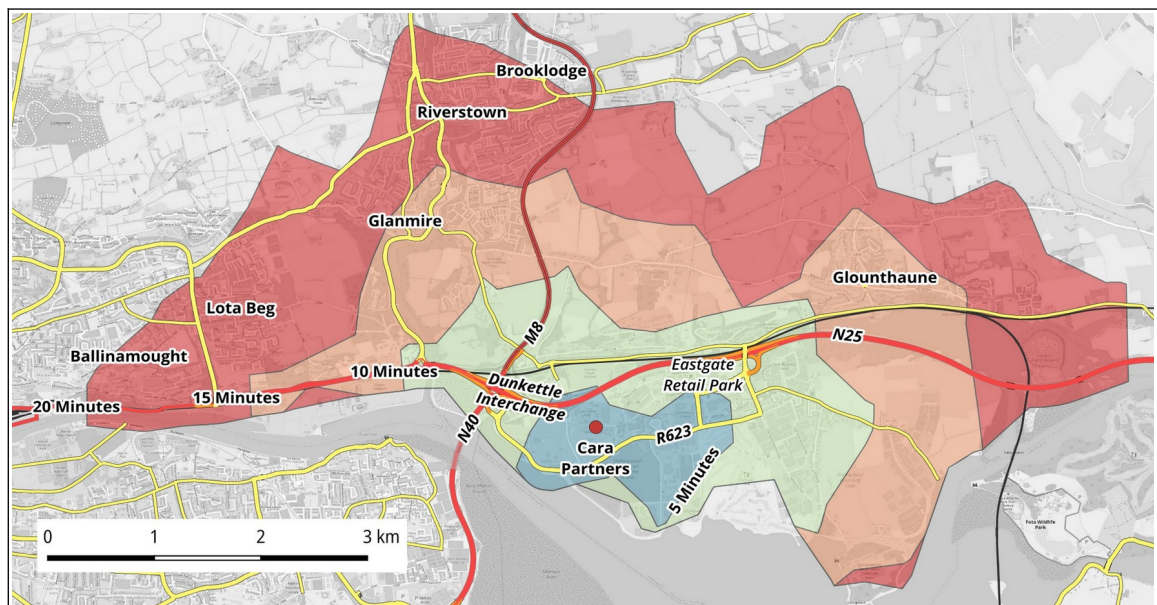
Isochrones © openrouteservice.org by HeiGIT : Map Data © OpenStreetMap contributors

⁷ TTRSA were informed by Cork County Council on 16th January 2026, that through connectivity is now available for pedestrians and cyclists between the L7074 and Eastgate Drive, with public transport access to Eastgate Drive to follow.

4.2 Cycling

Cycling facilities within the area surrounding Little Island are currently limited to an off-road track adjacent to the R623 link road to the west of the Cara Partners site, which crosses the N25 to link to the east-west cycle route, which is mainly off-road, between Glanmire and Car-rigtwohill. It is intended that the route will be extended to Midleton, thereby providing on-ward connectivity with the Greenway from Midleton to Youghal. Figure 4.2 shows the areas currently within five, ten, fifteen and twenty minutes cycling time from the Cara Partners Little Island site, covering much of the north-east quadrant of the city, and as far south as the city centre. As highlighted by Cara Partners staff, and shown clearly on Figure 4.2, the inability to cycle through the N40 Jack Lynch Tunnel creates a major infrastructural barrier to cycling to Little Island from relatively close residential locations to the south of the River Lee, such as Mahon.

Figure 4.2 – Cycling Accessibility Map – Cycling Time Isochrones from the Cara Partners Little Island site

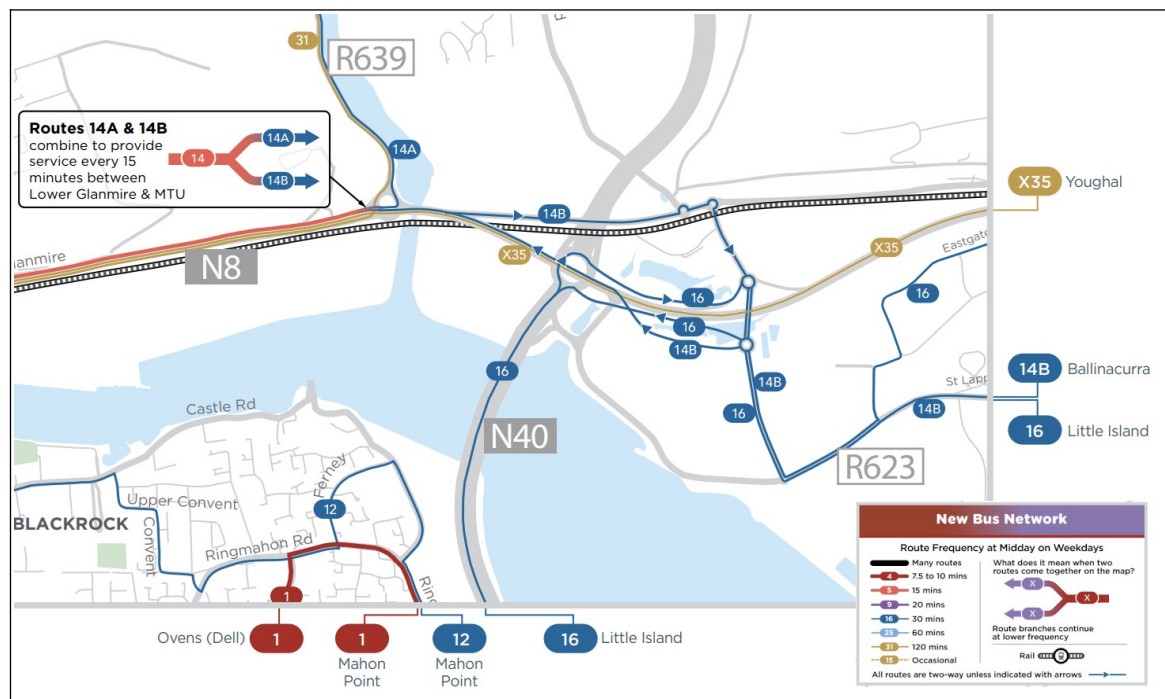


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4.3 Public transport

Little Island is currently served by bus route 210 which operates on weekdays (Monday-Friday) between the Apple Computers site at Hollyhill to the west of the city and Little Island. The current timetable for bus route 210 is included in Appendix B. Following the introduction of Cork BusConnects (Figure 4.3), currently scheduled for 2027, the Cara Partners Little Island site will be served by bus routes 14B and 16. Bus route 14B is intended to operate between the Munster Technical University, Cork City Centre, and Little Island, whilst bus route 16 is intended to operate between Cork University Hospital, Douglas, Mahon, and Little Island. Both routes are intended to operate on a 30-minute service frequency, 7-days per week.

Figure 4.3 – Little Island Extract of Proposed Cork BusConnects Network⁸



Source: Busconnects.ie : Cork Bus Network Redesign (Correct as of June 2025)

Irish Rail operates rail services from Little Island (formerly Littleisland) railway station, serving Kent Station (Cork City Centre), Glounthaune, Carrigtwohill, Midleton and Cobh. Current timetable information for rail services is available from the Irish Rail website⁹.

⁸ <https://busconnects.ie/wp-content/uploads/2025/05/Cork-New-Network-North-East.pdf>

⁹ https://www.irishrail.ie/Admin/IrishRail/media/Timetable-PDF-s/Heuston-timetables/13_mallow_cobh_midleton.pdf

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5 Objectives, Targets and Indicators

5.1 Objectives

Cara Partners is committed to sustainability and has defined the main objective of this Mobility Management Plan as being ***'to implement all necessary measures to provide and promote active and sustainable travel options, and reduce car dependency for those working at, and visiting, the Cara Partners site at Little Island'***.

5.2 Outcome based indicators & targets

5.2.1 Being SMART

The difficulty in setting relevant indicators and targets has been recognised for decades. However, it is generally accepted that if indicators meet certain criteria then they are more effective at guiding a team or organisation towards their ultimate goal. The criteria are given the acronym 'SMART', which can have several interpretations. For the purposes of setting the indicators and targets within this Mobility Management Plan, the traditional interpretation developed by Doran¹⁰ has been applied.

- **Specific** – target a specific area for improvement.
- **Measurable** – quantify or at least suggest an indicator of progress.
- **Assignable** – specify who will do it.
- **Realistic** – state what results can realistically be achieved, given available resources.
- **Time-related** – specify when the result(s) can be achieved.

5.2.2 Being focused on outcomes

Being SMART is not enough. In the past, targets related to SMART indicators were often written in the form, for example, *'to install an additional twenty secure covered bicycle stands at the Cara Partners Little Island site by the end of 2030'*. Whilst this meets the requirements of being SMART, the provision of a certain number of bicycle stands by a certain date or point in time, this does not necessarily result in an increase in the number of staff cycling regularly to and from work. The starting point for selecting outcome-based indicators and targets is understanding the desired outcome itself. For example: a more sustainable mix of travel modes being used to access the Cara Partners Little Island site; an increased level of active travel by staff for travel to work; or, being able to increase the number of staff at the Cara Partners Little Island site without increasing the number of car parking spaces required.

10 Doran, G. T. (1981). "There's a S.M.A.R.T. way to write management's goals and objectives". Management Review (AMA FORUM) 70 (11): 35–36

5.3 Primary indicator & targets

5.3.1 Modal split

The primary outcome-based indicator in terms of the effective delivery of this Mobility Management Plan will be the modal split of staff access to the Cara Partners Little Island site. This will be expressed as a target percentage by main mode of travel. Table 5.1 shows indicative modal split targets based on moving from the current modal split reported by staff towards an increasing use of feasible active and sustainable modes of travel. The targets focus on maximising the employment potential of the Cara Partners Little Island site whilst still facilitating access by car for those staff without access to an alternative mode of transport, for example due to their home location, distance travelled and/or their shift start and finish times.

The primary drivers towards meeting the modal split targets will be: continuing to encourage local employment; facilitating car-sharing/carpooling; and, working with Cork County Council to increase the provision and attractiveness of active travel facilities, including removing barriers to cycling to work.

Table 5.1: Modal split targets for staff access to the Cara Partners Little Island site

Year	Walk	Bicycle	Public Transport/ Taxi	Car Driver	Carshare	Other*
<i>Baseline (2025)</i>	0%	0%	1%	93%	5%	1%
2028	1%	3%	4%	81%	10%	1%
2030	2%	5%	8%	69%	15%	1%
2032	3%	7%	12%	57%	20%	1%

Percentages rounded to the nearest whole number : * including Motorcycle

5.4 Secondary Indicators

Secondary indicators are useful in assessing trajectories towards the primary indicator where additional data can be collected without incurring significant time or cost penalties that could impact on delivery of the Mobility Management Plan. Some suggested indicators are listed below. These can be developed further by the Mobility Management Plan Co-ordinator and the Mobility Management Plan Working Group.

- The number of cyclists entering the Cara Partners Little Island site;
- The number of staff availing of the 'TaxiSaver' public transport tickets;
- The number of cars entering the Cara Partners Little Island site; and,
- The occupancy of cars entering the Cara Partners Little Island site.

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6 Actions and Measures

6.1 The Action Plan

The actions and measures included in this Mobility Management Plan have been developed as an integrated package (Action Plan) to specifically deliver the overall objective of the Mobility Management Plan (stated in Section 5.1) by encouraging rather than force behavioural change. The measures contained within the Action Plan are either currently undertaken by Cara Partners or have been supported by staff who completed the Staff Travel Survey detailed in Section 3.3. The Action Plan measures are shown diagrammatically with timeframes for implementation in Appendix C.

6.1.1 The role of the Action Plan

The main roles of the Action Plan are: to provide focus for the delivery of the Mobility Management Plan for the Cara Partners Little Island site, to achieve the objectives detailed in Section 5.1; to ensure that maximum benefit is derived from the investment in Mobility Management Plan related measures; and, to ensure that staff are provided with travel choices including the optimal modes for their individual journeys, for example, facilitating journeys by bicycle or by public transport for those staff living locally.

6.1.2 The role of communication in delivery of the Action Plan

Communication and openness is critical to the successful implementation of this Action Plan. The measures contained within the Action Plan may challenge the pre-conceptions of staff in relation to their travel choices and entitlements. Communication will be managed through a number of channels including: direct communication with staff; communication through groups of staff such as team meetings; and, wider raising of awareness through the use of mobility management related noticeboards, including for example, maps of local cycling and walking routes, car sharing, and information related to public transport services.

6.2 Action Plan measures to encourage walking to/from work

Cara Partners currently encourages walking to work by:

- Having umbrellas available at reception for staff to borrow on wet days;
- Ensuring that good levels of public lighting are provided on-site;
- Conducting site audits of walking/pedestrian facilities;
- Providing showers/changing/storage/locker facilities for staff walking to the site.
- Offering in-house health checks for staff interested in getting more active;
- Providing high-visibility vests for staff;
- Promoting the health and environmental benefits of walking to staff;
- Promoting walking through organised walking events/ lunchtime walks for staff;

- Promoting use of the local Slí na Sláinte walking route; and,
- Participating in an annual team walking and running events.

As part of implementing this Mobility Management Plan, Cara Partners will also display maps of local walking routes, including the walking time to destinations such as the Eastgate Retail park and Little Island (formerly Littleisland) railway station.

6.3 Action Plan measures to encourage cycling to/from work

Cara Partners currently encourages cycling to work by:

- Providing staff access to the Cycle to Work scheme;
- Providing secure covered cycle parking;
- Providing showers/changing/storage/locker facilities for staff cycling to the site;
- Organising bike maintenance courses for staff; and,
- Providing high-visibility vests for staff.

As part of implementing this Mobility Management Plan, and based on the measures supported by staff as detailed within Section 3.3.5, Cara Partners will:

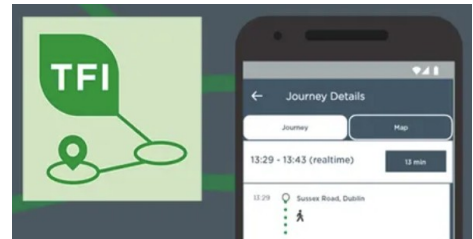
- Promote cycling through cycle to work days with rewards for those participating;
- Promote the health benefits of cycling to staff;
- Provide emergency cycle repair equipment on site; and,
- Investigate the provision of a drying room to allow those cycling (and walking) to work to dry wet clothes.



6.4 Action Plan measures to encourage public transport use to/from work

To encourage the use of public transport for journeys to and from work by staff, as part of implementing this Mobility Management Plan, and based on the measures supported by staff as detailed within Section 3.3.5, Cara Partners will:

- Provide staff with access to 'TaxSaver' public transport tickets¹¹;
- Include public transport and timetable information induction packs for new staff, also including a one-month public transport ticket for those staff where the use of public transport is a viable option for their travel to and from work;
- Publicise TFI Apps that increase the convenience and ease of bus travel, for example the TFI Live app¹² which allows passengers to access live real time departure and journey planning information across the TFI network; and, TFI Go app¹³ which allows the purchase of tickets via a smartphone at a low cost to the user than cash fares;
- Make staff and visitors aware of the benefits of using the TFI Leap Card; and,
- Organise promotional events related to public transport including for example prize draw for free public transport tickets.



The 'TaxSaver' ticket scheme encourages staff to use public transport by allowing employers to provide employees with bus, and rail tickets, which are not subject to tax, PRSI, or USC. Tickets can be provided through salary sacrifice, as an alternative to a cash bonus, or as a benefit-in-kind.

6.5 Action Plan measures to encourage carsharing

As part of implementing this Mobility Management Plan, Cara Partners will encourage car sharing by staff, putting processes in place to help staff identify potential car sharing partners and running related promotional events. The NTA provides guidelines for establishing and promoting car sharing within businesses¹⁴. The Mobility Management Plan Co-ordinator will also liaise with Cork County Council and the Little Island Business Association to identify employers with similar shift/working hours to Cara Partners, and investigate whether there is potential for car sharing between Cara Partners staff and others employed locally.



11 <https://corkconnect.ie/tax-saver-form/>
12 <https://www.transportforireland.ie/available-apps/tfi-live/>
13 <https://www.transportforireland.ie/tfi-go-app/>
14 https://www.nationaltransport.ie/wp-content/uploads/2023/10/Carpool_Guide_2023.pdf

6.6 Action Plan measures to reduce car-dependency

6.6.1 Flexible working

Cara partners has flexible work hours and the option to work from home two days per week.

6.6.2 Employing people from the local area

Cara Partners encourages employment from the local area, and will continue to actively re-cruit locally, thereby reducing the distances that staff need to travel to and from work, and encouraging access by active travel modes.

6.6.3 Reducing the Need for Business Travel

Cara Partners provides (and will continue provide) a video-conferencing option for all regular/routine meetings.

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7 Monitoring and Evaluation

7.1 Monitoring

Monitoring of the implementation of this Mobility Management Plan is a key role of the Mobility Management Plan Coordinator.

The primary form of monitoring will be annual staff travel surveys. These surveys will be focused on travel behaviour and the monitoring of action plan related measures. The surveys will also be used to monitor the uptake of Mobility Management Plan measures.

A monitoring report, including current trajectories towards established targets will be prepared by the Mobility Management Plan Coordinator and submitted to the Mobility Management Plan Working Group within two months of completion of the surveys.

7.2 Evaluation

This Mobility Management Plan will be reviewed annually by the Mobility Management Plan Working Group, taking full account of the results of the staff travel surveys and the trajectories toward established targets.

The review of the Mobility Management Plan may involve:

- Changing priorities within the implementation of the Action Plan based on progress and experience to ensure that the Mobility Management Plan modal split targets within Sections 5.3 are achieved;
- The setting of increasingly challenging targets if the proposed targets are achieved ahead of schedule;
- Introducing additional activities and/or measures to the Action Plan through the following of national best practice or local innovation; and,
- Recommending the level of annual budget required to implement the measures contained within the Action Plan.

The findings of this Mobility Management Plan review will be disseminated to staff (as covered in Section 6.1.2) and Cork County Council within four months of completion of the review.

Appendix A – Cara Partners Little Island Staff Travel Survey

Cara Partners, Little Island, Cork – Staff Travel Survey

TTRSA are currently working with Cara Partners to prepare a Mobility Management Plan (MMP) for the Little Island site. To assist us in preparing this MMP, please complete this short travel survey and return it to the Security Desk at Cara Partners.

1 Where do you live? (If you live in Cork City, tell us the area of Cork City where you live, or if you live elsewhere, tell us the name of the city, town, village or townland where you live. (Do not tell us your house number or Eircode))

2 How far do you travel to work? (whole kilometres, e.g. '01', '12' or '24')

3 What time(s) do you normally work? (tick all that apply)

4 What is the main type of transport that you usually use to travel to work? (tick one box)

5 How long does it usually take you to travel to work? (using your usual main type of transport - tick one box)

6 Which types of transport that you don't normally use to travel to work, could be feasible for your travel to work? (tick all that apply)

7 If you already walk to work, or walking could be a feasible option for your travel to work, which of the following measures would you like to see introduced? (tick all that apply)

8 If you already cycle to work, or cycling could be a feasible option for your travel to work, which of the following measures would you like to see introduced? (tick all that apply)

9 If you already use public transport for your travel to work, or public transport could be a feasible option for your travel to work, which of the following measures would you like to see introduced? (tick all that apply)

10 What are your main reasons for driving to work? (tick all that apply)

11 Carsharing/Carpooling is when two or more people travel together in the same car to work. Would you consider Carsharing/Carpooling for your travel to and from work?

12 Would any of the following measures encourage you to Carshare/Carpool? (tick all that apply)

Thank you for your time. If you have any additional comments or ideas for current or future travel to the Cara Partners site at Little Island, please provide them below.

CARA PARTNERS

TTRSA
Transport : Road Safety

Appendix B – Public Transport Timetables

Bus route 210

Visit CobhConnect.ie												
Little Island - Cork City - Hollyhill - Route 210												
MONDAY TO FRIDAY ONLY												
HOLLYHILL TO LITTLE ISLAND												
M-F	M-F	M-F	M-F	M-F	M-F	M-F	M-F	M-F	M-F	M-F	M-F	M-F
6.15	6.45	7.15	7.45	8.15	8.45	9.15	10.15	11.15	12.45	14.15	15.45	17.45
6.16	6.46	7.16	7.46	8.16	8.46	9.16	10.16	11.16	12.46	14.16	15.46	17.46
6.17	6.47	7.17	7.47	8.17	8.47	9.17	10.17	11.17	12.47	14.17	15.47	17.47
6.20	6.50	7.20	7.50	8.20	8.50	9.20	10.20	11.20	12.50	14.20	15.50	17.50
6.21	6.51	7.21	7.51	8.21	8.51	9.21	10.21	11.21	12.51	14.21	15.51	17.51
6.22	6.52	7.22	7.52	8.22	8.52	9.22	10.22	11.22	12.52	14.22	15.52	17.52
6.23	6.53	7.23	7.53	8.23	8.53	9.23	10.23	11.23	12.53	14.23	15.53	17.53
6.27	6.57	7.27	7.57	8.27	8.57	9.27	10.27	11.27	12.57	14.27	15.57	17.57
6.32	7.02	7.32	8.02	8.32	9.02	9.32	10.32	11.32	13.02	14.32	16.02	18.02
6.37	7.07	7.37	8.07	8.37	9.07	9.37	10.37	11.37	13.07	14.37	16.07	18.07
6.44	7.14	7.44	8.14	8.44	9.14	9.44	10.44	11.44	13.14	14.44	16.14	18.14
6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.45	11.45	13.15	14.45	16.15	18.15
6.46	7.16	7.46	8.16	8.46	9.16	9.46	10.46	11.46	13.16	14.46	16.16	18.16
6.47	7.17	7.47	8.17	8.47	9.17	9.47	10.47	11.47	13.17	14.47	16.17	18.17
6.48	7.18	7.48	8.18	8.48	9.18	9.48	10.48	11.48	13.18	14.48	16.18	18.18
6.49	7.19	7.49	8.19	8.49	9.19	9.49	10.49	11.49	13.19	14.49	16.19	18.19
6.50	7.20	7.50	8.20	8.50	9.20	9.50	10.50	11.50	13.20	14.50	16.20	18.20
LITTLE ISLAND TO HOLLYHILL												
M-F	M-F	M-F	M-F	M-F	M-F	M-F	M-F	M-F	M-F	M-F	M-F	M-F
7.25	8.10	9.25	10.25	12.25	13.45	15.45	16.15	16.45	17.15	17.45	18.15	18.45
7.26	8.11	9.26	10.26	12.26	13.46	15.46	16.16	16.46	17.16	17.46	18.16	18.46
7.27	8.12	9.27	10.27	12.27	13.47	15.47	16.17	16.47	17.17	17.47	18.17	18.47
7.28	8.13	9.28	10.28	12.28	13.48	15.48	16.18	16.48	17.18	17.48	18.18	18.48
7.29	8.14	9.29	10.29	12.29	13.49	15.49	16.19	16.49	17.19	17.49	18.19	18.49
7.30	8.15	9.30	10.30	12.30	13.50	15.50	16.20	16.50	17.20	17.50	18.20	18.50
7.31	8.16	9.31	10.31	12.31	13.51	15.51	16.21	16.51	17.21	17.51	18.21	18.51
7.32	8.17	9.32	10.32	12.32	13.52	15.52	16.22	16.52	17.22	17.52	18.22	18.52
7.39	8.24	9.39	10.39	12.39	13.59	15.59	16.29	16.59	17.29	17.59	18.29	18.59
7.44	8.29	9.44	10.44	12.44	14.04	16.04	16.34	17.04	17.34	18.04	18.34	19.04
7.49	8.34	9.49	10.49	12.49	14.09	16.09	16.39	17.09	17.39	18.09	18.39	19.09
7.53	8.38	9.53	10.53	12.53	14.13	16.13	16.43	17.13	17.43	18.13	18.43	19.13
7.54	8.39	9.54	10.54	12.54	14.14	16.14	16.44	17.14	17.44	18.14	18.44	19.14
7.55	8.40	9.55	10.55	12.55	14.15	16.15	16.45	17.15	17.45	18.15	18.45	19.15
7.56	8.41	9.56	10.56	12.56	14.16	16.16	16.46	17.16	17.46	18.16	18.46	19.16
7.59	8.44	9.59	10.59	12.59	14.19	16.19	16.49	17.19	17.49	18.19	18.49	19.19
8.00	8.45	10.00	11.00	13.00	14.20	16.20	16.50	17.20	17.50	18.20	18.50	19.20

FOR FARES VISIT
WWW.CORKCONNECT.IE



NO SUNDAY SERVICE.
TIMETABLE IS SUBJECT TO CHANGE.
ALL TIMES ARE DEPENDENT
ON TRAFFIC AND ROAD CONDITIONS
AT THE TIME OF TRAVEL.
TERMS AND CONDITIONS APPLY.

