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Introduction

- 14.1 PMCE Ltd were commissioned by SLR Consulting Ireland to undertake a review of the potential traffic impacts associated with the proposed continued use of the Roadstone Cam Quarry in Curry and Cloonacaltry townlands, Brideswell, Co. Roscommon.
- 14.2 In preparing this report reference has been made to the following documents:
- Transport Infrastructure Ireland (TII) Publications document PE PDV-02045, "Traffic and Transport Assessment Guidelines" (May 2014) published by TII;
 - TII Publications document PE-PAG-02017, "Project Appraisal Guidelines for National Roads Unit 5.3 – Travel Demand Projections" (October 2021) published by TII;
 - TII Publications document PE-PAG-02039, "Project Appraisal Guidelines for National Roads Unit 16.1 - Expansion Factors for Short Period Traffic Counts" (October 2016) published by TII;
 - Traffic Count Survey Data, collected by Traffinomics;
 - TII Publications document DN-GEO-03031, "Rural Road Link Design" (June 2017 & May 2023) published by TII;
 - TII Publications document DN-GEO-03060, "Geometric Design of Junctions (priority junctions, direct accesses, roundabouts, grade-separated and compact grade-separated junctions)" (June 2017 & May 2023) published by TII;
 - Roscommon County Development Plan 2022-2028.

Scope of Work

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

Baseline Study Methodology

- 14.4 The methodology adopted for this appraisal and report involved, in brief:
- 14.5 **Traffic Counts:** Traffic surveys were conducted in the local area by a specialist surveyor on 21st January 2025.
- 14.6 **Site Visit:** Site visits were undertaken on 26th February 2025, the weather was dry, and the ground surface was wet.
- 14.7 **Trip Generation and Trip Assignment:** This is used to derive trip rates and forecast trips for the proposed development, and to assign generated traffic flows onto the existing road network.
- 14.8 **Link Capacity Assessment:** To obtain an AADT value for the main road linking the Proposed Development to the surrounding network and assess its capacity.
- 14.9 **Junction Capacity Assessment:** The traffic count data was used to develop Junctions 9 models for the assessed junctions using the 'Junctions 9' computer programme.
- 14.10 **Future Year Assessments:** The estimated future year volumes on the study area network, as a result of the increase in background traffic and any development related traffic, was used to assess the future operational performance of all junctions and surrounding road

network for 2025 (assumed year of opening) and at two future assessment years, the opening year +5 (2030) and the opening year +15 (2040).

Site Location

- 14.11 **Figure 14-1** shows the quarry location at Curry and Cloonacaltry townlands, Brideswell, Co. Roscommon and the surrounding road network.

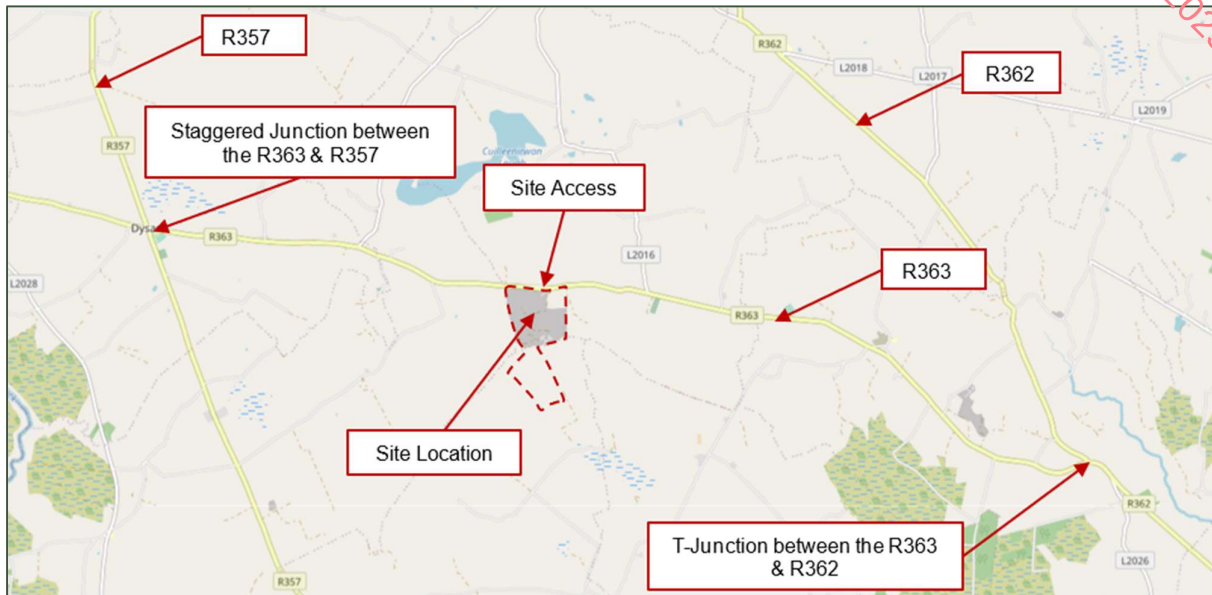


Figure 14-1: Location Plan

Site Description

- 14.12 The application site is comprised of an operational limestone quarry. The lands surrounding the site can be characterised as rural in nature, with land uses supporting mostly agricultural use in the vicinity of the development. The proposed development will benefit from existing access roads and a well-defined access on the R363, which has benefited from significant upgrades in association with the previous planning permission. Existing development traffic volumes will not increase as a result of the proposed continuance.

Existing Road Network

R363 Regional Road

- 14.13 The R363 is a regional road, located between Newbridge in County Galway and Bellanamullia in County Roscommon (R362), passing over Ballyforan Bridge at the boundary between Galway and Roscommon. The R363 is 28 km in length, running in an east-west direction



- 14.14 In the vicinity of the site, the R363 is 7 metres wide, with no footways or hard strips. The road widens to 12.5 metres at the site access to accommodate left and right-turning lanes for the quarry site. At the time of the site visit, the posted speed limit on the R363 was 80 km/h.

Traffic Volumes

- 14.15 Classified 12-hour Junction Turning Counts (JTCs) were carried out on Tuesday 21st January 2025, by Traffinomics Ltd., at a total of 3 no. junctions.
- 14.16 The counts were carried out between 7:00am and 7:00pm, with this time period encompassing the peak hours on the adjacent national and local roads network. Surveyed vehicles were broken down into five categories as follows:
- Cars;
 - LGV's (Light Goods Vehicles);
 - OGV1 (Two and three axle goods vehicles);
 - OGV2 (Four and five axle goods vehicles);
 - Buses.
- 14.17 The detailed results of the traffic survey are summarised in **Appendix 14-B**. The morning and evening peak hours have been established as:
- **4-Arm Staggered Junction of the R363 and R357 (referred to as the 'R357 Junction' in this report)** – 07:45 to 08:45 (AM Peak) and 16:45 to 17:45 (PM Peak)
 - **3-Arm T-Junction of the R363 and Site Access (referred to as the 'Quarry Site Access' in this report)**– 07:45 to 08:45 (AM Peak) and 16:45 to 17:45 (PM Peak)
 - **3-Arm T-Junction of the R363 and R362 (referred to as the 'R362 Junction' in this report)**– 08:15 to 09:15 (AM Peak) and 17:15 to 18:15 (PM Peak)
- 14.18 The count data for each site has been converted to Annual Average Daily Traffic (AADT) values using the methodology described in "Expansion Factors for Short Period Traffic Counts" (Unit 16.1 NRA Project Appraisal Guidelines, October 2016). Appendices A to C of the above document were used in the expansion of traffic counts to AADT's.
- 14.19 A combined factor of 0.863 was arrived at by combining the individual hourly factors for the count duration. This factor was then used to determine the 24-hour traffic flow. This was then converted to a Weekly Average Daily Traffic (WADT) using an index of 0.98 for the Tuesday traffic count. Finally, this was converted to AADT using an index of 1.18 for the month of January. These factors were used to calculate the AADT for the three junctions.
- 14.20 The resulting AADT figures at each junction are provided in **Appendix 14-C**.

Proposed Development

Trip Generation & Distribution

General

- 14.21 The proposed application is in relation to the continuation of current operations at the existing Roadstone Quarry site in Cam, Co. Roscommon. Existing development traffic volumes will not increase as a result of the proposed continuance.

Proposed Development Operations

- 14.22 The proposed development is estimated to export up to 500,000 tonnes of material from the site annually. In determining the daily traffic volumes associated with the development an average of 83 loads per day from the site has been calculated based on the following assumptions:

- The facility will operate for 48 weeks per year.
- Material will be transported from the site in 23 tonne loads.
- The facility will operate for 5.5 days per week (Monday to Saturday) inclusive.
- The facility opening times will be 7am to 8pm on weekdays and 7am to 2pm on Saturdays

Staff Trips

- 14.23 The existing development provides full time employment for a current work force of c. 30 personnel including direct employees, sub-contractors (e.g. drilling and blasting), contract hauliers, maintenance contractors, material suppliers, etc.
- 14.24 Staff movements will generate 30 trips inbound in the morning and 30 trips outbound in the evening peak. Staff car movements have been distributed in accordance with the existing light vehicle distribution at the site access. A conservative approach was taken as it was considered that these trips would coincide with the AM and PM Peaks.

Miscellaneous Trips

- 14.25 A total of 3 trips have been assumed to occur daily to cater for possible miscellaneous trips associated with the site. These miscellaneous trips allow for operations meetings, site inspections, maintenance operations for facility and machinery, etc. It is not considered that these trips would coincide with either peak hour.

Trip Distribution & Composition

- 14.26 **Appendix 14-A** contains extracts from the TRICS database giving the forecast arrivals / departures distribution at similar sites.
- 14.27 The distribution of the development traffic on the adjacent road network is based on an assessment of the existing traffic flows at the site access derived from the traffic count data.
- 14.28 **Table 14-1** details the trip distribution that has been applied to the development traffic as part of the junction capacity analysis.

Table 14-1: Summary of Predicted Daily Trips in Opening Years and Beyond

Development	Type of Traffic	Daily Trips	
		Arrivals	Departures
Quarry	Transportation of Material (HGV's)	83	83
	Staff (LVs)	30	30
	Miscellaneous (LVs)	3	3
Total		116	116

Trip Assignment

- 14.29 The assignment of the forecast development traffic onto the adjacent road network is based on the existing traffic flow distribution at each junction as derived from the traffic counts and projected routes. This is illustrated in **Figure 14-2**

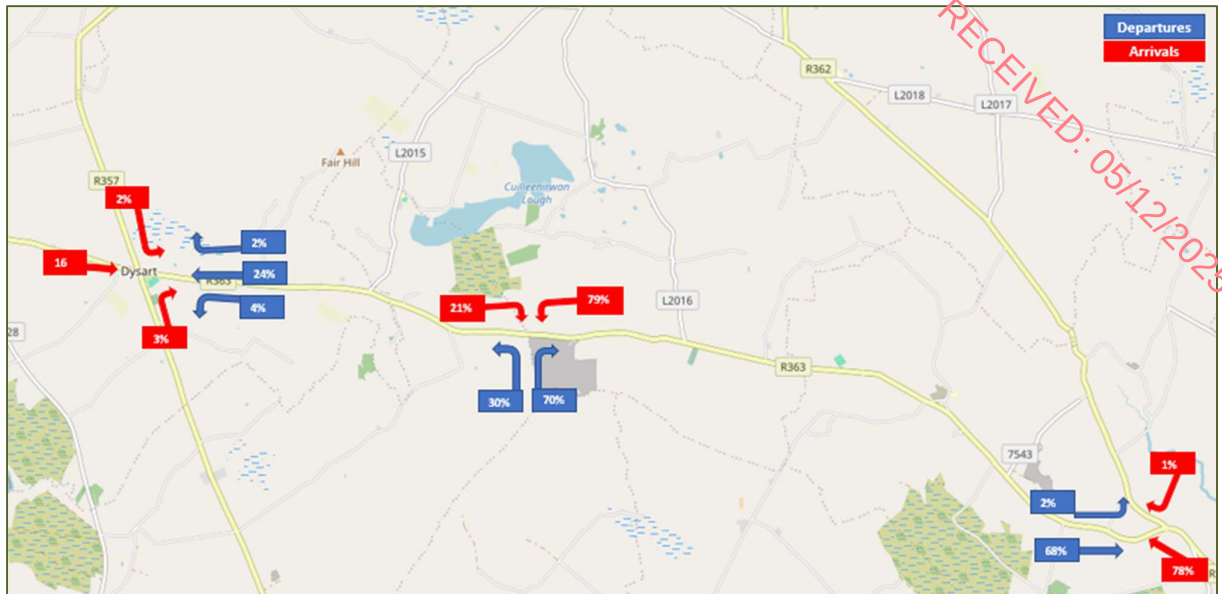


Figure 14-2: Assignment of Development Traffic throughout the Adjacent Road Network

Scope of Assessment

- 14.30 Section 2.1 of the “Traffic and Transport Assessment Guidelines” published by Transport Infrastructure Ireland recommends that in an urban or congested setting that a traffic assessment should cover all roads and junctions where the developing traffic exceeds 5% of the existing or background traffic, or 10% of background traffic when located in rural areas. **Figure 14-3** outlines the distributed development traffic as a percentage of the background traffic (as captured by the traffic survey) on the adjacent road network.

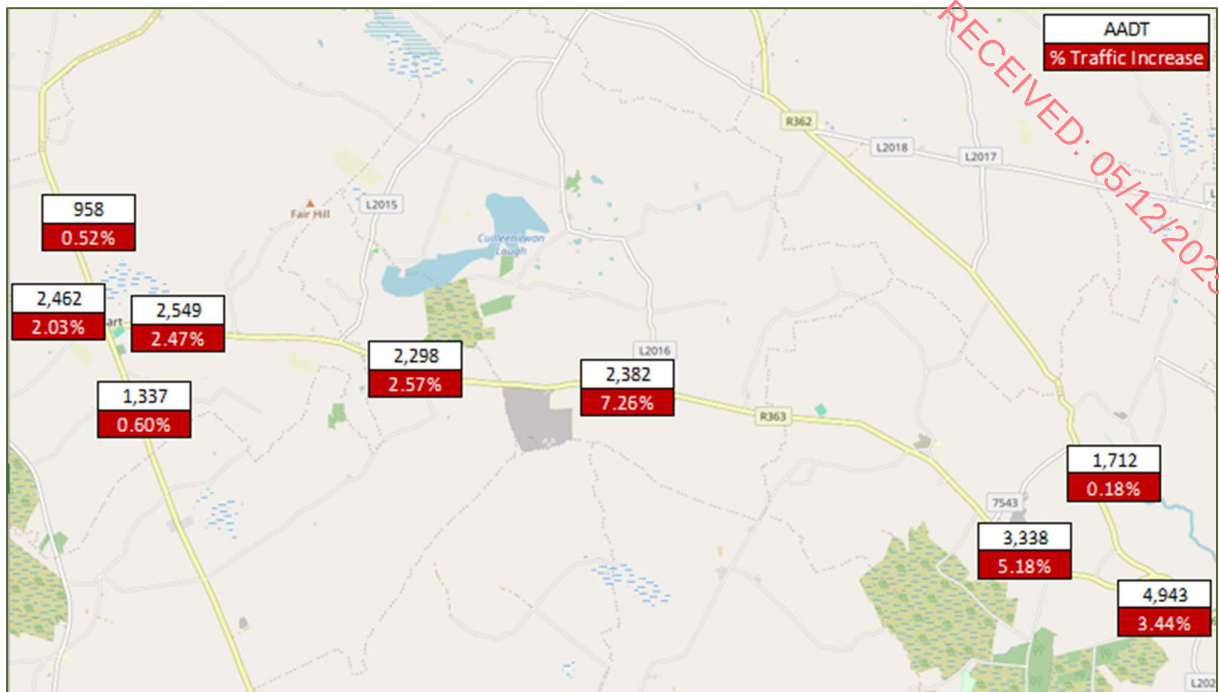


Figure 14-3: AADT and Development Traffic as a Percentage of Existing Traffic

14.31 The development traffic exceeds 5% of background traffic on the R363. Therefore, this Traffic and Transport Assessment shall undertake a capacity assessment at the Quarry Site Access on the R363 and the R363/R362 Junction.

Road Impacts

Assessment Years

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

Traffic Growth

- 14.34 The "Project Appraisal Guidelines - Unit 5.3 – Travel Demand Projections (PE-PAG-02017)" published by TII in October 2021 has been used to determine future year traffic flows on the network from the 2025 traffic count data.
- 14.35 **Table 14-2** contains a summary of the traffic growth factors published in the "Project Appraisal Guidelines". For this assessment, a central growth scenario has been adopted (a 'central' growth scenario was assumed given the site location and scale).

Table 14-2: Future Year Traffic Growth Figures (Co. Roscommon)

Year	Low Growth		Central Growth		High Growth	
	LV	HV	LV	HV	LV	HV
2016-2030	1.0092	1.0267	1.0107	1.0284	1.0142	1.0318
2030-2040	1.0012	1.0115	1.0031	1.0135	1.0069	1.0174

Link Capacity Assessment

R363 Regional Road

- 14.36 The TII Publications document reference DN-GEO-03031 (April 2017) provides guidance on recommended rural road layouts in its Table 6/1. It advises that the capacity of a Type 3 Single Carriageway Road with 6.0m cross-section is 5,000 AADT for a Level of Service D. The R363, adjacent to the site, has an average cross-section width of approximately 6m with no hard shoulders present. Therefore, the R363 is considered to be most similar to the Type 3 Single Carriageway cross-section in this document with a capacity of 5,000 AADT for Level of Service D.
- 14.37 The existing development traffic volumes will not increase as a result of the proposed continuance. Therefore the existing traffic movements to/from the quarry for the various operations are forming part of the background traffic. However, for the purpose of a robust assessment, the traffic generated by the proposed development was combined with the background traffic for each year of assessment which is a conservative approach.
- 14.38 The combined background and Site Traffic volumes, outlined in **Table 14-3** in each of the assessment years is less than the LOS D capacity of 5,000 AADT for a Type 3 Single Carriageway. It is considered that the R363 will operate within capacity for each of the assessment years.

Table 14-3: Combined AADT for each Assessment Year (R363)

	Assessment Year			
	Base Year	2025	2030	2040
Background Traffic	2,382	2,382	2,517	2,630
Development Traffic	-	232	232	232
Combined Traffic (Background + Dev. Traffic+ Adj. Dev. Traffic)	2,382	2,614	2,749	2,862
Development Traffic as % of Combined Traffic	-	8.88%	8.44%	8.11%

Junction Capacity Analysis

- 14.39 The capacity of the surveyed junctions was assessed using the Transport Research Laboratory's (TRL) Junctions 9 computer programme.
- 14.40 Junction performance is measured as a ratio between the flow and capacity (RFC). The capacity analysis has been carried out for a period of 12-hours for each of the assessment years (2025, 2030, and 2040).

- 14.41 A rural junction with an RFC below 0.85 is considered to be operating within capacity, and an RFC of 0.85 indicates a junction operating at capacity.
- 14.42 The capacity of a stream or arm of a junction refers to the maximum flow of vehicles entering the junction, within a given time period and is based on the formula given in LR942 (Kimber, 1980). The formulae describing the theoretical capacity of a junction were derived empirically and have a $\pm 15\%$ confidence interval. Consequently, the standard approach to junction capacity analysis, for priority-controlled junctions, uses an RFC of 0.85 to describe the theoretical maximum capacity, however in reality there may be additional capacity above this level. Where the flow on an arm, in a given time period, exceeds the theoretical capacity this will result in increased time to traverse the junction, leading to delays and queues forming. In normal operation queues forming at a junction will dissipate over time as the volume of vehicles arriving at the junction fall below the available capacity.
- 14.43 The capacity of a junction can also be measured by its Level of Service (LOS). The LOS is denoted by a letter ranging from A – F. The following list describes the traffic conditions on a road network for each Level of Service:
- **LOS A:** Free-flow traffic with individual users virtually unaffected by the presence of others in the traffic stream (free-flow);
 - **LOS B:** Stable traffic flow with a high degree of freedom to select speed and operating conditions but with some influence from other users (reasonably free flow);
 - **LOS C:** Restricted flow that remains stable but with significant interactions with others in the traffic stream. The general level of comfort and convenience declines noticeably at this level (stable flow);
 - **LOS D:** High-density flow in which speed and freedom to manoeuvre are severely restricted and comfort and convenience have declined even though flow remains stable (approaching unstable flow);
 - **LOS E:** Unstable flow at, or near, capacity levels with poor levels of comfort and convenience (unstable flow); and
 - **LOS F:** Forced traffic flow in which the amount of traffic approaching a point exceeds the amount that can be served. This is characterised by stop-and-go waves, poor travel times and low comfort and convenience (forced or breakdown flow).
- 14.44 It is therefore considered that a junction operating at a LOS E is close to, or at, capacity and a junction operating at LOS F is considered to be above capacity.
- 14.45 The detailed junction capacity analysis outputs for the analysed junction, for each of the assessment years, are contained within **Appendix 14-D** to this report.

Junction: Site Access / R363

- 14.46 A summary of the junction capacity analysis results for the junction of the Site Access and the R363 Regional Road is shown in **Table 14-4**. The results indicate that the junction will continue to operate within capacity for each of the assessment years 2025, 2030, and 2040.

Table 14-4: Summary of Traffic Analysis at R363 Site Access

	12 Hours (07:00 – 19:00)			
	Queue (Veh)	Delay (s)	RFC	LOS
Stream	2025			
Quarry Access – R363 W	0.0	14.94	0.04	B
Quarry Access – R363 E	0.1	19.87	0.10	C
R363 W– R363 E/ Quarry Access	0.0	10.81	0.03	B
Stream	2030			
Quarry Access – R363 W	0.0	15.05	0.04	C
Quarry Access – R363 E	0.1	20.23	0.10	C
R363 W– R363 E/ Quarry Access	0.0	10.87	0.03	B
Stream	2040			
Quarry Access – R363 W	0.0	15.19	0.04	C
Quarry Access – R363 E	0.1	20.59	0.11	C
R363 W– R363 E/ Quarry Access	0.0	10.92	0.03	B

14.47 A summary of the junction capacity analysis results for the junction of the R362 Regional Road and the R363 Regional Road is shown in **Table 14-5**. The results indicate that the junction will continue to operate within capacity for each of the assessment years 2025, 2030, and 2040.

Table 14-5: Summary of Traffic Analysis at R362 Junction

	12 Hours (07:00 – 19:00)			
	Queue (Veh)	Delay (s)	RFC	LOS
Stream	2025			
R362- R363 E	0.3	7.76	0.26	A
R362- R363 W	0.0	21.50	0.01	C
R363 E– R362/R363 W	0.3	8.00	0.23	A
Stream	2030			
R362- R363 E	0.3	7.98	0.27	A
R362- R363 W	0.0	21.84	0.01	C
R363 E– R362/R363 W	0.3	8.19	0.24	A
Stream	2040			
R362- R363 E	0.4	8.16	0.28	A
R362- R363 W	0.0	22.10	0.01	C
R363 E– R362/R363 W	0.3	8.43	0.25	A

Road Safety

Sightlines

- 14.48 Sightlines at the quarry access have been assessed against the Roscommon County Development Plan 2022-2028, which requires 160m of unobstructed visibility for vehicular entrances on Regional Roads at a point 3.0m back from the edge of the carriageway.
- 14.49 Visibility in both directions was found to meet the requirements of the Roscommon Development Plan 2022-2028.

Parking

- 14.50 The parking provision is sufficient for the number of staff working on site and also for any miscellaneous trips that may occur.

Public Transport

- 14.51 There are no public transport provisions in the vicinity of the site due to its rural location.

Pedestrians & Cyclists

- 14.52 Due to the location and operation of the existing quarry, there are no existing pedestrian footways or cycle facilities currently in the vicinity of the site and it is not envisaged that there is a desire line for pedestrians or cyclists to/from the site.

Conclusions

- 14.53 The Traffic and Transport Assessment makes the following conclusions:
- Link capacity analysis was carried out on R363, and it was determined that it will continue to operate within capacity for each of the assessment years: 2025, 2030, and 2040.
 - The results of the junction capacity analysis indicates that the junction assessed will operate within capacity for each of the assessment years: 2030, and 2040.
 - That adequate visibility splays are available at the quarry access on the R363 Regional Road.
 - There is sufficient parking provision within the site to accommodate parking for all staff, and site operation.

Proposed Mitigation Measures and / or Factors

Mitigation and Management

- 14.54 Following the link, and junction capacity assessments, the trips associated with the operation of the proposed development were found to have an imperceptible impact on the link capacity of the R363 Regional Road, and the junction capacity of the site access junction and the R362 Junction.
- 14.55 The impact of the proposed development, in relation to road safety and the existing road infrastructure, was also determined to be imperceptible.

Cumulative and In-Combination Effects

- 14.56 A search of planned future developments which may have an impact on future traffic flows in the vicinity of the proposed development was undertaken. A list of 3rd party projects, which may have an impact on the traffic related to the proposed development, and which have received planning permission, is shown in **Table 14-6**.

Table 14-6: Summary of Adjacent Developments

Reference	Description
ABP-PA20.313750	Permission to erect a 20 x turbine windfarm and associated works in 2 x clusters at the townlands of Cronin and Skyvalley in County Roscommon.
ABP-VA20.321238	Permission for the construction and operation of an electricity substation and associated underground grid connection cables ('the project') to facilitate the connection of the permitted Seven Hills Wind Farm to the national electricity network.
2227	Permission to construct a 30-metre-high multi-user lattice tower telecommunications structure with headframe, carrying antenna and dishes enclosed within a 2.4 metre high palisade fence compound with associated ground equipment and associated site works including new access track.
2360269	Permission for development within an application area of 6 Ha., which will consist of: Use of up to 190,000 tonnes of imported inert natural materials, principally excess soil, stones and/or broken rock to partially fill and restore a disturbed landform created by previous extraction of sand and gravel. The development will be completed within 9 years (which includes a restoration period of up to 2 years).

- 14.57 Two adjacent developments, the proposed Turbine Windfarm at the townlands of Cronin and Skyvalley (Planning Ref. PA20.313750) and the land restoration works near Brideswell (PI. Ref. 2360269 of Roscommon County Council), which are considered to be of a sufficient scale such that traffic generated by these developments (in operation and/or during construction) may impact on the future performance of the junction and road network, were identified.
- 14.58 The trips generated from the adjacent developments have been added to the background traffic for this traffic assessment for each of the assessment years. In addition, for the purpose of the assessment, it was considered that these trips would coincide with the AM and PM Peaks. This is considered to be a conservative approach as the traffic growth factors used in the analysis are based on the forecast of future developments such as these adjacent developments, and vehicles may arrive and depart within longer time periods.

Interactions with Other Environmental Attributes

- 14.59 The existing development traffic volumes will not increase as a result of the proposed continuation of the quarry operations. Therefore, the development will not result in corresponding changes to noise levels, air quality or other environmental elements in the vicinity of the surrounding road network.

Indirect effects

- 14.60 The indirect effects of the development, in relation to traffic, on the surrounding road environment are deemed to be imperceptible.

Residual effects

- 14.61 The residual effects of the development, in relation to traffic, on the surrounding road environment are deemed to be imperceptible.

Monitoring

- 14.62 Monitoring of the traffic impacts to the surrounding road and junction network's performance is not considered to be required, as the Opening Year +5 and Opening Year +15 analysis has determined that the local road network will continue to operate within capacity, with an imperceptible impact from the proposed development.

Difficulties Encountered

- 14.63 There were no particular difficulties encountered during the compilation of this chapter.

References

Environmental Protection Agency (2022) 'Guidelines on the Information to be contained in Environmental Impact Assessment Reports'.

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Appendices

Appendix 14-A: TRICS Outputs

Appendix 14-B: Traffic Survey Data

Appendix 14-C: Estimated AADTs

Appendix 14-D: Junction 9 Outputs

Appendix 14-A – TRICS Output

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PMCE Ltd Lower Commons Road Dublin 22

Licence No: 261601

Filtering Summary

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

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TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

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

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

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Primary Filtering selection:

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

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

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

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

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

Selected survey days:

Tuesday 2 days
 Wednesday 2 days
 Friday 1 days

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

Selected survey types:

Manual count 5 days
 Directional ATC Count 0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Out of Town 4
 No Sub Category 1

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

Inclusion of Servicing Vehicles Counts:

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

Secondary Filtering selection:

Use Class:

B2 5 days

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

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

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Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	1 days

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

Travel Plan:

Not Known	2 days
No	3 days

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

PTAL Rating:

No PTAL Present	5 days
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This data displays the number of selected surveys with PTAL Ratings.

RECEIVED: 05/12/2025

LIST OF SITES relevant to selection parameters

1	DC-02-H-02	STONE QUARRY	DORSET	
	SOUTHWELL STREET			
	NEAR PORTLAND			
	SOUTHWELL			
	Free Standing (PPS6 Out of Town)			
	Out of Town			
	Total Site area:	40.00 hect		
	Survey date: WEDNESDAY	03/09/97	Survey Type: MANUAL	
2	DH-02-H-01	LIMESTONE QUARRY	DURHAM	
	STONYBECK LANE			
	NEAR DURHAM			
	BISHOP MIDDLEHAM			
	Free Standing (PPS6 Out of Town)			
	Out of Town			
	Total Site area:	10.00 hect		
	Survey date: TUESDAY	02/12/08	Survey Type: MANUAL	
3	GM-02-H-01	STONE QUARRY	GREATER MANCHESTER	
	GEORGE'S LANE			
	HORWICH			
	Edge of Town			
	No Sub Category			
	Total Site area:	17.00 hect		
	Survey date: FRIDAY	09/08/91	Survey Type: MANUAL	
4	HP-02-H-01	QUARRY	HARTLEPOOL	
	HART VILLAGE			
	HARTLEPOOL			
	Free Standing (PPS6 Out of Town)			
	Out of Town			
	Total Site area:	22.80 hect		
	Survey date: TUESDAY	09/11/10	Survey Type: MANUAL	
5	NN-02-H-01	GRAVEL QUARRY	NORTH NORTHAMPTONSHIRE	
	WOLLASTON ROAD			
	BOZEAT			
	WELLINGBOROUGH			
	Free Standing (PPS6 Out of Town)			
	Out of Town			
	Total Site area:	14.50 hect		
	Survey date: WEDNESDAY	26/11/08	Survey Type: MANUAL	

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

RECEIVED: 05/12/2025

TRIP RATE for Land Use 02 - EMPLOYMENT/H - QUARRY

TOTAL VEHICLES

Calculation factor: 1 hect

BOLD print indicates peak (busiest) period

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

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

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

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Parameter summary

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

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

Appendix 14-B: – Traffic Survey Data

RECEIVED: 05/12/2025

TRAFFINOMICS LIMITED

**CAM QUARRY TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

JANUARY 2025

TRA/25/009

SITE: 01

DATE: 21st January 2025

LOCATION: R357/R363 Dysart Cross

DAY: Tuesday

TIME	MOVEMENT 1					TOT	PCU	MOVEMENT 2					TOT	PCU	MOVEMENT 3					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
07:00	0	0	0	0	0	0	0	2	0	1	0	0	3	4	0	0	0	0	0	0	0
07:15	1	0	0	1	0	2	3	5	0	0	0	0	5	5	0	0	0	0	0	0	0
07:30	1	0	0	0	0	1	1	3	1	0	0	0	4	4	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	5	2	0	0	0	7	7	0	0	0	0	0	0	0
H/TOT	2	0	0	1	0	3	4	15	3	1	0	0	19	20	0	0	0	0	0	0	0
08:00	2	0	0	0	0	2	2	3	1	0	0	0	4	4	1	0	0	0	0	1	1
08:15	1	0	0	0	0	1	1	5	2	1	0	0	8	9	0	0	0	0	0	0	0
08:30	3	1	0	0	0	4	4	7	1	0	0	0	8	8	0	1	0	0	0	1	1
08:45	2	0	0	0	0	2	2	5	2	1	0	0	8	9	0	1	0	0	0	1	1
H/TOT	8	1	0	0	0	9	9	20	6	2	0	0	28	29	1	2	0	0	0	3	3
09:00	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0
09:15	1	0	0	0	0	1	1	4	1	0	0	0	5	5	1	0	0	0	0	1	1
09:30	0	0	0	0	0	0	0	5	2	1	0	0	8	9	1	1	0	0	0	2	2
09:45	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	1	0	0	0	2	2	10	3	1	0	0	14	15	2	1	0	0	0	3	3
10:00	0	0	0	0	0	0	0	4	0	1	0	0	5	6	0	0	0	0	0	0	0
10:15	1	0	0	0	0	1	1	0	1	0	0	0	1	1	0	0	0	0	0	0	0
10:30	1	0	0	0	0	1	1	2	2	0	0	0	4	4	1	0	0	0	0	1	1
10:45	1	1	0	0	1	3	4	3	0	0	0	0	3	3	0	2	0	0	0	2	2
H/TOT	3	1	0	0	1	5	6	9	3	1	0	0	13	14	1	2	0	0	0	3	3
11:00	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0
11:15	1	0	0	0	0	1	1	3	2	0	0	0	5	5	0	1	0	0	0	1	1
11:30	1	0	0	0	0	1	1	2	3	0	0	0	5	5	2	1	0	0	0	3	3
11:45	1	1	0	0	0	2	2	5	0	0	0	0	5	5	0	0	0	0	0	0	0
H/TOT	3	1	0	0	0	4	4	12	5	0	0	0	17	17	2	2	0	0	0	4	4
12:00	1	0	0	0	0	1	1	3	1	0	0	0	4	4	0	1	0	0	0	1	1
12:15	0	1	0	0	0	1	1	2	1	0	0	0	3	3	1	1	0	0	0	2	2
12:30	0	2	0	0	0	2	2	2	2	1	0	0	5	6	0	0	0	0	0	0	0
12:45	1	0	0	0	0	1	1	1	0	0	0	0	1	1	0	1	1	0	0	2	3
H/TOT	2	3	0	0	0	5	5	8	4	1	0	0	13	14	1	3	1	0	0	5	6

TRAFFINOMICS LIMITED

CAM QUARRY TRAFFIC COUNTS MANUAL CLASSIFIED JUNCTION TURNING COUNTS

JANUARY 2025

TRA/25/009

SITE: 01

DATE: 21st January 2025

LOCATION: R357/R363 Dysart Cross

DAY: Tuesday

TIME	MOVEMENT 1					TOT	PCU	MOVEMENT 2					TOT	PCU	MOVEMENT 3					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
13:00	1	0	0	0	0	1	1	3	1	0	0	0	4	4	2	1	0	0	0	3	3
13:15	0	0	0	0	0	0	0	4	1	0	0	0	5	5	0	0	0	0	0	0	0
13:30	1	0	0	2	0	3	6	4	1	0	0	0	5	5	0	0	0	0	0	0	0
13:45	0	0	0	1	0	1	2	2	1	0	0	0	3	3	0	1	0	0	0	1	1
H/TOT	2	0	0	3	0	5	9	13	4	0	0	0	17	17	2	2	0	0	0	4	4
14:00	0	2	0	1	0	3	4	3	1	0	0	0	4	4	0	1	0	0	0	1	1
14:15	0	2	0	1	0	3	4	4	0	0	1	0	5	6	0	1	0	0	0	1	1
14:30	1	0	0	0	0	1	1	6	1	0	0	0	7	7	0	1	0	0	1	2	3
14:45	0	1	0	0	0	1	1	2	0	0	0	0	2	2	1	0	0	0	0	1	1
H/TOT	1	5	0	2	0	8	11	15	2	0	1	0	18	19	1	3	0	0	1	5	6
15:00	1	1	0	0	0	2	2	1	0	1	0	0	2	3	0	1	0	0	0	1	1
15:15	1	1	1	0	0	3	4	3	1	0	1	0	5	6	1	1	0	0	0	2	2
15:30	0	0	0	0	0	0	0	5	0	2	0	0	7	8	1	0	0	0	0	1	1
15:45	2	0	0	0	0	2	2	3	2	0	0	0	5	5	0	1	0	0	0	1	1
H/TOT	4	2	1	0	0	7	8	12	3	3	1	0	19	22	2	3	0	0	0	5	5
16:00	1	0	1	0	0	2	3	5	3	0	0	0	8	8	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	3	3	0	0	0	6	6	1	0	0	0	0	1	1
16:30	1	1	0	0	0	2	2	2	1	0	0	0	3	3	0	0	0	0	0	0	0
16:45	2	1	0	0	0	3	3	7	1	0	0	1	9	10	1	1	0	0	0	2	2
H/TOT	4	2	1	0	0	7	8	17	8	0	0	1	26	27	2	1	0	0	0	3	3
17:00	0	0	1	0	0	1	2	5	0	1	0	0	6	7	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	5	2	0	0	0	7	7	1	0	0	0	0	1	1
17:30	1	0	1	0	0	2	3	6	2	0	0	0	8	8	0	0	0	0	0	0	0
17:45	1	0	0	0	0	1	1	11	2	0	0	0	13	13	1	0	0	0	0	1	1
H/TOT	2	0	2	0	0	4	5	27	6	1	0	0	34	35	2	0	0	0	0	2	2
18:00	1	0	0	0	0	1	1	7	0	0	0	0	7	7	2	0	0	0	0	2	2
18:15	0	0	0	0	0	0	0	4	1	0	0	0	5	5	2	1	0	0	0	3	3
18:30	1	0	0	0	0	1	1	5	1	0	0	0	6	6	1	0	0	0	0	1	1
18:45	0	1	0	0	0	1	1	2	1	0	0	0	3	3	1	0	0	0	0	1	1
H/TOT	2	1	0	0	0	3	3	18	3	0	0	0	21	21	6	1	0	0	0	7	7
P/TOT	34	17	4	6	1	62	73	176	50	10	2	1	239	248	22	20	1	0	1	44	46

TRAFFINOMICS LIMITED

**CAM QUARRY TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

JANUARY 2025

TRA/25/009

SITE: 01

DATE: 21st January 2025

LOCATION: R357/R363 Dysart Cross

DAY: Tuesday

TIME	MOVEMENT 4					TOT	PCU	MOVEMENT 5					TOT	PCU	MOVEMENT 6					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
07:00	0	0	0	0	0	0	0	11	8	0	0	0	19	19	1	0	0	0	0	1	1
07:15	1	0	0	0	0	1	1	15	4	0	1	0	20	21	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	19	11	1	1	0	32	34	3	1	0	0	0	4	4
07:45	1	0	0	0	0	1	1	29	10	1	0	0	40	41	7	1	1	0	0	9	10
H/TOT	2	0	0	0	0	2	2	74	33	2	2	0	111	115	11	2	1	0	0	14	15
08:00	0	0	0	0	0	0	0	27	5	2	1	0	35	37	0	3	0	0	0	3	3
08:15	3	0	1	0	0	4	5	42	11	0	0	0	53	53	0	0	1	0	0	1	2
08:30	1	0	0	0	0	1	1	31	9	1	2	0	43	46	0	1	0	0	0	1	1
08:45	1	0	0	0	0	1	1	29	8	0	2	0	39	42	2	2	0	0	0	4	4
H/TOT	5	0	1	0	0	6	7	129	33	3	5	0	170	178	2	6	1	0	0	9	10
09:00	0	0	0	0	0	0	0	20	3	2	0	0	25	26	3	1	0	0	0	4	4
09:15	1	1	0	0	0	2	2	16	3	1	1	0	21	23	1	2	0	0	0	3	3
09:30	1	0	0	0	0	1	1	15	1	1	1	1	19	22	2	1	1	0	0	4	5
09:45	1	0	0	0	0	1	1	10	3	0	0	0	13	13	0	1	0	0	0	1	1
H/TOT	3	1	0	0	0	4	4	61	10	4	2	1	78	84	6	5	1	0	0	12	13
10:00	0	0	0	0	0	0	0	9	2	2	0	0	13	14	1	2	0	0	0	3	3
10:15	1	0	0	0	0	1	1	6	1	0	0	0	7	7	1	0	0	0	0	1	1
10:30	0	0	0	0	0	0	0	5	1	0	0	0	6	6	1	0	1	0	0	2	3
10:45	0	0	0	0	0	0	0	6	1	0	0	0	7	7	1	1	0	0	0	2	2
H/TOT	1	0	0	0	0	1	1	26	5	2	0	0	33	34	4	3	1	0	0	8	9
11:00	0	0	0	0	0	0	0	6	1	0	1	1	9	11	0	1	0	0	0	1	1
11:15	2	0	0	0	0	2	2	10	1	0	0	0	11	11	2	0	0	0	0	2	2
11:30	0	0	0	0	0	0	0	4	3	1	1	0	9	11	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	12	4	1	0	0	17	18	1	1	0	0	0	2	2
H/TOT	2	0	0	0	0	2	2	32	9	2	2	1	46	51	3	2	0	0	0	5	5
12:00	0	0	0	0	0	0	0	6	1	1	2	0	10	13	3	1	0	0	0	4	4
12:15	2	0	1	0	0	3	4	6	1	1	1	0	9	11	1	1	0	1	0	3	4
12:30	0	1	0	0	0	1	1	11	1	0	0	0	12	12	3	0	0	0	0	3	3
12:45	1	0	0	0	0	1	1	2	0	0	0	0	2	2	1	2	0	0	0	3	3
H/TOT	3	1	1	0	0	5	6	25	3	2	3	0	33	38	8	4	0	1	0	13	14

TRAFFINOMICS LIMITED

CAM QUARRY TRAFFIC COUNTS MANUAL CLASSIFIED JUNCTION TURNING COUNTS

JANUARY 2025

TRA/25/009

SITE: 01

DATE: 21st January 2025

LOCATION: R357/R363 Dysart Cross

DAY: Tuesday

TIME	MOVEMENT 4					TOT	PCU	MOVEMENT 5					TOT	PCU	MOVEMENT 6					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
13:00	1	0	0	0	0	1	1	11	1	1	0	0	13	14	4	0	0	0	0	4	4
13:15	0	0	0	0	0	0	0	8	6	1	2	0	17	20	0	0	0	0	0	0	0
13:30	0	2	0	0	0	2	2	10	0	2	0	0	12	13	0	0	0	1	0	1	2
13:45	0	1	0	0	0	1	1	7	2	0	0	0	9	9	0	1	0	0	1	2	3
H/TOT	1	3	0	0	0	4	4	36	9	4	2	0	51	56	4	1	0	1	1	7	9
14:00	0	0	0	0	0	0	0	4	2	0	1	1	8	10	1	0	0	0	0	1	1
14:15	0	0	0	0	0	0	0	13	1	0	1	0	15	16	2	0	0	0	0	2	2
14:30	0	0	0	0	0	0	0	5	2	0	0	0	7	7	2	0	0	0	0	2	2
14:45	0	1	0	0	0	1	1	6	2	1	1	0	10	12	2	1	0	0	0	3	3
H/TOT	0	1	0	0	0	1	1	28	7	1	3	1	40	45	7	1	0	0	0	8	8
15:00	0	1	0	0	0	1	1	7	1	0	0	0	8	8	3	0	0	0	0	3	3
15:15	1	1	0	0	0	2	2	7	4	1	0	0	12	13	1	1	0	0	0	2	2
15:30	3	0	0	0	0	3	3	6	2	0	1	0	9	10	1	0	0	0	0	1	1
15:45	0	0	0	0	0	0	0	8	5	1	1	0	15	17	3	0	0	0	0	3	3
H/TOT	4	2	0	0	0	6	6	28	12	2	2	0	44	48	8	1	0	0	0	9	9
16:00	0	0	0	0	0	0	0	7	2	1	0	0	10	11	0	0	0	0	0	0	0
16:15	1	1	0	0	0	2	2	13	3	1	1	0	18	20	2	0	1	0	0	3	4
16:30	1	0	0	0	0	1	1	9	3	1	1	0	14	16	2	0	0	0	0	2	2
16:45	0	0	0	0	0	0	0	10	3	0	0	0	13	13	5	1	0	0	0	6	6
H/TOT	2	1	0	0	0	3	3	39	11	3	2	0	55	59	9	1	1	0	0	11	12
17:00	2	0	0	0	0	2	2	6	1	0	0	0	7	7	1	0	0	0	0	1	1
17:15	0	0	0	0	0	0	0	12	3	1	1	0	17	19	4	2	0	0	0	6	6
17:30	1	0	0	0	0	1	1	10	3	0	1	0	14	15	6	2	0	0	0	8	8
17:45	0	0	0	0	0	0	0	7	2	0	0	0	9	9	3	0	0	0	0	3	3
H/TOT	3	0	0	0	0	3	3	35	9	1	2	0	47	50	14	4	0	0	0	18	18
18:00	0	0	0	0	0	0	0	9	0	0	2	0	11	14	0	1	0	0	0	1	1
18:15	0	0	0	0	0	0	0	14	2	0	0	0	16	16	4	0	1	0	0	5	6
18:30	2	0	0	0	0	2	2	8	1	0	1	0	10	11	2	0	0	0	0	2	2
18:45	2	0	0	0	0	2	2	4	0	0	0	0	4	4	3	0	0	0	0	3	3
H/TOT	4	0	0	0	0	4	4	35	3	0	3	0	41	45	9	1	1	0	0	11	12
P/TOT	30	9	2	0	0	41	42	548	144	26	28	3	749	801	85	31	6	2	1	125	132

TRAFFINOMICS LIMITED

**CAM QUARRY TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

JANUARY 2025

TRA/25/009

SITE: 01

DATE: 21st January 2025

LOCATION: R357/R363 Dysart Cross

DAY: Tuesday

TIME	MOVEMENT 7					TOT	PCU	MOVEMENT 8					TOT	PCU	MOVEMENT 9					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
07:00	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0
07:15	1	0	0	0	0	1	1	0	2	0	0	0	2	2	2	0	0	0	0	2	2
07:30	1	0	0	0	0	1	1	4	2	0	0	0	6	6	1	1	0	0	0	2	2
07:45	1	1	1	0	0	3	4	4	2	0	0	0	6	6	3	1	0	0	1	5	6
H/TOT	3	1	1	0	0	5	6	11	6	0	0	0	17	17	6	2	0	0	1	9	10
08:00	2	1	0	0	0	3	3	2	0	0	0	1	3	4	8	3	0	0	0	11	11
08:15	0	1	0	0	0	1	1	9	0	1	0	0	10	11	2	0	0	0	0	2	2
08:30	3	0	0	0	0	3	3	9	2	0	0	0	11	11	4	1	1	0	0	6	7
08:45	4	0	0	0	0	4	4	5	2	0	0	0	7	7	5	1	0	0	0	6	6
H/TOT	9	2	0	0	0	11	11	25	4	1	0	1	31	33	19	5	1	0	0	25	26
09:00	2	1	0	0	0	3	3	7	1	0	0	0	8	8	3	1	0	0	1	5	6
09:15	2	0	1	0	0	3	4	6	3	0	0	0	9	9	0	1	0	0	0	1	1
09:30	2	0	0	0	0	2	2	1	1	0	1	0	3	4	0	0	0	0	0	0	0
09:45	0	1	0	0	0	1	1	1	1	1	0	0	3	4	1	1	0	0	0	2	2
H/TOT	6	2	1	0	0	9	10	15	6	1	1	0	23	25	4	3	0	0	1	8	9
10:00	2	0	1	0	0	3	4	1	1	0	0	0	2	2	0	0	0	0	0	0	0
10:15	2	0	0	0	0	2	2	2	1	1	0	0	4	5	0	0	1	0	0	1	2
10:30	1	1	0	0	0	2	2	4	2	0	0	0	6	6	0	1	0	0	0	1	1
10:45	2	0	0	0	0	2	2	2	1	0	0	0	3	3	1	1	0	0	0	2	2
H/TOT	7	1	1	0	0	9	10	9	5	1	0	0	15	16	1	2	1	0	0	4	5
11:00	1	0	0	0	0	1	1	5	0	2	0	0	7	8	1	1	0	0	0	2	2
11:15	0	0	0	0	0	0	0	6	3	0	0	0	9	9	1	0	1	0	0	2	3
11:30	0	1	0	0	0	1	1	1	2	1	0	0	4	5	0	1	0	0	0	1	1
11:45	1	0	0	0	1	2	3	5	0	0	0	0	5	5	3	0	1	0	0	4	5
H/TOT	2	1	0	0	1	4	5	17	5	3	0	0	25	27	5	2	2	0	0	9	10
12:00	0	0	0	0	0	0	0	1	2	0	0	0	3	3	1	1	1	0	0	3	4
12:15	2	1	0	1	0	4	5	4	0	0	0	0	4	4	1	0	0	0	0	1	1
12:30	4	0	0	0	0	4	4	2	2	1	0	0	5	6	1	1	1	0	0	3	4
12:45	1	1	0	1	0	3	4	1	0	0	0	0	1	1	1	0	0	0	0	1	1
H/TOT	7	2	0	2	0	11	14	8	4	1	0	0	13	14	4	2	2	0	0	8	9