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Appendix C – Action Plan

Action / Mode	Measure	Infrastructure	Management	Promotion	Individual / Organisation(s)	2026	2027-2028	2029-2030	2031 onwards
Overarching Coordination	Establish the Mobility Management Plan (MMP) Working Group and define its remit and operating procedures				MMP Coordinator / Cara Partners				
Walking	Continue to provide branded umbrellas for staff to borrow from reception and/or security on wet days				Cara Partners				
	Continue to provide safe facilities for walking on site included public lighting				Cara Partners				
	Continue to provide showers/changing/storage/locker facilities for staff walking to the site				Cara Partners				
	Continue to offer in-house health check for staff interested in getting more active				MMP Coordinator / Cara Partners				
	Continue to provide high-visibility vests to staff				Cara Partners				
	Continue to promote the health and environmental benefits of walking to staff				MMP Coordinator				
	Continue to promote walking through organised walking events and through the promotion of the local Slí na Sláinte walking route				MMP Coordinator				
	Continue to participate in annual team walking and running events				MMP Coordinator				
	Display maps of local walking routes, including the walking time to destinations				Cara Partners				
Cycling	Continue to offer staff access to the Cycle to Work scheme				Cara Partners				
	Continue to provide and maintain secure cycle parking facilities on site				Cara Partners				
	Continue to provide showers/changing/storage/locker facilities for staff cycling to the site				Cara Partners				
	Continue to organise bicycle maintenance courses for staff				MMP Coordinator				
	Continue to provide high-visibility vests to staff				Cara Partners				
	Promote cycling through cycle to work days with rewards for participants				MMP Coordinator				
	Promote the health and environmental benefits of cycling to staff				MMP Coordinator				
	Provide and maintain emergency cycle repair equipment such as a bicycle repair/maintenance station located close to the on-site cycle parking				Cara Partners				
	Investigate the provision of a drying room to allow those cycling (and walking) to work to dry wet clothes				MMP Coordinator / Cara Partners				
Public Transport	Providing staff access to Tax Saver monthly/annual commuter tickets				Cara Partners				
	Include public transport and timetable information induction packs for new staff, with a one-month public transport ticket for those staff where the use of public transport is a viable option for their travel to and from work				MMP Coordinator / Cara Partners				
	Publicise real time information services for public transport e.g. next bus services for mobile phones apps on smart phones				MMP Coordinator				
	Publicise the benefits of the TFI Leap Card				MMP Coordinator				
	Organise promotional events related to public transport				MMP Coordinator				
Car Sharing	Establish processes to help staff identify potential car sharing partners				MMP Coordinator				
	Promote carsharing to staff, including through quarterly raffles				Cara Partners / MMP Coordinator				
	Liaise with Cork County Council and the Little Island Business Association to identify other employers with similar shift/working hours that could allow staff to car share with others				MMP Coordinator				
Reducing Car Dependency	Continue to offer staff flexible working hours and the option to work from home 2-days per week				Cara Partners				
	Continue to provide a video-conferencing option for all regular/routine meetings to reduce the need to travel				Cara Partners				
	Continue to recruit locally				Cara Partners				
Communication	Regular communication with all those working on site to promote, and ensure the implementation of this MMP and associated Action Plan				MMP Coordinator / MMP Working Group				

Appendix 12-B

TTRSA Traffic Count Survey Data

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Junction Arms

Arm A = R623 to/from Link Road and Dunkettle Interchange
Arm B = L7074 (to/from Cara Partners)
Arm C = R623 to/from Little Island

PCU Factors

Cycle 0.2
Motorcycle 0.4
Car/LGV 1
HGV/PSV 2.3

Incidents: None
Weather: Dry

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Cycle	A-B	A-C	B-A	B-C	C-A	C-B
06:45 – 06:59	0	1	0	0	0	0
07:00 – 07:14	0	2	0	0	0	1
07:15 – 07:29	0	0	0	0	0	0
07:30 – 07:44	0	0	1	0	0	0
07:45 – 07:59	0	2	0	0	0	0
08:00 – 08:14	1	0	0	0	0	0
15:30 – 15:44	0	0	0	0	0	0
15:45 – 15:59	0	0	0	0	0	0
16:00 – 16:14	0	0	0	0	1	0
16:15 – 16:29	0	1	0	0	0	0
16:30 – 16:44	0	0	0	0	0	0
16:45 – 16:59	0	0	0	0	0	0

Motorcycle	A-B	A-C	B-A	B-C	C-A	C-B
06:45 – 06:59	1	0	1	0	0	1
07:00 – 07:14	1	0	0	1	0	0
07:15 – 07:29	0	2	0	0	1	0
07:30 – 07:44	0	2	0	0	1	0
07:45 – 07:59	0	2	0	0	0	0
08:00 – 08:14	0	1	0	0	0	0
15:30 – 15:44	0	0	0	0	0	0
15:45 – 15:59	0	0	1	0	0	0
16:00 – 16:14	0	0	0	1	2	0
16:15 – 16:29	0	1	0	0	2	0
16:30 – 16:44	0	0	0	0	3	0
16:45 – 16:59	0	0	0	0	2	0

Car / LGV	A-B	A-C	B-A	B-C	C-A	C-B
06:45 – 06:59	57	87	1	1	19	7
07:00 – 07:14	44	108	10	3	43	12
07:15 – 07:29	50	156	5	2	50	13
07:30 – 07:44	23	171	10	7	59	8
07:45 – 07:59	31	191	15	4	56	9
08:00 – 08:14	25	171	10	2	63	10
15:30 – 15:44	7	47	33	6	138	5
15:45 – 15:59	12	52	35	3	128	4
16:00 – 16:14	3	45	38	11	139	0
16:15 – 16:29	6	35	27	22	83	3
16:30 – 16:44	3	28	29	25	75	3
16:45 – 16:59	2	35	8	9	63	4

HGV/PSV	A-B	A-C	B-A	B-C	C-A	C-B
06:45 – 06:59	0	5	1	1	6	3
07:00 – 07:14	1	5	3	1	11	2
07:15 – 07:29	1	2	1	0	11	0
07:30 – 07:44	0	8	3	0	12	1
07:45 – 07:59	0	9	1	1	15	1
08:00 – 08:14	1	3	1	0	5	0
15:30 – 15:44	2	6	2	0	5	1
15:45 – 15:59	2	10	1	0	10	0
16:00 – 16:14	2	4	0	0	8	0
16:15 – 16:29	0	4	0	1	11	0
16:30 – 16:44	1	3	0	6	0	0
16:45 – 16:59	0	0	0	0	0	0

Total Vehicles	A-B	A-C	B-A	B-C	C-A	C-B
06:45 – 06:59	58	93	3	2	25	11
07:00 – 07:14	46	115	13	5	54	15
07:15 – 07:29	51	160	6	2	62	13
07:30 – 07:44	23	181	14	7	72	9
07:45 – 07:59	31	204	16	5	71	10
08:00 – 08:14	27	175	11	2	68	10
15:30 – 15:44	9	53	35	6	143	6
15:45 – 15:59	14	62	37	3	138	4
16:00 – 16:14	5	49	38	12	150	0
16:15 – 16:29	6	41	27	23	96	3
16:30 – 16:44	4	31	29	31	78	3
16:45 – 16:59	2	35	8	9	65	4

PCUS	A-B	A-C	B-A	B-C	C-A	C-B
06:45 – 06:59	57	99	4	3	33	14
07:00 – 07:14	47	120	17	6	68	17
07:15 – 07:29	52	161	7	2	76	13
07:30 – 07:44	23	190	17	7	87	10
07:45 – 07:59	31	213	17	6	91	11
08:00 – 08:14	28	178	12	2	75	10
15:30 – 15:44	12	61	38	6	150	7
15:45 – 15:59	17	75	38	3	151	4
16:00 – 16:14	8	54	38	11	158	0
16:15 – 16:29	6	45	27	24	109	3
16:30 – 16:44	5	35	29	39	76	3
16:45 – 16:59	2	35	8	9	64	4

PCUS	A-B	A-C	B-A	B-C	C-A	C-B
07:00 – 07:59	153	684	59	21	322	51
15:30 – 16:29	21	169	102	84	408	10

PCUs are rounded to the nearest whole number

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Junction Arms

Arm A = L7074 to/from R623

Arm B = Cara Partners Site Exit

Arm C = L7074 to/from West (Cul-de-sac)

PCU Factors

Cycle 0.2
Motorcycle 0.4
Car/LGV 1
HGV/PSV 2.3

Incidents: None
Weather: Dry

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Cycle	A-B	A-C	B-A	B-C	C-A	C-B
06:45 – 06:59	0	0	0	0	0	0
07:00 – 07:14	0	0	0	0	0	0
07:15 – 07:29	0	0	0	0	0	0
07:30 – 07:44	0	0	0	0	2	0
07:45 – 07:59	0	0	0	0	0	0
08:00 – 08:14	0	0	0	0	0	0
15:30 – 15:44	0	0	0	0	0	0
15:45 – 15:59	0	0	0	0	0	0
16:00 – 16:14	0	0	0	0	1	0
16:15 – 16:29	0	0	0	0	0	0
16:30 – 16:44	0	0	0	0	0	0
16:45 – 16:59	0	0	0	0	0	0

Motorcycle	A-B	A-C	B-A	B-C	C-A	C-B
06:45 – 06:59	0	2	0	0	0	0
07:00 – 07:14	0	1	0	0	2	0
07:15 – 07:29	0	0	0	0	0	0
07:30 – 07:44	0	0	0	0	0	0
07:45 – 07:59	0	0	0	0	0	0
08:00 – 08:14	0	0	0	0	0	0
15:30 – 15:44	0	0	0	0	0	0
15:45 – 15:59	0	0	1	0	0	0
16:00 – 16:14	0	0	0	0	0	0
16:15 – 16:29	0	0	0	0	0	0
16:30 – 16:44	0	0	0	0	0	0
16:45 – 16:59	0	0	0	0	0	0

Car / LGV	A-B	A-C	B-A	B-C	C-A	C-B
06:45 – 06:59	0	59	1	0	1	0
07:00 – 07:14	0	53	2	0	11	0
07:15 – 07:29	0	56	5	0	0	0
07:30 – 07:44	0	28	0	0	16	0
07:45 – 07:59	0	37	1	0	14	0
08:00 – 08:14	0	30	2	0	12	0
15:30 – 15:44	0	10	12	0	26	0
15:45 – 15:59	0	17	21	0	20	0
16:00 – 16:14	0	3	9	0	32	0
16:15 – 16:29	0	9	10	0	28	0
16:30 – 16:44	0	6	7	0	45	0
16:45 – 16:59	0	6	3	3	11	0

HGV/PSV	A-B	A-C	B-A	B-C	C-A	C-B
06:45 – 06:59	0	0	0	0	1	0
07:00 – 07:14	0	0	0	0	2	0
07:15 – 07:29	0	0	0	0	0	0
07:30 – 07:44	0	1	0	0	0	0
07:45 – 07:59	0	1	0	0	1	0
08:00 – 08:14	0	3	0	0	2	0
15:30 – 15:44	0	3	0	0	0	0
15:45 – 15:59	0	2	0	0	2	0
16:00 – 16:14	0	0	0	0	0	0
16:15 – 16:29	0	0	0	0	1	0
16:30 – 16:44	0	1	0	0	1	0
16:45 – 16:59	0	1	0	0	1	0

Total Vehicles	A-B	A-C	B-A	B-C	C-A	C-B
06:45 – 06:59	0	61	1	0	2	0
07:00 – 07:14	0	54	2	0	15	0
07:15 – 07:29	0	56	5	0	0	0
07:30 – 07:44	0	29	0	0	18	0
07:45 – 07:59	0	38	1	0	15	0
08:00 – 08:14	0	33	2	0	14	0
15:30 – 15:44	0	13	12	0	26	0
15:45 – 15:59	0	19	22	0	22	0
16:00 – 16:14	0	3	9	0	33	0
16:15 – 16:29	0	9	10	0	29	0
16:30 – 16:44	0	7	7	0	46	0
16:45 – 16:59	0	7	3	3	12	0

PCUS	A-B	A-C	B-A	B-C	C-A	C-B
06:45 – 06:59	0	60	1	0	3	0
07:00 – 07:14	0	53	2	0	16	0
07:15 – 07:29	0	56	5	0	0	0
07:30 – 07:44	0	30	0	0	16	0
07:45 – 07:59	0	39	1	0	16	0
08:00 – 08:14	0	37	2	0	17	0
15:30 – 15:44	0	17	12	0	26	0
15:45 – 15:59	0	22	21	0	25	0
16:00 – 16:14	0	3	9	0	32	0
16:15 – 16:29	0	9	10	0	30	0
16:30 – 16:44	0	8	7	0	47	0
16:45 – 16:59	0	8	3	3	13	0

PCUS	A-B	A-C	B-A	B-C	C-A	C-B
07:00 – 07:59	0	179	8	0	49	0
15:30 – 16:29	0	29	29	3	123	0

PCUs are rounded to the nearest whole number

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Junction Arms

Arm A = L7074 to/from R623

Arm B = Cara Partners Site Entrance

Arm C = L7074 to/from West (Cul-de-sac)

PCU Factors

Cycle 0.2
Motorcycle 0.4
Car/LGV 1
HGV/PSV 2.3

Incidents: None
Weather: Dry

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Cycle	A-B	A-C	B-A	B-C	C-A	C-B
06:45 – 06:59	0	0	0	0	0	0
07:00 – 07:14	0	0	0	0	0	0
07:15 – 07:29	0	0	0	0	0	0
07:30 – 07:44	0	0	0	0	0	0
07:45 – 07:59	0	0	0	0	0	0
08:00 – 08:14	0	0	0	0	0	0
15:30 – 15:44	0	0	0	0	0	0
15:45 – 15:59	0	0	0	0	0	0
16:00 – 16:14	0	0	0	0	0	0
16:15 – 16:29	0	0	0	0	0	0
16:30 – 16:44	0	0	0	0	0	0
16:45 – 16:59	0	0	0	0	0	0

Motorcycle	A-B	A-C	B-A	B-C	C-A	C-B
06:45 – 06:59	0	0	0	0	0	0
07:00 – 07:14	1	0	0	0	0	0
07:15 – 07:29	0	0	0	0	0	0
07:30 – 07:44	0	0	0	0	0	0
07:45 – 07:59	0	0	0	0	0	0
08:00 – 08:14	0	0	0	0	0	0
15:30 – 15:44	0	0	0	0	0	0
15:45 – 15:59	0	0	0	0	0	0
16:00 – 16:14	0	0	0	0	0	0
16:15 – 16:29	0	0	0	0	0	0
16:30 – 16:44	0	0	0	0	0	0
16:45 – 16:59	0	0	0	0	0	0

Car / LGV	A-B	A-C	B-A	B-C	C-A	C-B
06:45 – 06:59	13	3	0	0	0	0
07:00 – 07:14	15	5	0	0	9	0
07:15 – 07:29	21	6	0	0	0	0
07:30 – 07:44	10	12	0	0	4	0
07:45 – 07:59	9	13	0	0	3	0
08:00 – 08:14	11	18	0	0	0	0
15:30 – 15:44	1	1	0	0	2	0
15:45 – 15:59	1	2	0	0	3	0
16:00 – 16:14	0	2	1	0	13	0
16:15 – 16:29	0	1	1	0	6	2
16:30 – 16:44	0	0	0	0	17	0
16:45 – 16:59	0	1	3	0	4	0

HGV/PSV	A-B	A-C	B-A	B-C	C-A	C-B
06:45 – 06:59	0	0	1	0	0	0
07:00 – 07:14	1	1	2	1	0	0
07:15 – 07:29	0	0	0	0	0	0
07:30 – 07:44	2	1	0	0	0	0
07:45 – 07:59	0	0	2	0	1	0
08:00 – 08:14	0	0	0	0	0	0
15:30 – 15:44	1	1	0	0	0	0
15:45 – 15:59	0	0	0	0	1	0
16:00 – 16:14	0	0	0	0	0	0
16:15 – 16:29	0	0	1	0	0	0
16:30 – 16:44	0	1	1	0	0	0
16:45 – 16:59	0	0	0	0	0	0

Total Vehicles	A-B	A-C	B-A	B-C	C-A	C-B
06:45 – 06:59	13	3	1	0	0	0
07:00 – 07:14	17	6	2	1	9	0
07:15 – 07:29	21	6	0	0	0	0
07:30 – 07:44	12	13	0	0	4	0
07:45 – 07:59	9	13	2	0	4	0
08:00 – 08:14	11	18	0	0	0	0
15:30 – 15:44	2	2	0	0	2	0
15:45 – 15:59	1	2	0	0	4	0
16:00 – 16:14	0	2	1	0	13	0
16:15 – 16:29	0	1	2	0	6	2
16:30 – 16:44	0	1	1	0	17	0
16:45 – 16:59	0	1	3	0	4	0

PCUS	A-B	A-C	B-A	B-C	C-A	C-B
06:45 – 06:59	13	3	2	0	0	0
07:00 – 07:14	18	7	5	2	9	0
07:15 – 07:29	21	6	0	0	0	0
07:30 – 07:44	15	14	0	0	4	0
07:45 – 07:59	9	13	5	0	5	0
08:00 – 08:14	11	18	0	0	0	0
15:30 – 15:44	3	3	0	0	2	0
15:45 – 15:59	1	2	0	0	5	0
16:00 – 16:14	0	2	1	0	13	0
16:15 – 16:29	0	1	3	0	6	2
16:30 – 16:44	0	2	2	0	17	0
16:45 – 16:59	0	1	3	0	4	0

PCUS	A-B	A-C	B-A	B-C	C-A	C-B
07:00 – 07:59	62	41	9	2	18	0
15:30 – 16:29	0	6	10	0	40	2

PCUs are rounded to the nearest whole number

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Video-based Trip Generation Survey – Wednesday 18th June 2025
Existing Cara Partners Little Island Site, County Cork



Time Period	Arrivals				Departures				Two-way						
	Bicycle	Motorcycle	Car/LGV	HGV/Bus	PCUs	Bicycle	Motorcycle	Car/LGV	HGV/Bus	PCUs	Bicycle	Motorcycle	Car/LGV	HGV/Bus	PCUs
00:00 – 00:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 – 01:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 – 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 – 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 – 04:59	0	0	0	2	5	0	0	0	1	2	0	0	0	3	7
05:00 – 05:59	0	0	3	1	5	0	0	0	2	5	0	0	3	3	10
06:00 – 06:59	0	0	23	2	28	0	0	2	1	4	0	0	25	3	32
07:00 – 07:59	0	1	55	3	62	0	0	9	4	18	0	1	64	7	81
08:00 – 08:59	0	0	8	0	8	0	0	5	0	5	0	0	13	0	13
09:00 – 09:59	0	0	6	2	11	0	0	1	2	6	0	0	7	4	16
10:00 – 10:59	0	0	5	3	12	0	0	9	1	11	0	0	14	4	23
11:00 – 11:59	0	0	6	2	11	0	0	7	2	12	0	0	13	4	22
12:00 – 12:59	0	0	3	4	12	0	0	5	2	10	0	0	8	6	22
13:00 – 13:59	0	0	6	0	6	1	0	3	3	10	1	0	9	3	16
14:00 – 14:59	0	0	4	2	9	0	0	11	1	13	0	0	15	3	22
15:00 – 15:59	0	0	4	2	9	0	1	40	0	40	0	1	44	2	49
16:00 – 16:59	0	0	0	0	0	0	0	35	2	40	0	0	35	2	40
17:00 – 17:59	1	0	0	0	0	0	0	3	0	3	1	0	3	0	3
18:00 – 18:59	0	0	5	0	5	0	0	3	0	3	0	0	8	0	8
19:00 – 19:59	0	0	4	0	4	0	0	9	0	9	0	0	13	0	13
20:00 – 20:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00 – 21:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00 – 22:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00 – 23:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24-hour Total	1	1	132	23	186	1	1	142	21	191	2	2	274	44	376

PCU data rounded to the nearest whole number

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Appendix 12-C

TTRSA Traffic Calculations Summary

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Traffic Calculations – Summary

Existing R623/L7074 junction, Little Island, Co. Cork



Junction Arms

Arm A = R623 to/from Link Road and Dunkettle Interchange

Arm B = L7074 (to/from Cara Partners)

Arm C = R623 to/from Little Island

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Scenario	A-B	A-C	B-A	B-C	C-A	C-B
2025 – AM Peak 07:00-07:59	153	684	59	21	322	51
2030 – AM Peak Without Development (Factor = 1.083)	166	741	63	23	348	56
2030 – AM Peak Construction Traffic	49	0	14	42	0	147
2030 – AM Peak With Construction Traffic	215	741	77	65	348	203
2035 – AM Peak Without Development (Factor = 1.136)	174	777	67	24	365	58
2040 – AM Peak Without Development (Factor = 1.190)	182	814	70	25	383	61
2050 – AM Peak Without Development (Factor = 1.304)	200	892	76	27	419	67
2035 – AM Peak Operational Traffic	27	0	4	3	0	26
2035 – AM Peak With Operational Traffic	201	777	71	27	365	84
2040 – AM Peak With Operational Traffic	209	814	74	28	383	87
2050 – AM Peak With Operational Traffic	226	892	81	30	419	93

2025 – PM Peak 15:30-16:29	21	169	102	84	408	10
2030 – PM Peak Without Development (Factor = 1.083)	23	183	110	90	441	11
2030 – PM Peak Construction Traffic	14	0	49	147	0	42
2030 – PM Peak With Construction Traffic	37	183	159	237	441	53
2035 – PM Peak Without Development (Factor = 1.136)	24	192	116	95	463	11
2040 – PM Peak Without Development (Factor = 1.190)	25	201	121	99	485	12
2050 – AM Peak Without Development (Factor = 1.304)	27	220	133	109	531	13
2035 – PM Peak Operational Traffic	4	0	27	26	0	3
2035 – PM Peak With Operational Traffic	28	192	143	120	463	14
2040 – PM Peak With Operational Traffic	29	201	148	125	485	15
2050 – PM Peak With Operational Traffic	31	220	160	134	531	16

Data in PCUs rounded to the nearest whole number

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Traffic Calculations – Summary

Existing L7074/Cara Partners Site Exit junction, Little Island, Co. Cork



Junction Arms

Arm A = L7074 to/from R623

Arm B = Cara Partners Site Exit

Arm C = L7074 to/from West (Cul-de-sac)

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Scenario	A-B	A-C	B-A	B-C	C-A	C-B
2025 – AM Peak 07:00-07:59	0	179	8	0	49	0
2030 – AM Peak Without Development (Factor = 1.083)	0	194	9	0	53	0
2030 – AM Peak Construction Traffic	0	196	56	0	0	0
2030 – AM Peak With Construction Traffic	0	390	65	0	53	0
2035 – AM Peak Without Development (Factor = 1.136)	0	203	9	0	56	0
2040 – AM Peak Without Development (Factor = 1.190)	0	213	10	0	58	0
2050 – AM Peak Without Development (Factor = 1.304)	0	233	10	0	64	0
2035 – AM Peak Operational Traffic	0	52	7	0	2	0
2035 – AM Peak With Operational Traffic	0	256	16	0	58	0
2040 – AM Peak With Operational Traffic	0	265	17	0	60	0
2050 – AM Peak With Operational Traffic	0	286	18	0	66	0

2025 – PM Peak 15:30-16:29	0	29	29	3	123	0
2030 – PM Peak Without Development (Factor = 1.083)	0	31	31	3	133	0
2030 – PM Peak Construction Traffic	0	56	196	0	0	0
2030 – PM Peak With Construction Traffic	0	87	227	3	133	0
2035 – PM Peak Without Development (Factor = 1.136)	0	32	33	3	140	0
2040 – PM Peak Without Development (Factor = 1.190)	0	34	35	4	146	0
2050 – AM Peak Without Development (Factor = 1.304)	0	37	38	4	161	0
2035 – PM Peak Operational Traffic	0	7	50	0	2	0
2035 – PM Peak With Operational Traffic	0	40	83	3	142	0
2040 – PM Peak With Operational Traffic	0	41	85	4	148	0
2050 – PM Peak With Operational Traffic	0	45	88	4	163	0

Data in PCUs rounded to the nearest whole number

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Traffic Calculations – Summary

Existing L7074/Cara Partners Site Entrance junction, Little Island, Co. Cork



Junction Arms

Arm A = L7074 to/from R623

Arm B = Cara Partners Site Entrance

Arm C = L7074 to/from West (Cul-de-sac)

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Scenario	A-B	A-C	B-A	B-C	C-A	C-B
2025 – AM Peak 07:00-07:59	62	41	9	2	18	0
2030 – AM Peak Without Development (Factor = 1.083)	67	44	10	2	20	0
2030 – AM Peak Construction Traffic	196	0	0	0	0	0
2030 – AM Peak With Construction Traffic	263	44	10	2	20	0
2035 – AM Peak Without Development (Factor = 1.136)	71	46	10	3	21	0
2040 – AM Peak Without Development (Factor = 1.190)	74	48	11	3	22	0
2050 – AM Peak Without Development (Factor = 1.304)	81	53	12	3	24	0
2035 – AM Peak Operational Traffic	52	0	2	0	0	0
2035 – AM Peak With Operational Traffic	123	46	12	3	21	0
2040 – AM Peak With Operational Traffic	126	48	13	3	22	0
2050 – AM Peak With Operational Traffic	134	53	14	3	24	0

2025 – PM Peak 15:30-16:29	0	6	10	0	40	2
2030 – PM Peak Without Development (Factor = 1.083)	0	7	10	0	43	2
2030 – PM Peak Construction Traffic	56	0	0	0	0	0
2030 – PM Peak With Construction Traffic	56	7	10	0	43	2
2035 – PM Peak Without Development (Factor = 1.136)	0	7	11	0	45	2
2040 – PM Peak Without Development (Factor = 1.190)	0	7	11	0	48	2
2050 – AM Peak Without Development (Factor = 1.304)	0	8	13	0	52	3
2035 – PM Peak Operational Traffic	7	0	2	0	0	0
2035 – PM Peak With Operational Traffic	7	7	13	0	45	2
2040 – PM Peak With Operational Traffic	7	7	13	0	48	2
2050 – PM Peak With Operational Traffic	7	8	15	0	52	3

Data in PCUs rounded to the nearest whole number

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Appendix 12-D

TTRSA Traffic Modelling Output

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Junctions 9	
PICADY 9 - Priority Intersection Module	
Version: 9.5.2.1013 © Copyright TRL Limited, 2019	
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Filename: r623_junction.j9

Path: \\192.168.1.33\trsa\projects\T250410_Cork_LI_Cara_EIAR_MMP\picady

Report generation date: 06/11/2025 12:48:38

-
- »2030 Without Development, AM
 - »2030 With Construction Traffic, AM
 - »2035 Without Development, AM
 - »2040 Without Development, AM
 - »2050 Without Development, AM
 - »2035 With Operational Traffic, AM
 - »2040 With Operational Traffic, AM
 - »2050 With Operational Traffic, AM
 - »2030 Without Development, PM
 - »2030 With Construction Traffic, PM
 - »2035 Without Development, PM
 - »2040 Without Development, PM
 - »2050 Without Development, PM
 - »2035 With Operational Traffic, PM
 - »2040 With Operational Traffic, PM
 - »2050 With Operational Traffic, PM

Summary of junction performance

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	AM				PM			
	Set ID	Queue (PCU)	Delay (s)	RFC	Set ID	Queue (PCU)	Delay (s)	RFC
	2030 Without Development							
Stream B-C	D1	0.1	10.81	0.06	D9	0.2	8.49	0.18
Stream B-A		0.4	20.53	0.27		0.4	13.34	0.29
Stream C-AB		0.5	6.82	0.19		0.0	4.75	0.03
	2030 With Construction Traffic							
Stream B-C	D2	0.3	13.04	0.19	D10	1.0	13.87	0.48
Stream B-A		0.9	37.95	0.45		1.0	21.48	0.49
Stream C-AB		3.9	19.61	0.71		0.3	5.09	0.13
	2035 Without Development							
Stream B-C	D3	0.1	11.29	0.07	D11	0.3	8.72	0.19
Stream B-A		0.5	22.74	0.30		0.5	13.95	0.31
Stream C-AB		0.6	6.90	0.20		0.0	4.70	0.03
	2040 Without Development							
Stream B-C	D4	0.1	11.82	0.08	D12	0.3	8.94	0.20
Stream B-A		0.5	25.46	0.33		0.5	14.58	0.33
Stream C-AB		0.6	7.03	0.22		0.0	4.66	0.03
	2050 Without Development							
Stream B-C	D5	0.1	13.32	0.09	D13	0.3	9.51	0.22
Stream B-A		0.8	33.87	0.42		0.7	16.19	0.38
Stream C-AB		0.9	7.39	0.27		0.1	4.56	0.04
	2035 With Operational Traffic							
Stream B-C	D6	0.1	11.60	0.08	D14	0.4	9.67	0.24
Stream B-A		0.5	24.75	0.33		0.7	15.83	0.39
Stream C-AB		0.9	7.93	0.30		0.1	4.73	0.04
	2040 With Operational Traffic							
Stream B-C	D7	0.1	12.21	0.09	D15	0.4	9.99	0.26
Stream B-A		0.6	28.06	0.37		0.7	16.67	0.41
Stream C-AB		1.0	8.17	0.32		0.1	4.68	0.04
	2050 With Operational Traffic							
Stream B-C	D8	0.1	14.22	0.11	D16	0.4	10.79	0.29
Stream B-A		1.0	40.40	0.48		0.9	18.83	0.46
Stream C-AB		1.4	8.83	0.38		0.1	4.59	0.04

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

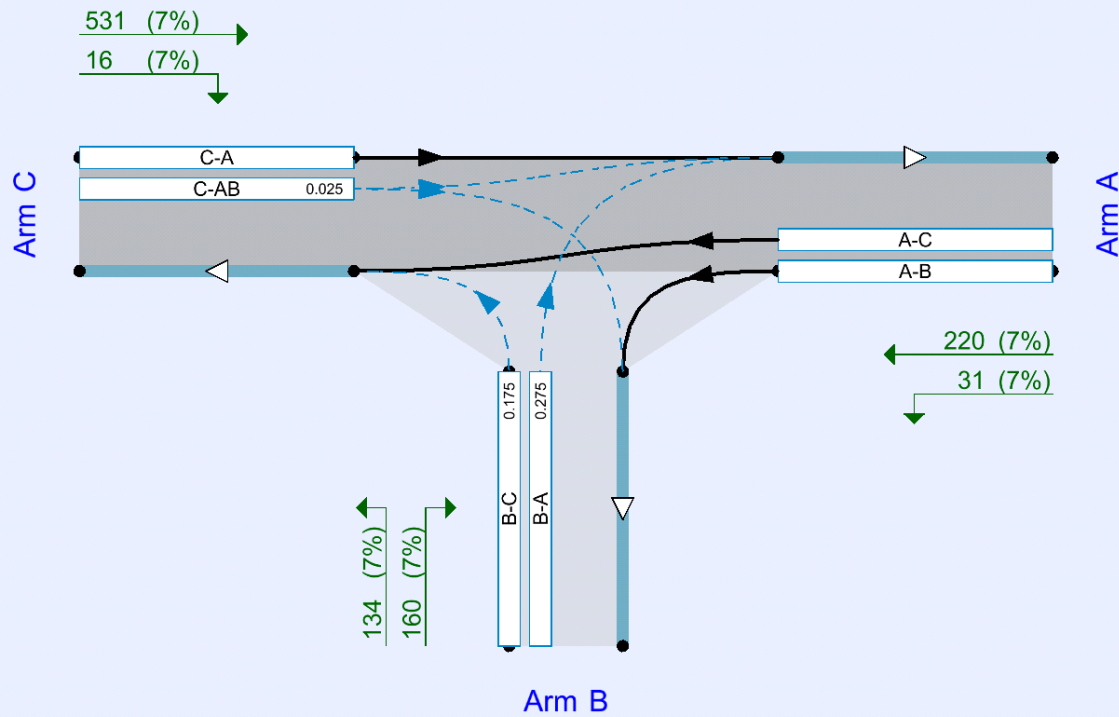
File summary

File Description

Title	Existing R623/L7074 junction
Location	Little Island, Co. Cork
Site number	
Date	06/11/2025
Version	EIAR
Status	Final
Identifier	
Client	Sustech
Jobnumber	25410
Enumerator	TTRSA
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	PCU	PCU	perHour	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2030 Without Development	AM	ONE HOUR	06:45	08:15	15	✓
D2	2030 With Construction Traffic	AM	ONE HOUR	06:45	08:15	15	✓
D3	2035 Without Development	AM	ONE HOUR	06:45	08:15	15	✓
D4	2040 Without Development	AM	ONE HOUR	06:45	08:15	15	✓
D5	2050 Without Development	AM	ONE HOUR	06:45	08:15	15	✓
D6	2035 With Operational Traffic	AM	ONE HOUR	06:45	08:15	15	✓
D7	2040 With Operational Traffic	AM	ONE HOUR	06:45	08:15	15	✓
D8	2050 With Operational Traffic	AM	ONE HOUR	06:45	08:15	15	✓
D9	2030 Without Development	PM	ONE HOUR	15:15	16:45	15	✓
D10	2030 With Construction Traffic	PM	ONE HOUR	15:15	16:45	15	✓
D11	2035 Without Development	PM	ONE HOUR	15:15	16:45	15	✓
D12	2040 Without Development	PM	ONE HOUR	15:15	16:45	15	✓
D13	2050 Without Development	PM	ONE HOUR	15:15	16:45	15	✓
D14	2035 With Operational Traffic	PM	ONE HOUR	15:15	16:45	15	✓
D15	2040 With Operational Traffic	PM	ONE HOUR	15:15	16:45	15	✓
D16	2050 With Operational Traffic	PM	ONE HOUR	15:15	16:45	15	✓

Analysis Set Details

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

2030 Without Development, AM

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Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Existing R623/L7074 junction	T-Junction	Two-way		1.63	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	R623 to/from Link Road and Dunkettle Interchange		Major
B	L7074 (to/from Cara Partners)		Minor
C	R623 to/from Little Island		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.00			160.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	8.20	5.30	4.50	3.30	✓	2.00	40	37

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	575	0.100	0.253	0.159	0.362
B-C	628	0.092	0.233	-	-
C-B	667	0.247	0.247	-	-

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

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

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

Traffic Demand

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	2030 Without Development	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.30

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	907	100.000
B		ONE HOUR	✓	86	100.000
C		ONE HOUR	✓	404	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	166	741
	B	63	0	23
	C	348	56	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	7	7	7
	B	7	7	7
	C	7	7	7

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.06	10.81	0.1	B	21	32
B-A	0.27	20.53	0.4	C	58	87
C-AB	0.19	6.82	0.5	A	98	147
C-A					273	409
A-B					152	228
A-C					680	1020

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	17	4	471	0.037	17	0.0	0.0	8.697	A
B-A	47	12	364	0.130	47	0.0	0.2	12.443	B
C-AB	68	17	687	0.099	67	0.0	0.2	6.363	A
C-A	236	59			236				
A-B	125	31			125				
A-C	558	139			558				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	21	5	438	0.047	21	0.0	0.1	9.444	A
B-A	57	14	323	0.175	56	0.2	0.2	14.786	B
C-AB	92	23	697	0.132	91	0.2	0.3	6.520	A
C-A	271	68			271				
A-B	149	37			149				
A-C	666	167			666				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	25	6	391	0.065	25	0.1	0.1	10.789	B
B-A	69	17	262	0.265	69	0.2	0.4	20.389	C
C-AB	134	33	714	0.188	133	0.3	0.5	6.807	A
C-A	311	78			311				
A-B	183	46			183				
A-C	816	204			816				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	25	6	390	0.065	25	0.1	0.1	10.806	B
B-A	69	17	262	0.265	69	0.4	0.4	20.527	C
C-AB	134	34	714	0.188	134	0.5	0.5	6.824	A
C-A	311	78			311				
A-B	183	46			183				
A-C	816	204			816				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	21	5	437	0.047	21	0.1	0.1	9.474	A
B-A	57	14	317	0.179	57	0.4	0.2	15.219	C
C-AB	92	23	698	0.132	93	0.5	0.3	6.540	A
C-A	271	68			271				
A-B	149	37			149				
A-C	666	167			666				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	17	4	470	0.037	17	0.1	0.0	8.720	A
B-A	47	12	357	0.133	48	0.2	0.2	12.756	B
C-AB	69	17	688	0.100	69	0.3	0.2	6.386	A
C-A	236	59			236				
A-B	125	31			125				
A-C	558	139			558				

2030 With Construction Traffic, AM

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Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Existing R623/L7074 junction	T-Junction	Two-way		6.98	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	2030 With Construction Traffic	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.30

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	956	100.000
B		ONE HOUR	✓	142	100.000
C		ONE HOUR	✓	551	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	215	741
	B	77	0	65
	C	348	203	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	7	7	7
	B	7	7	7
	C	7	7	7

Results

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Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.19	13.04	0.3	B	60	89
B-A	0.45	37.95	0.9	E	71	106
C-AB	0.71	19.61	3.9	C	362	543
C-A					143	215
A-B					197	296
A-C					680	1020

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	49	12	488	0.100	48	0.0	0.1	8.961	A
B-A	58	14	303	0.191	57	0.0	0.3	15.967	C
C-AB	249	62	680	0.366	245	0.0	0.9	9.054	A
C-A	166	42			166				
A-B	162	40			162				
A-C	558	139			558				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	58	15	448	0.130	58	0.1	0.2	10.126	B
B-A	69	17	256	0.271	69	0.3	0.4	21.049	C
C-AB	337	84	689	0.488	334	0.9	1.5	11.150	B
C-A	159	40			159				
A-B	193	48			193				
A-C	666	167			666				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	72	18	378	0.189	71	0.2	0.3	12.852	B
B-A	85	21	190	0.446	83	0.4	0.8	36.328	E
C-AB	496	124	705	0.703	487	1.5	3.7	18.143	C
C-A	111	28			111				
A-B	237	59			237				
A-C	816	204			816				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	72	18	374	0.191	72	0.3	0.3	13.042	B
B-A	85	21	188	0.450	85	0.8	0.9	37.948	E
C-AB	501	125	709	0.706	500	3.7	3.9	19.606	C
C-A	106	26			106				
A-B	237	59			237				
A-C	816	204			816				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	58	15	445	0.131	59	0.3	0.2	10.235	B
B-A	69	17	253	0.273	71	0.9	0.4	21.826	C
C-AB	341	85	695	0.491	351	3.9	1.6	11.905	B
C-A	154	38			154				
A-B	193	48			193				
A-C	666	167			666				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	49	12	487	0.101	49	0.2	0.1	9.024	A
B-A	58	14	302	0.192	59	0.4	0.3	16.257	C
C-AB	251	63	682	0.368	254	1.6	0.9	9.328	A
C-A	164	41			164				
A-B	162	40			162				
A-C	558	139			558				

2035 Without Development, AM

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Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Existing R623/L7074 junction	T-Junction	Two-way		1.77	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	2035 Without Development	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.30

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	951	100.000
B		ONE HOUR	✓	91	100.000
C		ONE HOUR	✓	423	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	174	777
	B	67	0	24
	C	365	58	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	7	7	7
	B	7	7	7
	C	7	7	7

Results

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Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.07	11.29	0.1	B	22	33
B-A	0.30	22.74	0.5	C	61	92
C-AB	0.20	6.90	0.6	A	106	159
C-A					282	423
A-B					160	239
A-C					713	1069

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	18	5	462	0.039	18	0.0	0.0	8.882	A
B-A	50	13	348	0.145	50	0.0	0.2	13.199	B
C-AB	73	18	690	0.105	72	0.0	0.2	6.383	A
C-A	246	61			246				
A-B	131	33			131				
A-C	585	146			585				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22	5	427	0.050	22	0.0	0.1	9.721	A
B-A	60	15	306	0.197	60	0.2	0.3	16.034	C
C-AB	99	25	701	0.141	98	0.2	0.3	6.558	A
C-A	282	70			282				
A-B	156	39			156				
A-C	699	175			699				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	26	7	377	0.070	26	0.1	0.1	11.264	B
B-A	74	18	247	0.298	73	0.3	0.5	22.537	C
C-AB	146	36	719	0.203	145	0.3	0.6	6.887	A
C-A	320	80			320				
A-B	192	48			192				
A-C	855	214			855				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	26	7	376	0.070	26	0.1	0.1	11.287	B
B-A	74	18	247	0.298	74	0.5	0.5	22.738	C
C-AB	146	37	720	0.203	146	0.6	0.6	6.905	A
C-A	320	80			320				
A-B	192	48			192				
A-C	855	214			855				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22	5	427	0.051	22	0.1	0.1	9.746	A
B-A	60	15	306	0.197	61	0.5	0.3	16.186	C
C-AB	99	25	701	0.141	100	0.6	0.3	6.584	A
C-A	281	70			281				
A-B	156	39			156				
A-C	699	175			699				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	18	5	461	0.039	18	0.1	0.0	8.908	A
B-A	50	13	348	0.145	51	0.3	0.2	13.305	B
C-AB	73	18	690	0.106	74	0.3	0.2	6.410	A
C-A	245	61			245				
A-B	131	33			131				
A-C	585	146			585				

2040 Without Development, AM

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Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Existing R623/L7074 junction	T-Junction	Two-way		1.93	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	2040 Without Development	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.30

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	996	100.000
B		ONE HOUR	✓	95	100.000
C		ONE HOUR	✓	444	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	182	814
	B	70	0	25
	C	383	61	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	7	7	7
	B	7	7	7
	C	7	7	7

Results

RECEIVED: 30/01/2026

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.08	11.82	0.1	B	23	34
B-A	0.33	25.46	0.5	D	64	96
C-AB	0.22	7.03	0.6	A	116	174
C-A					291	437
A-B					167	251
A-C					747	1120

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19	5	454	0.041	19	0.0	0.0	9.068	A
B-A	53	13	338	0.156	52	0.0	0.2	13.782	B
C-AB	79	20	693	0.114	78	0.0	0.2	6.417	A
C-A	256	64			256				
A-B	137	34			137				
A-C	613	153			613				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22	6	417	0.054	22	0.0	0.1	9.996	A
B-A	63	16	293	0.215	63	0.2	0.3	17.081	C
C-AB	108	27	705	0.153	107	0.2	0.4	6.615	A
C-A	291	73			291				
A-B	164	41			164				
A-C	732	183			732				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	28	7	362	0.076	27	0.1	0.1	11.788	B
B-A	77	19	232	0.332	76	0.3	0.5	25.160	D
C-AB	162	40	725	0.223	161	0.4	0.6	7.009	A
C-A	327	82			327				
A-B	200	50			200				
A-C	896	224			896				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	28	7	361	0.076	28	0.1	0.1	11.822	B
B-A	77	19	232	0.332	77	0.5	0.5	25.464	D
C-AB	162	41	726	0.223	162	0.6	0.6	7.034	A
C-A	327	82			327				
A-B	200	50			200				
A-C	896	224			896				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22	6	416	0.054	23	0.1	0.1	10.028	B
B-A	63	16	293	0.215	64	0.5	0.3	17.288	C
C-AB	108	27	706	0.154	109	0.6	0.4	6.644	A
C-A	291	73			291				
A-B	164	41			164				
A-C	732	183			732				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19	5	453	0.042	19	0.1	0.0	9.094	A
B-A	53	13	337	0.156	53	0.3	0.2	13.906	B
C-AB	79	20	693	0.114	80	0.4	0.3	6.449	A
C-A	255	64			255				
A-B	137	34			137				
A-C	613	153			613				

2050 Without Development, AM

RECEIVED: 30/01/2026

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Existing R623/L7074 junction	T-Junction	Two-way		2.42	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	2050 Without Development	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.30

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1092	100.000
B		ONE HOUR	✓	103	100.000
C		ONE HOUR	✓	486	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	200	892
	B	76	0	27
	C	419	67	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	7	7	7
	B	7	7	7
	C	7	7	7

Results

RECEIVED: 30/01/2026

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.09	13.32	0.1	B	25	37
B-A	0.42	33.87	0.8	D	70	105
C-AB	0.27	7.39	0.9	A	140	211
C-A					306	458
A-B					184	275
A-C					819	1228

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	5	436	0.047	20	0.0	0.1	9.481	A
B-A	57	14	316	0.181	56	0.0	0.2	15.149	C
C-AB	92	23	698	0.132	91	0.0	0.3	6.502	A
C-A	274	68			274				
A-B	151	38			151				
A-C	672	168			672				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	24	6	395	0.061	24	0.1	0.1	10.641	B
B-A	68	17	267	0.256	68	0.2	0.4	19.740	C
C-AB	129	32	712	0.181	128	0.3	0.5	6.766	A
C-A	308	77			308				
A-B	180	45			180				
A-C	802	200			802				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30	7	328	0.091	30	0.1	0.1	13.228	B
B-A	84	21	200	0.418	82	0.4	0.7	33.043	D
C-AB	199	50	737	0.270	198	0.5	0.9	7.342	A
C-A	336	84			336				
A-B	220	55			220				
A-C	982	246			982				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30	7	326	0.091	30	0.1	0.1	13.319	B
B-A	84	21	200	0.419	84	0.7	0.8	33.867	D
C-AB	200	50	738	0.271	200	0.9	0.9	7.385	A
C-A	335	84			335				
A-B	220	55			220				
A-C	982	246			982				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	24	6	393	0.062	24	0.1	0.1	10.698	B
B-A	68	17	267	0.256	70	0.8	0.4	20.172	C
C-AB	129	32	714	0.181	131	0.9	0.5	6.814	A
C-A	307	77			307				
A-B	180	45			180				
A-C	802	200			802				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	5	435	0.047	20	0.1	0.1	9.515	A
B-A	57	14	316	0.181	58	0.4	0.2	15.346	C
C-AB	93	23	699	0.133	94	0.5	0.3	6.544	A
C-A	273	68			273				
A-B	151	38			151				
A-C	672	168			672				

2035 With Operational Traffic, AM

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Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Existing R623/L7074 junction	T-Junction	Two-way		2.23	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	2035 With Operational Traffic	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.30

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	978	100.000
B		ONE HOUR	✓	98	100.000
C		ONE HOUR	✓	449	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	201	777
	B	71	0	27
	C	365	84	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	7	7	7
	B	7	7	7
	C	7	7	7