TRAFFINOMICS LIMITED

CAM QUARRY TRAFFIC COUNTS MANUAL CLASSIFIED JUNCTION TURNING COUNTS

JANUARY 2025

TRA/25/009

SITE: 01

DATE: 21st January 2025

LOCATION: R357/R363 Dysart Cross

DAY: Tuesday

TIME	MOVEMENT 7					TOT	PCU	MOVEMENT 8					TOT	PCU	MOVEMENT 9					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
13:00	1	0	0	0	0	1	1	1	0	0	0	0	1	1	2	0	0	0	0	2	2
13:15	1	2	0	0	0	3	3	7	2	1	0	0	10	11	3	1	1	0	0	5	6
13:30	4	3	0	0	0	7	7	6	1	0	0	0	7	7	0	0	0	0	0	0	0
13:45	3	1	0	0	0	4	4	3	1	1	0	0	5	6	2	0	0	0	0	2	2
H/TOT	9	6	0	0	0	15	15	17	4	2	0	0	23	24	7	1	1	0	0	9	10
14:00	3	1	0	0	0	4	4	2	1	0	0	0	3	3	2	1	0	0	1	4	5
14:15	0	0	0	0	0	0	0	2	1	0	0	0	3	3	1	0	0	0	0	1	1
14:30	1	1	0	0	0	2	2	4	1	1	0	0	6	7	0	0	0	0	0	0	0
14:45	5	0	0	0	0	5	5	1	1	0	0	0	2	2	1	1	1	0	0	3	4
H/TOT	9	2	0	0	0	11	11	9	4	1	0	0	14	15	4	2	1	0	1	8	10
15:00	3	0	0	0	0	3	3	3	0	0	0	0	3	3	1	0	1	0	0	2	3
15:15	1	0	2	0	0	3	4	3	2	0	0	0	5	5	3	1	2	0	1	7	9
15:30	1	0	0	0	0	1	1	4	1	0	0	0	5	5	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	3	1	0	0	0	4	4	0	0	0	0	0	0	0
H/TOT	5	0	2	0	0	7	8	13	4	0	0	0	17	17	4	1	3	0	1	9	12
16:00	1	1	0	0	0	2	2	2	0	1	1	0	4	6	2	0	1	0	0	3	4
16:15	4	1	0	0	0	5	5	7	0	0	0	0	7	7	1	0	2	0	0	3	4
16:30	4	0	0	0	0	4	4	4	2	0	0	0	6	6	6	1	0	0	0	7	7
16:45	6	0	1	0	0	7	8	6	3	0	0	0	9	9	3	0	1	0	1	5	7
H/TOT	15	2	1	0	0	18	19	19	5	1	1	0	26	28	12	1	4	0	1	18	21
17:00	1	0	0	0	0	1	1	7	1	1	0	0	9	10	2	0	1	0	1	4	6
17:15	3	0	0	0	0	3	3	8	1	1	0	0	10	11	1	2	0	0	0	3	3
17:30	1	0	0	0	0	1	1	3	2	0	0	0	5	5	0	1	1	0	0	2	3
17:45	2	0	0	0	0	2	2	8	2	0	0	0	10	10	4	0	0	0	0	4	4
H/TOT	7	0	0	0	0	7	7	26	6	2	0	0	34	35	7	3	2	0	1	13	15
18:00	1	1	1	0	0	3	4	7	2	0	0	0	9	9	4	2	1	0	0	7	8
18:15	3	0	0	0	0	3	3	3	0	0	0	0	3	3	2	0	0	0	0	2	2
18:30	4	0	0	0	0	4	4	2	2	0	0	0	4	4	1	0	0	0	0	1	1
18:45	2	0	0	0	0	2	2	0	2	0	0	0	2	2	0	0	0	0	0	0	0
H/TOT	10	1	1	0	0	12	13	12	6	0	0	0	18	18	7	2	1	0	0	10	11
P/TOT	89	20	7	2	1	119	126	181	59	13	2	1	256	266	80	26	18	0	6	130	145

TRAFFINOMICS LIMITED

**CAM QUARRY TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

JANUARY 2025

TRA/25/009

SITE: 01

DATE: 21st January 2025

LOCATION: R357/R363 Dysart Cross

DAY: Tuesday

TIME	MOVEMENT 10					TOT	PCU	MOVEMENT 11					TOT	PCU	MOVEMENT 12					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
07:00	1	0	0	0	0	1	1	5	0	0	0	0	5	5	0	0	0	0	0	0	0
07:15	0	0	0	0	1	1	2	3	2	0	0	0	5	5	0	0	0	0	0	0	0
07:30	1	0	0	0	0	1	1	5	1	0	2	0	8	11	0	0	0	1	0	1	2
07:45	2	0	0	0	1	3	4	2	8	0	2	0	12	15	1	1	0	0	0	2	2
H/TOT	4	0	0	0	2	6	8	15	11	0	4	0	30	35	1	1	0	1	0	3	4
08:00	1	0	0	0	1	2	3	2	0	0	2	0	4	7	1	0	0	1	0	2	3
08:15	1	0	0	0	0	1	1	7	2	1	0	0	10	11	3	1	0	0	0	4	4
08:30	1	1	0	0	0	2	2	6	3	0	1	0	10	11	1	0	0	0	0	1	1
08:45	1	0	0	0	1	2	3	4	4	0	2	0	10	13	0	0	0	0	0	0	0
H/TOT	4	1	0	0	2	7	9	19	9	1	5	0	34	41	5	1	0	1	0	7	8
09:00	3	0	0	0	0	3	3	5	0	0	0	0	5	5	1	0	0	0	0	1	1
09:15	2	1	2	0	0	5	6	9	6	1	0	0	16	17	0	0	0	0	0	0	0
09:30	2	0	2	0	0	4	5	4	2	1	1	0	8	10	1	0	0	0	1	2	3
09:45	0	1	0	0	0	1	1	6	2	0	1	0	9	10	0	0	0	0	0	0	0
H/TOT	7	2	4	0	0	13	15	24	10	2	2	0	38	42	2	0	0	0	1	3	4
10:00	1	0	0	0	0	1	1	4	1	0	0	0	5	5	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	4	0	0	0	0	4	4	1	0	0	0	0	1	1
10:30	1	1	0	0	0	2	2	4	2	0	3	0	9	13	4	1	1	0	0	6	7
10:45	1	0	0	0	0	1	1	2	1	0	0	0	3	3	1	0	0	0	0	1	1
H/TOT	3	1	0	0	0	4	4	14	4	0	3	0	21	25	6	1	1	0	0	8	9
11:00	0	1	0	0	0	1	1	6	0	0	0	0	6	6	0	0	0	0	0	0	0
11:15	2	0	1	0	0	3	4	2	3	0	2	0	7	10	1	0	0	0	0	1	1
11:30	1	1	0	0	0	2	2	4	2	0	1	0	7	8	0	0	0	0	0	0	0
11:45	3	1	2	0	1	7	9	6	1	0	0	0	7	7	1	0	0	0	0	1	1
H/TOT	6	3	3	0	1	13	16	18	6	0	3	0	27	31	2	0	0	0	0	2	2
12:00	1	0	1	1	0	3	5	6	0	1	0	0	7	8	0	2	0	0	0	2	2
12:15	0	0	1	0	0	1	2	10	3	0	0	0	13	13	1	1	0	0	0	2	2
12:30	2	1	1	0	0	4	5	3	4	1	0	1	9	11	1	1	0	0	0	2	2
12:45	1	1	1	1	0	4	6	9	1	1	1	0	12	14	0	1	0	0	0	1	1
H/TOT	4	2	4	2	0	12	17	28	8	3	1	1	41	45	2	5	0	0	0	7	7

TRAFFINOMICS LIMITED

CAM QUARRY TRAFFIC COUNTS MANUAL CLASSIFIED JUNCTION TURNING COUNTS

JANUARY 2025

TRA/25/009

SITE: 01

DATE: 21st January 2025

LOCATION: R357/R363 Dysart Cross

DAY: Tuesday

TIME	MOVEMENT 10					TOT	PCU	MOVEMENT 11					TOT	PCU	MOVEMENT 12					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
13:00	1	1	1	0	0	3	4	9	0	1	1	0	11	13	0	0	1	0	0	1	2
13:15	0	0	2	0	0	2	3	8	2	0	1	0	11	12	0	0	0	0	0	0	0
13:30	3	1	0	0	0	4	4	4	3	0	0	0	7	7	0	1	0	0	0	1	1
13:45	0	1	0	0	0	1	1	2	3	0	3	0	8	12	0	0	0	1	0	1	2
H/TOT	4	3	3	0	0	10	12	23	8	1	5	0	37	44	0	1	1	1	0	3	5
14:00	1	1	1	0	0	3	4	12	1	1	0	0	14	15	1	0	0	1	0	2	3
14:15	2	1	0	0	0	3	3	9	2	0	2	0	13	16	2	1	0	0	0	3	3
14:30	1	0	1	0	0	2	3	11	2	0	0	0	13	13	1	0	0	1	0	2	3
14:45	0	0	1	0	0	1	2	8	0	0	0	1	9	10	2	0	0	0	0	2	2
H/TOT	4	2	3	0	0	9	11	40	5	1	2	1	49	53	6	1	0	2	0	9	12
15:00	3	0	1	0	0	4	5	16	7	2	1	0	26	28	0	1	1	0	0	2	3
15:15	1	1	0	0	1	3	4	12	5	4	1	0	22	25	3	0	0	0	0	3	3
15:30	1	0	0	0	0	1	1	8	4	1	1	0	14	16	1	0	1	0	0	2	3
15:45	0	0	0	0	0	0	0	15	2	0	1	0	18	19	1	0	0	0	0	1	1
H/TOT	5	1	1	0	1	8	10	51	18	7	4	0	80	89	5	1	2	0	0	8	9
16:00	1	0	1	0	0	2	3	19	7	0	0	0	26	26	0	0	0	1	0	1	2
16:15	4	1	0	0	0	5	5	15	7	1	3	0	26	30	0	0	1	0	0	1	2
16:30	2	2	1	0	0	5	6	22	3	1	0	0	26	27	0	0	1	0	0	1	2
16:45	1	2	0	0	1	4	5	26	14	0	0	0	40	40	3	3	2	0	0	8	9
H/TOT	8	5	2	0	1	16	18	82	31	2	3	0	118	123	3	3	4	1	0	11	14
17:00	1	0	0	0	0	1	1	26	11	2	0	0	39	40	3	0	0	0	0	3	3
17:15	2	1	0	0	0	3	3	23	8	0	0	0	31	31	1	1	0	0	0	2	2
17:30	2	1	1	0	0	4	5	33	7	2	0	0	42	43	1	0	0	0	0	1	1
17:45	5	1	0	0	0	6	6	36	12	1	0	0	49	50	1	0	1	0	0	2	3
H/TOT	10	3	1	0	0	14	15	118	38	5	0	0	161	164	6	1	1	0	0	8	9
18:00	4	1	0	0	0	5	5	18	9	0	0	0	27	27	0	1	0	0	0	1	1
18:15	3	0	0	0	0	3	3	30	7	1	0	0	38	39	1	0	0	0	0	1	1
18:30	4	1	0	0	0	5	5	22	3	1	0	0	26	27	0	0	0	0	0	0	0
18:45	2	1	1	0	0	4	5	22	10	0	0	0	32	32	1	0	1	0	0	2	3
H/TOT	13	3	1	0	0	17	18	92	29	2	0	0	123	124	2	1	1	0	0	4	5
P/TOT	72	26	22	2	7	129	150	524	177	24	32	2	759	815	40	16	10	6	1	73	87

TRAFFINOMICS LIMITED

**CAM QUARRY TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

**JANUARY 2025
TRA/25/009**

SITE:02

DATE:21st January 2025

LOCATION: R363/Cam Quarry Access

DAY: Tuesday

TIME	MOVEMENT 1					TOT	PCU	MOVEMENT 2					TOT	PCU	MOVEMENT 3					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
07:00	14	6	0	0	0	20	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	17	3	0	1	0	21	22	0	0	0	1	0	1	2	0	0	0	0	0	0	0
07:30	28	8	1	0	0	37	38	0	0	0	1	0	1	2	0	0	0	1	0	1	2
07:45	36	8	0	1	1	46	48	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	95	25	1	2	1	124	128	0	0	0	2	0	2	5	0	0	0	1	0	1	2
08:00	33	7	0	1	0	41	42	1	0	0	0	0	1	1	0	0	0	1	0	1	2
08:15	35	7	1	1	0	44	46	0	0	0	0	0	0	0	1	0	0	0	0	1	1
08:30	51	6	1	1	0	59	61	0	0	0	0	0	0	0	0	1	0	1	0	2	3
08:45	37	7	0	3	1	48	53	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	156	27	2	6	1	192	202	1	0	0	0	0	1	1	1	1	0	2	0	4	7
09:00	34	4	0	0	0	38	38	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	20	5	0	1	0	26	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	11	2	1	0	0	14	15	0	0	0	1	0	1	2	0	0	0	0	0	0	0
09:45	18	2	0	1	0	21	22	0	0	0	0	0	0	0	0	0	0	1	0	1	2
H/TOT	83	13	1	2	0	99	102	0	0	0	1	0	1	2	0	0	0	1	0	1	2
10:00	14	4	1	0	0	19	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	5	2	1	0	0	8	9	0	0	0	0	0	0	0	1	0	0	0	0	1	1
10:30	6	3	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	4	4	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	29	13	2	0	0	44	45	0	0	0	0	0	0	0	1	0	0	0	0	1	1
11:00	4	0	0	0	0	4	4	0	0	0	1	0	1	2	0	0	0	0	0	0	0
11:15	13	2	0	0	0	15	15	0	0	0	0	0	0	0	0	0	0	1	0	1	2
11:30	7	3	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	17	3	1	0	0	21	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	41	8	1	0	0	50	51	0	0	0	1	0	1	2	0	0	0	1	0	1	2
12:00	8	2	1	0	0	11	12	0	0	0	1	0	1	2	0	0	0	0	0	0	0
12:15	5	3	0	2	1	11	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	10	1	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	6	1	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	29	7	1	2	1	40	44	0	0	0	1	0	1	2	0	0	0	0	0	0	0

TRAFFINOMICS LIMITED

**CAM QUARRY TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

JANUARY 2025

TRA/25/009

SITE: 02

DATE: 21st January 2025

LOCATION: R363/Cam Quarry Access

DAY: Tuesday

RECEIVED: 05/12/2025

TIME	MOVEMENT 1					TOT	PCU	MOVEMENT 2					TOT	PCU	MOVEMENT 3					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
13:00	9	1	1	0	0	11	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	10	5	1	2	0	18	21	0	0	0	0	0	0	0	0	0	0	1	0	1	2
13:30	6	1	0	0	0	7	7	0	0	0	2	0	2	5	0	0	0	1	0	1	2
13:45	11	0	0	0	0	11	11	0	0	0	1	0	1	2	0	0	0	1	0	1	2
H/TOT	36	7	2	2	0	47	51	0	0	0	3	0	3	7	0	0	0	3	0	3	7
14:00	6	4	0	0	1	11	12	0	0	0	1	0	1	2	0	0	0	1	0	1	2
14:15	10	2	0	1	0	13	14	0	0	0	1	0	1	2	0	0	0	0	0	0	0
14:30	9	3	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0	1	0	1	2
14:45	7	3	0	0	0	10	10	0	0	0	1	0	1	2	0	0	0	0	0	0	0
H/TOT	32	12	0	1	1	46	48	0	0	0	3	0	3	7	0	0	0	2	0	2	5
15:00	6	1	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	12	3	2	1	0	18	20	0	0	0	0	0	0	0	0	0	0	1	0	1	2
15:30	8	3	0	1	0	12	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	9	5	2	0	0	16	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	35	12	4	2	0	53	58	0	0	0	0	0	0	0	0	0	0	1	0	1	2
16:00	7	1	1	0	0	9	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	9	4	3	1	0	17	20	0	0	0	0	0	0	0	0	0	0	2	0	2	5
16:30	8	2	1	2	0	13	16	0	0	0	0	0	0	0	1	1	0	0	0	2	2
16:45	10	2	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	34	9	5	3	0	51	57	0	0	0	0	0	0	0	1	1	0	2	0	4	7
17:00	9	3	2	0	1	15	17	0	0	0	1	0	1	2	0	0	0	0	0	0	0
17:15	10	2	0	1	0	13	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	13	1	1	1	0	16	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	10	3	0	0	0	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	42	9	3	2	1	57	62	0	0	0	1	0	1	2	0	0	0	0	0	0	0
18:00	10	0	0	1	0	11	12	0	0	0	0	0	0	0	1	1	0	0	0	2	2
18:15	9	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	12	0	0	1	0	13	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	6	2	0	0	1	9	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	37	2	0	2	1	42	46	0	0	0	0	0	0	0	1	1	0	0	0	2	2
P/TOT	649	144	22	24	6	845	893	1	0	0	12	0	13	29	4	3	0	13	0	20	37

TRAFFINOMICS LIMITED

**CAM QUARRY TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

JANUARY 2025

TRA/25/009

SITE: 02

DATE: 21st January 2025

LOCATION: R363/Cam Quarry Access

DAY: Tuesday

TIME	MOVEMENT 4					TOT	PCU	MOVEMENT 5					TOT	PCU	MOVEMENT 6					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	1	1	0	5	7
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	0	2	0	8	11
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	2	1	2	0	9	12
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	5	2	5	0	26	34
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	2	0	6	9
08:15	0	0	0	0	0	0	0	0	1	0	1	0	2	3	6	1	1	0	0	8	9
08:30	0	0	0	0	0	0	0	0	0	0	3	0	3	7	7	5	0	1	0	13	14
08:45	0	0	0	1	0	1	2	0	0	0	0	0	0	0	1	1	0	1	0	3	4
H/TOT	0	0	0	1	0	1	2	0	1	0	4	0	5	10	17	8	1	4	0	30	36
09:00	0	0	0	0	0	0	0	0	0	0	1	0	1	2	9	0	2	1	0	12	14
09:15	0	0	0	2	0	2	5	0	0	0	2	0	2	5	8	6	1	0	1	16	18
09:30	0	0	0	1	0	1	2	0	0	0	0	0	0	0	5	0	1	0	0	6	7
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	4	0	0	0	12	12
H/TOT	0	0	0	3	0	3	7	0	0	0	3	0	3	7	30	10	4	1	1	46	50
10:00	0	0	0	0	0	0	0	1	0	0	2	0	3	6	5	1	0	0	0	6	6
10:15	0	0	0	1	0	1	2	0	0	0	1	0	1	2	2	0	0	0	0	2	2
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	0	2	0	8	11
10:45	0	0	0	3	0	3	7	0	0	0	2	0	2	5	4	1	0	0	0	5	5
H/TOT	0	0	0	4	0	4	9	1	0	0	5	0	6	13	16	3	0	2	0	21	24
11:00	0	0	0	1	0	1	2	1	0	0	1	0	2	3	5	1	0	1	0	7	8
11:15	0	0	0	1	0	1	2	0	0	0	1	0	1	2	7	4	0	1	0	12	13
11:30	0	0	0	1	0	1	2	0	0	0	2	0	2	5	5	4	0	0	0	9	9
11:45	0	0	0	2	0	2	5	0	0	0	1	0	1	2	6	2	0	0	0	8	8
H/TOT	0	0	0	5	0	5	12	1	0	0	5	0	6	13	23	11	0	2	0	36	39
12:00	0	0	0	1	0	1	2	0	0	0	3	0	3	7	8	1	0	0	0	9	9
12:15	0	0	0	3	0	3	7	0	0	0	1	0	1	2	9	2	1	0	0	12	13
12:30	0	0	0	2	0	2	5	0	0	0	3	0	3	7	5	5	1	1	1	13	16
12:45	0	0	0	1	0	1	2	0	0	0	1	0	1	2	7	0	1	1	0	9	11
H/TOT	0	0	0	7	0	7	16	0	0	0	8	0	8	18	29	8	3	2	1	43	48

TRAFFINOMICS LIMITED

**CAM QUARRY TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

JANUARY 2025

TRA/25/009

SITE: 02

DATE: 21st January 2025

LOCATION: R363/Cam Quarry Access

DAY: Tuesday

RECEIVED: 05/12/2025

TIME	MOVEMENT 4					TOT	PCU	MOVEMENT 5					TOT	PCU	MOVEMENT 6					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	3	2	0	0	16	17
13:15	0	0	0	1	0	1	2	0	0	0	0	0	0	0	11	1	0	1	0	13	14
13:30	0	0	0	0	0	0	0	0	0	0	1	0	1	2	5	2	0	2	0	9	12
13:45	0	0	0	2	0	2	5	0	0	0	2	0	2	5	8	2	1	1	0	12	14
H/TOT	0	0	0	3	0	3	7	0	0	0	3	0	3	7	35	8	3	4	0	50	57
14:00	0	0	0	3	0	3	7	0	0	0	3	0	3	7	12	0	1	0	0	13	14
14:15	0	0	0	3	0	3	7	0	0	0	1	0	1	2	12	1	0	2	0	15	18
14:30	0	0	0	1	0	1	2	0	0	0	2	0	2	5	15	1	0	0	0	16	16
14:45	0	0	0	2	0	2	5	0	0	0	2	0	2	5	13	0	0	0	0	13	13
H/TOT	0	0	0	9	0	9	21	0	0	0	8	0	8	18	52	2	1	2	0	57	60
15:00	0	0	0	2	0	2	5	0	0	0	3	0	3	7	20	7	1	1	0	29	31
15:15	0	0	0	2	0	2	5	0	0	0	2	0	2	5	14	8	0	0	0	22	22
15:30	0	0	0	4	0	4	9	0	0	0	2	0	2	5	12	2	1	2	0	17	20
15:45	0	0	0	1	0	1	2	0	0	0	1	0	1	2	16	4	0	1	0	21	22
H/TOT	0	0	0	9	0	9	21	0	0	0	8	0	8	18	62	21	2	4	0	89	95
16:00	0	0	0	1	0	1	2	0	0	0	1	0	1	2	15	4	0	0	0	19	19
16:15	0	0	0	1	0	1	2	0	0	0	2	0	2	5	22	9	4	0	0	35	37
16:30	0	0	0	2	0	2	5	0	0	0	0	0	0	0	24	4	0	0	0	28	28
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	13	1	0	1	41	43
H/TOT	0	0	0	4	0	4	9	0	0	0	3	0	3	7	87	30	5	0	1	123	127
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	9	0	0	1	40	41
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	8	2	0	0	37	38
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	54	8	2	0	0	64	65
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	6	1	0	0	37	38
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	141	31	5	0	1	178	182
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	0	0	0	0	27	27
18:15	0	1	0	0	0	1	1	0	0	0	0	0	0	0	49	2	0	0	0	51	51
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	1	1	0	0	31	32
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	3	0	0	0	29	29
H/TOT	0	1	0	0	0	1	1	0	0	0	0	0	0	0	131	6	1	0	0	138	139
P/TOT	0	1	0	45	0	46	105	2	1	0	47	0	50	111	637	143	27	26	4	837	888

TRAFFINOMICS LIMITED

**CAM QUARRY TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

JANUARY 2025

TRA/25/009

SITE: 03

DATE: 21st January 2025

LOCATION: R362/R363

DAY: Tuesday

TIME	MOVEMENT 1					TOT	PCU	MOVEMENT 2					TOT	PCU	MOVEMENT 3					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
07:00	0	0	0	0	0	0	0	22	10	0	0	0	32	32	4	1	0	0	0	5	5
07:15	0	0	0	0	0	0	0	20	5	0	0	0	25	25	2	0	0	2	0	4	7
07:30	0	0	0	0	0	0	0	23	7	0	1	0	31	32	5	5	0	3	0	13	17
07:45	0	0	0	0	0	0	0	41	13	1	0	1	56	58	3	0	1	1	0	5	7
H/TOT	0	0	0	0	0	0	0	106	35	1	1	1	144	147	14	6	1	6	0	27	35
08:00	0	0	0	0	0	0	0	57	8	1	1	1	68	71	5	4	1	1	1	12	15
08:15	0	0	0	0	0	0	0	46	9	1	1	1	58	61	9	3	0	3	0	15	19
08:30	1	0	0	0	0	1	1	78	12	1	0	1	92	94	7	5	0	2	1	15	19
08:45	1	1	0	0	0	2	2	49	6	1	5	0	61	68	4	1	0	2	0	7	10
H/TOT	2	1	0	0	0	3	3	230	35	4	7	3	279	293	25	13	1	8	2	49	62
09:00	1	0	1	0	0	2	3	59	8	0	2	0	69	72	8	6	3	2	0	19	23
09:15	1	1	0	0	0	2	2	37	4	0	1	0	42	43	12	5	1	0	0	18	19
09:30	0	1	0	0	0	1	1	18	3	0	1	0	22	23	7	1	1	0	0	9	10
09:45	1	2	0	0	0	3	3	23	1	1	1	0	26	28	4	2	0	0	0	6	6
H/TOT	3	4	1	0	0	8	9	137	16	1	5	0	159	166	31	14	5	2	0	52	57
10:00	0	0	0	0	0	0	0	19	5	0	0	0	24	24	8	2	0	1	0	11	12
10:15	0	0	0	0	0	0	0	7	2	2	0	0	11	12	8	1	0	3	0	12	16
10:30	0	0	0	0	0	0	0	14	4	0	0	0	18	18	6	0	1	1	0	8	10
10:45	0	0	0	0	0	0	0	9	2	0	2	0	13	16	8	0	0	1	0	9	10
H/TOT	0	0	0	0	0	0	0	49	13	2	2	0	66	70	30	3	1	6	0	40	48
11:00	0	0	0	0	0	0	0	11	5	0	1	0	17	18	10	2	0	2	0	14	17
11:15	0	0	0	0	0	0	0	14	1	0	1	0	16	17	8	2	0	1	0	11	12
11:30	0	0	0	0	0	0	0	14	1	1	2	0	18	21	13	5	0	3	0	21	25
11:45	0	1	0	0	0	1	1	15	4	1	1	0	21	23	10	5	0	1	0	16	17
H/TOT	0	1	0	0	0	1	1	54	11	2	5	0	72	80	41	14	0	7	0	62	71
12:00	0	0	0	0	0	0	0	15	5	1	2	0	23	26	15	3	1	3	0	22	26
12:15	0	1	0	0	0	1	1	13	4	1	4	1	23	30	12	5	1	1	1	20	23
12:30	0	0	0	0	0	0	0	14	1	0	2	0	17	20	12	3	0	3	0	18	22
12:45	1	0	0	0	0	1	1	14	3	0	1	0	18	19	20	1	2	1	0	24	26
H/TOT	1	1	0	0	0	2	2	56	13	2	9	1	81	95	59	12	4	8	1	84	97

TRAFFINOMICS LIMITED

CAM QUARRY TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS

JANUARY 2025

TRA/25/009

SITE: 03

DATE: 21st January 2025

LOCATION: R362/R363

DAY: Tuesday

RECEIVED: 05/12/2025

TIME	MOVEMENT 1					TOT	PCU	MOVEMENT 2					TOT	PCU	MOVEMENT 3					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
13:00	0	0	0	0	0	0	0	12	5	1	2	0	20	23	16	2	1	1	0	20	22
13:15	0	0	0	0	0	0	0	10	3	1	2	0	16	19	13	3	0	0	0	16	16
13:30	0	0	0	0	0	0	0	12	4	0	0	0	16	16	7	2	0	3	0	12	16
13:45	0	0	0	0	0	0	0	14	1	0	0	0	15	15	17	3	2	4	0	26	32
H/TOT	0	0	0	0	0	0	0	48	13	2	4	0	67	73	53	10	3	8	0	74	86
14:00	1	0	0	0	0	1	1	13	4	0	3	0	20	24	19	2	0	5	0	26	33
14:15	0	0	0	0	0	0	0	13	1	0	5	1	20	28	12	4	1	1	0	18	20
14:30	0	0	0	0	0	0	0	15	2	0	2	0	19	22	15	2	1	3	0	21	25
14:45	0	0	0	0	0	0	0	13	5	0	1	0	19	20	24	4	1	1	0	30	32
H/TOT	1	0	0	0	0	1	1	54	12	0	11	1	78	93	70	12	3	10	0	95	110
15:00	2	1	0	0	0	3	3	10	2	1	3	0	16	20	22	4	2	6	1	35	45
15:15	1	0	0	0	0	1	1	19	2	0	0	0	21	21	18	5	0	1	0	24	25
15:30	0	0	0	0	0	0	0	11	2	1	6	1	21	30	22	5	1	5	0	33	40
15:45	0	0	0	0	0	0	0	12	1	1	4	0	18	24	26	7	0	1	0	34	35
H/TOT	3	1	0	0	0	4	4	52	7	3	13	1	76	95	88	21	3	13	1	126	145
16:00	1	0	0	0	0	1	1	19	5	0	1	0	25	26	40	7	2	1	0	50	52
16:15	0	0	1	0	0	1	2	13	3	1	1	1	19	22	38	9	0	1	0	48	49
16:30	1	0	0	0	0	1	1	15	5	3	3	0	26	31	28	5	0	0	1	34	35
16:45	0	0	0	0	0	0	0	16	5	0	1	0	22	23	40	11	0	0	1	52	53
H/TOT	2	0	1	0	0	3	4	63	18	4	6	1	92	103	146	32	2	2	2	184	190
17:00	1	0	0	0	0	1	1	14	2	0	0	1	17	18	30	9	0	0	1	40	41
17:15	0	1	1	0	0	2	3	12	2	0	1	0	15	16	42	13	3	0	0	58	60
17:30	1	0	0	0	0	1	1	9	6	1	1	0	17	19	60	12	1	0	0	73	74
17:45	2	0	0	0	0	2	2	17	4	0	0	0	21	21	39	7	1	0	0	47	48
H/TOT	4	1	1	0	0	6	7	52	14	1	2	1	70	74	171	41	5	0	1	218	222
18:00	3	0	0	0	0	3	3	12	3	0	1	0	16	17	49	5	0	0	0	54	54
18:15	0	0	0	0	0	0	0	16	0	0	1	0	17	18	50	3	0	1	0	54	55
18:30	0	0	0	0	0	0	0	16	2	0	1	0	19	20	40	4	2	0	0	46	47
18:45	0	0	0	0	0	0	0	14	1	0	0	1	16	17	31	3	0	0	0	34	34
H/TOT	3	0	0	0	0	3	3	58	6	0	3	1	68	73	170	15	2	1	0	188	190
P/TOT	19	9	3	0	0	31	33	959	193	22	68	10	1252	1361	898	193	30	71	7	1199	1313

TRAFFINOMICS LIMITED

**CAM QUARRY TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

JANUARY 2025

TRA/25/009

SITE: 03

DATE: 21st January 2025

LOCATION: R362/R363

DAY: Tuesday

TIME	MOVEMENT 4					TOT	PCU	MOVEMENT 5					TOT	PCU	MOVEMENT 6					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
07:00	2	0	0	0	0	2	2	9	2	1	1	0	13	15	0	0	0	0	0	0	0
07:15	3	2	0	0	1	6	7	15	0	0	3	0	18	22	0	0	0	0	0	0	0
07:30	2	0	0	0	0	2	2	17	4	1	0	1	23	25	0	0	0	0	0	0	0
07:45	5	0	0	0	0	5	5	25	5	1	0	0	31	32	1	0	0	0	0	1	1
H/TOT	12	2	0	0	1	15	16	66	11	3	4	1	85	93	1	0	0	0	0	1	1
08:00	4	3	0	0	0	7	7	25	6	0	0	1	32	33	0	0	0	0	0	0	0
08:15	5	1	0	0	0	6	6	33	6	1	0	0	40	41	0	0	0	0	0	0	0
08:30	8	0	0	0	0	8	8	23	3	0	0	0	26	26	0	0	0	0	0	0	0
08:45	9	2	1	1	0	13	15	25	5	2	0	0	32	33	1	0	0	0	0	1	1
H/TOT	26	6	1	1	0	34	36	106	20	3	0	1	130	133	1	0	0	0	0	1	1
09:00	11	2	0	0	1	14	15	16	1	1	0	0	18	19	0	1	0	0	0	1	1
09:15	7	1	1	0	0	9	10	22	1	3	1	0	27	30	1	0	0	0	0	1	1
09:30	5	1	0	0	0	6	6	15	2	0	0	0	17	17	0	1	0	0	0	1	1
09:45	3	1	0	0	0	4	4	16	5	3	0	0	24	26	0	0	0	0	0	0	0
H/TOT	26	5	1	0	1	33	35	69	9	7	1	0	86	91	1	2	0	0	0	3	3
10:00	3	1	0	1	0	5	6	4	2	0	0	1	7	8	0	0	0	0	0	0	0
10:15	5	3	0	0	0	8	8	4	0	1	0	0	5	6	0	0	0	0	0	0	0
10:30	11	3	0	0	0	14	14	10	5	0	0	0	15	15	0	0	0	0	0	0	0
10:45	5	2	4	0	1	12	15	12	1	1	0	0	14	15	0	0	0	0	0	0	0
H/TOT	24	9	4	1	1	39	43	30	8	2	0	1	41	43	0	0	0	0	0	0	0
11:00	6	2	1	2	0	11	14	3	2	0	0	0	5	5	0	0	0	0	0	0	0
11:15	5	1	1	0	0	7	8	12	2	1	2	0	17	20	0	1	0	0	0	1	1
11:30	3	1	1	0	0	5	6	7	0	0	0	0	7	7	0	0	0	0	0	0	0
11:45	7	1	0	0	0	8	8	5	2	1	0	0	8	9	0	0	0	0	0	0	0
H/TOT	21	5	3	2	0	31	35	27	6	2	2	0	37	41	0	1	0	0	0	1	1
12:00	5	3	0	0	0	8	8	6	1	0	1	0	8	9	0	1	0	0	0	1	1
12:15	5	1	0	0	0	6	6	5	0	0	0	0	5	5	0	0	0	0	0	0	0
12:30	1	0	0	0	0	1	1	3	1	0	0	0	4	4	0	0	0	0	0	0	0
12:45	5	2	0	0	0	7	7	6	1	2	1	0	10	12	0	1	0	0	0	1	1
H/TOT	16	6	0	0	0	22	22	20	3	2	2	0	27	31	0	2	0	0	0	2	2

TRAFFINOMICS LIMITED

**CAM QUARRY TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

JANUARY 2025

TRA/25/009

SITE: 03

DATE: 21st January 2025

LOCATION: R362/R363

DAY: Tuesday

RECEIVED: 05/12/2025

TIME	MOVEMENT 4					TOT	PCU	MOVEMENT 5					TOT	PCU	MOVEMENT 6					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
13:00	6	2	0	0	0	8	8	7	1	0	1	0	9	10	0	0	0	0	0	0	0
13:15	3	2	1	0	0	6	7	8	2	0	0	0	10	10	0	0	0	0	0	0	0
13:30	5	3	1	0	0	9	10	7	0	0	0	0	7	7	0	1	0	0	0	1	1
13:45	3	2	2	0	0	7	8	2	1	0	0	0	3	3	0	0	0	0	0	0	0
H/TOT	17	9	4	0	0	30	32	24	4	0	1	0	29	30	0	1	0	0	0	1	1
14:00	8	2	1	0	0	11	12	5	4	0	1	0	10	11	0	0	0	0	0	0	0
14:15	10	2	1	0	0	13	14	10	5	1	1	0	17	19	0	0	0	0	0	0	0
14:30	11	4	2	0	1	18	20	5	5	1	0	1	12	14	0	0	0	0	0	0	0
14:45	7	1	0	0	0	8	8	5	2	1	1	0	9	11	0	0	0	0	0	0	0
H/TOT	36	9	4	0	1	50	53	25	16	3	3	1	48	54	0	0	0	0	0	0	0
15:00	3	1	1	1	0	6	8	4	1	1	0	0	6	7	0	0	0	0	0	0	0
15:15	16	2	1	0	0	19	20	7	6	0	0	1	14	15	0	0	0	0	0	0	0
15:30	10	2	0	0	0	12	12	11	2	0	0	0	13	13	0	0	0	0	0	0	0
15:45	9	3	0	0	0	12	12	15	5	1	0	0	21	22	0	0	0	0	0	0	0
H/TOT	38	8	2	1	0	49	51	37	14	2	0	1	54	56	0	0	0	0	0	0	0
16:00	22	1	0	0	0	23	23	8	1	2	1	0	12	14	0	0	0	0	0	0	0
16:15	15	3	0	0	0	18	18	3	0	0	0	0	3	3	0	0	0	0	0	0	0
16:30	16	4	0	0	0	20	20	4	2	0	0	0	6	6	0	0	0	0	0	0	0
16:45	18	3	1	0	2	24	27	10	1	0	0	1	12	13	0	0	0	0	0	0	0
H/TOT	71	11	1	0	2	85	88	25	4	2	1	1	33	36	0	0	0	0	0	0	0
17:00	21	2	0	0	0	23	23	11	0	0	0	1	12	13	0	0	0	0	0	0	0
17:15	28	5	0	1	0	34	35	9	0	0	0	0	9	9	0	0	0	0	0	0	0
17:30	20	4	0	0	0	24	24	8	4	0	0	0	12	12	0	0	0	0	0	0	0
17:45	32	2	0	0	0	34	34	12	3	0	1	0	16	17	0	0	0	0	0	0	0
H/TOT	101	13	0	1	0	115	116	40	7	0	1	1	49	51	0	0	0	0	0	0	0
18:00	17	1	0	0	0	18	18	6	2	0	0	0	8	8	0	0	0	0	0	0	0
18:15	25	2	0	0	0	27	27	8	0	0	1	0	9	10	0	0	0	0	0	0	0
18:30	24	5	1	0	0	30	31	5	2	0	0	0	7	7	0	0	0	0	0	0	0
18:45	10	0	0	0	0	10	10	4	1	2	0	0	7	8	0	0	0	0	0	0	0
H/TOT	76	8	1	0	0	85	86	23	5	2	1	0	31	33	0	0	0	0	0	0	0
P/TOT	464	91	21	6	6	588	612	492	107	28	16	7	650	692	3	6	0	0	0	9	9

Appendix 14-C: – Estimated AADTs

RECEIVED: 05/12/2025

Table 1: Estimated AADTs at Site 1 - (R357 Junction)

Hour Ending	R363 West	R357 North	R363 East	R357 South
08:00	162	44	162	70
09:00	233	84	252	111
10:00	144	49	142	79
11:00	75	45	75	53
12:00	88	54	101	73
13:00	108	48	106	70
14:00	118	56	115	81
15:00	114	55	123	68
16:00	151	62	156	69
17:00	208	76	225	115
18:00	238	85	247	120
19:00	198	57	198	89
Period Total	1,837	715	1,902	998
Period Total HGVs	138	61	198	103
% HGVs	7.51%	8.53%	10.41%	10.32%
Total AADT	2,462	959	2,549	1,338

Table 2: Estimated AADTs at Site 2 – (R363/Site Access)

Hour Ending	R363 East	Site Access	R363 West
08:00	150	3	153
09:00	228	11	227
10:00	151	8	147
11:00	75	11	66
12:00	97	13	88
13:00	98	16	84
14:00	103	12	103
15:00	120	22	108
16:00	159	18	143
17:00	181	11	178
18:00	235	1	236
19:00	181	3	182
Period Total	1,778	129	1,715
Period Total HGVs	201	117	134
% HGVs	11.30%	90.70%	7.81%
Total AADT	2,383	173	2,299

Table 0-3: Estimated AADTs at Site 3 - (R362 Junction)

Hour Ending	R363 (West)	R362	R363 (East)
08:00	172	101	271
09:00	332	168	492
10:00	222	130	330
11:00	106	80	186
12:00	136	70	202
13:00	169	53	214
14:00	142	60	200
15:00	174	99	271
16:00	206	107	305
17:00	279	121	394
18:00	294	170	452
19:00	259	119	372
Period Total	2,491	1,278	3,689
Period Total HGVs	211	87	292
% HGVs	8.47%	6.81%	7.92%
Total AADT	3,338	1,713	4,944

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Appendix 14-D – Junction 9 Outputs

RECEIVED: 05/12/2025

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.0.6896
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The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: Site 02- Site Access-R363.j9
Path: P:\Traffic Files\P25-005\Modelling\Site 02
Report generation date: 28/08/2025 14:16:30

»2025+Adj+Dev,
»2030+Adj+Dev ,
»2040+Adj+Dev ,

Summary of junction performance

	Queue (Veh)	Delay (s)	RFC	LOS
2025+Adj+Dev				
Stream B-C	0.0	14.94	0.04	B
Stream B-A	0.1	19.87	0.10	C
Stream C-AB	0.0	10.81	0.03	B
2030+Adj+Dev				
Stream B-C	0.0	15.05	0.04	C
Stream B-A	0.1	20.23	0.10	C
Stream C-AB	0.0	10.87	0.03	B
2040+Adj+Dev				
Stream B-C	0.0	15.19	0.04	C
Stream B-A	0.1	20.59	0.11	C
Stream C-AB	0.0	10.92	0.03	B

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

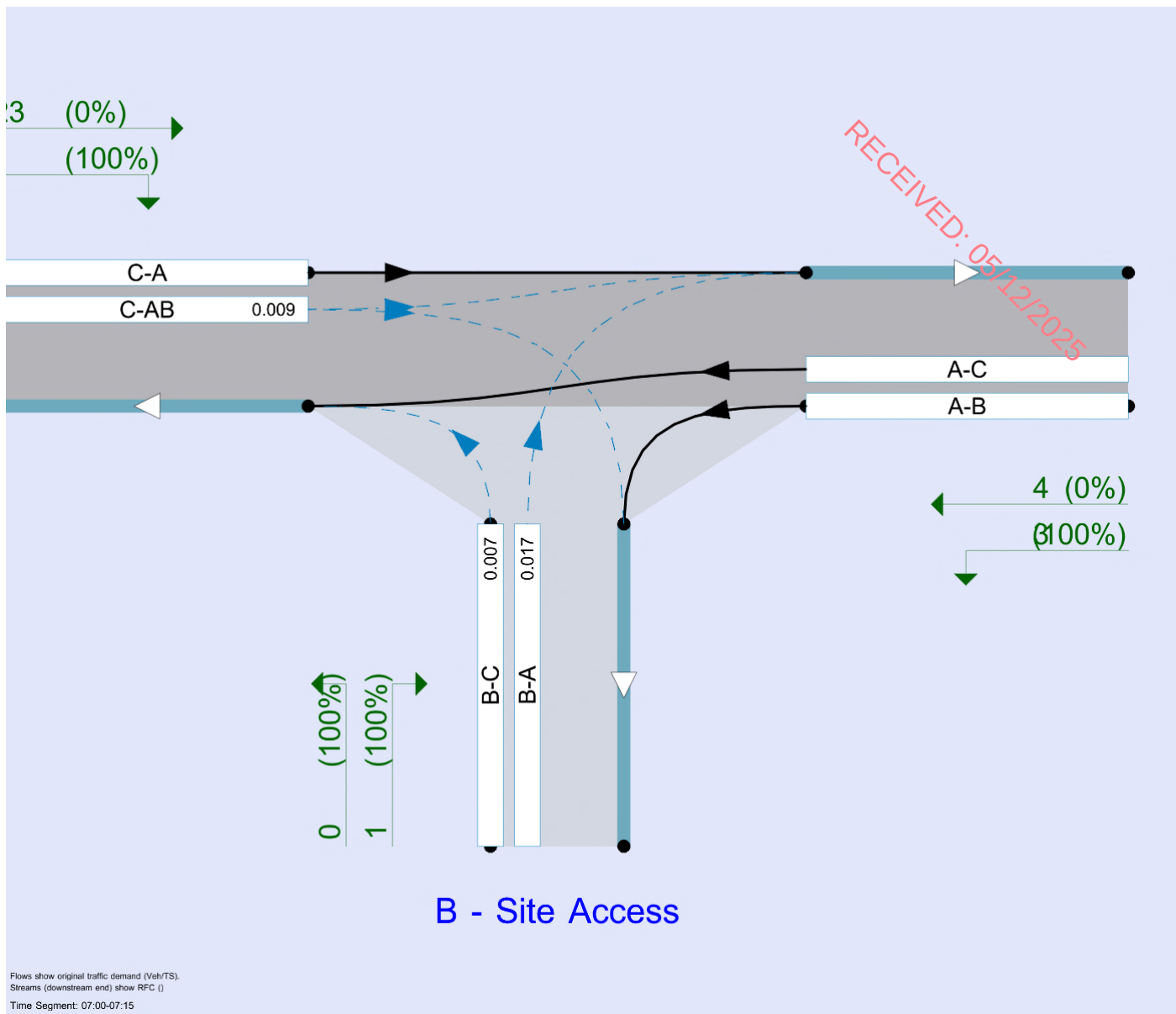
File summary

File Description

Title	
Location	
Site number	
Date	28/08/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	Antonios Papadakis
Description	

Units

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



Analysis Options

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

Demand Set Summary

ID	Scenario name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2025	DIRECT	07:00	19:00	720	15			
D2	2030	DIRECT	07:00	19:00	720	15			
D3	2040	DIRECT	07:00	19:00	720	15			
D4	Adj	DIRECT	07:00	19:00	720	15			
D5	Dev	DIRECT	07:00	19:00	720	15			
D6	2025+Adj+Dev	DIRECT	07:00	19:00	720	15	✓	Simple	D1+D4+D5
D7	2030+Adj+Dev	DIRECT	07:00	19:00	720	15	✓	Simple	D2+D4+D5
D8	2040+Adj+Dev	DIRECT	07:00	19:00	720	15	✓	Simple	D3+D4+D5

Analysis Set Details

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

2025+Adj+Dev,

RECEIVED: 05/12/2025

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	Site Access/ R363	T-Junction	Two-way		2.51	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	R363E		Major
B	Site Access		Minor
C	R363W		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - R363W	6.00		✓	3.00	190.0	✓	10.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane plus flare	7.50	5.00	4.60	4.20	3.00	✓	2.00	21	18

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	134.392	0.098	0.247	0.156	0.354
1	B-C	139.783	0.086	0.217	-	-
1	C-B	185.887	0.288	0.288	-	-

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

Traffic Demand

Demand Set Details

ID	Scenario name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D6	2025+Adj+Dev	DIRECT	07:00	19:00	720	15	✓	Simple	D1+D4+D5

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - R363E		DIRECT	✓	100.000
B - Site Access		DIRECT	✓	100.000
C - R363W		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:00 - 07:15		To			
	From		A - R363E	B - Site Access	C - R363W
		A - R363E	0.00	3.18	4.10
		B - Site Access	1.11	0.00	0.48
		C - R363W	20.97	0.83	0.00

Demand (Veh/TS)

07:15 - 07:30		To			
	From		A - R363E	B - Site Access	C - R363W
		A - R363E	0.00	3.18	5.10
		B - Site Access	1.11	0.00	0.48
		C - R363W	21.17	1.83	0.00

Demand (Veh/TS)

07:30 - 07:45		To			
	From		A - R363E	B - Site Access	C - R363W
		A - R363E	0.00	2.02	8.10
		B - Site Access	1.53	0.00	1.67
		C - R363W	37.17	1.52	0.00

Demand (Veh/TS)

07:45 - 08:00		To			
	From		A - R363E	B - Site Access	C - R363W
		A - R363E	0.00	7.97	49.10
		B - Site Access	1.53	0.00	0.67
		C - R363W	46.17	2.07	0.00

Demand (Veh/TS)

08:00 - 08:15		To			
	From		A - R363E	B - Site Access	C - R363W
		A - R363E	0.00	7.82	46.10
		B - Site Access	1.19	0.00	1.52
		C - R363W	41.11	3.03	0.00

Demand (Veh/TS)

08:15 - 08:30		To			
	From		A - R363E	B - Site Access	C - R363W
		A - R363E	0.00	9.82	48.10
		B - Site Access	1.19	0.00	1.52
		C - R363W	44.11	2.03	0.00

Demand (Veh/TS)

08:30 - 08:45		To			
	From		A - R363E	B - Site Access	C - R363W
		A - R363E	0.00	10.58	53.10
		B - Site Access	1.61	0.00	2.70
		C - R363W	59.11	1.97	0.00

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Demand (Veh/TS)

08:45 - 09:00

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0.00	1.63	3.10
	B - Site Access	2.61	0.00	0.70
	C - R363W	48.11	0.42	0.00

Demand (Veh/TS)

09:00 - 09:15

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0.00	3.10	12.12
	B - Site Access	1.75	0.00	0.76
	C - R363W	38.14	0.54	0.00

Demand (Veh/TS)

09:15 - 09:30

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0.00	4.10	16.12
	B - Site Access	3.75	0.00	0.76
	C - R363W	26.14	0.54	0.00

Demand (Veh/TS)

09:30 - 09:45

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0.00	2.17	6.12
	B - Site Access	2.40	0.00	0.61
	C - R363W	14.14	1.56	0.00

Demand (Veh/TS)

09:45 - 10:00

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0.00	2.17	12.12
	B - Site Access	1.40	0.00	1.61
	C - R363W	21.14	0.56	0.00

Demand (Veh/TS)

10:00 - 10:15

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0.00	4.24	6.09
	B - Site Access	1.26	0.00	0.55
	C - R363W	19.09	0.32	0.00

Demand (Veh/TS)