Results

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Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.08	11.60	0.1	B	25	37
B-A	0.33	24.75	0.5	C	65	98
C-AB	0.30	7.93	0.9	A	155	232
C-A					257	386
A-B					184	277
A-C					713	1069

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	5	460	0.044	20	0.0	0.1	8.965	A
B-A	53	13	344	0.155	53	0.0	0.2	13.495	B
C-AB	106	26	686	0.154	104	0.0	0.3	6.787	A
C-A	232	58			232				
A-B	151	38			151				
A-C	585	146			585				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	24	6	424	0.057	24	0.1	0.1	9.857	A
B-A	64	16	299	0.213	63	0.2	0.3	16.694	C
C-AB	144	36	696	0.206	143	0.3	0.5	7.149	A
C-A	260	65			260				
A-B	181	45			181				
A-C	699	175			699				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30	7	371	0.080	30	0.1	0.1	11.568	B
B-A	78	20	238	0.329	77	0.3	0.5	24.459	C
C-AB	213	53	714	0.299	212	0.5	0.9	7.889	A
C-A	281	70			281				
A-B	221	55			221				
A-C	855	214			855				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30	7	370	0.080	30	0.1	0.1	11.602	B
B-A	78	20	237	0.329	78	0.5	0.5	24.753	C
C-AB	214	54	715	0.300	214	0.9	0.9	7.934	A
C-A	280	70			280				
A-B	221	55			221				
A-C	855	214			855				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	24	6	424	0.057	24	0.1	0.1	9.888	A
B-A	64	16	299	0.213	65	0.5	0.3	16.898	C
C-AB	144	36	697	0.207	146	0.9	0.5	7.198	A
C-A	259	65			259				
A-B	181	45			181				
A-C	699	175			699				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	5	459	0.044	20	0.1	0.1	8.989	A
B-A	53	13	344	0.155	54	0.3	0.2	13.623	B
C-AB	106	27	686	0.155	107	0.5	0.3	6.832	A
C-A	232	58			232				
A-B	151	38			151				
A-C	585	146			585				

2040 With Operational Traffic, AM

RECEIVED: 30/01/2026

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Existing R623/L7074 junction	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
D7	2040 With Operational Traffic	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.30

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1023	100.000
B		ONE HOUR	✓	102	100.000
C		ONE HOUR	✓	470	100.000

Origin-Destination Data

Demand (PCU/hr)

	To		
	A	B	C
From	A	0	209
	B	74	0
	C	383	87

Vehicle Mix

Heavy Vehicle Percentages

	To		
	A	B	C
From	A	7	7
	B	7	7
	C	7	7

Results

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Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.09	12.21	0.1	B	26	39
B-A	0.37	28.06	0.6	D	68	102
C-AB	0.32	8.17	1.0	A	167	251
C-A					264	396
A-B					192	288
A-C					747	1120

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	21	5	452	0.047	21	0.0	0.1	9.155	A
B-A	56	14	334	0.167	55	0.0	0.2	14.108	B
C-AB	113	28	688	0.164	111	0.0	0.4	6.835	A
C-A	241	60			241				
A-B	157	39			157				
A-C	613	153			613				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	25	6	414	0.061	25	0.1	0.1	10.147	B
B-A	67	17	287	0.232	66	0.2	0.3	17.842	C
C-AB	155	39	700	0.221	154	0.4	0.5	7.242	A
C-A	268	67			268				
A-B	188	47			188				
A-C	732	183			732				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	31	8	355	0.087	31	0.1	0.1	12.161	B
B-A	81	20	222	0.367	80	0.3	0.6	27.600	D
C-AB	233	58	720	0.324	231	0.5	1.0	8.112	A
C-A	284	71			284				
A-B	230	58			230				
A-C	896	224			896				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	31	8	354	0.087	31	0.1	0.1	12.212	B
B-A	81	20	222	0.367	81	0.6	0.6	28.064	D
C-AB	234	59	721	0.325	234	1.0	1.0	8.169	A
C-A	283	71			283				
A-B	230	58			230				
A-C	896	224			896				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	25	6	413	0.061	25	0.1	0.1	10.187	B
B-A	67	17	286	0.232	68	0.6	0.3	18.127	C
C-AB	156	39	701	0.222	157	1.0	0.6	7.302	A
C-A	267	67			267				
A-B	188	47			188				
A-C	732	183			732				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	21	5	451	0.047	21	0.1	0.1	9.182	A
B-A	56	14	333	0.167	56	0.3	0.2	14.264	B
C-AB	114	28	689	0.165	114	0.6	0.4	6.890	A
C-A	240	60			240				
A-B	157	39			157				
A-C	613	153			613				

2050 With Operational Traffic, AM

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Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Existing R623/L7074 junction	T-Junction	Two-way		3.21	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	2050 With Operational Traffic	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.30

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1118	100.000
B		ONE HOUR	✓	111	100.000
C		ONE HOUR	✓	512	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	226	892
	B	81	0	30
	C	419	93	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	7	7	7
	B	7	7	7
	C	7	7	7

Results

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Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.11	14.22	0.1	B	28	41
B-A	0.48	40.40	1.0	E	74	111
C-AB	0.38	8.83	1.4	A	197	295
C-A					273	410
A-B					207	311
A-C					819	1228

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23	6	433	0.052	22	0.0	0.1	9.594	A
B-A	61	15	312	0.195	60	0.0	0.3	15.595	C
C-AB	128	32	694	0.185	127	0.0	0.4	6.957	A
C-A	257	64			257				
A-B	170	43			170				
A-C	672	168			672				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	27	7	390	0.069	27	0.1	0.1	10.852	B
B-A	73	18	261	0.279	72	0.3	0.4	20.872	C
C-AB	180	45	708	0.254	179	0.4	0.7	7.479	A
C-A	280	70			280				
A-B	203	51			203				
A-C	802	200			802				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	33	8	316	0.105	33	0.1	0.1	13.952	B
B-A	89	22	190	0.470	87	0.4	0.9	37.720	E
C-AB	280	70	732	0.382	277	0.7	1.3	8.727	A
C-A	284	71			284				
A-B	249	62			249				
A-C	982	246			982				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	33	8	311	0.106	33	0.1	0.1	14.216	B
B-A	89	22	186	0.479	89	0.9	1.0	40.397	E
C-AB	281	70	734	0.384	281	1.3	1.4	8.825	A
C-A	282	71			282				
A-B	249	62			249				
A-C	982	246			982				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	27	7	388	0.070	27	0.1	0.1	10.955	B
B-A	73	18	256	0.285	75	1.0	0.5	22.076	C
C-AB	181	45	710	0.255	184	1.4	0.7	7.572	A
C-A	279	70			279				
A-B	203	51			203				
A-C	802	200			802				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23	6	432	0.052	23	0.1	0.1	9.633	A
B-A	61	15	311	0.196	62	0.5	0.3	15.843	C
C-AB	130	32	695	0.186	131	0.7	0.4	7.027	A
C-A	256	64			256				
A-B	170	43			170				
A-C	672	168			672				

2030 Without Development, PM

RECEIVED: 30/01/2026

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Existing R623/L7074 junction	T-Junction	Two-way		2.72	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	2030 Without Development	PM	ONE HOUR	15:15	16:45	15	✓

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.30

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	206	100.000
B		ONE HOUR	✓	200	100.000
C		ONE HOUR	✓	452	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	23	183
	B	110	0	90
	C	441	11	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	7	7	7
	B	7	7	7
	C	7	7	7

Results

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Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.18	8.49	0.2	A	83	124
B-A	0.29	13.34	0.4	B	101	151
C-AB	0.03	4.75	0.0	A	19	29
C-A					396	594
A-B					21	32
A-C					168	252

Main Results for each time segment

15:15 - 15:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	68	17	600	0.113	67	0.0	0.1	7.394	A
B-A	83	21	458	0.181	82	0.0	0.2	10.472	B
C-AB	14	3	844	0.016	14	0.0	0.0	4.749	A
C-A	327	82			327				
A-B	17	4			17				
A-C	138	34			138				

15:30 - 15:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	81	20	586	0.138	81	0.1	0.2	7.815	A
B-A	99	25	441	0.224	99	0.2	0.3	11.524	B
C-AB	18	5	881	0.020	18	0.0	0.0	4.574	A
C-A	388	97			388				
A-B	21	5			21				
A-C	165	41			165				

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	99	25	564	0.176	99	0.2	0.2	8.479	A
B-A	121	30	417	0.291	121	0.3	0.4	13.299	B
C-AB	25	6	931	0.027	25	0.0	0.0	4.354	A
C-A	472	118			472				
A-B	25	6			25				
A-C	201	50			201				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	99	25	564	0.176	99	0.2	0.2	8.494	A
B-A	121	30	417	0.291	121	0.4	0.4	13.341	B
C-AB	25	6	931	0.027	25	0.0	0.0	4.355	A
C-A	472	118			472				
A-B	25	6			25				
A-C	201	50			201				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	81	20	585	0.138	81	0.2	0.2	7.834	A
B-A	99	25	441	0.224	99	0.4	0.3	11.575	B
C-AB	18	5	881	0.020	18	0.0	0.0	4.575	A
C-A	388	97			388				
A-B	21	5			21				
A-C	165	41			165				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	68	17	600	0.113	68	0.2	0.1	7.427	A
B-A	83	21	458	0.181	83	0.3	0.2	10.535	B
C-AB	14	3	844	0.016	14	0.0	0.0	4.750	A
C-A	327	82			327				
A-B	17	4			17				
A-C	138	34			138				

2030 With Construction Traffic, PM

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Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Existing R623/L7074 junction	T-Junction	Two-way		6.50	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	2030 With Construction Traffic	PM	ONE HOUR	15:15	16:45	15	✓

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.30

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	220	100.000
B		ONE HOUR	✓	396	100.000
C		ONE HOUR	✓	494	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	37	183
	B	159	0	237
	C	441	53	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	7	7	7
	B	7	7	7
	C	7	7	7

Results

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Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.48	13.87	1.0	B	217	326
B-A	0.49	21.48	1.0	C	146	219
C-AB	0.13	5.09	0.3	A	92	138
C-A					361	542
A-B					34	51
A-C					168	252

Main Results for each time segment

15:15 - 15:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	178	45	617	0.289	177	0.0	0.4	8.926	A
B-A	120	30	415	0.288	118	0.0	0.4	13.198	B
C-AB	66	16	842	0.078	65	0.0	0.2	5.078	A
C-A	306	77			306				
A-B	28	7			28				
A-C	138	34			138				

15:30 - 15:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	213	53	591	0.360	212	0.4	0.6	10.391	B
B-A	143	36	394	0.363	142	0.4	0.6	15.655	C
C-AB	87	22	878	0.099	87	0.2	0.2	4.989	A
C-A	357	89			357				
A-B	33	8			33				
A-C	165	41			165				

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	261	65	547	0.477	259	0.6	1.0	13.657	B
B-A	175	44	359	0.488	173	0.6	1.0	21.106	C
C-AB	123	31	929	0.132	122	0.2	0.3	4.897	A
C-A	421	105			421				
A-B	41	10			41				
A-C	201	50			201				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	261	65	545	0.479	261	1.0	1.0	13.869	B
B-A	175	44	358	0.488	175	1.0	1.0	21.481	C
C-AB	123	31	929	0.132	123	0.3	0.3	4.902	A
C-A	421	105			421				
A-B	41	10			41				
A-C	201	50			201				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	213	53	590	0.361	214	1.0	0.6	10.562	B
B-A	143	36	393	0.363	144	1.0	0.6	15.949	C
C-AB	87	22	879	0.099	88	0.3	0.2	4.997	A
C-A	357	89			357				
A-B	33	8			33				
A-C	165	41			165				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	178	45	615	0.290	179	0.6	0.5	9.064	A
B-A	120	30	415	0.288	120	0.6	0.5	13.425	B
C-AB	66	17	843	0.079	66	0.2	0.2	5.089	A
C-A	306	76			306				
A-B	28	7			28				
A-C	138	34			138				

2035 Without Development, PM

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Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Existing R623/L7074 junction	T-Junction	Two-way		2.83	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	2035 Without Development	PM	ONE HOUR	15:15	16:45	15	✓

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.30

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	216	100.000
B		ONE HOUR	✓	211	100.000
C		ONE HOUR	✓	474	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	24	192
	B	116	0	95
	C	463	11	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	7	7	7
	B	7	7	7
	C	7	7	7

Results

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Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.19	8.72	0.3	A	87	131
B-A	0.31	13.95	0.5	B	106	160
C-AB	0.03	4.70	0.0	A	20	29
C-A					415	623
A-B					22	33
A-C					176	264

Main Results for each time segment

15:15 - 15:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	72	18	597	0.120	71	0.0	0.1	7.498	A
B-A	87	22	454	0.193	86	0.0	0.3	10.717	B
C-AB	14	3	854	0.016	14	0.0	0.0	4.699	A
C-A	343	86			343				
A-B	18	5			18				
A-C	145	36			145				

15:30 - 15:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	85	21	581	0.147	85	0.1	0.2	7.958	A
B-A	104	26	436	0.239	104	0.3	0.3	11.888	B
C-AB	19	5	892	0.021	19	0.0	0.0	4.518	A
C-A	408	102			408				
A-B	22	5			22				
A-C	173	43			173				

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	105	26	557	0.188	104	0.2	0.3	8.705	A
B-A	128	32	410	0.311	127	0.3	0.5	13.901	B
C-AB	26	7	946	0.028	26	0.0	0.0	4.293	A
C-A	496	124			496				
A-B	26	7			26				
A-C	211	53			211				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	105	26	557	0.188	105	0.3	0.3	8.721	A
B-A	128	32	410	0.311	128	0.5	0.5	13.952	B
C-AB	26	7	946	0.028	26	0.0	0.0	4.293	A
C-A	496	124			496				
A-B	26	7			26				
A-C	211	53			211				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	85	21	580	0.147	86	0.3	0.2	7.982	A
B-A	104	26	436	0.239	105	0.5	0.4	11.948	B
C-AB	19	5	892	0.021	19	0.0	0.0	4.519	A
C-A	408	102			408				
A-B	22	5			22				
A-C	173	43			173				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	72	18	596	0.120	72	0.2	0.2	7.532	A
B-A	87	22	454	0.192	88	0.4	0.3	10.792	B
C-AB	14	4	854	0.016	14	0.0	0.0	4.701	A
C-A	343	86			343				
A-B	18	5			18				
A-C	145	36			145				

2040 Without Development, PM

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Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Existing R623/L7074 junction	T-Junction	Two-way		2.93	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	2040 Without Development	PM	ONE HOUR	15:15	16:45	15	✓

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.30

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	226	100.000
B		ONE HOUR	✓	220	100.000
C		ONE HOUR	✓	497	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	25	201
	B	121	0	99
	C	485	12	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	7	7	7
	B	7	7	7
	C	7	7	7

Results

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Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.20	8.94	0.3	A	91	136
B-A	0.33	14.58	0.5	B	111	167
C-AB	0.03	4.66	0.0	A	22	33
C-A					434	651
A-B					23	34
A-C					184	277

Main Results for each time segment

15:15 - 15:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	75	19	593	0.126	74	0.0	0.2	7.589	A
B-A	91	23	449	0.203	90	0.0	0.3	10.959	B
C-AB	16	4	863	0.018	16	0.0	0.0	4.656	A
C-A	359	90			359				
A-B	19	5			19				
A-C	151	38			151				

15:30 - 15:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	89	22	576	0.154	89	0.2	0.2	8.091	A
B-A	109	27	430	0.253	108	0.3	0.4	12.249	B
C-AB	21	5	903	0.023	21	0.0	0.0	4.472	A
C-A	426	106			426				
A-B	22	6			22				
A-C	181	45			181				

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	109	27	551	0.198	109	0.2	0.3	8.917	A
B-A	133	33	404	0.330	133	0.4	0.5	14.514	B
C-AB	30	7	960	0.031	30	0.0	0.0	4.244	A
C-A	517	129			517				
A-B	28	7			28				
A-C	221	55			221				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	109	27	551	0.198	109	0.3	0.3	8.937	A
B-A	133	33	404	0.330	133	0.5	0.5	14.579	B
C-AB	30	7	960	0.031	30	0.0	0.0	4.244	A
C-A	517	129			517				
A-B	28	7			28				
A-C	221	55			221				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	89	22	576	0.155	89	0.3	0.2	8.118	A
B-A	109	27	430	0.253	109	0.5	0.4	12.320	B
C-AB	21	5	903	0.023	21	0.0	0.0	4.473	A
C-A	426	106			426				
A-B	22	6			22				
A-C	181	45			181				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	75	19	592	0.126	75	0.2	0.2	7.626	A
B-A	91	23	449	0.203	91	0.4	0.3	11.040	B
C-AB	16	4	863	0.018	16	0.0	0.0	4.659	A
C-A	358	90			358				
A-B	19	5			19				
A-C	151	38			151				

2050 Without Development, PM

RECEIVED: 30/01/2026

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Existing R623/L7074 junction	T-Junction	Two-way		3.21	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	2050 Without Development	PM	ONE HOUR	15:15	16:45	15	✓

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.30

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	247	100.000
B		ONE HOUR	✓	242	100.000
C		ONE HOUR	✓	544	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	27	220
	B	133	0	109
	C	531	13	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	7	7	7
	B	7	7	7
	C	7	7	7

Results

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Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.22	9.51	0.3	A	100	150
B-A	0.38	16.19	0.7	C	122	183
C-AB	0.04	4.56	0.1	A	26	39
C-A					473	710
A-B					25	37
A-C					202	303

Main Results for each time segment

15:15 - 15:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	82	21	585	0.140	81	0.0	0.2	7.817	A
B-A	100	25	440	0.228	99	0.0	0.3	11.533	B
C-AB	18	4	883	0.020	18	0.0	0.0	4.563	A
C-A	392	98			392				
A-B	20	5			20				
A-C	166	41			166				

15:30 - 15:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	98	24	566	0.173	98	0.2	0.2	8.423	A
B-A	120	30	419	0.285	119	0.3	0.4	13.134	B
C-AB	24	6	927	0.026	24	0.0	0.0	4.371	A
C-A	465	116			465				
A-B	24	6			24				
A-C	198	49			198				

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	120	30	536	0.224	120	0.2	0.3	9.479	A
B-A	146	37	390	0.376	146	0.4	0.6	16.094	C
C-AB	35	9	989	0.035	35	0.0	0.1	4.134	A
C-A	564	141			564				
A-B	30	7			30				
A-C	242	61			242				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	120	30	535	0.224	120	0.3	0.3	9.509	A
B-A	146	37	390	0.375	146	0.6	0.7	16.195	C
C-AB	35	9	989	0.035	35	0.1	0.1	4.136	A
C-A	564	141			564				
A-B	30	7			30				
A-C	242	61			242				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	98	24	565	0.173	98	0.3	0.2	8.458	A
B-A	120	30	419	0.285	120	0.6	0.4	13.237	B
C-AB	24	6	927	0.026	24	0.1	0.0	4.371	A
C-A	465	116			465				
A-B	24	6			24				
A-C	198	49			198				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	82	21	584	0.140	82	0.2	0.2	7.864	A
B-A	100	25	440	0.228	101	0.4	0.3	11.641	B
C-AB	18	4	883	0.020	18	0.0	0.0	4.564	A
C-A	392	98			392				
A-B	20	5			20				
A-C	166	41			166				

2035 With Operational Traffic, PM

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Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Existing R623/L7074 junction	T-Junction	Two-way		3.70	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	2035 With Operational Traffic	PM	ONE HOUR	15:15	16:45	15	✓

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.30

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	220	100.000
B		ONE HOUR	✓	263	100.000
C		ONE HOUR	✓	477	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	28	192
	B	143	0	120
	C	463	14	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	7	7	7
	B	7	7	7
	C	7	7	7

Results

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Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.24	9.67	0.4	A	110	165
B-A	0.39	15.83	0.7	C	131	197
C-AB	0.04	4.73	0.1	A	25	38
C-A					413	619
A-B					26	39
A-C					176	264

Main Results for each time segment

15:15 - 15:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	90	23	590	0.153	90	0.0	0.2	7.877	A
B-A	108	27	451	0.239	106	0.0	0.3	11.403	B
C-AB	18	4	853	0.021	18	0.0	0.0	4.724	A
C-A	341	85			341				
A-B	21	5			21				
A-C	145	36			145				

15:30 - 15:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	108	27	571	0.189	108	0.2	0.3	8.516	A
B-A	129	32	433	0.297	128	0.3	0.5	12.933	B
C-AB	24	6	891	0.027	24	0.0	0.0	4.548	A
C-A	405	101			405				
A-B	25	6			25				
A-C	173	43			173				

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	132	33	541	0.244	132	0.3	0.3	9.637	A
B-A	157	39	407	0.387	157	0.5	0.7	15.727	C
C-AB	34	8	945	0.036	34	0.0	0.1	4.330	A
C-A	492	123			492				
A-B	31	8			31				
A-C	211	53			211				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	132	33	540	0.245	132	0.3	0.4	9.671	A
B-A	157	39	407	0.387	157	0.7	0.7	15.829	C
C-AB	34	8	945	0.036	34	0.1	0.1	4.331	A
C-A	492	123			492				
A-B	31	8			31				
A-C	211	53			211				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	108	27	570	0.189	108	0.4	0.3	8.555	A
B-A	129	32	433	0.297	129	0.7	0.5	13.039	B
C-AB	24	6	891	0.027	24	0.1	0.0	4.551	A
C-A	405	101			405				
A-B	25	6			25				
A-C	173	43			173				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	90	23	589	0.153	91	0.3	0.2	7.926	A
B-A	108	27	451	0.239	108	0.5	0.3	11.519	B
C-AB	18	4	853	0.021	18	0.0	0.0	4.726	A
C-A	341	85			341				
A-B	21	5			21				
A-C	145	36			145				

2040 With Operational Traffic, PM

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Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Existing R623/L7074 junction	T-Junction	Two-way		3.85	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
D15	2040 With Operational Traffic	PM	ONE HOUR	15:15	16:45	15	✓

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.30

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	230	100.000
B		ONE HOUR	✓	273	100.000
C		ONE HOUR	✓	500	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	29	201
	B	148	0	125
	C	485	15	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	7	7	7
	B	7	7	7
	C	7	7	7

Results

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Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.26	9.99	0.4	A	115	172
B-A	0.41	16.67	0.7	C	136	204
C-AB	0.04	4.68	0.1	A	28	42
C-A					431	647
A-B					27	40
A-C					184	277

Main Results for each time segment

15:15 - 15:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	94	24	587	0.160	93	0.0	0.2	7.987	A
B-A	111	28	446	0.250	110	0.0	0.4	11.689	B
C-AB	20	5	862	0.023	19	0.0	0.0	4.681	A
C-A	357	89			357				
A-B	22	5			22				
A-C	151	38			151				

15:30 - 15:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	112	28	566	0.198	112	0.2	0.3	8.686	A
B-A	133	33	427	0.312	133	0.4	0.5	13.379	B
C-AB	26	7	902	0.029	26	0.0	0.0	4.502	A
C-A	423	106			423				
A-B	26	7			26				
A-C	181	45			181				

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	138	34	534	0.258	137	0.3	0.4	9.946	A
B-A	163	41	399	0.408	162	0.5	0.7	16.548	C
C-AB	37	9	959	0.039	37	0.0	0.1	4.282	A
C-A	513	128			513				
A-B	32	8			32				
A-C	221	55			221				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	138	34	533	0.258	138	0.4	0.4	9.988	A
B-A	163	41	399	0.408	163	0.7	0.7	16.674	C
C-AB	37	9	959	0.039	37	0.1	0.1	4.282	A
C-A	513	128			513				
A-B	32	8			32				
A-C	221	55			221				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	112	28	565	0.199	113	0.4	0.3	8.733	A
B-A	133	33	427	0.312	134	0.7	0.5	13.508	B
C-AB	26	7	903	0.029	26	0.1	0.0	4.505	A
C-A	423	106			423				
A-B	26	7			26				
A-C	181	45			181				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	94	24	585	0.161	94	0.3	0.2	8.044	A
B-A	111	28	446	0.250	112	0.5	0.4	11.818	B
C-AB	20	5	862	0.023	20	0.0	0.0	4.682	A
C-A	357	89			357				
A-B	22	5			22				
A-C	151	38			151				