10:15 - 10:30

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0.00	2.24	2.09
	B - Site Access	2.26	0.00	1.55
	C - R363W	8.09	0.32	0.00

Demand (Veh/TS)

10:30 - 10:45

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0.00	1.47	8.09
	B - Site Access	1.32	0.00	0.58
	C - R363W	9.09	0.38	0.00

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Demand (Veh/TS)

10:45 - 11:00

	To			
From		A - R363E	B - Site Access	C - R363W
	A - R363E	0.00	3.47	5.09
	B - Site Access	4.32	0.00	0.58
	C - R363W	8.09	0.38	0.00

Demand (Veh/TS)

11:00 - 11:15

	To			
From		A - R363E	B - Site Access	C - R363W
	A - R363E	0.00	3.40	7.08
	B - Site Access	2.19	0.00	0.52
	C - R363W	4.09	1.36	0.00

Demand (Veh/TS)

11:15 - 11:30

	To			
From		A - R363E	B - Site Access	C - R363W
	A - R363E	0.00	2.40	12.08
	B - Site Access	2.19	0.00	1.52
	C - R363W	15.09	0.36	0.00

Demand (Veh/TS)

11:30 - 11:45

	To			
From		A - R363E	B - Site Access	C - R363W
	A - R363E	0.00	3.40	9.08
	B - Site Access	2.11	0.00	0.48
	C - R363W	10.09	0.36	0.00

Demand (Veh/TS)

11:45 - 12:00

	To			
From		A - R363E	B - Site Access	C - R363W
	A - R363E	0.00	2.40	8.08
	B - Site Access	3.11	0.00	0.48
	C - R363W	21.09	0.36	0.00

Demand (Veh/TS)

12:00 - 12:15

	To			
From		A - R363E	B - Site Access	C - R363W
	A - R363E	0.00	3.85	9.08
	B - Site Access	2.11	0.00	0.48
	C - R363W	11.07	1.22	0.00

Demand (Veh/TS)

12:15 - 12:30

	To			
From		A - R363E	B - Site Access	C - R363W
	A - R363E	0.00	1.85	12.08
	B - Site Access	4.11	0.00	0.48
	C - R363W	11.07	0.22	0.00

Demand (Veh/TS)

12:30 - 12:45

	To			
From		A - R363E	B - Site Access	C - R363W
	A - R363E	0.00	4.24	13.08
	B - Site Access	3.19	0.00	0.52
	C - R363W	11.07	0.32	0.00

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Demand (Veh/TS)

12:45 - 13:00

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0.00	2.24	9.08
	B - Site Access	2.19	0.00	0.52
	C - R363W	7.07	0.32	0.00

Demand (Veh/TS)

13:00 - 13:15

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0.00	1.55	16.12
	B - Site Access	1.46	0.00	0.64
	C - R363W	11.11	0.40	0.00

Demand (Veh/TS)

13:15 - 13:30

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0.00	1.55	13.12
	B - Site Access	2.46	0.00	1.64
	C - R363W	18.11	0.40	0.00

Demand (Veh/TS)

13:30 - 13:45

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0.00	2.86	9.12
	B - Site Access	1.75	0.00	1.76
	C - R363W	7.11	2.48	0.00

Demand (Veh/TS)

13:45 - 14:00

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0.00	3.86	12.12
	B - Site Access	3.75	0.00	1.76
	C - R363W	11.11	1.48	0.00

Demand (Veh/TS)

14:00 - 14:15

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0.00	5.02	13.13
	B - Site Access	4.53	0.00	1.67
	C - R363W	11.12	1.52	0.00

Demand (Veh/TS)

14:15 - 14:30

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0.00	3.02	15.13
	B - Site Access	4.53	0.00	0.67
	C - R363W	13.12	1.52	0.00

Demand (Veh/TS)

14:30 - 14:45

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0.00	3.79	16.13
	B - Site Access	2.88	0.00	1.82
	C - R363W	12.12	0.46	0.00

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Demand (Veh/TS)

14:45 - 15:00

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0.00	3.79	13.13
	B - Site Access	3.88	0.00	0.82
	C - R363W	10.12	1.46	0.00

Demand (Veh/TS)

15:00 - 15:15

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0.00	4.55	29.08
	B - Site Access	3.32	0.00	0.58
	C - R363W	7.10	0.40	0.00

Demand (Veh/TS)

15:15 - 15:30

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0.00	3.55	22.08
	B - Site Access	3.32	0.00	1.58
	C - R363W	18.10	0.40	0.00

Demand (Veh/TS)

15:30 - 15:45

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0.00	3.47	17.08
	B - Site Access	4.91	0.00	0.40
	C - R363W	12.10	0.38	0.00

Demand (Veh/TS)

15:45 - 16:00

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0.00	2.47	21.08
	B - Site Access	1.91	0.00	0.40
	C - R363W	16.10	0.38	0.00

Demand (Veh/TS)

16:00 - 16:15

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0.00	2.26	19.08
	B - Site Access	1.97	0.00	0.42
	C - R363W	9.08	0.33	0.00

Demand (Veh/TS)

16:15 - 16:30

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0.00	3.26	35.08
	B - Site Access	1.97	0.00	2.42
	C - R363W	17.08	0.33	0.00

Demand (Veh/TS)

16:30 - 16:45

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0.00	1.08	28.08
	B - Site Access	3.13	0.00	2.49
	C - R363W	13.08	0.28	0.00

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Demand (Veh/TS)

16:45 - 17:00

	To			
		A - R363E	B - Site Access	C - R363W
	From	A - R363E	0.00	1.08
		B - Site Access	6.36	0.00
		C - R363W	52.08	0.28
				0.00

Demand (Veh/TS)

17:00 - 17:15

	To			
		A - R363E	B - Site Access	C - R363W
	From	A - R363E	0.00	0.54
		B - Site Access	6.03	0.00
		C - R363W	55.03	1.14
				0.00

Demand (Veh/TS)

17:15 - 17:30

	To			
		A - R363E	B - Site Access	C - R363W
	From	A - R363E	0.00	0.54
		B - Site Access	6.03	0.00
		C - R363W	53.03	0.14
				0.00

Demand (Veh/TS)

17:30 - 17:45

	To			
		A - R363E	B - Site Access	C - R363W
	From	A - R363E	0.00	0.27
		B - Site Access	6.93	0.00
		C - R363W	56.03	0.07
				0.00

Demand (Veh/TS)

17:45 - 18:00

	To			
		A - R363E	B - Site Access	C - R363W
	From	A - R363E	0.00	0.27
		B - Site Access	1.70	0.00
		C - R363W	13.03	0.07
				0.00

Demand (Veh/TS)

18:00 - 18:15

	To			
		A - R363E	B - Site Access	C - R363W
	From	A - R363E	0.00	0.09
		B - Site Access	0.65	0.00
		C - R363W	11.06	0.02
				0.00

Demand (Veh/TS)

18:15 - 18:30

	To			
		A - R363E	B - Site Access	C - R363W
	From	A - R363E	0.00	0.09
		B - Site Access	1.65	0.00
		C - R363W	9.06	0.02
				0.00

Demand (Veh/TS)

18:30 - 18:45

	To			
		A - R363E	B - Site Access	C - R363W
	From	A - R363E	0.00	0.09
		B - Site Access	0.08	0.00
		C - R363W	13.06	0.02
				0.00

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Demand (Veh/TS)

18:45 - 19:00

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0.00	0.09	29.83
	B - Site Access	0.08	0.00	0.03
	C - R363W	9.06	0.02	0.00

Vehicle Mix

Heavy Vehicle Percentages

07:00 - 07:15

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0	100	0
	B - Site Access	100	0	100
	C - R363W	0	100	0

Heavy Vehicle Percentages

07:15 - 07:30

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0	100	39
	B - Site Access	100	0	100
	C - R363W	5	100	0

Heavy Vehicle Percentages

07:30 - 07:45

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0	100	25
	B - Site Access	100	0	100
	C - R363W	3	100	0

Heavy Vehicle Percentages

07:45 - 08:00

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0	63	7
	B - Site Access	100	0	100
	C - R363W	4	63	0

Heavy Vehicle Percentages

08:00 - 08:15

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0	62	5
	B - Site Access	100	0	100
	C - R363W	2	41	0

Heavy Vehicle Percentages

08:15 - 08:30

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0	59	3
	B - Site Access	100	0	34
	C - R363W	5	62	0

Heavy Vehicle Percentages

08:30 - 08:45

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0	72	2
	B - Site Access	100	0	63
	C - R363W	3	61	0

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Heavy Vehicle Percentages

08:45 - 09:00

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0	100	32
	B - Site Access	100	0	100
	C - R363W	8	100	0

Heavy Vehicle Percentages

09:00 - 09:15

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0	100	25
	B - Site Access	100	0	100
	C - R363W	0	100	0

Heavy Vehicle Percentages

09:15 - 09:30

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0	100	12
	B - Site Access	100	0	100
	C - R363W	4	100	0

Heavy Vehicle Percentages

09:30 - 09:45

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0	100	16
	B - Site Access	100	0	100
	C - R363W	7	100	0

Heavy Vehicle Percentages

09:45 - 10:00

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0	100	0
	B - Site Access	100	0	100
	C - R363W	5	100	0

Heavy Vehicle Percentages

10:00 - 10:15

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0	76	0
	B - Site Access	100	0	100
	C - R363W	5	100	0

Heavy Vehicle Percentages

10:15 - 10:30

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0	100	0
	B - Site Access	100	0	35
	C - R363W	12	100	0

Heavy Vehicle Percentages

10:30 - 10:45

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0	100	25
	B - Site Access	100	0	100
	C - R363W	0	100	0

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Heavy Vehicle Percentages

10:45 - 11:00

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0	100	0
	B - Site Access	100	0	100
	C - R363W	0	100	0

Heavy Vehicle Percentages

11:00 - 11:15

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0	71	14
	B - Site Access	100	0	100
	C - R363W	0	100	0

Heavy Vehicle Percentages

11:15 - 11:30

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0	100	8
	B - Site Access	100	0	100
	C - R363W	0	100	0

Heavy Vehicle Percentages

11:30 - 11:45

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0	100	0
	B - Site Access	100	0	100
	C - R363W	0	100	0

Heavy Vehicle Percentages

11:45 - 12:00

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0	100	0
	B - Site Access	100	0	100
	C - R363W	5	100	0

Heavy Vehicle Percentages

12:00 - 12:15

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0	100	0
	B - Site Access	100	0	100
	C - R363W	9	100	0

Heavy Vehicle Percentages

12:15 - 12:30

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0	100	8
	B - Site Access	100	0	100
	C - R363W	27	100	0

Heavy Vehicle Percentages

12:30 - 12:45

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0	100	23
	B - Site Access	100	0	100
	C - R363W	0	100	0

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Heavy Vehicle Percentages

12:45 - 13:00

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0	100	22
	B - Site Access	100	0	100
	C - R363W	0	100	0

Heavy Vehicle Percentages

13:00 - 13:15

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0	100	12
	B - Site Access	100	0	100
	C - R363W	9	100	0

Heavy Vehicle Percentages

13:15 - 13:30

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0	100	8
	B - Site Access	100	0	100
	C - R363W	17	100	0

Heavy Vehicle Percentages

13:30 - 13:45

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0	100	22
	B - Site Access	100	0	100
	C - R363W	0	100	0

Heavy Vehicle Percentages

13:45 - 14:00

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0	100	17
	B - Site Access	100	0	100
	C - R363W	0	100	0

Heavy Vehicle Percentages

14:00 - 14:15

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0	100	8
	B - Site Access	100	0	100
	C - R363W	9	100	0

Heavy Vehicle Percentages

14:15 - 14:30

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0	100	13
	B - Site Access	100	0	100
	C - R363W	8	100	0

Heavy Vehicle Percentages

14:30 - 14:45

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0	100	0
	B - Site Access	100	0	100
	C - R363W	0	100	0

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Heavy Vehicle Percentages

14:45 - 15:00

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0	100	0
	B - Site Access	100	0	100
	C - R363W	0	100	0

Heavy Vehicle Percentages

15:00 - 15:15

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0	100	7
	B - Site Access	100	0	100
	C - R363W	0	100	0

Heavy Vehicle Percentages

15:15 - 15:30

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0	100	0
	B - Site Access	100	0	100
	C - R363W	17	100	0

Heavy Vehicle Percentages

15:30 - 15:45

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0	100	18
	B - Site Access	100	0	100
	C - R363W	8	100	0

Heavy Vehicle Percentages

15:45 - 16:00

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0	100	5
	B - Site Access	100	0	100
	C - R363W	12	100	0

Heavy Vehicle Percentages

16:00 - 16:15

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0	100	0
	B - Site Access	100	0	100
	C - R363W	11	100	0

Heavy Vehicle Percentages

16:15 - 16:30

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0	100	11
	B - Site Access	100	0	100
	C - R363W	23	100	0

Heavy Vehicle Percentages

16:30 - 16:45

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0	100	0
	B - Site Access	100	0	20
	C - R363W	23	100	0

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Heavy Vehicle Percentages

16:45 - 17:00

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0	100	5
	B - Site Access	59	0	59
	C - R363W	1	100	0

Heavy Vehicle Percentages

17:00 - 17:15

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0	100	2
	B - Site Access	57	0	57
	C - R363W	6	100	0

Heavy Vehicle Percentages

17:15 - 17:30

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0	100	5
	B - Site Access	57	0	57
	C - R363W	2	100	0

Heavy Vehicle Percentages

17:30 - 17:45

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0	100	3
	B - Site Access	62	0	62
	C - R363W	4	100	0

Heavy Vehicle Percentages

17:45 - 18:00

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0	100	3
	B - Site Access	100	0	100
	C - R363W	0	100	0

Heavy Vehicle Percentages

18:00 - 18:15

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0	100	0
	B - Site Access	100	0	12
	C - R363W	9	100	0

Heavy Vehicle Percentages

18:15 - 18:30

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0	100	0
	B - Site Access	39	0	100
	C - R363W	0	100	0

Heavy Vehicle Percentages

18:30 - 18:45

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0	100	3
	B - Site Access	100	0	100
	C - R363W	8	100	0

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Heavy Vehicle Percentages

18:45 - 19:00

	To			
		A - R363E	B - Site Access	C - R363W
	A - R363E	0	100	0
	B - Site Access	100	0	100
	C - R363W	11	100	0

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Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-C	0.04	14.94	0.0	B	1.15	55.15
B-A	0.10	19.87	0.1	C	2.64	126.85
C-AB	0.03	10.81	0.0	B	0.77	36.90
C-A					21.05	1010.39
A-B					2.96	142.10
A-C					20.88	1002.20

Main Results for each time segment

07:00 - 07:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.48	0.48	68.88	0.007	0.48	0.0	0.0	13.156	B
B-A	1.11	1.11	64.45	0.017	1.10	0.0	0.0	14.202	B
C-AB	0.83	0.83	91.44	0.009	0.82	0.0	0.0	9.930	A
C-A	20.97	20.97			20.97				
A-B	3.18	3.18			3.18				
A-C	4.10	4.10			4.10				

07:15 - 07:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.48	0.48	68.54	0.007	0.48	0.0	0.0	13.223	B
B-A	1.11	1.11	63.64	0.017	1.11	0.0	0.0	14.393	B
C-AB	1.83	1.83	91.00	0.020	1.81	0.0	0.0	10.089	B
C-A	21.17	21.17			21.17				
A-B	3.18	3.18			3.18				
A-C	5.10	5.10			5.10				

07:30 - 07:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	1.67	1.67	77.09	0.022	1.65	0.0	0.0	11.930	B
B-A	1.53	1.53	55.63	0.028	1.52	0.0	0.0	16.634	C
C-AB	1.52	1.52	90.91	0.017	1.53	0.0	0.0	10.069	B
C-A	37.17	37.17			37.17				
A-B	2.02	2.02			2.02				
A-C	8.10	8.10			8.10				

07:45 - 08:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.67	0.67	63.28	0.011	0.68	0.0	0.0	14.380	B
B-A	1.53	1.53	55.68	0.028	1.53	0.0	0.0	16.622	C
C-AB	2.07	2.07	102.52	0.020	2.06	0.0	0.0	9.832	A
C-A	46.17	46.17			46.17				
A-B	7.97	7.97			7.97				
A-C	49.10	49.10			49.10				

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	1.52	1.52	73.66	0.021	1.51	0.0	0.0	12.472	B
B-A	1.19	1.19	49.42	0.024	1.19	0.0	0.0	18.664	C
C-AB	3.03	3.03	118.83	0.025	3.02	0.0	0.0	8.247	A
C-A	41.11	41.11			41.11				
A-B	7.82	7.82			7.82				
A-C	46.10	46.10			46.10				

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	1.52	1.52	102.97	0.015	1.52	0.0	0.0	11.022	B
B-A	1.19	1.19	51.88	0.023	1.19	0.0	0.0	17.755	C
C-AB	2.03	2.03	103.41	0.020	2.04	0.0	0.0	8.208	A
C-A	44.11	44.11			44.11				
A-B	9.82	9.82			9.82				
A-C	48.10	48.10			48.10				

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2.70	2.70	89.96	0.030	2.69	0.0	0.0	9.646	A
B-A	1.61	1.61	46.89	0.034	1.60	0.0	0.0	19.865	C
C-AB	1.97	1.97	102.63	0.019	1.97	0.0	0.0	8.973	A
C-A	59.11	59.11			59.11				
A-B	10.58	10.58			10.58				
A-C	53.10	53.10			53.10				

08:45 - 09:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.70	0.70	66.88	0.011	0.72	0.0	0.0	11.672	B
B-A	2.61	2.61	63.94	0.041	2.60	0.0	0.0	14.671	B
C-AB	0.42	0.42	92.69	0.005	0.44	0.0	0.0	8.245	A
C-A	48.11	48.11			48.11				
A-B	1.63	1.63			1.63				
A-C	3.10	3.10			3.10				

09:00 - 09:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.76	0.76	67.44	0.011	0.76	0.0	0.0	13.497	B
B-A	1.75	1.75	61.90	0.028	1.76	0.0	0.0	14.965	B
C-AB	0.54	0.54	89.87	0.006	0.54	0.0	0.0	10.074	B
C-A	38.14	38.14			38.14				
A-B	3.10	3.10			3.10				
A-C	12.12	12.12			12.12				

09:15 - 09:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.76	0.76	63.34	0.012	0.76	0.0	0.0	14.379	B
B-A	3.75	3.75	64.69	0.058	3.71	0.0	0.1	14.752	B
C-AB	0.54	0.54	89.15	0.006	0.54	0.0	0.0	10.156	B
C-A	26.14	26.14			26.14				
A-B	4.10	4.10			4.10				
A-C	16.12	16.12			16.12				

09:30 - 09:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.61	0.61	65.76	0.009	0.61	0.0	0.0	13.815	B
B-A	2.40	2.40	66.29	0.036	2.42	0.1	0.0	14.096	B
C-AB	1.56	1.56	91.29	0.017	1.55	0.0	0.0	10.027	B
C-A	14.14	14.14			14.14				
A-B	2.17	2.17			2.17				
A-C	6.12	6.12			6.12				

09:45 - 10:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	1.61	1.61	77.36	0.021	1.60	0.0	0.0	11.877	B
B-A	1.40	1.40	56.45	0.025	1.41	0.0	0.0	16.356	C
C-AB	0.56	0.56	90.57	0.006	0.57	0.0	0.0	10.000	B
C-A	21.14	21.14			21.14				
A-B	2.17	2.17			2.17				
A-C	12.12	12.12			12.12				

10:00 - 10:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.55	0.55	68.66	0.008	0.56	0.0	0.0	13.220	B
B-A	1.26	1.26	64.33	0.020	1.26	0.0	0.0	14.271	B
C-AB	0.32	0.32	90.99	0.004	0.32	0.0	0.0	9.928	A
C-A	19.09	19.09			19.09				
A-B	4.24	4.24			4.24				
A-C	6.09	6.09			6.09				

10:15 - 10:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	1.55	1.55	102.00	0.015	1.54	0.0	0.0	10.068	B
B-A	2.26	2.26	65.63	0.034	2.24	0.0	0.0	14.194	B
C-AB	0.32	0.32	92.00	0.003	0.32	0.0	0.0	9.818	A
C-A	8.09	8.09			8.09				
A-B	2.24	2.24			2.24				
A-C	2.09	2.09			2.09				

10:30 - 10:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.58	0.58	68.93	0.008	0.59	0.0	0.0	10.145	B
B-A	1.32	1.32	64.98	0.020	1.34	0.0	0.0	14.145	B
C-AB	0.38	0.38	91.06	0.004	0.38	0.0	0.0	9.924	A
C-A	9.09	9.09			9.09				
A-B	1.47	1.47			1.47				
A-C	8.09	8.09			8.09				

10:45 - 11:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.58	0.58	63.37	0.009	0.57	0.0	0.0	14.331	B
B-A	4.32	4.32	69.02	0.063	4.28	0.0	0.1	13.892	B
C-AB	0.38	0.38	91.21	0.004	0.38	0.0	0.0	9.908	A
C-A	8.09	8.09			8.09				
A-B	3.47	3.47			3.47				
A-C	5.09	5.09			5.09				

11:00 - 11:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.52	0.52	65.36	0.008	0.52	0.0	0.0	13.881	B
B-A	2.19	2.19	67.29	0.032	2.22	0.1	0.0	13.838	B
C-AB	1.36	1.36	90.94	0.015	1.35	0.0	0.0	10.044	B
C-A	4.09	4.09			4.09				
A-B	3.40	3.40			3.40				
A-C	7.08	7.08			7.08				

11:15 - 11:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	1.52	1.52	71.62	0.021	1.50	0.0	0.0	12.835	B
B-A	2.19	2.19	60.99	0.036	2.18	0.0	0.0	15.303	C
C-AB	0.36	0.36	90.37	0.004	0.37	0.0	0.0	10.003	B
C-A	15.09	15.09			15.09				
A-B	2.40	2.40			2.40				
A-C	12.08	12.08			12.08				

11:30 - 11:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.48	0.48	65.27	0.007	0.50	0.0	0.0	13.896	B
B-A	2.11	2.11	66.97	0.032	2.12	0.0	0.0	13.879	B
C-AB	0.36	0.36	90.66	0.004	0.36	0.0	0.0	9.967	A
C-A	10.09	10.09			10.09				
A-B	3.40	3.40			3.40				
A-C	9.08	9.08			9.08				

11:45 - 12:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.48	0.48	63.84	0.008	0.48	0.0	0.0	14.203	B
B-A	3.11	3.11	67.28	0.046	3.10	0.0	0.0	14.020	B
C-AB	0.36	0.36	91.09	0.004	0.36	0.0	0.0	9.919	A
C-A	21.09	21.09			21.09				
A-B	2.40	2.40			2.40				
A-C	8.08	8.08			8.08				

12:00 - 12:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.48	0.48	65.10	0.007	0.48	0.0	0.0	13.926	B
B-A	2.11	2.11	66.55	0.032	2.13	0.0	0.0	13.973	B
C-AB	1.22	1.22	90.53	0.013	1.21	0.0	0.0	10.075	B
C-A	11.07	11.07			11.07				
A-B	3.85	3.85			3.85				
A-C	9.08	9.08			9.08				

12:15 - 12:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.48	0.48	62.44	0.008	0.48	0.0	0.0	14.526	B
B-A	4.11	4.11	67.94	0.061	4.08	0.0	0.1	14.089	B
C-AB	0.22	0.22	90.53	0.002	0.23	0.0	0.0	9.970	A
C-A	11.07	11.07			11.07				
A-B	1.85	1.85			1.85				
A-C	12.08	12.08			12.08				

12:30 - 12:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.52	0.52	62.95	0.008	0.52	0.0	0.0	14.413	B
B-A	3.19	3.19	66.90	0.048	3.20	0.1	0.1	14.133	B
C-AB	0.32	0.32	89.41	0.004	0.32	0.0	0.0	10.102	B
C-A	11.07	11.07			11.07				
A-B	4.24	4.24			4.24				
A-C	13.08	13.08			13.08				

12:45 - 13:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.52	0.52	65.12	0.008	0.52	0.0	0.0	13.931	B
B-A	2.19	2.19	67.10	0.033	2.20	0.1	0.0	13.872	B
C-AB	0.32	0.32	90.70	0.004	0.32	0.0	0.0	9.959	A
C-A	7.07	7.07			7.07				
A-B	2.24	2.24			2.24				
A-C	9.08	9.08			9.08				

13:00 - 13:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.64	0.64	67.34	0.009	0.63	0.0	0.0	13.490	B
B-A	1.46	1.46	63.76	0.023	1.47	0.0	0.0	14.454	B
C-AB	0.40	0.40	89.89	0.004	0.40	0.0	0.0	10.057	B
C-A	11.11	11.11			11.11				
A-B	1.55	1.55			1.55				
A-C	16.12	16.12			16.12				

13:15 - 13:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	1.64	1.64	71.11	0.023	1.62	0.0	0.0	12.946	B
B-A	2.46	2.46	60.78	0.041	2.44	0.0	0.0	15.422	C
C-AB	0.40	0.40	90.46	0.004	0.40	0.0	0.0	9.993	A
C-A	18.11	18.11			18.11				
A-B	1.55	1.55			1.55				
A-C	13.12	13.12			13.12				

13:30 - 13:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	1.76	1.76	75.97	0.023	1.76	0.0	0.0	12.127	B
B-A	1.75	1.75	57.96	0.030	1.76	0.0	0.0	16.016	C
C-AB	2.48	2.48	90.52	0.027	2.46	0.0	0.0	10.218	B
C-A	7.11	7.11			7.11				
A-B	2.86	2.86			2.86				
A-C	9.12	9.12			9.12				

13:45 - 14:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	1.76	1.76	67.43	0.026	1.76	0.0	0.0	13.703	B
B-A	3.75	3.75	63.34	0.059	3.72	0.0	0.1	15.086	C
C-AB	1.48	1.48	89.80	0.017	1.49	0.0	0.0	10.192	B
C-A	11.11	11.11			11.11				
A-B	3.86	3.86			3.86				
A-C	12.12	12.12			12.12				

14:00 - 14:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	1.67	1.67	65.87	0.025	1.67	0.0	0.0	14.016	B
B-A	4.53	4.53	64.10	0.071	4.52	0.1	0.1	15.103	C
C-AB	1.52	1.52	89.46	0.017	1.52	0.0	0.0	10.233	B
C-A	11.12	11.12			11.12				
A-B	5.02	5.02			5.02				
A-C	13.13	13.13			13.13				

14:15 - 14:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.67	0.67	62.41	0.011	0.68	0.0	0.0	14.583	B
B-A	4.53	4.53	66.33	0.068	4.54	0.1	0.1	14.563	B
C-AB	1.52	1.52	89.61	0.017	1.52	0.0	0.0	10.216	B
C-A	13.12	13.12			13.12				
A-B	3.02	3.02			3.02				
A-C	15.13	15.13			15.13				

14:30 - 14:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	1.82	1.82	69.86	0.026	1.80	0.0	0.0	13.221	B
B-A	2.88	2.88	61.52	0.047	2.91	0.1	0.1	15.362	C
C-AB	0.46	0.46	89.53	0.005	0.48	0.0	0.0	10.109	B
C-A	12.12	12.12			12.12				
A-B	3.79	3.79			3.79				
A-C	16.13	16.13			16.13				

14:45 - 15:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.82	0.82	64.04	0.013	0.83	0.0	0.0	14.243	B
B-A	3.88	3.88	66.26	0.059	3.87	0.1	0.1	14.426	B
C-AB	1.46	1.46	89.96	0.016	1.45	0.0	0.0	10.167	B
C-A	10.12	10.12			10.12				
A-B	3.79	3.79			3.79				
A-C	13.13	13.13			13.13				

15:00 - 15:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.58	0.58	61.59	0.009	0.58	0.0	0.0	14.755	B
B-A	3.32	3.32	65.03	0.051	3.33	0.1	0.1	14.586	B
C-AB	0.40	0.40	87.15	0.005	0.41	0.0	0.0	10.376	B
C-A	7.10	7.10			7.10				
A-B	4.55	4.55			4.55				
A-C	29.08	29.08			29.08				

15:15 - 15:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	1.58	1.58	66.66	0.024	1.56	0.0	0.0	13.820	B
B-A	3.32	3.32	62.03	0.054	3.32	0.1	0.1	15.330	C
C-AB	0.40	0.40	88.74	0.005	0.40	0.0	0.0	10.188	B
C-A	18.10	18.10			18.10				
A-B	3.55	3.55			3.55				
A-C	22.08	22.08			22.08				

15:30 - 15:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.40	0.40	60.69	0.007	0.41	0.0	0.0	14.937	B
B-A	4.91	4.91	65.03	0.075	4.88	0.1	0.1	14.956	B
C-AB	0.38	0.38	89.05	0.004	0.38	0.0	0.0	10.151	B
C-A	12.10	12.10			12.10				
A-B	3.47	3.47			3.47				
A-C	17.08	17.08			17.08				

15:45 - 16:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.40	0.40	63.49	0.006	0.40	0.0	0.0	14.265	B
B-A	1.91	1.91	65.16	0.029	1.96	0.1	0.0	14.249	B
C-AB	0.38	0.38	89.05	0.004	0.38	0.0	0.0	10.149	B
C-A	16.10	16.10			16.10				
A-B	2.47	2.47			2.47				
A-C	21.08	21.08			21.08				

16:00 - 16:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.42	0.42	64.03	0.007	0.42	0.0	0.0	14.149	B
B-A	1.97	1.97	66.08	0.030	1.97	0.0	0.0	14.038	B
C-AB	0.33	0.33	89.54	0.004	0.33	0.0	0.0	10.089	B
C-A	9.08	9.08			9.08				
A-B	2.26	2.26			2.26				
A-C	19.08	19.08			19.08				

16:15 - 16:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2.42	2.42	74.48	0.033	2.40	0.0	0.0	12.482	B
B-A	1.97	1.97	52.97	0.037	1.97	0.0	0.0	17.643	C
C-AB	0.33	0.33	86.37	0.004	0.33	0.0	0.0	10.458	B
C-A	17.08	17.08			17.08				
A-B	3.26	3.26			3.26				
A-C	35.08	35.08			35.08				

16:30 - 16:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2.49	2.49	109.92	0.022	2.50	0.0	0.0	11.126	B
B-A	3.13	3.13	61.86	0.051	3.12	0.0	0.1	15.317	C
C-AB	0.28	0.28	88.59	0.003	0.28	0.0	0.0	10.191	B
C-A	13.08	13.08			13.08				
A-B	1.08	1.08			1.08				
A-C	28.08	28.08			28.08				

16:45 - 17:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2.77	2.77	80.35	0.035	2.77	0.0	0.0	10.232	B
B-A	6.36	6.36	72.32	0.088	6.31	0.1	0.1	14.873	B
C-AB	0.28	0.28	86.43	0.003	0.28	0.0	0.0	10.447	B
C-A	52.08	52.08			52.08				
A-B	1.08	1.08			1.08				
A-C	41.08	41.08			41.08				

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2.62	2.62	81.64	0.032	2.62	0.0	0.0	11.472	B
B-A	6.03	6.03	72.90	0.083	6.05	0.1	0.1	13.567	B
C-AB	1.14	1.14	86.87	0.013	1.13	0.0	0.0	10.495	B
C-A	55.03	55.03			55.03				
A-B	0.54	0.54			0.54				
A-C	40.09	40.09			40.09				

17:15 - 17:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2.62	2.62	81.98	0.032	2.62	0.0	0.0	11.343	B
B-A	6.03	6.03	74.07	0.081	6.04	0.1	0.1	13.231	B
C-AB	0.14	0.14	87.16	0.002	0.15	0.0	0.0	10.347	B
C-A	53.03	53.03			53.03				
A-B	0.54	0.54			0.54				
A-C	37.09	37.09			37.09				

17:30 - 17:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3.01	3.01	75.24	0.040	3.01	0.0	0.0	12.254	B
B-A	6.93	6.93	67.11	0.103	6.91	0.1	0.1	14.686	B
C-AB	0.07	0.07	83.35	0.001	0.07	0.0	0.0	10.809	B
C-A	56.03	56.03			56.03				
A-B	0.27	0.27			0.27				
A-C	64.09	64.09			64.09				

17:45 - 18:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.74	0.74	65.87	0.011	0.77	0.0	0.0	11.832	B
B-A	1.70	1.70	62.18	0.028	1.79	0.1	0.0	12.757	B
C-AB	0.07	0.07	87.38	0.001	0.07	0.0	0.0	10.307	B
C-A	13.03	13.03			13.03				
A-B	0.27	0.27			0.27				
A-C	37.09	37.09			37.09				

18:00 - 18:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2.28	2.28	144.64	0.016	2.27	0.0	0.0	7.526	A
B-A	0.65	0.65	51.65	0.013	0.66	0.0	0.0	17.653	C
C-AB	0.02	0.02	89.02	0.000	0.02	0.0	0.0	10.113	B
C-A	11.05	11.05			11.05				
A-B	0.09	0.09			0.09				
A-C	27.03	27.03			27.03				

18:15 - 18:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.28	0.28	63.45	0.005	0.30	0.0	0.0	8.927	A
B-A	1.65	1.65	88.66	0.019	1.64	0.0	0.0	11.598	B
C-AB	0.02	0.02	85.57	0.000	0.02	0.0	0.0	10.520	B
C-A	9.06	9.06			9.06				
A-B	0.09	0.09			0.09				
A-C	51.03	51.03			51.03				

18:30 - 18:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.03	0.03	65.94	0.001	0.04	0.0	0.0	13.655	B
B-A	0.08	0.08	66.70	0.001	0.10	0.0	0.0	10.251	B
C-AB	0.02	0.02	88.30	0.000	0.02	0.0	0.0	10.196	B
C-A	13.06	13.06			13.06				
A-B	0.09	0.09			0.09				
A-C	31.03	31.03			31.03				

18:45 - 19:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.03	0.03	66.65	0.001	0.03	0.0	0.0	13.509	B
B-A	0.08	0.08	62.69	0.001	0.08	0.0	0.0	14.373	B
C-AB	0.02	0.02	88.62	0.000	0.02	0.0	0.0	10.159	B
C-A	9.05	9.05			9.05				
A-B	0.09	0.09			0.09				
A-C	29.83	29.83			29.83				

2030+Adj+Dev ,

Data Errors and Warnings

No errors or warnings

RECEIVED: 05/12/2025

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access/ R363	T-Junction	Two-way		2.55	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D7	2030+Adj+Dev	DIRECT	07:00	19:00	720	15	✓	Simple	D2+D4+D5

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - R363E		DIRECT	✓	100.000
B - Site Access		DIRECT	✓	100.000
C - R363W		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:00 - 07:15

From	To			
		A - R363E	B - Site Access	C - R363W
	A - R363E	0.00	3.18	4.28
	B - Site Access	1.11	0.00	0.48
	C - R363W	21.90	0.83	0.00

Demand (Veh/TS)

07:15 - 07:30

From	To			
		A - R363E	B - Site Access	C - R363W
	A - R363E	0.00	3.18	5.50
	B - Site Access	1.11	0.00	0.48
	C - R363W	22.23	1.96	0.00

Demand (Veh/TS)

07:30 - 07:45

From	To			
		A - R363E	B - Site Access	C - R363W
	A - R363E	0.00	2.02	8.64
	B - Site Access	1.53	0.00	1.80
	C - R363W	38.98	1.66	0.00

Demand (Veh/TS)

07:45 - 08:00

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0.00	7.97	49.78
	B - Site Access	1.53	0.00	0.67
	C - R363W	48.49	2.07	0.00

Demand (Veh/TS)

08:00 - 08:15

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0.00	7.82	46.56
	B - Site Access	1.19	0.00	1.65
	C - R363W	43.11	3.07	0.00

Demand (Veh/TS)

08:15 - 08:30

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0.00	10.00	48.56
	B - Site Access	1.19	0.00	1.56
	C - R363W	46.34	2.03	0.00

Demand (Veh/TS)

08:30 - 08:45

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0.00	10.98	53.80
	B - Site Access	1.61	0.00	2.88
	C - R363W	62.04	1.97	0.00

Demand (Veh/TS)

08:45 - 09:00

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0.00	1.63	3.33
	B - Site Access	2.74	0.00	0.70
	C - R363W	50.70	0.42	0.00

Demand (Veh/TS)

09:00 - 09:15

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0.00	3.23	12.94
	B - Site Access	1.75	0.00	0.76
	C - R363W	39.91	0.54	0.00

Demand (Veh/TS)

09:15 - 09:30

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0.00	4.36	17.04
	B - Site Access	4.01	0.00	0.76
	C - R363W	27.44	0.54	0.00

Demand (Veh/TS)

09:30 - 09:45

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0.00	2.17	6.48
	B - Site Access	2.53	0.00	0.61
	C - R363W	14.88	1.70	0.00

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Demand (Veh/TS)

09:45 - 10:00

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0.00	2.17	12.68
	B - Site Access	1.40	0.00	1.74
	C - R363W	22.21	0.56	0.00

Demand (Veh/TS)

10:00 - 10:15

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0.00	4.55	6.37
	B - Site Access	1.26	0.00	0.55
	C - R363W	20.06	0.32	0.00

Demand (Veh/TS)

10:15 - 10:30

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0.00	2.37	2.19
	B - Site Access	2.39	0.00	1.59
	C - R363W	8.55	0.32	0.00

Demand (Veh/TS)

10:30 - 10:45

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0.00	1.47	8.64
	B - Site Access	1.32	0.00	0.58
	C - R363W	9.51	0.38	0.00

Demand (Veh/TS)

10:45 - 11:00

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0.00	3.74	5.33
	B - Site Access	4.72	0.00	0.58
	C - R363W	8.46	0.38	0.00

Demand (Veh/TS)

11:00 - 11:15

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0.00	3.58	7.50
	B - Site Access	2.32	0.00	0.52
	C - R363W	4.28	1.50	0.00

Demand (Veh/TS)

11:15 - 11:30

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0.00	2.53	12.73
	B - Site Access	2.32	0.00	1.65
	C - R363W	15.79	0.36	0.00

Demand (Veh/TS)

11:30 - 11:45

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0.00	3.67	9.51
	B - Site Access	2.25	0.00	0.48
	C - R363W	10.56	0.36	0.00

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Demand (Veh/TS)

11:45 - 12:00

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0.00	2.53	8.46
	B - Site Access	3.38	0.00	0.48
	C - R363W	22.16	0.36	0.00

Demand (Veh/TS)

12:00 - 12:15

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0.00	4.25	9.51
	B - Site Access	2.25	0.00	0.48
	C - R363W	11.67	1.35	0.00

Demand (Veh/TS)

12:15 - 12:30

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0.00	1.98	12.73
	B - Site Access	4.51	0.00	0.48
	C - R363W	11.84	0.22	0.00

Demand (Veh/TS)

12:30 - 12:45

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0.00	4.64	13.95
	B - Site Access	3.45	0.00	0.52
	C - R363W	11.58	0.32	0.00

Demand (Veh/TS)

12:45 - 13:00

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0.00	2.37	9.68
	B - Site Access	2.32	0.00	0.52
	C - R363W	7.39	0.32	0.00

Demand (Veh/TS)

13:00 - 13:15

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0.00	1.55	17.04
	B - Site Access	1.46	0.00	0.64
	C - R363W	11.71	0.40	0.00

Demand (Veh/TS)

13:15 - 13:30

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0.00	1.55	13.81
	B - Site Access	2.60	0.00	1.77
	C - R363W	19.21	0.40	0.00

Demand (Veh/TS)

13:30 - 13:45

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0.00	3.00	9.71
	B - Site Access	1.75	0.00	1.89
	C - R363W	7.44	2.75	0.00

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Demand (Veh/TS)

13:45 - 14:00

	To			
From		A - R363E	B - Site Access	C - R363W
	A - R363E	0.00	4.13	12.85
	B - Site Access	4.01	0.00	1.89
	C - R363W	11.62	1.62	0.00

Demand (Veh/TS)

14:00 - 14:15

	To			
From		A - R363E	B - Site Access	C - R363W
	A - R363E	0.00	5.42	13.82
	B - Site Access	4.94	0.00	1.80
	C - R363W	11.72	1.66	0.00

Demand (Veh/TS)

14:15 - 14:30

	To			
From		A - R363E	B - Site Access	C - R363W
	A - R363E	0.00	3.15	16.00
	B - Site Access	4.94	0.00	0.67
	C - R363W	13.82	1.66	0.00

Demand (Veh/TS)

14:30 - 14:45

	To			
From		A - R363E	B - Site Access	C - R363W
	A - R363E	0.00	4.06	16.87
	B - Site Access	3.02	0.00	1.95
	C - R363W	12.68	0.46	0.00

Demand (Veh/TS)

14:45 - 15:00

	To			
From		A - R363E	B - Site Access	C - R363W
	A - R363E	0.00	4.06	13.73
	B - Site Access	4.15	0.00	0.82
	C - R363W	10.59	1.60	0.00

Demand (Veh/TS)

15:00 - 15:15

	To			
From		A - R363E	B - Site Access	C - R363W
	A - R363E	0.00	4.96	30.61
	B - Site Access	3.59	0.00	0.58
	C - R363W	7.42	0.40	0.00

Demand (Veh/TS)

15:15 - 15:30

	To			
From		A - R363E	B - Site Access	C - R363W
	A - R363E	0.00	3.82	23.11
	B - Site Access	3.59	0.00	1.71
	C - R363W	19.20	0.40	0.00

Demand (Veh/TS)

15:30 - 15:45

	To			
From		A - R363E	B - Site Access	C - R363W
	A - R363E	0.00	3.74	18.14
	B - Site Access	5.44	0.00	0.40
	C - R363W	12.75	0.38	0.00

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Demand (Veh/TS)

15:45 - 16:00

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0.00	2.61	22.15
	B - Site Access	2.04	0.00	0.40
	C - R363W	17.02	0.38	0.00

Demand (Veh/TS)

16:00 - 16:15

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0.00	2.40	19.96
	B - Site Access	2.11	0.00	0.42
	C - R363W	9.58	0.33	0.00

Demand (Veh/TS)

16:15 - 16:30

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0.00	3.53	37.06
	B - Site Access	2.11	0.00	2.69
	C - R363W	18.22	0.33	0.00

Demand (Veh/TS)

16:30 - 16:45

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0.00	1.08	29.38
	B - Site Access	3.40	0.00	2.59
	C - R363W	13.94	0.28	0.00

Demand (Veh/TS)

16:45 - 17:00

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0.00	1.08	43.17
	B - Site Access	6.36	0.00	2.77
	C - R363W	52.64	0.28	0.00

Demand (Veh/TS)

17:00 - 17:15

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0.00	0.54	42.05
	B - Site Access	6.03	0.00	2.62
	C - R363W	55.99	1.27	0.00

Demand (Veh/TS)

17:15 - 17:30

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0.00	0.54	38.99
	B - Site Access	6.03	0.00	2.62
	C - R363W	53.72	0.14	0.00

Demand (Veh/TS)

17:30 - 17:45

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0.00	0.27	67.26
	B - Site Access	6.93	0.00	3.01
	C - R363W	56.95	0.07	0.00

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Demand (Veh/TS)

17:45 - 18:00

	To			
From		A - R363E	B - Site Access	C - R363W
	A - R363E	0.00	0.27	38.91
	B - Site Access	1.70	0.00	0.74
	C - R363W	13.63	0.07	0.00

Demand (Veh/TS)

18:00 - 18:15

	To			
From		A - R363E	B - Site Access	C - R363W
	A - R363E	0.00	0.09	28.29
	B - Site Access	0.65	0.00	2.37
	C - R363W	11.66	0.02	0.00

Demand (Veh/TS)

18:15 - 18:30

	To			
From		A - R363E	B - Site Access	C - R363W
	A - R363E	0.00	0.09	53.41
	B - Site Access	1.69	0.00	0.28
	C - R363W	9.48	0.02	0.00

Demand (Veh/TS)

18:30 - 18:45

	To			
From		A - R363E	B - Site Access	C - R363W
	A - R363E	0.00	0.09	32.56
	B - Site Access	0.08	0.00	0.03
	C - R363W	13.75	0.02	0.00

Demand (Veh/TS)

18:45 - 19:00

	To			
From		A - R363E	B - Site Access	C - R363W
	A - R363E	0.00	0.09	31.18
	B - Site Access	0.08	0.00	0.03
	C - R363W	9.56	0.02	0.00

Vehicle Mix

Heavy Vehicle Percentages

07:00 - 07:15

	To			
From		A - R363E	B - Site Access	C - R363W
	A - R363E	0	100	0
	B - Site Access	100	0	100
	C - R363W	0	100	0

Heavy Vehicle Percentages

07:15 - 07:30

	To			
From		A - R363E	B - Site Access	C - R363W
	A - R363E	0	100	41
	B - Site Access	100	0	100
	C - R363W	5	100	0

Heavy Vehicle Percentages

07:30 - 07:45

	To			
From		A - R363E	B - Site Access	C - R363W
	A - R363E	0	100	26
	B - Site Access	100	0	100
	C - R363W	3	100	0

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Heavy Vehicle Percentages

07:45 - 08:00

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0	63	7
	B - Site Access	100	0	100
	C - R363W	5	63	0

Heavy Vehicle Percentages

08:00 - 08:15

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0	62	6
	B - Site Access	100	0	100
	C - R363W	3	41	0

Heavy Vehicle Percentages

08:15 - 08:30

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0	60	3
	B - Site Access	100	0	33
	C - R363W	5	62	0

Heavy Vehicle Percentages

08:30 - 08:45

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0	73	3
	B - Site Access	100	0	64
	C - R363W	4	61	0

Heavy Vehicle Percentages

08:45 - 09:00

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0	100	34
	B - Site Access	100	0	100
	C - R363W	9	100	0

Heavy Vehicle Percentages

09:00 - 09:15

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0	100	26
	B - Site Access	100	0	100
	C - R363W	0	100	0

Heavy Vehicle Percentages

09:15 - 09:30

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0	100	13
	B - Site Access	100	0	100
	C - R363W	4	100	0

Heavy Vehicle Percentages

09:30 - 09:45

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0	100	18
	B - Site Access	100	0	100
	C - R363W	8	100	0

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Heavy Vehicle Percentages

09:45 - 10:00

	To			
		A - R363E	B - Site Access	C - R363W
	From	A - R363E	0	100
		B - Site Access	100	0
		C - R363W	5	100
				0

Heavy Vehicle Percentages

10:00 - 10:15

	To			
		A - R363E	B - Site Access	C - R363W
	From	A - R363E	0	77
		B - Site Access	100	0
		C - R363W	6	100
				0

Heavy Vehicle Percentages

10:15 - 10:30

	To			
		A - R363E	B - Site Access	C - R363W
	From	A - R363E	0	100
		B - Site Access	100	0
		C - R363W	13	100
				34

Heavy Vehicle Percentages

10:30 - 10:45

	To			
		A - R363E	B - Site Access	C - R363W
	From	A - R363E	0	100
		B - Site Access	100	0
		C - R363W	0	100
				26

Heavy Vehicle Percentages

10:45 - 11:00

	To			
		A - R363E	B - Site Access	C - R363W
	From	A - R363E	0	100
		B - Site Access	100	0
		C - R363W	0	100
				0

Heavy Vehicle Percentages

11:00 - 11:15

	To			
		A - R363E	B - Site Access	C - R363W
	From	A - R363E	0	71
		B - Site Access	100	0
		C - R363W	0	100
				15

Heavy Vehicle Percentages

11:15 - 11:30

	To			
		A - R363E	B - Site Access	C - R363W
	From	A - R363E	0	100
		B - Site Access	100	0
		C - R363W	0	100
				9

Heavy Vehicle Percentages

11:30 - 11:45

	To			
		A - R363E	B - Site Access	C - R363W
	From	A - R363E	0	100
		B - Site Access	100	0
		C - R363W	0	100
				0

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Heavy Vehicle Percentages

11:45 - 12:00

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0	100	0
	B - Site Access	100	0	100
	C - R363W	5	100	0

Heavy Vehicle Percentages

12:00 - 12:15

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0	100	0
	B - Site Access	100	0	100
	C - R363W	10	100	0

Heavy Vehicle Percentages

12:15 - 12:30

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0	100	9
	B - Site Access	100	0	100
	C - R363W	29	100	0

Heavy Vehicle Percentages

12:30 - 12:45

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0	100	24
	B - Site Access	100	0	100
	C - R363W	0	100	0

Heavy Vehicle Percentages

12:45 - 13:00

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0	100	23
	B - Site Access	100	0	100
	C - R363W	0	100	0

Heavy Vehicle Percentages

13:00 - 13:15

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0	100	13
	B - Site Access	100	0	100
	C - R363W	10	100	0

Heavy Vehicle Percentages

13:15 - 13:30

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0	100	8
	B - Site Access	100	0	100
	C - R363W	18	100	0

Heavy Vehicle Percentages

13:30 - 13:45

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0	100	23
	B - Site Access	100	0	100
	C - R363W	0	100	0

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Heavy Vehicle Percentages

13:45 - 14:00

	To			
		A - R363E	B - Site Access	C - R363W
	From	A - R363E	0	100
		B - Site Access	100	0
		C - R363W	0	100
			0	0