2050 With Operational Traffic, PM

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Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Existing R623/L7074 junction	T-Junction	Two-way		4.23	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
D16	2050 With Operational Traffic	PM	ONE HOUR	15:15	16:45	15	✓

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.30

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	251	100.000
B		ONE HOUR	✓	294	100.000
C		ONE HOUR	✓	547	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	31	220
	B	160	0	134
	C	531	16	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	7	7	7
	B	7	7	7
	C	7	7	7

Results

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Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.29	10.79	0.4	B	123	184
B-A	0.46	18.83	0.9	C	147	220
C-AB	0.04	4.59	0.1	A	32	48
C-A					470	705
A-B					28	43
A-C					202	303

Main Results for each time segment

15:15 - 15:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	101	25	578	0.175	100	0.0	0.2	8.246	A
B-A	120	30	437	0.275	119	0.0	0.4	12.325	B
C-AB	22	6	882	0.025	22	0.0	0.0	4.588	A
C-A	390	97			390				
A-B	23	6			23				
A-C	166	41			166				

15:30 - 15:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	120	30	554	0.217	120	0.2	0.3	9.090	A
B-A	144	36	416	0.346	143	0.4	0.6	14.424	B
C-AB	30	7	926	0.032	30	0.0	0.0	4.401	A
C-A	462	115			462				
A-B	28	7			28				
A-C	198	49			198				

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	148	37	514	0.287	147	0.3	0.4	10.727	B
B-A	176	44	385	0.457	175	0.6	0.9	18.498	C
C-AB	43	11	989	0.044	43	0.0	0.1	4.173	A
C-A	559	140			559				
A-B	34	9			34				
A-C	242	61			242				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	148	37	513	0.288	148	0.4	0.4	10.793	B
B-A	176	44	386	0.457	176	0.9	0.9	18.826	C
C-AB	43	11	989	0.044	43	0.1	0.1	4.175	A
C-A	559	140			559				
A-B	34	9			34				
A-C	242	61			242				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	120	30	553	0.218	121	0.4	0.3	9.153	A
B-A	144	36	416	0.345	145	0.9	0.6	14.614	B
C-AB	30	7	926	0.032	30	0.1	0.0	4.402	A
C-A	462	115			462				
A-B	28	7			28				
A-C	198	49			198				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	101	25	576	0.175	101	0.3	0.2	8.315	A
B-A	120	30	438	0.275	121	0.6	0.4	12.493	B
C-AB	22	6	882	0.025	22	0.0	0.0	4.589	A
C-A	390	97			390				
A-B	23	6			23				
A-C	166	41			166				

Junctions 9	
PICADY 9 - Priority Intersection Module	
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Filename: cara_entry.j9

Path: \\192.168.1.33\trsa\projects\T250410_Cork_LI_Cara_EIAR_MMP\picady

Report generation date: 06/11/2025 13:00:04

-
- »2030 Without Development, AM
 - »2030 With Construction Traffic, AM
 - »2035 Without Development, AM
 - »2040 Without Development, AM
 - »2050 Without Development, AM
 - »2035 With Operational Traffic, AM
 - »2040 With Operational Traffic, AM
 - »2050 With Operational Traffic, AM
 - »2030 Without Development, PM
 - »2030 With Construction Traffic, PM
 - »2035 Without Development, PM
 - »2040 Without Development, PM
 - »2050 Without Development, PM
 - »2035 With Operational Traffic, PM
 - »2040 With Operational Traffic, PM
 - »2050 With Operational Traffic, PM

Summary of junction performance

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	AM				PM			
	Set ID	Queue (PCU)	Delay (s)	RFC	Set ID	Queue (PCU)	Delay (s)	RFC
	2030 Without Development							
Stream B-AC	D1	0.0	7.98	0.03	D9	0.0	8.08	0.02
Stream C-AB		0.0	0.00	0.00		0.0	5.63	0.00
	2030 With Construction Traffic							
Stream B-AC	D2	0.0	8.32	0.03	D10	0.0	8.17	0.02
Stream C-AB		0.0	0.00	0.00		0.0	5.71	0.00
	2035 Without Development							
Stream B-AC	D3	0.0	7.89	0.03	D11	0.0	8.10	0.02
Stream C-AB		0.0	0.00	0.00		0.0	5.62	0.00
	2040 Without Development							
Stream B-AC	D4	0.0	7.95	0.03	D12	0.0	8.11	0.02
Stream C-AB		0.0	0.00	0.00		0.0	5.61	0.00
	2050 Without Development							
Stream B-AC	D5	0.0	8.04	0.03	D13	0.0	8.17	0.03
Stream C-AB		0.0	0.00	0.00		0.0	5.60	0.01
	2035 With Operational Traffic							
Stream B-AC	D6	0.0	8.07	0.03	D14	0.0	8.15	0.03
Stream C-AB		0.0	0.00	0.00		0.0	5.63	0.00
	2040 With Operational Traffic							
Stream B-AC	D7	0.0	8.13	0.04	D15	0.0	8.16	0.03
Stream C-AB		0.0	0.00	0.00		0.0	5.62	0.00
	2050 With Operational Traffic							
Stream B-AC	D8	0.0	8.21	0.04	D16	0.0	8.22	0.03
Stream C-AB		0.0	0.00	0.00		0.0	5.61	0.01

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

File summary

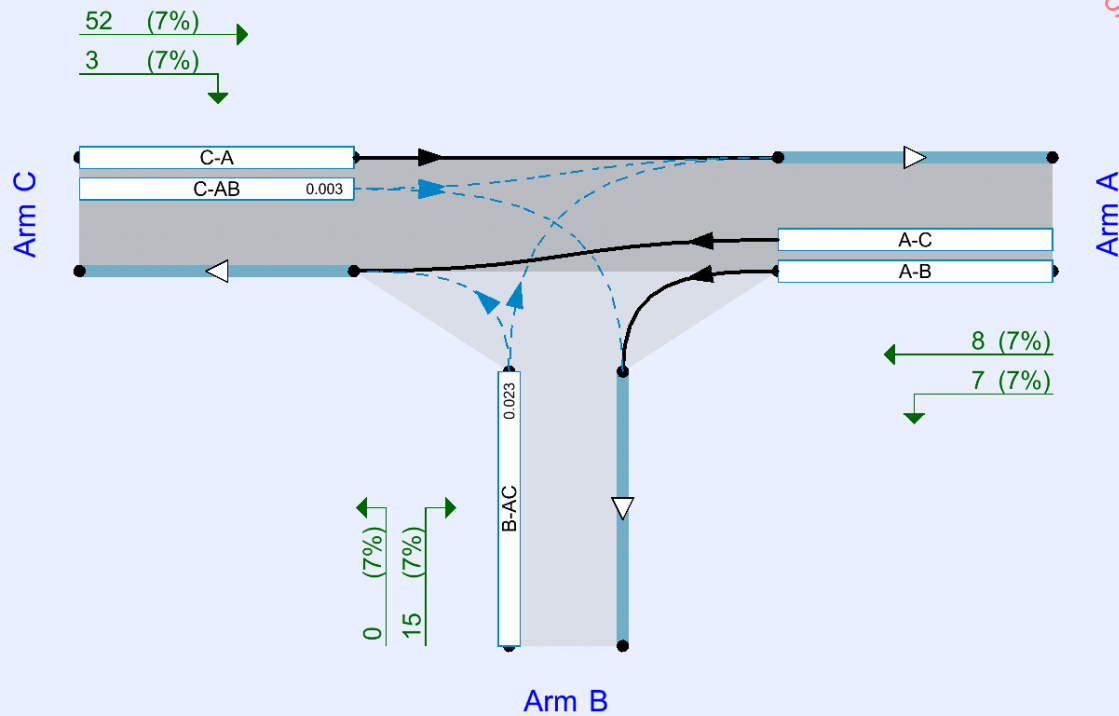
File Description

Title	Existing L7074/Cara Partners Site Entrance junction
Location	Little Island, Co. Cork
Site number	
Date	06/11/2025
Version	EIAR
Status	Final
Identifier	
Client	Sustech
Jobnumber	25410
Enumerator	TTRSA
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	PCU	PCU	perHour	s	-Min	perMin

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

The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2030 Without Development	AM	ONE HOUR	06:45	08:15	15	✓
D2	2030 With Construction Traffic	AM	ONE HOUR	06:45	08:15	15	✓
D3	2035 Without Development	AM	ONE HOUR	06:45	08:15	15	✓
D4	2040 Without Development	AM	ONE HOUR	06:45	08:15	15	✓
D5	2050 Without Development	AM	ONE HOUR	06:45	08:15	15	✓
D6	2035 With Operational Traffic	AM	ONE HOUR	06:45	08:15	15	✓
D7	2040 With Operational Traffic	AM	ONE HOUR	06:45	08:15	15	✓
D8	2050 With Operational Traffic	AM	ONE HOUR	06:45	08:15	15	✓
D9	2030 Without Development	PM	ONE HOUR	15:15	16:45	15	✓
D10	2030 With Construction Traffic	PM	ONE HOUR	15:15	16:45	15	✓
D11	2035 Without Development	PM	ONE HOUR	15:15	16:45	15	✓
D12	2040 Without Development	PM	ONE HOUR	15:15	16:45	15	✓
D13	2050 Without Development	PM	ONE HOUR	15:15	16:45	15	✓
D14	2035 With Operational Traffic	PM	ONE HOUR	15:15	16:45	15	✓
D15	2040 With Operational Traffic	PM	ONE HOUR	15:15	16:45	15	✓
D16	2050 With Operational Traffic	PM	ONE HOUR	15:15	16:45	15	✓

Analysis Set Details

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

2030 Without Development, AM

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Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Existing L7074/Cara Partners Site Entrance junction	T-Junction	Two-way		0.67	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	L7074 to/from R623		Major
B	Cara Partners Site Entrance		Minor
C	L7074 to/from West (Cul-de-sac)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.50			190.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.30	20	20

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	509	0.091	0.229	0.144	0.327
B-C	656	0.098	0.249	-	-
C-B	684	0.259	0.259	-	-

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	2030 Without Development	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.30

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Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	111	100.000
B		ONE HOUR	✓	12	100.000
C		ONE HOUR	✓	20	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	67	44
	B	10	0	2
	C	20	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	7	7	7
	B	7	7	7
	C	7	7	7

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.03	7.98	0.0	A	11	17
C-AB	0.00	0.00	0.0	A	0	0
C-A					18	28
A-B					61	92
A-C					40	61

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	9	2	514	0.018	9	0.0	0.0	7.810	A
C-AB	0	0	662	0.000	0	0.0	0.0	0.000	A
C-A	15	4			15				
A-B	50	13			50				
A-C	33	8			33				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	3	511	0.021	11	0.0	0.0	7.882	A
C-AB	0	0	658	0.000	0	0.0	0.0	0.000	A
C-A	18	4			18				
A-B	60	15			60				
A-C	40	10			40				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	3	508	0.026	13	0.0	0.0	7.982	A
C-AB	0	0	652	0.000	0	0.0	0.0	0.000	A
C-A	22	6			22				
A-B	74	18			74				
A-C	48	12			48				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	3	508	0.026	13	0.0	0.0	7.982	A
C-AB	0	0	652	0.000	0	0.0	0.0	0.000	A
C-A	22	6			22				
A-B	74	18			74				
A-C	48	12			48				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	3	511	0.021	11	0.0	0.0	7.883	A
C-AB	0	0	658	0.000	0	0.0	0.0	0.000	A
C-A	18	4			18				
A-B	60	15			60				
A-C	40	10			40				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	9	2	514	0.018	9	0.0	0.0	7.814	A
C-AB	0	0	662	0.000	0	0.0	0.0	0.000	A
C-A	15	4			15				
A-B	50	13			50				
A-C	33	8			33				

2030 With Construction Traffic, AM

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Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Existing L7074/Cara Partners Site Entrance junction	T-Junction	Two-way		0.29	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	2030 With Construction Traffic	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.30

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	307	100.000
B		ONE HOUR	✓	12	100.000
C		ONE HOUR	✓	20	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	263	44
	B	10	0	2
	C	20	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	7	7	7
	B	7	7	7
	C	7	7	7

Results

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Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.03	8.32	0.0	A	11	17
C-AB	0.00	0.00	0.0	A	0	0
C-A					18	28
A-B					241	362
A-C					40	61

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	9	2	501	0.018	9	0.0	0.0	8.026	A
C-AB	0	0	624	0.000	0	0.0	0.0	0.000	A
C-A	15	4			15				
A-B	198	50			198				
A-C	33	8			33				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	3	495	0.022	11	0.0	0.0	8.147	A
C-AB	0	0	612	0.000	0	0.0	0.0	0.000	A
C-A	18	4			18				
A-B	236	59			236				
A-C	40	10			40				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	3	488	0.027	13	0.0	0.0	8.317	A
C-AB	0	0	596	0.000	0	0.0	0.0	0.000	A
C-A	22	6			22				
A-B	290	72			290				
A-C	48	12			48				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	3	488	0.027	13	0.0	0.0	8.317	A
C-AB	0	0	596	0.000	0	0.0	0.0	0.000	A
C-A	22	6			22				
A-B	290	72			290				
A-C	48	12			48				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	3	495	0.022	11	0.0	0.0	8.149	A
C-AB	0	0	612	0.000	0	0.0	0.0	0.000	A
C-A	18	4			18				
A-B	236	59			236				
A-C	40	10			40				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	9	2	501	0.018	9	0.0	0.0	8.028	A
C-AB	0	0	624	0.000	0	0.0	0.0	0.000	A
C-A	15	4			15				
A-B	198	50			198				
A-C	33	8			33				

2035 Without Development, AM

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Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Existing L7074/Cara Partners Site Entrance junction	T-Junction	Two-way		0.68	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	2035 Without Development	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.30

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	117	100.000
B		ONE HOUR	✓	13	100.000
C		ONE HOUR	✓	21	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	71	46
	B	10	0	3
	C	21	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	7	7	7
	B	7	7	7
	C	7	7	7

Results

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Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.03	7.89	0.0	A	12	18
C-AB	0.00	0.00	0.0	A	0	0
C-A					19	29
A-B					65	98
A-C					42	63

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	2	521	0.019	10	0.0	0.0	7.710	A
C-AB	0	0	661	0.000	0	0.0	0.0	0.000	A
C-A	16	4			16				
A-B	53	13			53				
A-C	35	9			35				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12	3	519	0.023	12	0.0	0.0	7.785	A
C-AB	0	0	657	0.000	0	0.0	0.0	0.000	A
C-A	19	5			19				
A-B	64	16			64				
A-C	41	10			41				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	4	515	0.028	14	0.0	0.0	7.889	A
C-AB	0	0	651	0.000	0	0.0	0.0	0.000	A
C-A	23	6			23				
A-B	78	20			78				
A-C	51	13			51				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	4	515	0.028	14	0.0	0.0	7.889	A
C-AB	0	0	651	0.000	0	0.0	0.0	0.000	A
C-A	23	6			23				
A-B	78	20			78				
A-C	51	13			51				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12	3	519	0.023	12	0.0	0.0	7.787	A
C-AB	0	0	657	0.000	0	0.0	0.0	0.000	A
C-A	19	5			19				
A-B	64	16			64				
A-C	41	10			41				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	2	521	0.019	10	0.0	0.0	7.712	A
C-AB	0	0	661	0.000	0	0.0	0.0	0.000	A
C-A	16	4			16				
A-B	53	13			53				
A-C	35	9			35				

2040 Without Development, AM

RECEIVED: 30/01/2026

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Existing L7074/Cara Partners Site Entrance junction	T-Junction	Two-way		0.70	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	2040 Without Development	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.30

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	122	100.000
B		ONE HOUR	✓	14	100.000
C		ONE HOUR	✓	22	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	74	48
	B	11	0	3
	C	22	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	7	7	7
	B	7	7	7
	C	7	7	7

Results

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Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.03	7.95	0.0	A	13	19
C-AB	0.00	0.00	0.0	A	0	0
C-A					20	30
A-B					68	102
A-C					44	66

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	3	519	0.020	10	0.0	0.0	7.763	A
C-AB	0	0	660	0.000	0	0.0	0.0	0.000	A
C-A	17	4			17				
A-B	56	14			56				
A-C	36	9			36				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	3	516	0.024	13	0.0	0.0	7.843	A
C-AB	0	0	656	0.000	0	0.0	0.0	0.000	A
C-A	20	5			20				
A-B	67	17			67				
A-C	43	11			43				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	15	4	511	0.030	15	0.0	0.0	7.955	A
C-AB	0	0	649	0.000	0	0.0	0.0	0.000	A
C-A	24	6			24				
A-B	81	20			81				
A-C	53	13			53				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	15	4	511	0.030	15	0.0	0.0	7.955	A
C-AB	0	0	649	0.000	0	0.0	0.0	0.000	A
C-A	24	6			24				
A-B	81	20			81				
A-C	53	13			53				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	3	516	0.024	13	0.0	0.0	7.844	A
C-AB	0	0	656	0.000	0	0.0	0.0	0.000	A
C-A	20	5			20				
A-B	67	17			67				
A-C	43	11			43				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	3	519	0.020	11	0.0	0.0	7.765	A
C-AB	0	0	660	0.000	0	0.0	0.0	0.000	A
C-A	17	4			17				
A-B	56	14			56				
A-C	36	9			36				

2050 Without Development, AM

RECEIVED: 30/01/2026

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Existing L7074/Cara Partners Site Entrance junction	T-Junction	Two-way		0.70	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	2050 Without Development	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.30

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	134	100.000
B		ONE HOUR	✓	15	100.000
C		ONE HOUR	✓	24	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	81	53
	B	12	0	3
	C	24	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	7	7	7
	B	7	7	7
	C	7	7	7

Results

RECEIVED: 30/01/2026

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.03	8.04	0.0	A	14	21
C-AB	0.00	0.00	0.0	A	0	0
C-A					22	33
A-B					74	111
A-C					49	73

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	3	515	0.022	11	0.0	0.0	7.827	A
C-AB	0	0	658	0.000	0	0.0	0.0	0.000	A
C-A	18	5			18				
A-B	61	15			61				
A-C	40	10			40				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	3	512	0.026	13	0.0	0.0	7.915	A
C-AB	0	0	653	0.000	0	0.0	0.0	0.000	A
C-A	22	5			22				
A-B	73	18			73				
A-C	48	12			48				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	4	507	0.033	16	0.0	0.0	8.039	A
C-AB	0	0	646	0.000	0	0.0	0.0	0.000	A
C-A	26	7			26				
A-B	89	22			89				
A-C	58	15			58				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	4	507	0.033	17	0.0	0.0	8.039	A
C-AB	0	0	646	0.000	0	0.0	0.0	0.000	A
C-A	26	7			26				
A-B	89	22			89				
A-C	58	15			58				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	3	512	0.026	14	0.0	0.0	7.917	A
C-AB	0	0	653	0.000	0	0.0	0.0	0.000	A
C-A	22	5			22				
A-B	73	18			73				
A-C	48	12			48				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	3	515	0.022	11	0.0	0.0	7.830	A
C-AB	0	0	658	0.000	0	0.0	0.0	0.000	A
C-A	18	5			18				
A-B	61	15			61				
A-C	40	10			40				

2035 With Operational Traffic, AM

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Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Existing L7074/Cara Partners Site Entrance junction	T-Junction	Two-way		0.59	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	2035 With Operational Traffic	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.30

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	169	100.000
B		ONE HOUR	✓	15	100.000
C		ONE HOUR	✓	21	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	123	46
	B	12	0	3
	C	21	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	7	7	7
	B	7	7	7
	C	7	7	7

Results

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Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.03	8.07	0.0	A	14	21
C-AB	0.00	0.00	0.0	A	0	0
C-A					19	29
A-B					113	169
A-C					42	63

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	3	514	0.022	11	0.0	0.0	7.849	A
C-AB	0	0	651	0.000	0	0.0	0.0	0.000	A
C-A	16	4			16				
A-B	93	23			93				
A-C	35	9			35				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	3	510	0.026	13	0.0	0.0	7.942	A
C-AB	0	0	645	0.000	0	0.0	0.0	0.000	A
C-A	19	5			19				
A-B	111	28			111				
A-C	41	10			41				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	4	505	0.033	16	0.0	0.0	8.072	A
C-AB	0	0	636	0.000	0	0.0	0.0	0.000	A
C-A	23	6			23				
A-B	135	34			135				
A-C	51	13			51				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	4	505	0.033	17	0.0	0.0	8.072	A
C-AB	0	0	636	0.000	0	0.0	0.0	0.000	A
C-A	23	6			23				
A-B	135	34			135				
A-C	51	13			51				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	3	510	0.026	14	0.0	0.0	7.944	A
C-AB	0	0	645	0.000	0	0.0	0.0	0.000	A
C-A	19	5			19				
A-B	111	28			111				
A-C	41	10			41				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	3	514	0.022	11	0.0	0.0	7.852	A
C-AB	0	0	651	0.000	0	0.0	0.0	0.000	A
C-A	16	4			16				
A-B	93	23			93				
A-C	35	9			35				

2040 With Operational Traffic, AM

RECEIVED: 30/01/2026

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Existing L7074/Cara Partners Site Entrance junction	T-Junction	Two-way		0.61	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	2040 With Operational Traffic	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.30

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	174	100.000
B		ONE HOUR	✓	16	100.000
C		ONE HOUR	✓	22	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	126	48
	B	13	0	3
	C	22	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	7	7	7
	B	7	7	7
	C	7	7	7

Results

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Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.04	8.13	0.0	A	15	22
C-AB	0.00	0.00	0.0	A	0	0
C-A					20	30
A-B					116	173
A-C					44	66

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12	3	512	0.024	12	0.0	0.0	7.893	A
C-AB	0	0	650	0.000	0	0.0	0.0	0.000	A
C-A	17	4			17				
A-B	95	24			95				
A-C	36	9			36				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	4	508	0.028	14	0.0	0.0	7.994	A
C-AB	0	0	643	0.000	0	0.0	0.0	0.000	A
C-A	20	5			20				
A-B	113	28			113				
A-C	43	11			43				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	18	4	503	0.035	18	0.0	0.0	8.133	A
C-AB	0	0	634	0.000	0	0.0	0.0	0.000	A
C-A	24	6			24				
A-B	139	35			139				
A-C	53	13			53				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	18	4	503	0.035	18	0.0	0.0	8.133	A
C-AB	0	0	634	0.000	0	0.0	0.0	0.000	A
C-A	24	6			24				
A-B	139	35			139				
A-C	53	13			53				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	4	508	0.028	14	0.0	0.0	7.996	A
C-AB	0	0	643	0.000	0	0.0	0.0	0.000	A
C-A	20	5			20				
A-B	113	28			113				
A-C	43	11			43				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12	3	512	0.024	12	0.0	0.0	7.899	A
C-AB	0	0	650	0.000	0	0.0	0.0	0.000	A
C-A	17	4			17				
A-B	95	24			95				
A-C	36	9			36				

2050 With Operational Traffic, AM

RECEIVED: 30/01/2026

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Existing L7074/Cara Partners Site Entrance junction	T-Junction	Two-way		0.61	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	2050 With Operational Traffic	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.30

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	187	100.000
B		ONE HOUR	✓	17	100.000
C		ONE HOUR	✓	24	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	134	53
	B	14	0	3
	C	24	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	7	7	7
	B	7	7	7
	C	7	7	7

Results

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Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.04	8.21	0.0	A	16	23
C-AB	0.00	0.00	0.0	A	0	0
C-A					22	33
A-B					123	184
A-C					49	73

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	3	509	0.025	13	0.0	0.0	7.953	A
C-AB	0	0	647	0.000	0	0.0	0.0	0.000	A
C-A	18	5			18				
A-B	101	25			101				
A-C	40	10			40				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	15	4	505	0.030	15	0.0	0.0	8.063	A
C-AB	0	0	640	0.000	0	0.0	0.0	0.000	A
C-A	22	5			22				
A-B	120	30			120				
A-C	48	12			48				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	19	5	499	0.038	19	0.0	0.0	8.215	A
C-AB	0	0	631	0.000	0	0.0	0.0	0.000	A
C-A	26	7			26				
A-B	148	37			148				
A-C	58	15			58				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	19	5	499	0.038	19	0.0	0.0	8.215	A
C-AB	0	0	631	0.000	0	0.0	0.0	0.000	A
C-A	26	7			26				
A-B	148	37			148				
A-C	58	15			58				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	15	4	505	0.030	15	0.0	0.0	8.065	A
C-AB	0	0	640	0.000	0	0.0	0.0	0.000	A
C-A	22	5			22				
A-B	120	30			120				
A-C	48	12			48				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	3	509	0.025	13	0.0	0.0	7.959	A
C-AB	0	0	647	0.000	0	0.0	0.0	0.000	A
C-A	18	5			18				
A-B	101	25			101				
A-C	40	10			40				

2030 Without Development, PM

RECEIVED: 30/01/2026

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Existing L7074/Cara Partners Site Entrance junction	T-Junction	Two-way		1.50	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	2030 Without Development	PM	ONE HOUR	15:15	16:45	15	✓

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.30

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	7	100.000
B		ONE HOUR	✓	10	100.000
C		ONE HOUR	✓	45	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	0	7
	B	10	0	0
	C	43	2	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	7	7	7
	B	7	7	7
	C	7	7	7

Results

RECEIVED: 30/01/2026

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.02	8.08	0.0	A	9	14
C-AB	0.00	5.63	0.0	A	2	3
C-A					39	59
A-B					0	0
A-C					6	10

Main Results for each time segment

15:15 - 15:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	2	502	0.015	7	0.0	0.0	7.972	A
C-AB	2	0.39	703	0.002	2	0.0	0.0	5.627	A
C-A	32	8			32				
A-B	0	0			0				
A-C	5	1			5				

15:30 - 15:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	9	2	501	0.018	9	0.0	0.0	8.018	A
C-AB	2	0.48	706	0.003	2	0.0	0.0	5.601	A
C-A	39	10			39				
A-B	0	0			0				
A-C	6	2			6				

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	3	499	0.022	11	0.0	0.0	8.079	A
C-AB	2	0.59	711	0.003	2	0.0	0.0	5.565	A
C-A	47	12			47				
A-B	0	0			0				
A-C	8	2			8				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	3	499	0.022	11	0.0	0.0	8.079	A
C-AB	2	0.59	711	0.003	2	0.0	0.0	5.567	A
C-A	47	12			47				
A-B	0	0			0				
A-C	8	2			8				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	9	2	501	0.018	9	0.0	0.0	8.020	A
C-AB	2	0.48	706	0.003	2	0.0	0.0	5.601	A
C-A	39	10			39				
A-B	0	0			0				
A-C	6	2			6				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	2	502	0.015	8	0.0	0.0	7.976	A
C-AB	2	0.39	703	0.002	2	0.0	0.0	5.630	A
C-A	32	8			32				
A-B	0	0			0				
A-C	5	1			5				

2030 With Construction Traffic, PM

RECEIVED: 30/01/2026

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Existing L7074/Cara Partners Site Entrance junction	T-Junction	Two-way		0.80	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	2030 With Construction Traffic	PM	ONE HOUR	15:15	16:45	15	✓

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.30

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	63	100.000
B		ONE HOUR	✓	10	100.000
C		ONE HOUR	✓	45	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	56	7
	B	10	0	0
	C	43	2	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	7	7	7
	B	7	7	7
	C	7	7	7

Results

RECEIVED: 30/01/2026

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.02	8.17	0.0	A	9	14
C-AB	0.00	5.71	0.0	A	2	3
C-A					39	59
A-B					51	77
A-C					6	10

Main Results for each time segment

15:15 - 15:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	2	499	0.015	7	0.0	0.0	8.034	A
C-AB	2	0.39	692	0.002	2	0.0	0.0	5.715	A
C-A	32	8			32				
A-B	42	11			42				
A-C	5	1			5				

15:30 - 15:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	9	2	497	0.018	9	0.0	0.0	8.093	A
C-AB	2	0.48	694	0.003	2	0.0	0.0	5.704	A
C-A	39	10			39				
A-B	50	13			50				
A-C	6	2			6				

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	3	494	0.022	11	0.0	0.0	8.172	A
C-AB	2	0.59	696	0.003	2	0.0	0.0	5.690	A
C-A	47	12			47				
A-B	62	15			62				
A-C	8	2			8				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	3	494	0.022	11	0.0	0.0	8.172	A
C-AB	2	0.59	696	0.003	2	0.0	0.0	5.690	A
C-A	47	12			47				
A-B	62	15			62				
A-C	8	2			8				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	9	2	497	0.018	9	0.0	0.0	8.095	A
C-AB	2	0.48	694	0.003	2	0.0	0.0	5.704	A
C-A	39	10			39				
A-B	50	13			50				
A-C	6	2			6				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	2	499	0.015	8	0.0	0.0	8.036	A
C-AB	2	0.40	692	0.002	2	0.0	0.0	5.715	A
C-A	32	8			32				
A-B	42	11			42				
A-C	5	1			5				

2035 Without Development, PM

RECEIVED: 30/01/2026

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Existing L7074/Cara Partners Site Entrance junction	T-Junction	Two-way		1.56	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	2035 Without Development	PM	ONE HOUR	15:15	16:45	15	✓

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.30

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	7	100.000
B		ONE HOUR	✓	11	100.000
C		ONE HOUR	✓	47	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	0	7
	B	11	0	0
	C	45	2	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	7	7	7
	B	7	7	7
	C	7	7	7

Results

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Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.02	8.10	0.0	A	10	15
C-AB	0.00	5.62	0.0	A	2	3
C-A					41	62
A-B					0	0
A-C					6	10

Main Results for each time segment

15:15 - 15:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	2	502	0.016	8	0.0	0.0	7.988	A
C-AB	2	0.40	704	0.002	2	0.0	0.0	5.620	A
C-A	34	8			34				
A-B	0	0			0				
A-C	5	1			5				

15:30 - 15:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	2	501	0.020	10	0.0	0.0	8.036	A
C-AB	2	0.48	707	0.003	2	0.0	0.0	5.592	A
C-A	40	10			40				
A-B	0	0			0				
A-C	6	2			6				

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12	3	499	0.024	12	0.0	0.0	8.102	A
C-AB	2	0.59	713	0.003	2	0.0	0.0	5.554	A
C-A	49	12			49				
A-B	0	0			0				
A-C	8	2			8				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12	3	499	0.024	12	0.0	0.0	8.102	A
C-AB	2	0.59	713	0.003	2	0.0	0.0	5.556	A
C-A	49	12			49				
A-B	0	0			0				
A-C	8	2			8				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	2	501	0.020	10	0.0	0.0	8.037	A
C-AB	2	0.48	707	0.003	2	0.0	0.0	5.592	A
C-A	40	10			40				
A-B	0	0			0				
A-C	6	2			6				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	2	502	0.016	8	0.0	0.0	7.992	A
C-AB	2	0.40	704	0.002	2	0.0	0.0	5.622	A
C-A	34	8			34				
A-B	0	0			0				
A-C	5	1			5				

2040 Without Development, PM

RECEIVED: 30/01/2026

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Existing L7074/Cara Partners Site Entrance junction	T-Junction	Two-way		1.49	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	2040 Without Development	PM	ONE HOUR	15:15	16:45	15	✓

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.30

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	7	100.000
B		ONE HOUR	✓	11	100.000
C		ONE HOUR	✓	50	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	0	7
	B	11	0	0
	C	48	2	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	7	7	7
	B	7	7	7
	C	7	7	7

Results

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Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.02	8.11	0.0	A	10	15
C-AB	0.00	5.61	0.0	A	2	3
C-A					44	66
A-B					0	0
A-C					6	10

Main Results for each time segment

15:15 - 15:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	2	502	0.017	8	0.0	0.0	7.993	A
C-AB	2	0.40	705	0.002	2	0.0	0.0	5.609	A
C-A	36	9			36				
A-B	0	0			0				
A-C	5	1			5				

15:30 - 15:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	2	501	0.020	10	0.0	0.0	8.043	A
C-AB	2	0.48	709	0.003	2	0.0	0.0	5.579	A
C-A	43	11			43				
A-B	0	0			0				
A-C	6	2			6				

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12	3	499	0.024	12	0.0	0.0	8.110	A
C-AB	2	0.59	715	0.003	2	0.0	0.0	5.538	A
C-A	53	13			53				
A-B	0	0			0				
A-C	8	2			8				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12	3	499	0.024	12	0.0	0.0	8.110	A
C-AB	2	0.59	715	0.003	2	0.0	0.0	5.540	A
C-A	53	13			53				
A-B	0	0			0				
A-C	8	2			8				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	2	501	0.020	10	0.0	0.0	8.045	A
C-AB	2	0.48	709	0.003	2	0.0	0.0	5.579	A
C-A	43	11			43				
A-B	0	0			0				
A-C	6	2			6				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	2	502	0.017	8	0.0	0.0	7.995	A
C-AB	2	0.40	705	0.002	2	0.0	0.0	5.611	A
C-A	36	9			36				
A-B	0	0			0				
A-C	5	1			5				

2050 Without Development, PM

RECEIVED: 30/01/2026

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Existing L7074/Cara Partners Site Entrance junction	T-Junction	Two-way		1.63	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	2050 Without Development	PM	ONE HOUR	15:15	16:45	15	✓

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.30

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	8	100.000
B		ONE HOUR	✓	13	100.000
C		ONE HOUR	✓	55	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	0	8
	B	13	0	0
	C	52	3	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	7	7	7
	B	7	7	7
	C	7	7	7

Results

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Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.03	8.17	0.0	A	12	18
C-AB	0.01	5.60	0.0	A	3	4
C-A					48	71
A-B					0	0
A-C					7	11

Main Results for each time segment

15:15 - 15:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	2	501	0.020	10	0.0	0.0	8.032	A
C-AB	2	0.60	707	0.003	2	0.0	0.0	5.602	A
C-A	39	10			39				
A-B	0	0			0				
A-C	6	2			6				

15:30 - 15:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12	3	499	0.023	12	0.0	0.0	8.089	A
C-AB	3	0.72	711	0.004	3	0.0	0.0	5.571	A
C-A	47	12			47				
A-B	0	0			0				
A-C	7	2			7				

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	4	497	0.029	14	0.0	0.0	8.168	A
C-AB	4	0.90	717	0.005	4	0.0	0.0	5.528	A
C-A	57	14			57				
A-B	0	0			0				
A-C	9	2			9				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	4	497	0.029	14	0.0	0.0	8.168	A
C-AB	4	0.90	717	0.005	4	0.0	0.0	5.528	A
C-A	57	14			57				
A-B	0	0			0				
A-C	9	2			9				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12	3	499	0.023	12	0.0	0.0	8.090	A
C-AB	3	0.72	711	0.004	3	0.0	0.0	5.571	A
C-A	47	12			47				
A-B	0	0			0				
A-C	7	2			7				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	2	501	0.020	10	0.0	0.0	8.034	A
C-AB	2	0.60	707	0.003	2	0.0	0.0	5.604	A
C-A	39	10			39				
A-B	0	0			0				
A-C	6	2			6				

2035 With Operational Traffic, PM

RECEIVED: 30/01/2026

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Existing L7074/Cara Partners Site Entrance junction	T-Junction	Two-way		1.59	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	2035 With Operational Traffic	PM	ONE HOUR	15:15	16:45	15	✓

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.30

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	14	100.000
B		ONE HOUR	✓	13	100.000
C		ONE HOUR	✓	47	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	7	7
	B	13	0	0
	C	45	2	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	7	7	7
	B	7	7	7
	C	7	7	7

Results

RECEIVED: 30/01/2026

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.03	8.15	0.0	A	12	18
C-AB	0.00	5.63	0.0	A	2	3
C-A					41	62
A-B					6	10
A-C					6	10

Main Results for each time segment

15:15 - 15:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	2	502	0.020	10	0.0	0.0	8.020	A
C-AB	2	0.40	702	0.002	2	0.0	0.0	5.631	A
C-A	34	8			34				
A-B	5	1			5				
A-C	5	1			5				

15:30 - 15:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12	3	500	0.023	12	0.0	0.0	8.075	A
C-AB	2	0.48	706	0.003	2	0.0	0.0	5.605	A
C-A	40	10			40				
A-B	6	2			6				
A-C	6	2			6				

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	4	498	0.029	14	0.0	0.0	8.151	A
C-AB	2	0.59	711	0.003	2	0.0	0.0	5.569	A
C-A	49	12			49				
A-B	8	2			8				
A-C	8	2			8				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	4	498	0.029	14	0.0	0.0	8.151	A
C-AB	2	0.59	711	0.003	2	0.0	0.0	5.571	A
C-A	49	12			49				
A-B	8	2			8				
A-C	8	2			8				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12	3	500	0.023	12	0.0	0.0	8.078	A
C-AB	2	0.48	706	0.003	2	0.0	0.0	5.605	A
C-A	40	10			40				
A-B	6	2			6				
A-C	6	2			6				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	2	502	0.020	10	0.0	0.0	8.024	A
C-AB	2	0.40	702	0.002	2	0.0	0.0	5.631	A
C-A	34	8			34				
A-B	5	1			5				
A-C	5	1			5				

2040 With Operational Traffic, PM

RECEIVED: 30/01/2026

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Existing L7074/Cara Partners Site Entrance junction	T-Junction	Two-way		1.53	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
D15	2040 With Operational Traffic	PM	ONE HOUR	15:15	16:45	15	✓

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.30

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	14	100.000
B		ONE HOUR	✓	13	100.000
C		ONE HOUR	✓	50	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	7	7
	B	13	0	0
	C	48	2	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	7	7	7
	B	7	7	7
	C	7	7	7

Results

RECEIVED: 30/01/2026

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.03	8.16	0.0	A	12	18
C-AB	0.00	5.62	0.0	A	2	3
C-A					44	66
A-B					6	10
A-C					6	10

Main Results for each time segment

15:15 - 15:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	2	501	0.020	10	0.0	0.0	8.025	A
C-AB	2	0.40	704	0.002	2	0.0	0.0	5.619	A
C-A	36	9			36				
A-B	5	1			5				
A-C	5	1			5				

15:30 - 15:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12	3	500	0.023	12	0.0	0.0	8.082	A
C-AB	2	0.48	708	0.003	2	0.0	0.0	5.591	A
C-A	43	11			43				
A-B	6	2			6				
A-C	6	2			6				

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	4	498	0.029	14	0.0	0.0	8.159	A
C-AB	2	0.59	713	0.003	2	0.0	0.0	5.553	A
C-A	53	13			53				
A-B	8	2			8				
A-C	8	2			8				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	4	498	0.029	14	0.0	0.0	8.159	A
C-AB	2	0.59	713	0.003	2	0.0	0.0	5.555	A
C-A	53	13			53				
A-B	8	2			8				
A-C	8	2			8				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12	3	500	0.023	12	0.0	0.0	8.084	A
C-AB	2	0.48	708	0.003	2	0.0	0.0	5.591	A
C-A	43	11			43				
A-B	6	2			6				
A-C	6	2			6				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	2	501	0.020	10	0.0	0.0	8.028	A
C-AB	2	0.40	704	0.002	2	0.0	0.0	5.619	A
C-A	36	9			36				
A-B	5	1			5				
A-C	5	1			5				

2050 With Operational Traffic, PM

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Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Existing L7074/Cara Partners Site Entrance junction	T-Junction	Two-way		1.66	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
D16	2050 With Operational Traffic	PM	ONE HOUR	15:15	16:45	15	✓

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.30

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	15	100.000
B		ONE HOUR	✓	15	100.000
C		ONE HOUR	✓	55	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	7	8
	B	15	0	0
	C	52	3	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	7	7	7
	B	7	7	7
	C	7	7	7

Results

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Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.03	8.22	0.0	A	14	21
C-AB	0.01	5.61	0.0	A	3	4
C-A					48	71
A-B					6	10
A-C					7	11

Main Results for each time segment

15:15 - 15:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	3	501	0.023	11	0.0	0.0	8.062	A
C-AB	2	0.60	705	0.003	2	0.0	0.0	5.612	A
C-A	39	10			39				
A-B	5	1			5				
A-C	6	2			6				

15:30 - 15:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	3	499	0.027	13	0.0	0.0	8.129	A
C-AB	3	0.72	710	0.004	3	0.0	0.0	5.583	A
C-A	47	12			47				
A-B	6	2			6				
A-C	7	2			7				

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	4	497	0.033	16	0.0	0.0	8.218	A
C-AB	4	0.90	715	0.005	4	0.0	0.0	5.543	A
C-A	57	14			57				
A-B	8	2			8				
A-C	9	2			9				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	4	497	0.033	17	0.0	0.0	8.218	A
C-AB	4	0.90	715	0.005	4	0.0	0.0	5.546	A
C-A	57	14			57				
A-B	8	2			8				
A-C	9	2			9				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	3	499	0.027	14	0.0	0.0	8.130	A
C-AB	3	0.72	710	0.004	3	0.0	0.0	5.583	A
C-A	47	12			47				
A-B	6	2			6				
A-C	7	2			7				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	3	501	0.023	11	0.0	0.0	8.068	A
C-AB	2	0.60	705	0.003	2	0.0	0.0	5.612	A
C-A	39	10			39				
A-B	5	1			5				
A-C	6	2			6				

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

Path: \\192.168.1.33\trsa\projects\T250410_Cork_LI_Cara_EIAR_MMP\picady

Report generation date: 06/11/2025 13:11:15

-
- »2030 Without Development, AM
 - »2030 With Construction Traffic, AM
 - »2035 Without Development, AM
 - »2040 Without Development, AM
 - »2050 Without Development, AM
 - »2035 With Operational Traffic, AM
 - »2040 With Operational Traffic, AM
 - »2050 With Operational Traffic, AM
 - »2030 Without Development, PM
 - »2030 With Construction Traffic, PM
 - »2035 Without Development, PM
 - »2040 Without Development, PM
 - »2050 Without Development, PM
 - »2035 With Operational Traffic, PM
 - »2040 With Operational Traffic, PM
 - »2050 With Operational Traffic, PM

Summary of junction performance

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	AM				PM			
	Set ID	Queue (PCU)	Delay (s)	RFC	Set ID	Queue (PCU)	Delay (s)	RFC
	2030 Without Development							
Stream B-C	D1	0.0	0.00	0.00	D9	0.0	6.80	0.01
Stream B-A		0.0	9.76	0.02		0.1	9.71	0.08
Stream C-AB		0.0	0.00	0.00		0.0	0.00	0.00
	2030 With Construction Traffic							
Stream B-C	D2	0.0	0.00	0.00	D10	0.0	8.04	0.01
Stream B-A		0.3	13.27	0.19		1.5	22.17	0.58
Stream C-AB		0.0	0.00	0.00		0.0	0.00	0.00
	2035 Without Development							
Stream B-C	D3	0.0	0.00	0.00	D11	0.0	6.81	0.01
Stream B-A		0.0	9.82	0.02		0.1	9.80	0.08
Stream C-AB		0.0	0.00	0.00		0.0	0.00	0.00
	2040 Without Development							
Stream B-C	D4	0.0	0.00	0.00	D12	0.0	6.84	0.01
Stream B-A		0.0	9.91	0.03		0.1	9.88	0.09
Stream C-AB		0.0	0.00	0.00		0.0	0.00	0.00
	2050 Without Development							
Stream B-C	D5	0.0	0.00	0.00	D13	0.0	6.87	0.01
Stream B-A		0.0	10.05	0.03		0.1	10.04	0.10
Stream C-AB		0.0	0.00	0.00		0.0	0.00	0.00
	2035 With Operational Traffic							
Stream B-C	D6	0.0	0.00	0.00	D14	0.0	7.07	0.01
Stream B-A		0.1	10.34	0.04		0.3	11.42	0.21
Stream C-AB		0.0	0.00	0.00		0.0	0.00	0.00
	2040 With Operational Traffic							
Stream B-C	D7	0.0	0.00	0.00	D15	0.0	7.10	0.01
Stream B-A		0.1	10.44	0.05		0.3	11.53	0.21
Stream C-AB		0.0	0.00	0.00		0.0	0.00	0.00
	2050 With Operational Traffic							
Stream B-C	D8	0.0	0.00	0.00	D16	0.0	7.13	0.01
Stream B-A		0.1	10.63	0.05		0.3	11.75	0.22
Stream C-AB		0.0	0.00	0.00		0.0	0.00	0.00

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

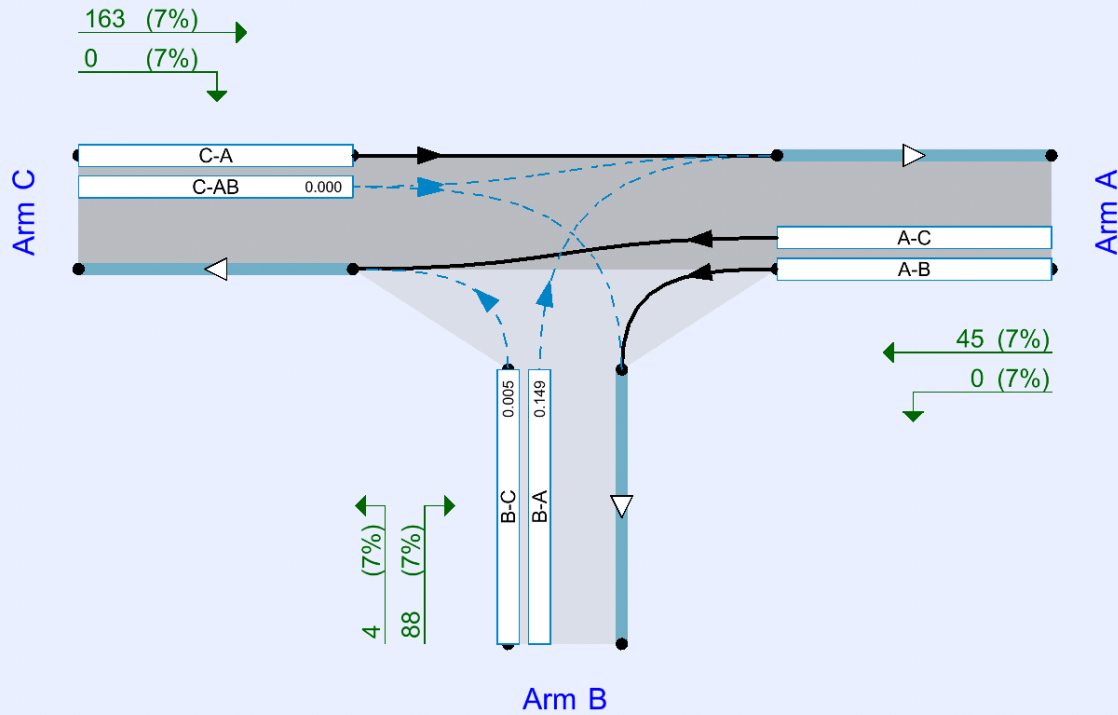
File summary

File Description

Title	Existing L7074/Cara Partners Site Exit junction
Location	Little Island, Co. Cork
Site number	
Date	06/11/2025
Version	EIAR
Status	Final
Identifier	
Client	Sustech
Jobnumber	25410
Enumerator	TTRSA
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	PCU	PCU	perHour	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2030 Without Development	AM	ONE HOUR	06:45	08:15	15	✓
D2	2030 With Construction Traffic	AM	ONE HOUR	06:45	08:15	15	✓
D3	2035 Without Development	AM	ONE HOUR	06:45	08:15	15	✓
D4	2040 Without Development	AM	ONE HOUR	06:45	08:15	15	✓
D5	2050 Without Development	AM	ONE HOUR	06:45	08:15	15	✓
D6	2035 With Operational Traffic	AM	ONE HOUR	06:45	08:15	15	✓
D7	2040 With Operational Traffic	AM	ONE HOUR	06:45	08:15	15	✓
D8	2050 With Operational Traffic	AM	ONE HOUR	06:45	08:15	15	✓
D9	2030 Without Development	PM	ONE HOUR	15:15	16:45	15	✓
D10	2030 With Construction Traffic	PM	ONE HOUR	15:15	16:45	15	✓
D11	2035 Without Development	PM	ONE HOUR	15:15	16:45	15	✓
D12	2040 Without Development	PM	ONE HOUR	15:15	16:45	15	✓
D13	2050 Without Development	PM	ONE HOUR	15:15	16:45	15	✓
D14	2035 With Operational Traffic	PM	ONE HOUR	15:15	16:45	15	✓
D15	2040 With Operational Traffic	PM	ONE HOUR	15:15	16:45	15	✓
D16	2050 With Operational Traffic	PM	ONE HOUR	15:15	16:45	15	✓