Heavy Vehicle Percentages

14:00 - 14:15

	To			
		A - R363E	B - Site Access	C - R363W
	From	A - R363E	0	100
		B - Site Access	100	0
		C - R363W	10	100
			0	0

Heavy Vehicle Percentages

14:15 - 14:30

	To			
		A - R363E	B - Site Access	C - R363W
	From	A - R363E	0	100
		B - Site Access	100	0
		C - R363W	8	100
			0	0

Heavy Vehicle Percentages

14:30 - 14:45

	To			
		A - R363E	B - Site Access	C - R363W
	From	A - R363E	0	100
		B - Site Access	100	0
		C - R363W	0	100
			0	0

Heavy Vehicle Percentages

14:45 - 15:00

	To			
		A - R363E	B - Site Access	C - R363W
	From	A - R363E	0	100
		B - Site Access	100	0
		C - R363W	0	100
			0	0

Heavy Vehicle Percentages

15:00 - 15:15

	To			
		A - R363E	B - Site Access	C - R363W
	From	A - R363E	0	100
		B - Site Access	100	0
		C - R363W	0	100
			0	0

Heavy Vehicle Percentages

15:15 - 15:30

	To			
		A - R363E	B - Site Access	C - R363W
	From	A - R363E	0	100
		B - Site Access	100	0
		C - R363W	18	100
			0	0

Heavy Vehicle Percentages

15:30 - 15:45

	To			
		A - R363E	B - Site Access	C - R363W
	From	A - R363E	0	100
		B - Site Access	100	0
		C - R363W	9	100
			0	0

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Heavy Vehicle Percentages

15:45 - 16:00

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0	100	5
	B - Site Access	100	0	100
	C - R363W	13	100	0

Heavy Vehicle Percentages

16:00 - 16:15

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0	100	0
	B - Site Access	100	0	100
	C - R363W	12	100	0

Heavy Vehicle Percentages

16:15 - 16:30

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0	100	12
	B - Site Access	100	0	100
	C - R363W	25	100	0

Heavy Vehicle Percentages

16:30 - 16:45

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0	100	0
	B - Site Access	100	0	19
	C - R363W	24	100	0

Heavy Vehicle Percentages

16:45 - 17:00

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0	100	5
	B - Site Access	59	0	59
	C - R363W	1	100	0

Heavy Vehicle Percentages

17:00 - 17:15

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0	100	3
	B - Site Access	57	0	57
	C - R363W	7	100	0

Heavy Vehicle Percentages

17:15 - 17:30

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0	100	6
	B - Site Access	57	0	57
	C - R363W	3	100	0

Heavy Vehicle Percentages

17:30 - 17:45

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0	100	3
	B - Site Access	62	0	62
	C - R363W	5	100	0

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Heavy Vehicle Percentages

17:45 - 18:00

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0	100	3
	B - Site Access	100	0	100
	C - R363W	0	100	0

Heavy Vehicle Percentages

18:00 - 18:15

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0	100	0
	B - Site Access	100	0	12
	C - R363W	10	100	0

Heavy Vehicle Percentages

18:15 - 18:30

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0	100	0
	B - Site Access	38	0	100
	C - R363W	0	100	0

Heavy Vehicle Percentages

18:30 - 18:45

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0	100	3
	B - Site Access	100	0	100
	C - R363W	8	100	0

Heavy Vehicle Percentages

18:45 - 19:00

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0	100	0
	B - Site Access	100	0	100
	C - R363W	12	100	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-C	0.04	15.05	0.0	C	1.19	57.21
B-A	0.10	20.23	0.1	C	2.77	132.91
C-AB	0.03	10.87	0.0	B	0.80	38.55
C-A					21.97	1054.37
A-B					3.09	148.52
A-C					21.80	1046.24

Main Results for each time segment

07:00 - 07:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.48	0.48	68.86	0.007	0.48	0.0	0.0	13.159	B
B-A	1.11	1.11	64.36	0.017	1.10	0.0	0.0	14.224	B
C-AB	0.83	0.83	91.41	0.009	0.82	0.0	0.0	9.933	A
C-A	21.90	21.90			21.90				
A-B	3.18	3.18			3.18				
A-C	4.28	4.28			4.28				

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07:15 - 07:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.48	0.48	68.46	0.007	0.48	0.0	0.0	13.238	B
B-A	1.11	1.11	63.41	0.018	1.11	0.0	0.0	14.445	B
C-AB	1.96	1.96	90.91	0.022	1.95	0.0	0.0	10.115	B
C-A	22.23	22.23			22.23				
A-B	3.18	3.18			3.18				
A-C	5.50	5.50			5.50				

07:30 - 07:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	1.80	1.80	77.83	0.023	1.78	0.0	0.0	11.832	B
B-A	1.53	1.53	54.74	0.028	1.52	0.0	0.0	16.905	C
C-AB	1.66	1.66	90.79	0.018	1.66	0.0	0.0	10.097	B
C-A	38.98	38.98			38.98				
A-B	2.02	2.02			2.02				
A-C	8.64	8.64			8.64				

07:45 - 08:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.67	0.67	63.17	0.011	0.68	0.0	0.0	14.406	B
B-A	1.53	1.53	55.34	0.028	1.53	0.0	0.0	16.728	C
C-AB	2.07	2.07	102.31	0.020	2.06	0.0	0.0	9.895	A
C-A	48.49	48.49			48.49				
A-B	7.97	7.97			7.97				
A-C	49.78	49.78			49.78				

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	1.65	1.65	74.41	0.022	1.64	0.0	0.0	12.366	B
B-A	1.19	1.19	48.58	0.024	1.19	0.0	0.0	18.993	C
C-AB	3.07	3.07	119.22	0.026	3.07	0.0	0.0	8.235	A
C-A	43.11	43.11			43.11				
A-B	7.82	7.82			7.82				
A-C	46.56	46.56			46.56				

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	1.56	1.56	103.93	0.015	1.57	0.0	0.0	11.029	B
B-A	1.19	1.19	51.45	0.023	1.19	0.0	0.0	17.906	C
C-AB	2.03	2.03	103.25	0.020	2.04	0.0	0.0	8.198	A
C-A	46.34	46.34			46.34				
A-B	10.00	10.00			10.00				
A-C	48.56	48.56			48.56				

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2.88	2.88	90.21	0.032	2.87	0.0	0.0	9.616	A
B-A	1.61	1.61	46.08	0.035	1.60	0.0	0.0	20.226	C
C-AB	1.97	1.97	102.34	0.019	1.97	0.0	0.0	8.999	A
C-A	62.04	62.04			62.04				
A-B	10.98	10.98			10.98				
A-C	53.80	53.80			53.80				

08:45 - 09:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.70	0.70	66.62	0.011	0.72	0.0	0.0	11.735	B
B-A	2.74	2.74	63.78	0.043	2.73	0.0	0.0	14.739	B
C-AB	0.42	0.42	92.64	0.005	0.44	0.0	0.0	8.250	A
C-A	50.70	50.70			50.70				
A-B	1.63	1.63			1.63				
A-C	3.33	3.33			3.33				

09:00 - 09:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.76	0.76	67.28	0.011	0.76	0.0	0.0	13.527	B
B-A	1.75	1.75	61.61	0.028	1.76	0.0	0.0	15.044	C
C-AB	0.54	0.54	89.66	0.006	0.54	0.0	0.0	10.098	B
C-A	39.91	39.91			39.91				
A-B	3.23	3.23			3.23				
A-C	12.94	12.94			12.94				

09:15 - 09:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.76	0.76	62.90	0.012	0.76	0.0	0.0	14.481	B
B-A	4.01	4.01	64.56	0.062	3.98	0.0	0.1	14.849	B
C-AB	0.54	0.54	88.91	0.006	0.54	0.0	0.0	10.184	B
C-A	27.44	27.44			27.44				
A-B	4.36	4.36			4.36				
A-C	17.04	17.04			17.04				

09:30 - 09:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.61	0.61	65.46	0.009	0.61	0.0	0.0	13.877	B
B-A	2.53	2.53	66.28	0.038	2.56	0.1	0.0	14.128	B
C-AB	1.70	1.70	91.22	0.019	1.68	0.0	0.0	10.050	B
C-A	14.88	14.88			14.88				
A-B	2.17	2.17			2.17				
A-C	6.48	6.48			6.48				

09:45 - 10:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	1.74	1.74	78.14	0.022	1.73	0.0	0.0	11.777	B
B-A	1.40	1.40	55.66	0.025	1.41	0.0	0.0	16.594	C
C-AB	0.56	0.56	90.49	0.006	0.58	0.0	0.0	10.010	B
C-A	22.21	22.21			22.21				
A-B	2.17	2.17			2.17				
A-C	12.68	12.68			12.68				

10:00 - 10:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.55	0.55	68.61	0.008	0.56	0.0	0.0	13.229	B
B-A	1.26	1.26	64.17	0.020	1.26	0.0	0.0	14.308	B
C-AB	0.32	0.32	90.86	0.004	0.32	0.0	0.0	9.940	A
C-A	20.06	20.06			20.06				
A-B	4.55	4.55			4.55				
A-C	6.37	6.37			6.37				

10:15 - 10:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	1.59	1.59	102.42	0.016	1.58	0.0	0.0	10.033	B
B-A	2.39	2.39	65.71	0.036	2.38	0.0	0.0	14.207	B
C-AB	0.32	0.32	91.94	0.004	0.32	0.0	0.0	9.822	A
C-A	8.55	8.55			8.55				
A-B	2.37	2.37			2.37				
A-C	2.19	2.19			2.19				

10:30 - 10:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.58	0.58	68.86	0.008	0.59	0.0	0.0	10.083	B
B-A	1.32	1.32	64.85	0.020	1.34	0.0	0.0	14.175	B
C-AB	0.38	0.38	90.95	0.004	0.38	0.0	0.0	9.937	A
C-A	9.51	9.51			9.51				
A-B	1.47	1.47			1.47				
A-C	8.64	8.64			8.64				

10:45 - 11:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.58	0.58	63.01	0.009	0.57	0.0	0.0	14.414	B
B-A	4.72	4.72	69.10	0.068	4.67	0.0	0.1	13.948	B
C-AB	0.38	0.38	91.10	0.004	0.38	0.0	0.0	9.920	A
C-A	8.46	8.46			8.46				
A-B	3.74	3.74			3.74				
A-C	5.33	5.33			5.33				

11:00 - 11:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.52	0.52	65.03	0.008	0.52	0.0	0.0	13.949	B
B-A	2.32	2.32	67.32	0.034	2.36	0.1	0.0	13.863	B
C-AB	1.50	1.50	90.82	0.016	1.48	0.0	0.0	10.073	B
C-A	4.28	4.28			4.28				
A-B	3.58	3.58			3.58				
A-C	7.50	7.50			7.50				

11:15 - 11:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	1.65	1.65	71.74	0.023	1.63	0.0	0.0	12.835	B
B-A	2.32	2.32	60.63	0.038	2.32	0.0	0.0	15.431	C
C-AB	0.36	0.36	90.22	0.004	0.38	0.0	0.0	10.020	B
C-A	15.79	15.79			15.79				
A-B	2.53	2.53			2.53				
A-C	12.73	12.73			12.73				

11:30 - 11:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.48	0.48	64.96	0.007	0.50	0.0	0.0	13.967	B
B-A	2.25	2.25	67.02	0.034	2.25	0.0	0.0	13.895	B
C-AB	0.36	0.36	90.52	0.004	0.36	0.0	0.0	9.984	A
C-A	10.56	10.56			10.56				
A-B	3.67	3.67			3.67				
A-C	9.50	9.50			9.50				

11:45 - 12:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.48	0.48	63.50	0.008	0.48	0.0	0.0	14.281	B
B-A	3.38	3.38	67.29	0.050	3.36	0.0	0.1	14.076	B
C-AB	0.36	0.36	90.99	0.004	0.36	0.0	0.0	9.931	A
C-A	22.16	22.16			22.16				
A-B	2.53	2.53			2.53				
A-C	8.46	8.46			8.46				

12:00 - 12:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.48	0.48	64.77	0.007	0.48	0.0	0.0	13.999	B
B-A	2.25	2.25	66.52	0.034	2.26	0.1	0.0	14.009	B
C-AB	1.35	1.35	90.35	0.015	1.34	0.0	0.0	10.110	B
C-A	11.67	11.67			11.67				
A-B	4.25	4.25			4.25				
A-C	9.50	9.50			9.50				

12:15 - 12:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.48	0.48	62.04	0.008	0.48	0.0	0.0	14.619	B
B-A	4.51	4.51	67.88	0.066	4.48	0.0	0.1	14.187	B
C-AB	0.22	0.22	90.37	0.002	0.23	0.0	0.0	9.987	A
C-A	11.84	11.84			11.84				
A-B	1.98	1.98			1.98				
A-C	12.73	12.73			12.73				

12:30 - 12:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.52	0.52	62.50	0.008	0.52	0.0	0.0	14.519	B
B-A	3.45	3.45	66.82	0.052	3.47	0.1	0.1	14.207	B
C-AB	0.32	0.32	89.11	0.004	0.32	0.0	0.0	10.136	B
C-A	11.58	11.58			11.58				
A-B	4.64	4.64			4.64				
A-C	13.95	13.95			13.95				

12:45 - 13:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.52	0.52	64.77	0.008	0.52	0.0	0.0	14.009	B
B-A	2.32	2.32	67.12	0.035	2.34	0.1	0.0	13.897	B
C-AB	0.32	0.32	90.54	0.004	0.32	0.0	0.0	9.977	A
C-A	7.39	7.39			7.39				
A-B	2.37	2.37			2.37				
A-C	9.68	9.68			9.68				

13:00 - 13:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.64	0.64	67.21	0.009	0.63	0.0	0.0	13.518	B
B-A	1.46	1.46	63.56	0.023	1.47	0.0	0.0	14.498	B
C-AB	0.40	0.40	89.71	0.005	0.40	0.0	0.0	10.076	B
C-A	11.71	11.71			11.71				
A-B	1.55	1.55			1.55				
A-C	17.04	17.04			17.04				

13:15 - 13:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	1.77	1.77	71.24	0.025	1.75	0.0	0.0	12.948	B
B-A	2.60	2.60	60.37	0.043	2.58	0.0	0.0	15.567	C
C-AB	0.40	0.40	90.34	0.004	0.40	0.0	0.0	10.006	B
C-A	19.21	19.21			19.21				
A-B	1.55	1.55			1.55				
A-C	13.81	13.81			13.81				

13:30 - 13:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	1.89	1.89	76.63	0.025	1.89	0.0	0.0	12.041	B
B-A	1.75	1.75	57.15	0.031	1.76	0.0	0.0	16.251	C
C-AB	2.75	2.75	90.35	0.030	2.72	0.0	0.0	10.266	B
C-A	7.44	7.44			7.44				
A-B	3.00	3.00			3.00				
A-C	9.71	9.71			9.71				

13:45 - 14:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	1.89	1.89	67.25	0.028	1.89	0.0	0.0	13.769	B
B-A	4.01	4.01	63.08	0.064	3.98	0.0	0.1	15.221	C
C-AB	1.62	1.62	89.58	0.018	1.63	0.0	0.0	10.236	B
C-A	11.62	11.62			11.62				
A-B	4.13	4.13			4.13				
A-C	12.85	12.85			12.85				

14:00 - 14:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	1.80	1.80	65.60	0.027	1.80	0.0	0.0	14.108	B
B-A	4.94	4.94	63.87	0.077	4.92	0.1	0.1	15.263	C
C-AB	1.66	1.66	89.23	0.019	1.66	0.0	0.0	10.276	B
C-A	11.72	11.72			11.72				
A-B	5.42	5.42			5.42				
A-C	13.82	13.82			13.82				

14:15 - 14:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.67	0.67	61.96	0.011	0.68	0.0	0.0	14.693	B
B-A	4.94	4.94	66.22	0.075	4.94	0.1	0.1	14.685	B
C-AB	1.66	1.66	89.40	0.019	1.66	0.0	0.0	10.256	B
C-A	13.82	13.82			13.82				
A-B	3.15	3.15			3.15				
A-C	16.00	16.00			16.00				

14:30 - 14:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	1.95	1.95	69.95	0.028	1.94	0.0	0.0	13.229	B
B-A	3.02	3.02	61.17	0.049	3.05	0.1	0.1	15.491	C
C-AB	0.46	0.46	89.34	0.005	0.48	0.0	0.0	10.128	B
C-A	12.68	12.68			12.68				
A-B	4.06	4.06			4.06				
A-C	16.87	16.87			16.87				

14:45 - 15:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.82	0.82	63.66	0.013	0.83	0.0	0.0	14.326	B
B-A	4.15	4.15	66.24	0.063	4.14	0.1	0.1	14.488	B
C-AB	1.60	1.60	89.80	0.018	1.59	0.0	0.0	10.201	B
C-A	10.59	10.59			10.59				
A-B	4.06	4.06			4.06				
A-C	13.73	13.73			13.73				

15:00 - 15:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.58	0.58	61.08	0.009	0.58	0.0	0.0	14.878	B
B-A	3.59	3.59	64.91	0.055	3.60	0.1	0.1	14.680	B
C-AB	0.40	0.40	86.78	0.005	0.42	0.0	0.0	10.424	B
C-A	7.42	7.42			7.42				
A-B	4.96	4.96			4.96				
A-C	30.61	30.61			30.61				

15:15 - 15:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	1.71	1.71	66.47	0.026	1.69	0.0	0.0	13.891	B
B-A	3.59	3.59	61.74	0.058	3.59	0.1	0.1	15.476	C
C-AB	0.40	0.40	88.51	0.005	0.40	0.0	0.0	10.216	B
C-A	19.20	19.20			19.20				
A-B	3.82	3.82			3.82				
A-C	23.11	23.11			23.11				

15:30 - 15:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.40	0.40	60.22	0.007	0.41	0.0	0.0	15.055	C
B-A	5.44	5.44	64.83	0.084	5.41	0.1	0.1	15.138	C
C-AB	0.38	0.38	88.76	0.004	0.38	0.0	0.0	10.184	B
C-A	12.75	12.75			12.75				
A-B	3.74	3.74			3.74				
A-C	18.14	18.14			18.14				

15:45 - 16:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.40	0.40	63.09	0.006	0.40	0.0	0.0	14.356	B
B-A	2.04	2.04	65.07	0.031	2.10	0.1	0.0	14.303	B
C-AB	0.38	0.38	88.84	0.004	0.38	0.0	0.0	10.174	B
C-A	17.02	17.02			17.02				
A-B	2.61	2.61			2.61				
A-C	22.15	22.15			22.15				

16:00 - 16:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.42	0.42	63.67	0.007	0.42	0.0	0.0	14.230	B
B-A	2.11	2.11	66.07	0.032	2.11	0.0	0.0	14.069	B
C-AB	0.33	0.33	89.38	0.004	0.33	0.0	0.0	10.106	B
C-A	9.58	9.58			9.58				
A-B	2.40	2.40			2.40				
A-C	19.96	19.96			19.96				

16:15 - 16:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2.69	2.69	74.48	0.036	2.66	0.0	0.0	12.525	B
B-A	2.11	2.11	52.26	0.040	2.10	0.0	0.0	17.940	C
C-AB	0.33	0.33	85.94	0.004	0.33	0.0	0.0	10.512	B
C-A	18.22	18.22			18.22				
A-B	3.53	3.53			3.53				
A-C	37.06	37.06			37.06				

16:30 - 16:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2.59	2.59	109.71	0.023	2.59	0.0	0.0	11.298	B
B-A	3.40	3.40	61.80	0.055	3.39	0.0	0.1	15.403	C
C-AB	0.28	0.28	88.40	0.003	0.28	0.0	0.0	10.213	B
C-A	13.94	13.94			13.94				
A-B	1.08	1.08			1.08				
A-C	29.38	29.38			29.38				

16:45 - 17:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2.77	2.77	80.03	0.035	2.77	0.0	0.0	10.223	B
B-A	6.36	6.36	71.89	0.088	6.31	0.1	0.1	15.041	C
C-AB	0.28	0.28	86.09	0.003	0.28	0.0	0.0	10.488	B
C-A	52.64	52.64			52.64				
A-B	1.08	1.08			1.08				
A-C	43.17	43.17			43.17				

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2.62	2.62	81.35	0.032	2.62	0.0	0.0	11.515	B
B-A	6.03	6.03	72.38	0.083	6.05	0.1	0.1	13.677	B
C-AB	1.27	1.27	86.57	0.015	1.26	0.0	0.0	10.549	B
C-A	55.99	55.99			55.99				
A-B	0.54	0.54			0.54				
A-C	42.05	42.05			42.05				

17:15 - 17:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2.62	2.62	81.67	0.032	2.62	0.0	0.0	11.386	B
B-A	6.03	6.03	73.64	0.082	6.04	0.1	0.1	13.315	B
C-AB	0.14	0.14	86.84	0.002	0.15	0.0	0.0	10.382	B
C-A	53.72	53.72			53.72				
A-B	0.54	0.54			0.54				
A-C	38.99	38.99			38.99				

17:30 - 17:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3.01	3.01	74.77	0.040	3.00	0.0	0.0	12.333	B
B-A	6.93	6.93	66.47	0.104	6.91	0.1	0.1	14.847	B
C-AB	0.07	0.07	82.85	0.001	0.07	0.0	0.0	10.873	B
C-A	56.95	56.95			56.95				
A-B	0.27	0.27			0.27				
A-C	67.26	67.26			67.26				

17:45 - 18:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.74	0.74	65.66	0.011	0.77	0.0	0.0	11.871	B
B-A	1.70	1.70	61.89	0.028	1.79	0.1	0.0	12.822	B
C-AB	0.07	0.07	87.10	0.001	0.07	0.0	0.0	10.342	B
C-A	13.63	13.63			13.63				
A-B	0.27	0.27			0.27				
A-C	38.91	38.91			38.91				

18:00 - 18:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2.37	2.37	145.59	0.016	2.37	0.0	0.0	7.458	A
B-A	0.65	0.65	51.21	0.013	0.66	0.0	0.0	17.805	C
C-AB	0.02	0.02	88.84	0.000	0.02	0.0	0.0	10.134	B
C-A	11.66	11.66			11.66				
A-B	0.09	0.09			0.09				
A-C	28.29	28.29			28.29				

18:15 - 18:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.28	0.28	63.17	0.005	0.30	0.0	0.0	8.916	A
B-A	1.69	1.69	88.94	0.019	1.69	0.0	0.0	11.574	B
C-AB	0.02	0.02	85.22	0.000	0.02	0.0	0.0	10.562	B
C-A	9.48	9.48			9.48				
A-B	0.09	0.09			0.09				
A-C	53.41	53.41			53.41				

18:30 - 18:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.03	0.03	65.75	0.001	0.04	0.0	0.0	13.698	B
B-A	0.08	0.08	66.59	0.001	0.10	0.0	0.0	10.216	B
C-AB	0.02	0.02	88.06	0.000	0.02	0.0	0.0	10.222	B
C-A	13.75	13.75			13.75				
A-B	0.09	0.09			0.09				
A-C	32.56	32.56			32.56				

18:45 - 19:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.03	0.03	66.50	0.001	0.03	0.0	0.0	13.541	B
B-A	0.08	0.08	62.47	0.001	0.08	0.0	0.0	14.424	B
C-AB	0.02	0.02	88.43	0.000	0.02	0.0	0.0	10.182	B
C-A	9.56	9.56			9.56				
A-B	0.09	0.09			0.09				
A-C	31.18	31.18			31.18				

2040+Adj+Dev ,

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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	Site Access/ R363	T-Junction	Two-way		2.62	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D8	2040+Adj+Dev	DIRECT	07:00	19:00	720	15	✓	Simple	D3+D4+D5

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - R363E		DIRECT	✓	100.000
B - Site Access		DIRECT	✓	100.000
C - R363W		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:00 - 07:15	To			
	From	A - R363E	B - Site Access	C - R363W
		0.00	3.18	4.41
		1.11	0.00	0.48
		22.54	0.83	0.00

Demand (Veh/TS)

07:15 - 07:30	To			
	From	A - R363E	B - Site Access	C - R363W
		0.00	3.18	5.93
		1.11	0.00	0.48
		23.04	2.13	0.00

Demand (Veh/TS)

07:30 - 07:45	To			
	From	A - R363E	B - Site Access	C - R363W
		0.00	2.02	9.17
		1.53	0.00	1.97
		40.30	1.82	0.00

Demand (Veh/TS)

07:45 - 08:00

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0.00	7.97	50.47
	B - Site Access	1.53	0.00	0.67
	C - R363W	50.23	2.07	0.00