Analysis Set Details

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

2030 Without Development, AM

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Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Existing L7074/Cara Partners Site Exit junction	T-Junction	Two-way		0.34	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	L7074 to/from R623		Major
B	Cara Partners Site Exit		Minor
C	L7074 to/from West (Cul-de-sac)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.50			30.0	✓	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 (Left) (m)	Lane Width (Right) (m)	Visibility to left (m)	Visibility to right (m)
B	Two lanes	2.50	2.50	17	17

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	467	0.083	0.210	0.132	0.300
B-C	603	0.090	0.229	-	-
C-B	591	0.224	0.224	-	-

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	2030 Without Development	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.30

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Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	194	100.000
B		ONE HOUR	✓	9	100.000
C		ONE HOUR	✓	53	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	0	194
	B	9	0	0
	C	53	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	7	7	7
	B	7	7	7
	C	7	7	7

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.02	9.76	0.0	A	8	12
C-AB	0.00	0.00	0.0	A	0	0
C-A					49	73
A-B					0	0
A-C					178	267

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	567	0.000	0	0.0	0.0	0.000	A
B-A	7	2	431	0.016	7	0.0	0.0	9.302	A
C-AB	0	0	559	0.000	0	0.0	0.0	0.000	A
C-A	40	10			40				
A-B	0	0			0				
A-C	146	37			146				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	560	0.000	0	0.0	0.0	0.000	A
B-A	8	2	424	0.019	8	0.0	0.0	9.489	A
C-AB	0	0	552	0.000	0	0.0	0.0	0.000	A
C-A	48	12			48				
A-B	0	0			0				
A-C	174	44			174				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	551	0.000	0	0.0	0.0	0.000	A
B-A	10	2	414	0.024	10	0.0	0.0	9.759	A
C-AB	0	0	543	0.000	0	0.0	0.0	0.000	A
C-A	58	15			58				
A-B	0	0			0				
A-C	214	53			214				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	551	0.000	0	0.0	0.0	0.000	A
B-A	10	2	414	0.024	10	0.0	0.0	9.759	A
C-AB	0	0	543	0.000	0	0.0	0.0	0.000	A
C-A	58	15			58				
A-B	0	0			0				
A-C	214	53			214				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	560	0.000	0	0.0	0.0	0.000	A
B-A	8	2	424	0.019	8	0.0	0.0	9.492	A
C-AB	0	0	552	0.000	0	0.0	0.0	0.000	A
C-A	48	12			48				
A-B	0	0			0				
A-C	174	44			174				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	567	0.000	0	0.0	0.0	0.000	A
B-A	7	2	431	0.016	7	0.0	0.0	9.304	A
C-AB	0	0	559	0.000	0	0.0	0.0	0.000	A
C-A	40	10			40				
A-B	0	0			0				
A-C	146	37			146				

2030 With Construction Traffic, AM

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Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Existing L7074/Cara Partners Site Exit junction	T-Junction	Two-way		1.70	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	2030 With Construction Traffic	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.30

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	390	100.000
B		ONE HOUR	✓	65	100.000
C		ONE HOUR	✓	53	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	0	390
	B	65	0	0
	C	53	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	7	7	7
	B	7	7	7
	C	7	7	7

Results

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Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.19	13.27	0.3	B	60	89
C-AB	0.00	0.00	0.0	A	0	0
C-A					49	73
A-B					0	0
A-C					358	537

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	519	0.000	0	0.0	0.0	0.000	A
B-A	49	12	400	0.122	48	0.0	0.2	11.207	B
C-AB	0	0	526	0.000	0	0.0	0.0	0.000	A
C-A	40	10			40				
A-B	0	0			0				
A-C	294	73			294				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	503	0.000	0	0.0	0.0	0.000	A
B-A	58	15	387	0.151	58	0.2	0.2	12.003	B
C-AB	0	0	513	0.000	0	0.0	0.0	0.000	A
C-A	48	12			48				
A-B	0	0			0				
A-C	351	88			351				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	480	0.000	0	0.0	0.0	0.000	A
B-A	72	18	369	0.194	71	0.2	0.3	13.248	B
C-AB	0	0	495	0.000	0	0.0	0.0	0.000	A
C-A	58	15			58				
A-B	0	0			0				
A-C	429	107			429				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	480	0.000	0	0.0	0.0	0.000	A
B-A	72	18	369	0.194	72	0.3	0.3	13.272	B
C-AB	0	0	495	0.000	0	0.0	0.0	0.000	A
C-A	58	15			58				
A-B	0	0			0				
A-C	429	107			429				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	503	0.000	0	0.0	0.0	0.000	A
B-A	58	15	387	0.151	59	0.3	0.2	12.036	B
C-AB	0	0	513	0.000	0	0.0	0.0	0.000	A
C-A	48	12			48				
A-B	0	0			0				
A-C	351	88			351				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	519	0.000	0	0.0	0.0	0.000	A
B-A	49	12	400	0.122	49	0.2	0.2	11.257	B
C-AB	0	0	526	0.000	0	0.0	0.0	0.000	A
C-A	40	10			40				
A-B	0	0			0				
A-C	294	73			294				

2035 Without Development, AM

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Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Existing L7074/Cara Partners Site Exit junction	T-Junction	Two-way		0.33	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	2035 Without Development	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.30

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	203	100.000
B		ONE HOUR	✓	9	100.000
C		ONE HOUR	✓	56	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	0	203
	B	9	0	0
	C	56	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	7	7	7
	B	7	7	7
	C	7	7	7

Results

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Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.02	9.82	0.0	A	8	12
C-AB	0.00	0.00	0.0	A	0	0
C-A					51	77
A-B					0	0
A-C					186	279

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	566	0.000	0	0.0	0.0	0.000	A
B-A	7	2	429	0.016	7	0.0	0.0	9.340	A
C-AB	0	0	557	0.000	0	0.0	0.0	0.000	A
C-A	42	11			42				
A-B	0	0			0				
A-C	153	38			153				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	558	0.000	0	0.0	0.0	0.000	A
B-A	8	2	422	0.019	8	0.0	0.0	9.537	A
C-AB	0	0	550	0.000	0	0.0	0.0	0.000	A
C-A	50	13			50				
A-B	0	0			0				
A-C	182	46			182				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	548	0.000	0	0.0	0.0	0.000	A
B-A	10	2	412	0.024	10	0.0	0.0	9.820	A
C-AB	0	0	541	0.000	0	0.0	0.0	0.000	A
C-A	62	15			62				
A-B	0	0			0				
A-C	224	56			224				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	548	0.000	0	0.0	0.0	0.000	A
B-A	10	2	412	0.024	10	0.0	0.0	9.820	A
C-AB	0	0	541	0.000	0	0.0	0.0	0.000	A
C-A	62	15			62				
A-B	0	0			0				
A-C	224	56			224				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	558	0.000	0	0.0	0.0	0.000	A
B-A	8	2	422	0.019	8	0.0	0.0	9.538	A
C-AB	0	0	550	0.000	0	0.0	0.0	0.000	A
C-A	50	13			50				
A-B	0	0			0				
A-C	182	46			182				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	566	0.000	0	0.0	0.0	0.000	A
B-A	7	2	429	0.016	7	0.0	0.0	9.344	A
C-AB	0	0	557	0.000	0	0.0	0.0	0.000	A
C-A	42	11			42				
A-B	0	0			0				
A-C	153	38			153				

2040 Without Development, AM

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Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Existing L7074/Cara Partners Site Exit junction	T-Junction	Two-way		0.35	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	2040 Without Development	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.30

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	213	100.000
B		ONE HOUR	✓	10	100.000
C		ONE HOUR	✓	58	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	0	213
	B	10	0	0
	C	58	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	7	7	7
	B	7	7	7
	C	7	7	7

Results

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Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.03	9.91	0.0	A	9	14
C-AB	0.00	0.00	0.0	A	0	0
C-A					53	80
A-B					0	0
A-C					195	293

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	564	0.000	0	0.0	0.0	0.000	A
B-A	8	2	427	0.018	7	0.0	0.0	9.396	A
C-AB	0	0	555	0.000	0	0.0	0.0	0.000	A
C-A	44	11			44				
A-B	0	0			0				
A-C	160	40			160				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	556	0.000	0	0.0	0.0	0.000	A
B-A	9	2	420	0.021	9	0.0	0.0	9.607	A
C-AB	0	0	548	0.000	0	0.0	0.0	0.000	A
C-A	52	13			52				
A-B	0	0			0				
A-C	191	48			191				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	546	0.000	0	0.0	0.0	0.000	A
B-A	11	3	409	0.027	11	0.0	0.0	9.911	A
C-AB	0	0	539	0.000	0	0.0	0.0	0.000	A
C-A	64	16			64				
A-B	0	0			0				
A-C	235	59			235				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	546	0.000	0	0.0	0.0	0.000	A
B-A	11	3	409	0.027	11	0.0	0.0	9.911	A
C-AB	0	0	539	0.000	0	0.0	0.0	0.000	A
C-A	64	16			64				
A-B	0	0			0				
A-C	235	59			235				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	556	0.000	0	0.0	0.0	0.000	A
B-A	9	2	420	0.021	9	0.0	0.0	9.610	A
C-AB	0	0	548	0.000	0	0.0	0.0	0.000	A
C-A	52	13			52				
A-B	0	0			0				
A-C	191	48			191				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	564	0.000	0	0.0	0.0	0.000	A
B-A	8	2	427	0.018	8	0.0	0.0	9.401	A
C-AB	0	0	555	0.000	0	0.0	0.0	0.000	A
C-A	44	11			44				
A-B	0	0			0				
A-C	160	40			160				

2050 Without Development, AM

RECEIVED: 30/01/2026

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Existing L7074/Cara Partners Site Exit junction	T-Junction	Two-way		0.33	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	2050 Without Development	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.30

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	233	100.000
B		ONE HOUR	✓	10	100.000
C		ONE HOUR	✓	64	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	0	233
	B	10	0	0
	C	64	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	7	7	7
	B	7	7	7
	C	7	7	7

Results

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Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.03	10.05	0.0	B	9	14
C-AB	0.00	0.00	0.0	A	0	0
C-A					59	88
A-B					0	0
A-C					214	321

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	560	0.000	0	0.0	0.0	0.000	A
B-A	8	2	424	0.018	7	0.0	0.0	9.482	A
C-AB	0	0	552	0.000	0	0.0	0.0	0.000	A
C-A	48	12			48				
A-B	0	0			0				
A-C	175	44			175				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	552	0.000	0	0.0	0.0	0.000	A
B-A	9	2	415	0.022	9	0.0	0.0	9.713	A
C-AB	0	0	544	0.000	0	0.0	0.0	0.000	A
C-A	58	14			58				
A-B	0	0			0				
A-C	209	52			209				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	541	0.000	0	0.0	0.0	0.000	A
B-A	11	3	404	0.027	11	0.0	0.0	10.050	B
C-AB	0	0	534	0.000	0	0.0	0.0	0.000	A
C-A	70	18			70				
A-B	0	0			0				
A-C	257	64			257				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	540	0.000	0	0.0	0.0	0.000	A
B-A	11	3	404	0.027	11	0.0	0.0	10.050	B
C-AB	0	0	534	0.000	0	0.0	0.0	0.000	A
C-A	70	18			70				
A-B	0	0			0				
A-C	257	64			257				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	552	0.000	0	0.0	0.0	0.000	A
B-A	9	2	415	0.022	9	0.0	0.0	9.714	A
C-AB	0	0	544	0.000	0	0.0	0.0	0.000	A
C-A	58	14			58				
A-B	0	0			0				
A-C	209	52			209				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	560	0.000	0	0.0	0.0	0.000	A
B-A	8	2	424	0.018	8	0.0	0.0	9.484	A
C-AB	0	0	552	0.000	0	0.0	0.0	0.000	A
C-A	48	12			48				
A-B	0	0			0				
A-C	175	44			175				

2035 With Operational Traffic, AM

RECEIVED: 30/01/2026

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Existing L7074/Cara Partners Site Exit junction	T-Junction	Two-way		0.50	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	2035 With Operational Traffic	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.30

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	256	100.000
B		ONE HOUR	✓	16	100.000
C		ONE HOUR	✓	58	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	0	256
	B	16	0	0
	C	58	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	7	7	7
	B	7	7	7
	C	7	7	7

Results

RECEIVED: 30/01/2026

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.04	10.34	0.1	B	15	22
C-AB	0.00	0.00	0.0	A	0	0
C-A					53	80
A-B					0	0
A-C					235	352

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	555	0.000	0	0.0	0.0	0.000	A
B-A	12	3	421	0.029	12	0.0	0.0	9.653	A
C-AB	0	0	548	0.000	0	0.0	0.0	0.000	A
C-A	44	11			44				
A-B	0	0			0				
A-C	193	48			193				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	545	0.000	0	0.0	0.0	0.000	A
B-A	14	4	412	0.035	14	0.0	0.0	9.934	A
C-AB	0	0	540	0.000	0	0.0	0.0	0.000	A
C-A	52	13			52				
A-B	0	0			0				
A-C	230	58			230				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	532	0.000	0	0.0	0.0	0.000	A
B-A	18	4	399	0.044	18	0.0	0.1	10.340	B
C-AB	0	0	528	0.000	0	0.0	0.0	0.000	A
C-A	64	16			64				
A-B	0	0			0				
A-C	282	70			282				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	532	0.000	0	0.0	0.0	0.000	A
B-A	18	4	399	0.044	18	0.0	0.1	10.342	B
C-AB	0	0	528	0.000	0	0.0	0.0	0.000	A
C-A	64	16			64				
A-B	0	0			0				
A-C	282	70			282				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	545	0.000	0	0.0	0.0	0.000	A
B-A	14	4	412	0.035	14	0.1	0.0	9.938	A
C-AB	0	0	540	0.000	0	0.0	0.0	0.000	A
C-A	52	13			52				
A-B	0	0			0				
A-C	230	58			230				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	555	0.000	0	0.0	0.0	0.000	A
B-A	12	3	421	0.029	12	0.0	0.0	9.662	A
C-AB	0	0	548	0.000	0	0.0	0.0	0.000	A
C-A	44	11			44				
A-B	0	0			0				
A-C	193	48			193				

2040 With Operational Traffic, AM

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Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Existing L7074/Cara Partners Site Exit junction	T-Junction	Two-way		0.52	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	2040 With Operational Traffic	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.30

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	265	100.000
B		ONE HOUR	✓	17	100.000
C		ONE HOUR	✓	60	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	0	265
	B	17	0	0
	C	60	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	7	7	7
	B	7	7	7
	C	7	7	7

Results

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Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.05	10.44	0.1	B	16	23
C-AB	0.00	0.00	0.0	A	0	0
C-A					55	83
A-B					0	0
A-C					243	365

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	553	0.000	0	0.0	0.0	0.000	A
B-A	13	3	419	0.031	13	0.0	0.0	9.709	A
C-AB	0	0	547	0.000	0	0.0	0.0	0.000	A
C-A	45	11			45				
A-B	0	0			0				
A-C	200	50			200				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	543	0.000	0	0.0	0.0	0.000	A
B-A	15	4	410	0.037	15	0.0	0.0	10.005	B
C-AB	0	0	538	0.000	0	0.0	0.0	0.000	A
C-A	54	13			54				
A-B	0	0			0				
A-C	238	60			238				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	530	0.000	0	0.0	0.0	0.000	A
B-A	19	5	397	0.047	19	0.0	0.1	10.435	B
C-AB	0	0	526	0.000	0	0.0	0.0	0.000	A
C-A	66	17			66				
A-B	0	0			0				
A-C	292	73			292				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	530	0.000	0	0.0	0.0	0.000	A
B-A	19	5	397	0.047	19	0.1	0.1	10.437	B
C-AB	0	0	526	0.000	0	0.0	0.0	0.000	A
C-A	66	17			66				
A-B	0	0			0				
A-C	292	73			292				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	543	0.000	0	0.0	0.0	0.000	A
B-A	15	4	410	0.037	15	0.1	0.0	10.008	B
C-AB	0	0	538	0.000	0	0.0	0.0	0.000	A
C-A	54	13			54				
A-B	0	0			0				
A-C	238	60			238				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	553	0.000	0	0.0	0.0	0.000	A
B-A	13	3	419	0.031	13	0.0	0.0	9.718	A
C-AB	0	0	547	0.000	0	0.0	0.0	0.000	A
C-A	45	11			45				
A-B	0	0			0				
A-C	200	50			200				

2050 With Operational Traffic, AM

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Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Existing L7074/Cara Partners Site Exit junction	T-Junction	Two-way		0.52	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	2050 With Operational Traffic	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.30

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	286	100.000
B		ONE HOUR	✓	18	100.000
C		ONE HOUR	✓	66	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	0	286
	B	18	0	0
	C	66	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	7	7	7
	B	7	7	7
	C	7	7	7

Results

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Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.05	10.63	0.1	B	17	25
C-AB	0.00	0.00	0.0	A	0	0
C-A					61	91
A-B					0	0
A-C					262	394

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	549	0.000	0	0.0	0.0	0.000	A
B-A	14	3	415	0.033	13	0.0	0.0	9.822	A
C-AB	0	0	543	0.000	0	0.0	0.0	0.000	A
C-A	50	12			50				
A-B	0	0			0				
A-C	215	54			215				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	539	0.000	0	0.0	0.0	0.000	A
B-A	16	4	405	0.040	16	0.0	0.0	10.149	B
C-AB	0	0	534	0.000	0	0.0	0.0	0.000	A
C-A	59	15			59				
A-B	0	0			0				
A-C	257	64			257				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	524	0.000	0	0.0	0.0	0.000	A
B-A	20	5	391	0.051	20	0.0	0.1	10.627	B
C-AB	0	0	521	0.000	0	0.0	0.0	0.000	A
C-A	73	18			73				
A-B	0	0			0				
A-C	315	79			315				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	524	0.000	0	0.0	0.0	0.000	A
B-A	20	5	391	0.051	20	0.1	0.1	10.629	B
C-AB	0	0	521	0.000	0	0.0	0.0	0.000	A
C-A	73	18			73				
A-B	0	0			0				
A-C	315	79			315				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	539	0.000	0	0.0	0.0	0.000	A
B-A	16	4	405	0.040	16	0.1	0.0	10.154	B
C-AB	0	0	534	0.000	0	0.0	0.0	0.000	A
C-A	59	15			59				
A-B	0	0			0				
A-C	257	64			257				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	549	0.000	0	0.0	0.0	0.000	A
B-A	14	3	415	0.033	14	0.0	0.0	9.830	A
C-AB	0	0	543	0.000	0	0.0	0.0	0.000	A
C-A	50	12			50				
A-B	0	0			0				
A-C	215	54			215				

2030 Without Development, PM

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Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Existing L7074/Cara Partners Site Exit junction	T-Junction	Two-way		1.62	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	2030 Without Development	PM	ONE HOUR	15:15	16:45	15	✓

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.30

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	31	100.000
B		ONE HOUR	✓	34	100.000
C		ONE HOUR	✓	133	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	0	31
	B	31	0	3
	C	133	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	7	7	7
	B	7	7	7
	C	7	7	7

Results

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Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	6.80	0.0	A	3	4
B-A	0.08	9.71	0.1	A	28	43
C-AB	0.00	0.00	0.0	A	0	0
C-A					122	183
A-B					0	0
A-C					28	43

Main Results for each time segment

15:15 - 15:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	2	0.56	590	0.004	2	0.0	0.0	6.716	A
B-A	23	6	449	0.052	23	0.0	0.1	9.267	A
C-AB	0	0	586	0.000	0	0.0	0.0	0.000	A
C-A	100	25			100				
A-B	0	0			0				
A-C	23	6			23				

15:30 - 15:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3	0.67	587	0.005	3	0.0	0.0	6.752	A
B-A	28	7	445	0.063	28	0.1	0.1	9.453	A
C-AB	0	0	585	0.000	0	0.0	0.0	0.000	A
C-A	120	30			120				
A-B	0	0			0				
A-C	28	7			28				

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3	0.83	583	0.006	3	0.0	0.0	6.801	A
B-A	34	9	440	0.078	34	0.1	0.1	9.713	A
C-AB	0	0	584	0.000	0	0.0	0.0	0.000	A
C-A	146	37			146				
A-B	0	0			0				
A-C	34	9			34				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3	0.83	583	0.006	3	0.0	0.0	6.801	A
B-A	34	9	440	0.078	34	0.1	0.1	9.714	A
C-AB	0	0	584	0.000	0	0.0	0.0	0.000	A
C-A	146	37			146				
A-B	0	0			0				
A-C	34	9			34				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3	0.67	587	0.005	3	0.0	0.0	6.755	A
B-A	28	7	445	0.063	28	0.1	0.1	9.458	A
C-AB	0	0	585	0.000	0	0.0	0.0	0.000	A
C-A	120	30			120				
A-B	0	0			0				
A-C	28	7			28				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	2	0.56	590	0.004	2	0.0	0.0	6.717	A
B-A	23	6	449	0.052	23	0.1	0.1	9.278	A
C-AB	0	0	586	0.000	0	0.0	0.0	0.000	A
C-A	100	25			100				
A-B	0	0			0				
A-C	23	6			23				

2030 With Construction Traffic, PM

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Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Existing L7074/Cara Partners Site Exit junction	T-Junction	Two-way		11.24	B

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	2030 With Construction Traffic	PM	ONE HOUR	15:15	16:45	15	✓

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.30

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	87	100.000
B		ONE HOUR	✓	230	100.000
C		ONE HOUR	✓	133	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	0	87
	B	227	0	3
	C	133	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	7	7	7
	B	7	7	7
	C	7	7	7

Results

RECEIVED: 30/01/2026

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	8.04	0.0	A	3	4
B-A	0.58	22.17	1.5	C	208	312
C-AB	0.00	0.00	0.0	A	0	0
C-A					122	183
A-B					0	0
A-C					80	120

Main Results for each time segment

15:15 - 15:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	2	0.56	531	0.004	2	0.0	0.0	7.465	A
B-A	171	43	440	0.389	168	0.0	0.7	14.389	B
C-AB	0	0	577	0.000	0	0.0	0.0	0.000	A
C-A	100	25			100				
A-B	0	0			0				
A-C	65	16			65				

15:30 - 15:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3	0.67	515	0.005	3	0.0	0.0	7.696	A
B-A	204	51	435	0.470	203	0.7	0.9	16.956	C
C-AB	0	0	574	0.000	0	0.0	0.0	0.000	A
C-A	120	30			120				
A-B	0	0			0				
A-C	78	20			78				

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3	0.83	495	0.007	3	0.0	0.0	8.029	A
B-A	250	62	427	0.585	248	0.9	1.5	21.708	C
C-AB	0	0	570	0.000	0	0.0	0.0	0.000	A
C-A	146	37			146				
A-B	0	0			0				
A-C	96	24			96				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3	0.83	494	0.007	3	0.0	0.0	8.041	A
B-A	250	62	427	0.585	250	1.5	1.5	22.169	C
C-AB	0	0	570	0.000	0	0.0	0.0	0.000	A
C-A	146	37			146				
A-B	0	0			0				
A-C	96	24			96				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3	0.67	514	0.005	3	0.0	0.0	7.713	A
B-A	204	51	435	0.470	206	1.5	1.0	17.414	C
C-AB	0	0	574	0.000	0	0.0	0.0	0.000	A
C-A	120	30			120				
A-B	0	0			0				
A-C	78	20			78				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	2	0.56	529	0.004	2	0.0	0.0	7.484	A
B-A	171	43	440	0.389	172	1.0	0.7	14.798	B
C-AB	0	0	577	0.000	0	0.0	0.0	0.000	A
C-A	100	25			100				
A-B	0	0			0				
A-C	65	16			65				

2035 Without Development, PM

RECEIVED: 30/01/2026

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Existing L7074/Cara Partners Site Exit junction	T-Junction	Two-way		1.65	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	2035 Without Development	PM	ONE HOUR	15:15	16:45	15	✓

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.30

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	32	100.000
B		ONE HOUR	✓	36	100.000
C		ONE HOUR	✓	140	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	0	32
	B	33	0	3
	C	140	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	7	7	7
	B	7	7	7
	C	7	7	7

Results

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Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	6.81	0.0	A	3	4
B-A	0.08	9.80	0.1	A	30	45
C-AB	0.00	0.00	0.0	A	0	0
C-A					128	193
A-B					0	0
A-C					29	44

Main Results for each time segment

15:15 - 15:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	2	0.56	589	0.004	2	0.0	0.0	6.724	A
B-A	25	6	448	0.055	25	0.0	0.1	9.316	A
C-AB	0	0	586	0.000	0	0.0	0.0	0.000	A
C-A	105	26			105				
A-B	0	0			0				
A-C	24	6			24				

15:30 - 15:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3	0.67	586	0.005	3	0.0	0.0	6.761	A
B-A	30	7	444	0.067	30	0.1	0.1	9.517	A
C-AB	0	0	585	0.000	0	0.0	0.0	0.000	A
C-A	126	31			126				
A-B	0	0			0				
A-C	29	7			29				

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3	0.83	582	0.006	3	0.0	0.0	6.813	A
B-A	36	9	439	0.083	36	0.1	0.1	9.793	A
C-AB	0	0	583	0.000	0	0.0	0.0	0.000	A
C-A	154	39			154				
A-B	0	0			0				
A-C	35	9			35				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3	0.83	582	0.006	3	0.0	0.0	6.814	A
B-A	36	9	439	0.083	36	0.1	0.1	9.797	A
C-AB	0	0	583	0.000	0	0.0	0.0	0.000	A
C-A	154	39			154				
A-B	0	0			0				
A-C	35	9			35				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3	0.67	586	0.005	3	0.0	0.0	6.764	A
B-A	30	7	444	0.067	30	0.1	0.1	9.525	A
C-AB	0	0	585	0.000	0	0.0	0.0	0.000	A
C-A	126	31			126				
A-B	0	0			0				
A-C	29	7			29				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	2	0.56	589	0.004	2	0.0	0.0	6.725	A
B-A	25	6	448	0.055	25	0.1	0.1	9.332	A
C-AB	0	0	586	0.000	0	0.0	0.0	0.000	A
C-A	105	26			105				
A-B	0	0			0				
A-C	24	6			24				

2040 Without Development, PM

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Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Existing L7074/Cara Partners Site Exit junction	T-Junction	Two-way		1.70	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	2040 Without Development	PM	ONE HOUR	15:15	16:45	15	✓

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.30

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	34	100.000
B		ONE HOUR	✓	39	100.000
C		ONE HOUR	✓	146	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	0	34
	B	35	0	4
	C	146	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	7	7	7
	B	7	7	7
	C	7	7	7

Results

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Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	6.84	0.0	A	4	6
B-A	0.09	9.88	0.1	A	32	48
C-AB	0.00	0.00	0.0	A	0	0
C-A					134	201
A-B					0	0
A-C					31	47

Main Results for each time segment

15:15 - 15:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3	0.75	588	0.005	3	0.0	0.0	6.742	A
B-A	26	7	447	0.059	26	0.0	0.1	9.370	A
C-AB	0	0	586	0.000	0	0.0	0.0	0.000	A
C-A	110	27			110				
A-B	0	0			0				
A-C	26	6			26				

15:30 - 15:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	0.90	585	0.006	4	0.0	0.0	6.784	A
B-A	31	8	443	0.071	31	0.1	0.1	9.584	A
C-AB	0	0	584	0.000	0	0.0	0.0	0.000	A
C-A	131	33			131				
A-B	0	0			0				
A-C	31	8			31				

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	1	581	0.008	4	0.0	0.0	6.841	A
B-A	39	10	438	0.088	38	0.1	0.1	9.880	A
C-AB	0	0	583	0.000	0	0.0	0.0	0.000	A
C-A	161	40			161				
A-B	0	0			0				
A-C	37	9			37				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	1	581	0.008	4	0.0	0.0	6.842	A
B-A	39	10	438	0.088	39	0.1	0.1	9.884	A
C-AB	0	0	583	0.000	0	0.0	0.0	0.000	A
C-A	161	40			161				
A-B	0	0			0				
A-C	37	9			37				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	0.90	585	0.006	4	0.0	0.0	6.787	A
B-A	31	8	443	0.071	32	0.1	0.1	9.592	A
C-AB	0	0	584	0.000	0	0.0	0.0	0.000	A
C-A	131	33			131				
A-B	0	0			0				
A-C	31	8			31				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3	0.75	588	0.005	3	0.0	0.0	6.744	A
B-A	26	7	447	0.059	26	0.1	0.1	9.386	A
C-AB	0	0	586	0.000	0	0.0	0.0	0.000	A
C-A	110	27			110				
A-B	0	0			0				
A-C	26	6			26				

2050 Without Development, PM

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Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Existing L7074/Cara Partners Site Exit junction	T-Junction	Two-way		1.70	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	2050 Without Development	PM	ONE HOUR	15:15	16:45	15	✓

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.30

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	37	100.000
B		ONE HOUR	✓	42	100.000
C		ONE HOUR	✓	161	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	0	37
	B	38	0	4
	C	161	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	7	7	7
	B	7	7	7
	C	7	7	7

Results

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Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	6.87	0.0	A	4	6
B-A	0.10	10.04	0.1	B	35	52
C-AB	0.00	0.00	0.0	A	0	0
C-A					148	222
A-B					0	0
A-C					34	51

Main Results for each time segment

15:15 - 15:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3	0.75	587	0.005	3	0.0	0.0	6.757	A
B-A	29	7	445	0.064	28	0.0	0.1	9.464	A
C-AB	0	0	585	0.000	0	0.0	0.0	0.000	A
C-A	121	30			121				
A-B	0	0			0				
A-C	28	7			28				

15:30 - 15:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	0.90	584	0.006	4	0.0	0.0	6.802	A
B-A	34	9	441	0.078	34	0.1	0.1	9.703	A
C-AB	0	0	584	0.000	0	0.0	0.0	0.000	A
C-A	145	36			145				
A-B	0	0			0				
A-C	33	8			33				

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	1	579	0.008	4	0.0	0.0	6.865	A
B-A	42	10	435	0.096	42	0.1	0.1	10.036	B
C-AB	0	0	582	0.000	0	0.0	0.0	0.000	A
C-A	177	44			177				
A-B	0	0			0				
A-C	41	10			41				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	1	579	0.008	4	0.0	0.0	6.865	A
B-A	42	10	435	0.096	42	0.1	0.1	10.040	B
C-AB	0	0	582	0.000	0	0.0	0.0	0.000	A
C-A	177	44			177				
A-B	0	0			0				
A-C	41	10			41				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	0.90	584	0.006	4	0.0	0.0	6.806	A
B-A	34	9	441	0.078	34	0.1	0.1	9.711	A
C-AB	0	0	584	0.000	0	0.0	0.0	0.000	A
C-A	145	36			145				
A-B	0	0			0				
A-C	33	8			33				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3	0.75	587	0.005	3	0.0	0.0	6.759	A
B-A	29	7	445	0.064	29	0.1	0.1	9.481	A
C-AB	0	0	585	0.000	0	0.0	0.0	0.000	A
C-A	121	30			121				
A-B	0	0			0				
A-C	28	7			28				

2035 With Operational Traffic, PM

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Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Existing L7074/Cara Partners Site Exit junction	T-Junction	Two-way		3.62	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	2035 With Operational Traffic	PM	ONE HOUR	15:15	16:45	15	✓

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.30

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	40	100.000
B		ONE HOUR	✓	86	100.000
C		ONE HOUR	✓	142	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	0	40
	B	83	0	3
	C	142	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	7	7	7
	B	7	7	7
	C	7	7	7

Results

RECEIVED: 30/01/2026

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	7.07	0.0	A	3	4
B-A	0.21	11.42	0.3	B	76	114
C-AB	0.00	0.00	0.0	A	0	0
C-A					130	195
A-B					0	0
A-C					37	55

Main Results for each time segment

15:15 - 15:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	2	0.56	575	0.004	2	0.0	0.0	6.887	A
B-A	62	16	446	0.140	62	0.0	0.2	10.242	B
C-AB	0	0	585	0.000	0	0.0	0.0	0.000	A
C-A	107	27			107				
A-B	0	0			0				
A-C	30	8			30				

15:30 - 15:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3	0.67	569	0.005	3	0.0	0.0	6.963	A
B-A	75	19	442	0.169	74	0.2	0.2	10.717	B
C-AB	0	0	583	0.000	0	0.0	0.0	0.000	A
C-A	128	32			128				
A-B	0	0			0				
A-C	36	9			36				

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3	0.83	562	0.006	3	0.0	0.0	7.068	A
B-A	91	23	437	0.209	91	0.2	0.3	11.401	B
C-AB	0	0	581	0.000	0	0.0	0.0	0.000	A
C-A	156	39			156				
A-B	0	0			0				
A-C	44	11			44				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3	0.83	561	0.006	3	0.0	0.0	7.069	A
B-A	91	23	437	0.209	91	0.3	0.3	11.419	B
C-AB	0	0	581	0.000	0	0.0	0.0	0.000	A
C-A	156	39			156				
A-B	0	0			0				
A-C	44	11			44				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3	0.67	569	0.005	3	0.0	0.0	6.968	A
B-A	75	19	442	0.169	75	0.3	0.2	10.745	B
C-AB	0	0	583	0.000	0	0.0	0.0	0.000	A
C-A	128	32			128				
A-B	0	0			0				
A-C	36	9			36				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	2	0.56	575	0.004	2	0.0	0.0	6.894	A
B-A	62	16	446	0.140	63	0.2	0.2	10.290	B
C-AB	0	0	585	0.000	0	0.0	0.0	0.000	A
C-A	107	27			107				
A-B	0	0			0				
A-C	30	8			30				

2040 With Operational Traffic, PM

RECEIVED: 30/01/2026

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Existing L7074/Cara Partners Site Exit junction	T-Junction	Two-way		3.63	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
D15	2040 With Operational Traffic	PM	ONE HOUR	15:15	16:45	15	✓

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.30

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	41	100.000
B		ONE HOUR	✓	89	100.000
C		ONE HOUR	✓	148	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	0	41
	B	85	0	4
	C	148	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	7	7	7
	B	7	7	7
	C	7	7	7

Results

RECEIVED: 30/01/2026

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	7.10	0.0	A	4	6
B-A	0.21	11.53	0.3	B	78	117
C-AB	0.00	0.00	0.0	A	0	0
C-A					136	204
A-B					0	0
A-C					38	56

Main Results for each time segment

15:15 - 15:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3	0.75	574	0.005	3	0.0	0.0	6.905	A
B-A	64	16	446	0.144	63	0.0	0.2	10.300	B
C-AB	0	0	584	0.000	0	0.0	0.0	0.000	A
C-A	111	28			111				
A-B	0	0			0				
A-C	31	8			31				

15:30 - 15:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	0.90	568	0.006	4	0.0	0.0	6.985	A
B-A	76	19	442	0.173	76	0.2	0.2	10.796	B
C-AB	0	0	583	0.000	0	0.0	0.0	0.000	A
C-A	133	33			133				
A-B	0	0			0				
A-C	37	9			37				

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	1	560	0.008	4	0.0	0.0	7.096	A
B-A	94	23	436	0.215	93	0.2	0.3	11.511	B
C-AB	0	0	581	0.000	0	0.0	0.0	0.000	A
C-A	163	41			163				
A-B	0	0			0				
A-C	45	11			45				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	1	560	0.008	4	0.0	0.0	7.097	A
B-A	94	23	436	0.215	94	0.3	0.3	11.529	B
C-AB	0	0	581	0.000	0	0.0	0.0	0.000	A
C-A	163	41			163				
A-B	0	0			0				
A-C	45	11			45				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	0.90	568	0.006	4	0.0	0.0	6.987	A
B-A	76	19	442	0.173	77	0.3	0.2	10.825	B
C-AB	0	0	583	0.000	0	0.0	0.0	0.000	A
C-A	133	33			133				
A-B	0	0			0				
A-C	37	9			37				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3	0.75	574	0.005	3	0.0	0.0	6.909	A
B-A	64	16	446	0.144	64	0.2	0.2	10.351	B
C-AB	0	0	584	0.000	0	0.0	0.0	0.000	A
C-A	111	28			111				
A-B	0	0			0				
A-C	31	8			31				

2050 With Operational Traffic, PM

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Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Existing L7074/Cara Partners Site Exit junction	T-Junction	Two-way		3.54	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
D16	2050 With Operational Traffic	PM	ONE HOUR	15:15	16:45	15	✓

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.30

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	45	100.000
B		ONE HOUR	✓	92	100.000
C		ONE HOUR	✓	163	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	0	45
	B	88	0	4
	C	163	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	7	7	7
	B	7	7	7
	C	7	7	7

Results

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Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	7.13	0.0	A	4	6
B-A	0.22	11.75	0.3	B	81	121
C-AB	0.00	0.00	0.0	A	0	0
C-A					150	224
A-B					0	0
A-C					41	62

Main Results for each time segment

15:15 - 15:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3	0.75	573	0.005	3	0.0	0.0	6.923	A
B-A	66	17	444	0.149	65	0.0	0.2	10.418	B
C-AB	0	0	584	0.000	0	0.0	0.0	0.000	A
C-A	123	31			123				
A-B	0	0			0				
A-C	34	8			34				

15:30 - 15:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	0.90	567	0.006	4	0.0	0.0	7.008	A
B-A	79	20	439	0.180	79	0.2	0.2	10.954	B
C-AB	0	0	582	0.000	0	0.0	0.0	0.000	A
C-A	147	37			147				
A-B	0	0			0				
A-C	40	10			40				

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	1	558	0.008	4	0.0	0.0	7.126	A
B-A	97	24	433	0.224	97	0.2	0.3	11.729	B
C-AB	0	0	580	0.000	0	0.0	0.0	0.000	A
C-A	179	45			179				
A-B	0	0			0				
A-C	50	12			50				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	1	558	0.008	4	0.0	0.0	7.127	A
B-A	97	24	433	0.224	97	0.3	0.3	11.749	B
C-AB	0	0	580	0.000	0	0.0	0.0	0.000	A
C-A	179	45			179				
A-B	0	0			0				
A-C	50	12			50				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	0.90	566	0.006	4	0.0	0.0	7.013	A
B-A	79	20	439	0.180	79	0.3	0.2	10.981	B
C-AB	0	0	582	0.000	0	0.0	0.0	0.000	A
C-A	147	37			147				
A-B	0	0			0				
A-C	40	10			40				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3	0.75	573	0.005	3	0.0	0.0	6.930	A
B-A	66	17	444	0.149	66	0.2	0.2	10.470	B
C-AB	0	0	584	0.000	0	0.0	0.0	0.000	A
C-A	123	31			123				
A-B	0	0			0				
A-C	34	8			34				

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13.0 MATERIAL ASSETS

13.1 Introduction

This chapter has been prepared by Sustech. It provides an assessment of the potential impacts of the proposed development on material assets within the vicinity of the site. Material assets comprise the valued resources of the environment that are intrinsic to specific places and are of natural or human origin. The objective is to ensure the sustainable use of material assets and to ensure that they will be available for future generations.

Where material assets are discussed in more detail elsewhere in the EIAR, these are listed below.

Material Assets of Natural Origin

- Assimilative capacity of receiving atmosphere – see Chapter 6 (Air Quality and Odour), Chapter 16 (Climate)
- Assimilative capacity of receiving hydrological environment – see Chapter 8 (Water Quality and Aqueous Emissions)
- Geological and hydrogeological resources – see Chapter 9 (Soils, Geology and Hydrogeology)

Material Assets of Human Origin

- Public Utilities – see Chapter 8 (Water Quality and Aqueous Emissions)
- Transport Infrastructure – see Chapter 12 (Traffic and Transport)
- Cultural Heritage – see Chapter 14 (Archaeological and Cultural Heritage)

13.2 Assessment Methodology

This section of the EIAR considers the material assets of the subject site and surrounding area which may be directly affected by the proposed development.

This chapter was prepared in accordance with the relevant Environmental Protection Agency's (EPA) guidance^{1,2}. A desk study was conducted to evaluate and assess the impact of the proposed development on relevant material assets.

¹ EPA (2022) *Guidelines on the Information to be Contained in Environmental Impact Assessment Reports*.

² EPA (September 2015) *Advice Notes for Preparing Environmental Impact Statements – DRAFT*.

13.3 Receiving Environment

13.3.1 Material Assets of Natural Origin

13.3.1.1 *Stormwater Discharge to Lough Mahon*

Clean, uncontaminated surface water collected onsite is discharged to Lough Mahon via an existing outfall. Further detail is provided in Chapter 8 – Water Quality and Aqueous Emissions.

13.3.1.2 *Natural Gas*

Natural gas is the main fuel source onsite for the steam boilers with a typical peak production usage of c. 1.9 million m³/yr (equivalent to c. 20.9 million kWhr).

This is anticipated to rise to a maximum of c. 3.9 million m³/yr (equivalent to c. 30 million kWhr) upon installation of the proposed natural-gas fired Combined Heat and Power (CHP) system with associated waste heat recovery.

The proposed natural-gas fired Combined Heat and Power (CHP) plant with waste heat recovery will replace some of the thermal demand estimated at c. 14.4 million kWhr_{TH} (assuming 6,240 hours/yr operation).

13.3.1.3 *Other Fuels*

A minor amount of LPG and other fuels is used for forklifts and the emergency fire pumping equipment.

There is no significant change proposed to current usage patterns consequent to the proposed development.

13.3.2 Material Assets of Human Origin

13.3.2.1 *Potable Water Supply*

Water for use in the process is provided from the municipal potable supply network. The current demand is relatively modest at c. 180 m³/day. It is anticipated that the proposed development will see abstraction rise to 260 m³/d and there is sufficient capacity in the municipal network to facilitate this increase.

Potable water will be used onsite for domestic purposes and welfare facilities.

The relevant Water Supply Zone (WSZ) within which services the municipal network is the Cork Harbour and City WSZ. The raw water for Inniscarra Water Treatment Plant (WTP) is abstracted from the River Lee at Inniscarra Reservoir. The plant has a current average daily production of c. 64,000 m³/d.

It is anticipated that a number of site employees will complete the Uisce Éireann Water Stewardship Programme and there is an ongoing programme of water conservation in place including reviewing the use of alternative sources of water (such as harvested rainwater) for different applications. This approach to water management will continue with the proposed development.

13.3.2.2 *Municipal Sewer*

There is an existing onsite WWTP. Treated wastewater is discharged to the Uisce Éireann municipal sewer network for further treatment in the Carrigrennan municipal WWTP. Both foul and process effluent are discharged to the municipal WWTP for treatment.

The proposed development will be facilitated within the existing IEL trade effluent discharge envelope.

Temporary welfare facilities for construction personnel will be appropriately connected to the network where necessary.

There will be a modest increase in foul wastewater discharged from the site associated with an increase in headcount of c. 40-50 people and there is sufficient capacity in the local network to accommodate this very modest increase.

Further details are provided in Chapter 8 – Water Quality and Aqueous Emissions.

13.3.2.3 *Electricity Supply*

Current electrical consumption is c. 8.5 million kWh. The proposed development estimates a future electrical demand of up to c. 12.2 million kWh.

The proposed CHP system will be capable of providing the bulk of the required future electrical demand assuming 6,240 hours/yr operation).

Future alternative energy sources (solar etc.) will be considered at detailed design stage subject to a number of factors including but not limited to ATEX considerations of roof-mounted solar and other health and safety considerations as required. Where separate planning consent is required to facilitate same, this will be sought as required.

13.3.2.4 *Telecommunications*

The site is serviced with respect to telecommunications lines for telephone and broadband services and the proposed development can be accommodated within the existing service infrastructure.

13.4 Potential Impact of the Proposed Development

The potential impact of the proposed development would be an overloading of the available water, sewerage, gas and electricity supply infrastructure if sufficient capacity was not available.

13.4.1 Construction Phase

There will be minimal use of natural resources during the Construction Phase. Natural resources consumed will include the use of aggregates and clean fill and the use of fuels for construction related machinery. There will be a minimal use of water resources during the Construction Phase. The services onsite can accommodate all requirements of the Construction Phase.

Therefore, the potential impact of the proposed development on natural resources and public utilities during the Construction Phase is considered to be short-term and imperceptible.

13.4.2 Operational Phase

During the operational phase there will be resource requirements for the production process in particular natural gas and potable water.

Energy efficiency and water conservation measures will be incorporated into the detailed design of the facility.

There is a potential impact on material assets of both natural and human origin if mitigation measures associated with the proposed development are not implemented. These potential impacts are discussed within the relevant chapters of this EIAR.

In relation to the operational phase, the potential impact of the proposed development on material assets is considered to be long-term and slight-negative.

13.5 Do Nothing Scenario

The 'Do Nothing Scenario' would result in no change to the demands on material assets by the existing facility.

13.6 Mitigation Measures

Extensions to utilities, if required at detailed design, will be constructed in accordance with the requirements of the relevant bodies (e.g. ESB/EirGrid, Uisce Éireann, Gas Networks Ireland etc.) to avoid/minimise disruption to their services. Appropriate consultation with these bodies will be held.

Potable water consumption rates and wastewater discharge limits will ultimately be limited to the values set by Uisce Eireann and, ultimately, the EPA. Electricity and gas consumption rates will be limited to the values set by the utility providers.

All connections to potable water, sewer, electricity and natural gas material assets will be made and reinstated to the requirements of the relevant bodies that are responsible for maintaining these assets.

13.7 Monitoring

Onsite water consumption will continue to be monitored using water meters. Treated process effluent will be monitored as per EPA requirements.

Similarly, other utility consumption rates will be appropriately monitored and recorded.

It is an objective of Cara Partners to maintain a sustainable and efficient use of utilities to reduce overall environmental impact and footprint.

13.8 Residual Impact

The mitigation measures outlined in this chapter and throughout the EIAR will be implemented as part of the site's CEMP, regulatory and licensing obligations.

The overall predicted impact of the proposed development on material assets is considered to be long-term and slight-negative.

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