Demand (Veh/TS)

08:00 - 08:15

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0.00	7.82	47.02
	B - Site Access	1.19	0.00	1.82
	C - R363W	44.56	3.11	0.00

Demand (Veh/TS)

08:15 - 08:30

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0.00	10.20	48.95
	B - Site Access	1.19	0.00	1.59
	C - R363W	48.02	2.03	0.00

Demand (Veh/TS)

08:30 - 08:45

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0.00	11.49	54.35
	B - Site Access	1.61	0.00	3.08
	C - R363W	64.20	1.97	0.00

Demand (Veh/TS)

08:45 - 09:00

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0.00	1.63	3.56
	B - Site Access	2.91	0.00	0.70
	C - R363W	52.78	0.42	0.00

Demand (Veh/TS)

09:00 - 09:15

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0.00	3.40	13.73
	B - Site Access	1.75	0.00	0.76
	C - R363W	41.13	0.54	0.00

Demand (Veh/TS)

09:15 - 09:30

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0.00	4.70	17.82
	B - Site Access	4.35	0.00	0.76
	C - R363W	28.41	0.54	0.00

Demand (Veh/TS)

09:30 - 09:45

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0.00	2.17	6.81
	B - Site Access	2.70	0.00	0.61
	C - R363W	15.46	1.86	0.00

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Demand (Veh/TS)

09:45 - 10:00

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0.00	2.17	13.06
	B - Site Access	1.40	0.00	1.91
	C - R363W	23.01	0.56	0.00

Demand (Veh/TS)

10:00 - 10:15

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0.00	4.92	6.57
	B - Site Access	1.26	0.00	0.55
	C - R363W	20.80	0.32	0.00

Demand (Veh/TS)

10:15 - 10:30

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0.00	2.54	2.25
	B - Site Access	2.56	0.00	1.63
	C - R363W	8.94	0.32	0.00

Demand (Veh/TS)

10:30 - 10:45

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0.00	1.47	9.17
	B - Site Access	1.32	0.00	0.58
	C - R363W	9.80	0.38	0.00

Demand (Veh/TS)

10:45 - 11:00

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0.00	4.08	5.49
	B - Site Access	5.23	0.00	0.58
	C - R363W	8.72	0.38	0.00

Demand (Veh/TS)

11:00 - 11:15

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0.00	3.78	7.86
	B - Site Access	2.49	0.00	0.52
	C - R363W	4.41	1.66	0.00

Demand (Veh/TS)

11:15 - 11:30

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0.00	2.70	13.25
	B - Site Access	2.49	0.00	1.82
	C - R363W	16.27	0.36	0.00

Demand (Veh/TS)

11:30 - 11:45

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0.00	4.00	9.79
	B - Site Access	2.41	0.00	0.48
	C - R363W	10.88	0.36	0.00

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Demand (Veh/TS)

11:45 - 12:00

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0.00	2.70	8.71
	B - Site Access	3.72	0.00	0.48
	C - R363W	22.97	0.36	0.00

Demand (Veh/TS)

12:00 - 12:15

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0.00	4.75	9.79
	B - Site Access	2.41	0.00	0.48
	C - R363W	12.16	1.52	0.00

Demand (Veh/TS)

12:15 - 12:30

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0.00	2.15	13.25
	B - Site Access	5.02	0.00	0.48
	C - R363W	12.60	0.22	0.00

Demand (Veh/TS)

12:30 - 12:45

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0.00	5.14	14.77
	B - Site Access	3.79	0.00	0.52
	C - R363W	11.93	0.32	0.00

Demand (Veh/TS)

12:45 - 13:00

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0.00	2.54	10.24
	B - Site Access	2.49	0.00	0.52
	C - R363W	7.62	0.32	0.00

Demand (Veh/TS)

13:00 - 13:15

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0.00	1.55	17.82
	B - Site Access	1.46	0.00	0.64
	C - R363W	12.20	0.40	0.00

Demand (Veh/TS)

13:15 - 13:30

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0.00	1.55	14.36
	B - Site Access	2.76	0.00	1.94
	C - R363W	20.19	0.40	0.00

Demand (Veh/TS)

13:30 - 13:45

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0.00	3.16	10.27
	B - Site Access	1.75	0.00	2.06
	C - R363W	7.66	3.09	0.00

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Demand (Veh/TS)

13:45 - 14:00

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0.00	4.46	13.51
	B - Site Access	4.35	0.00	2.06
	C - R363W	11.98	1.78	0.00

Demand (Veh/TS)

14:00 - 14:15

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0.00	5.92	14.37
	B - Site Access	5.44	0.00	1.97
	C - R363W	12.21	1.82	0.00

Demand (Veh/TS)

14:15 - 14:30

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0.00	3.32	16.75
	B - Site Access	5.44	0.00	0.67
	C - R363W	14.37	1.82	0.00

Demand (Veh/TS)

14:30 - 14:45

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0.00	4.39	17.38
	B - Site Access	3.19	0.00	2.12
	C - R363W	13.07	0.46	0.00

Demand (Veh/TS)

14:45 - 15:00

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0.00	4.39	14.15
	B - Site Access	4.49	0.00	0.82
	C - R363W	10.91	1.77	0.00

Demand (Veh/TS)

15:00 - 15:15

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0.00	5.46	31.81
	B - Site Access	3.93	0.00	0.58
	C - R363W	7.65	0.40	0.00

Demand (Veh/TS)

15:15 - 15:30

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0.00	4.16	23.81
	B - Site Access	3.93	0.00	1.88
	C - R363W	20.18	0.40	0.00

Demand (Veh/TS)

15:30 - 15:45

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0.00	4.08	19.09
	B - Site Access	6.11	0.00	0.40
	C - R363W	13.26	0.38	0.00

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Demand (Veh/TS)

15:45 - 16:00

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0.00	2.77	22.96
	B - Site Access	2.21	0.00	0.40
	C - R363W	17.80	0.38	0.00

Demand (Veh/TS)

16:00 - 16:15

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0.00	2.56	20.57
	B - Site Access	2.28	0.00	0.42
	C - R363W	10.01	0.33	0.00

Demand (Veh/TS)

16:15 - 16:30

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0.00	3.87	38.72
	B - Site Access	2.28	0.00	3.03
	C - R363W	19.30	0.33	0.00

Demand (Veh/TS)

16:30 - 16:45

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0.00	1.08	30.28
	B - Site Access	3.74	0.00	2.65
	C - R363W	14.77	0.28	0.00

Demand (Veh/TS)

16:45 - 17:00

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0.00	1.08	44.75
	B - Site Access	6.36	0.00	2.77
	C - R363W	53.02	0.28	0.00

Demand (Veh/TS)

17:00 - 17:15

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0.00	0.54	43.46
	B - Site Access	6.03	0.00	2.62
	C - R363W	56.87	1.44	0.00

Demand (Veh/TS)

17:15 - 17:30

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0.00	0.54	40.45
	B - Site Access	6.03	0.00	2.62
	C - R363W	54.27	0.14	0.00

Demand (Veh/TS)

17:30 - 17:45

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0.00	0.27	69.57
	B - Site Access	6.93	0.00	3.01
	C - R363W	57.73	0.07	0.00

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Demand (Veh/TS)

17:45 - 18:00

	To			
From		A - R363E	B - Site Access	C - R363W
	A - R363E	0.00	0.27	40.23
	B - Site Access	1.70	0.00	0.74
	C - R363W	14.05	0.07	0.00

Demand (Veh/TS)

18:00 - 18:15

	To			
From		A - R363E	B - Site Access	C - R363W
	A - R363E	0.00	0.09	29.15
	B - Site Access	0.65	0.00	2.44
	C - R363W	12.14	0.02	0.00

Demand (Veh/TS)

18:15 - 18:30

	To			
From		A - R363E	B - Site Access	C - R363W
	A - R363E	0.00	0.09	55.04
	B - Site Access	1.73	0.00	0.28
	C - R363W	9.76	0.02	0.00

Demand (Veh/TS)

18:30 - 18:45

	To			
From		A - R363E	B - Site Access	C - R363W
	A - R363E	0.00	0.09	33.69
	B - Site Access	0.08	0.00	0.03
	C - R363W	14.30	0.02	0.00

Demand (Veh/TS)

18:45 - 19:00

	To			
From		A - R363E	B - Site Access	C - R363W
	A - R363E	0.00	0.09	32.11
	B - Site Access	0.08	0.00	0.03
	C - R363W	9.99	0.02	0.00

Vehicle Mix

Heavy Vehicle Percentages

07:00 - 07:15

	To			
From		A - R363E	B - Site Access	C - R363W
	A - R363E	0	100	0
	B - Site Access	100	0	100
	C - R363W	0	100	0

Heavy Vehicle Percentages

07:15 - 07:30

	To			
From		A - R363E	B - Site Access	C - R363W
	A - R363E	0	100	44
	B - Site Access	100	0	100
	C - R363W	6	100	0

Heavy Vehicle Percentages

07:30 - 07:45

	To			
From		A - R363E	B - Site Access	C - R363W
	A - R363E	0	100	28
	B - Site Access	100	0	100
	C - R363W	3	100	0

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Heavy Vehicle Percentages

07:45 - 08:00

	To			
		A - R363E	B - Site Access	C - R363W
	From	A - R363E	0	63
		B - Site Access	100	0
		C - R363W	5	63
				0

Heavy Vehicle Percentages

08:00 - 08:15

	To			
		A - R363E	B - Site Access	C - R363W
	From	A - R363E	0	62
		B - Site Access	100	0
		C - R363W	3	40
				0

Heavy Vehicle Percentages

08:15 - 08:30

	To			
		A - R363E	B - Site Access	C - R363W
	From	A - R363E	0	60
		B - Site Access	100	0
		C - R363W	5	62
				0

Heavy Vehicle Percentages

08:30 - 08:45

	To			
		A - R363E	B - Site Access	C - R363W
	From	A - R363E	0	74
		B - Site Access	100	0
		C - R363W	4	61
				0

Heavy Vehicle Percentages

08:45 - 09:00

	To			
		A - R363E	B - Site Access	C - R363W
	From	A - R363E	0	100
		B - Site Access	100	0
		C - R363W	10	100
				0

Heavy Vehicle Percentages

09:00 - 09:15

	To			
		A - R363E	B - Site Access	C - R363W
	From	A - R363E	0	100
		B - Site Access	100	0
		C - R363W	0	100
				0

Heavy Vehicle Percentages

09:15 - 09:30

	To			
		A - R363E	B - Site Access	C - R363W
	From	A - R363E	0	100
		B - Site Access	100	0
		C - R363W	5	100
				0

Heavy Vehicle Percentages

09:30 - 09:45

	To			
		A - R363E	B - Site Access	C - R363W
	From	A - R363E	0	100
		B - Site Access	100	0
		C - R363W	8	100
				0

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Heavy Vehicle Percentages

09:45 - 10:00

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0	100	0
	B - Site Access	100	0	100
	C - R363W	6	100	0

Heavy Vehicle Percentages

10:00 - 10:15

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0	78	0
	B - Site Access	100	0	100
	C - R363W	6	100	0

Heavy Vehicle Percentages

10:15 - 10:30

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0	100	0
	B - Site Access	100	0	34
	C - R363W	15	100	0

Heavy Vehicle Percentages

10:30 - 10:45

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0	100	28
	B - Site Access	100	0	100
	C - R363W	0	100	0

Heavy Vehicle Percentages

10:45 - 11:00

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0	100	0
	B - Site Access	100	0	100
	C - R363W	0	100	0

Heavy Vehicle Percentages

11:00 - 11:15

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0	71	17
	B - Site Access	100	0	100
	C - R363W	0	100	0

Heavy Vehicle Percentages

11:15 - 11:30

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0	100	10
	B - Site Access	100	0	100
	C - R363W	0	100	0

Heavy Vehicle Percentages

11:30 - 11:45

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0	100	0
	B - Site Access	100	0	100
	C - R363W	0	100	0

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Heavy Vehicle Percentages

11:45 - 12:00

	To			
From		A - R363E	B - Site Access	C - R363W
	A - R363E	0	100	0
	B - Site Access	100	0	100
	C - R363W	6	100	0

Heavy Vehicle Percentages

12:00 - 12:15

	To			
From		A - R363E	B - Site Access	C - R363W
	A - R363E	0	100	0
	B - Site Access	100	0	100
	C - R363W	11	100	0

Heavy Vehicle Percentages

12:15 - 12:30

	To			
From		A - R363E	B - Site Access	C - R363W
	A - R363E	0	100	10
	B - Site Access	100	0	100
	C - R363W	31	100	0

Heavy Vehicle Percentages

12:30 - 12:45

	To			
From		A - R363E	B - Site Access	C - R363W
	A - R363E	0	100	26
	B - Site Access	100	0	100
	C - R363W	0	100	0

Heavy Vehicle Percentages

12:45 - 13:00

	To			
From		A - R363E	B - Site Access	C - R363W
	A - R363E	0	100	25
	B - Site Access	100	0	100
	C - R363W	0	100	0

Heavy Vehicle Percentages

13:00 - 13:15

To				
From		A - R363E	B - Site Access	C - R363W
	A - R363E	0	100	15
	B - Site Access	100	0	100
	C - R363W	11	100	0

Heavy Vehicle Percentages

13:15 - 13:30

	To			
From		A - R363E	B - Site Access	C - R363W
	A - R363E	0	100	9
	B - Site Access	100	0	100
	C - R363W	19	100	0

Heavy Vehicle Percentages

13:30 - 13:45

To				
From		A - R363E	B - Site Access	C - R363W
	A - R363E	0	100	25
	B - Site Access	100	0	100
	C - R363W	0	100	0

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Heavy Vehicle Percentages

13:45 - 14:00

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0	100	19
	B - Site Access	100	0	100
	C - R363W	0	100	0

Heavy Vehicle Percentages

14:00 - 14:15

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0	100	9
	B - Site Access	100	0	100
	C - R363W	11	100	0

Heavy Vehicle Percentages

14:15 - 14:30

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0	100	16
	B - Site Access	100	0	100
	C - R363W	9	100	0

Heavy Vehicle Percentages

14:30 - 14:45

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0	100	0
	B - Site Access	100	0	100
	C - R363W	0	100	0

Heavy Vehicle Percentages

14:45 - 15:00

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0	100	0
	B - Site Access	100	0	100
	C - R363W	0	100	0

Heavy Vehicle Percentages

15:00 - 15:15

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0	100	8
	B - Site Access	100	0	100
	C - R363W	0	100	0

Heavy Vehicle Percentages

15:15 - 15:30

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0	100	0
	B - Site Access	100	0	100
	C - R363W	19	100	0

Heavy Vehicle Percentages

15:30 - 15:45

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0	100	20
	B - Site Access	100	0	100
	C - R363W	10	100	0

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Heavy Vehicle Percentages

15:45 - 16:00

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0	100	6
	B - Site Access	100	0	100
	C - R363W	15	100	0

Heavy Vehicle Percentages

16:00 - 16:15

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0	100	0
	B - Site Access	100	0	100
	C - R363W	13	100	0

Heavy Vehicle Percentages

16:15 - 16:30

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0	100	13
	B - Site Access	100	0	100
	C - R363W	27	100	0

Heavy Vehicle Percentages

16:30 - 16:45

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0	100	0
	B - Site Access	100	0	19
	C - R363W	26	100	0

Heavy Vehicle Percentages

16:45 - 17:00

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0	100	6
	B - Site Access	59	0	59
	C - R363W	1	100	0

Heavy Vehicle Percentages

17:00 - 17:15

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0	100	3
	B - Site Access	57	0	57
	C - R363W	7	100	0

Heavy Vehicle Percentages

17:15 - 17:30

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0	100	6
	B - Site Access	57	0	57
	C - R363W	3	100	0

Heavy Vehicle Percentages

17:30 - 17:45

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0	100	4
	B - Site Access	62	0	62
	C - R363W	5	100	0

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Heavy Vehicle Percentages

17:45 - 18:00

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0	100	3
	B - Site Access	100	0	100
	C - R363W	0	100	0

Heavy Vehicle Percentages

18:00 - 18:15

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0	100	0
	B - Site Access	100	0	12
	C - R363W	11	100	0

Heavy Vehicle Percentages

18:15 - 18:30

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0	100	0
	B - Site Access	38	0	100
	C - R363W	0	100	0

Heavy Vehicle Percentages

18:30 - 18:45

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0	100	4
	B - Site Access	100	0	100
	C - R363W	9	100	0

Heavy Vehicle Percentages

18:45 - 19:00

	To			
		A - R363E	B - Site Access	C - R363W
From	A - R363E	0	100	0
	B - Site Access	100	0	100
	C - R363W	13	100	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-C	0.04	15.19	0.0	C	1.24	59.61
B-A	0.11	20.59	0.1	C	2.93	140.48
C-AB	0.03	10.92	0.0	B	0.85	40.59
C-A					22.68	1088.45
A-B					3.26	156.49
A-C					22.52	1080.74

Main Results for each time segment

07:00 - 07:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.48	0.48	68.84	0.007	0.48	0.0	0.0	13.162	B
B-A	1.11	1.11	64.29	0.017	1.10	0.0	0.0	14.239	B
C-AB	0.83	0.83	91.39	0.009	0.82	0.0	0.0	9.935	A
C-A	22.54	22.54			22.54				
A-B	3.18	3.18			3.18				
A-C	4.41	4.41			4.41				

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07:15 - 07:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.48	0.48	68.38	0.007	0.48	0.0	0.0	13.254	B
B-A	1.11	1.11	63.18	0.018	1.11	0.0	0.0	14.499	B
C-AB	2.13	2.13	90.80	0.023	2.11	0.0	0.0	10.147	B
C-A	23.04	23.04			23.04				
A-B	3.18	3.18			3.18				
A-C	5.93	5.93			5.93				

07:30 - 07:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	1.97	1.97	78.68	0.025	1.95	0.0	0.0	11.727	B
B-A	1.53	1.53	53.78	0.029	1.52	0.0	0.0	17.217	C
C-AB	1.82	1.82	90.67	0.020	1.83	0.0	0.0	10.132	B
C-A	40.30	40.30			40.30				
A-B	2.02	2.02			2.02				
A-C	9.17	9.17			9.17				

07:45 - 08:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.67	0.67	63.05	0.011	0.68	0.0	0.0	14.435	B
B-A	1.53	1.53	55.02	0.028	1.54	0.0	0.0	16.829	C
C-AB	2.07	2.07	102.07	0.020	2.07	0.0	0.0	9.966	A
C-A	50.23	50.23			50.23				
A-B	7.97	7.97			7.97				
A-C	50.47	50.47			50.47				

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	1.82	1.82	75.25	0.024	1.80	0.0	0.0	12.252	B
B-A	1.19	1.19	47.70	0.025	1.19	0.0	0.0	19.350	C
C-AB	3.11	3.11	119.41	0.026	3.10	0.0	0.0	8.232	A
C-A	44.56	44.56			44.56				
A-B	7.82	7.82			7.82				
A-C	47.02	47.02			47.02				

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	1.59	1.59	104.51	0.015	1.60	0.0	0.0	11.085	B
B-A	1.19	1.19	51.10	0.023	1.19	0.0	0.0	18.032	C
C-AB	2.03	2.03	103.09	0.020	2.04	0.0	0.0	8.192	A
C-A	48.02	48.02			48.02				
A-B	10.20	10.20			10.20				
A-C	48.95	48.95			48.95				

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3.08	3.08	90.19	0.034	3.07	0.0	0.0	9.622	A
B-A	1.61	1.61	45.30	0.035	1.60	0.0	0.0	20.589	C
C-AB	1.97	1.97	102.03	0.019	1.97	0.0	0.0	9.027	A
C-A	64.20	64.20			64.20				
A-B	11.49	11.49			11.49				
A-C	54.35	54.35			54.35				

08:45 - 09:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.70	0.70	66.32	0.011	0.72	0.0	0.0	11.839	B
B-A	2.91	2.91	63.68	0.046	2.90	0.0	0.0	14.807	B
C-AB	0.42	0.42	92.59	0.005	0.44	0.0	0.0	8.255	A
C-A	52.78	52.78			52.78				
A-B	1.63	1.63			1.63				
A-C	3.56	3.56			3.56				

09:00 - 09:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.76	0.76	67.12	0.011	0.76	0.0	0.0	13.561	B
B-A	1.75	1.75	61.34	0.028	1.76	0.0	0.0	15.112	C
C-AB	0.54	0.54	89.42	0.006	0.54	0.0	0.0	10.125	B
C-A	41.13	41.13			41.13				
A-B	3.40	3.40			3.40				
A-C	13.73	13.73			13.73				

09:15 - 09:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.76	0.76	62.43	0.012	0.76	0.0	0.0	14.593	B
B-A	4.35	4.35	64.48	0.067	4.31	0.0	0.1	14.947	B
C-AB	0.54	0.54	88.65	0.006	0.54	0.0	0.0	10.214	B
C-A	28.41	28.41			28.41				
A-B	4.70	4.70			4.70				
A-C	17.82	17.82			17.82				

09:30 - 09:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.61	0.61	65.12	0.009	0.61	0.0	0.0	13.950	B
B-A	2.70	2.70	66.28	0.041	2.73	0.1	0.0	14.170	B
C-AB	1.86	1.86	91.15	0.020	1.85	0.0	0.0	10.077	B
C-A	15.46	15.46			15.46				
A-B	2.17	2.17			2.17				
A-C	6.81	6.81			6.81				

09:45 - 10:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	1.91	1.91	79.05	0.024	1.89	0.0	0.0	11.664	B
B-A	1.40	1.40	54.82	0.025	1.41	0.0	0.0	16.855	C
C-AB	0.56	0.56	90.44	0.006	0.58	0.0	0.0	10.018	B
C-A	23.01	23.01			23.01				
A-B	2.17	2.17			2.17				
A-C	13.06	13.06			13.06				

10:00 - 10:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.55	0.55	68.58	0.008	0.56	0.0	0.0	13.237	B
B-A	1.26	1.26	64.03	0.020	1.26	0.0	0.0	14.340	B
C-AB	0.32	0.32	90.74	0.004	0.32	0.0	0.0	9.956	A
C-A	20.80	20.80			20.80				
A-B	4.92	4.92			4.92				
A-C	6.57	6.57			6.57				

10:15 - 10:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	1.63	1.63	102.43	0.016	1.62	0.0	0.0	10.036	B
B-A	2.56	2.56	65.85	0.039	2.54	0.0	0.0	14.209	B
C-AB	0.32	0.32	91.89	0.004	0.32	0.0	0.0	9.828	A
C-A	8.94	8.94			8.94				
A-B	2.54	2.54			2.54				
A-C	2.25	2.25			2.25				

10:30 - 10:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.58	0.58	68.78	0.008	0.59	0.0	0.0	10.046	B
B-A	1.32	1.32	64.73	0.020	1.34	0.0	0.0	14.203	B
C-AB	0.38	0.38	90.82	0.004	0.38	0.0	0.0	9.950	A
C-A	9.80	9.80			9.80				
A-B	1.47	1.47			1.47				
A-C	9.17	9.17			9.17				

10:45 - 11:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.58	0.58	62.61	0.009	0.57	0.0	0.0	14.506	B
B-A	5.23	5.23	69.20	0.076	5.17	0.0	0.1	14.042	B
C-AB	0.38	0.38	90.98	0.004	0.38	0.0	0.0	9.933	A
C-A	8.72	8.72			8.72				
A-B	4.08	4.08			4.08				
A-C	5.49	5.49			5.49				

11:00 - 11:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.52	0.52	64.67	0.008	0.52	0.0	0.0	14.031	B
B-A	2.49	2.49	67.35	0.037	2.53	0.1	0.0	13.891	B
C-AB	1.66	1.66	90.69	0.018	1.65	0.0	0.0	10.106	B
C-A	4.41	4.41			4.41				
A-B	3.78	3.78			3.78				
A-C	7.86	7.86			7.86				

11:15 - 11:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	1.82	1.82	71.87	0.025	1.80	0.0	0.0	12.841	B
B-A	2.49	2.49	60.29	0.041	2.48	0.0	0.0	15.569	C
C-AB	0.36	0.36	90.07	0.004	0.38	0.0	0.0	10.035	B
C-A	16.27	16.27			16.27				
A-B	2.70	2.70			2.70				
A-C	13.25	13.25			13.25				

11:30 - 11:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.48	0.48	64.62	0.007	0.50	0.0	0.0	14.040	B
B-A	2.41	2.41	67.11	0.036	2.42	0.0	0.0	13.915	B
C-AB	0.36	0.36	90.38	0.004	0.36	0.0	0.0	9.999	A
C-A	10.88	10.88			10.88				
A-B	4.00	4.00			4.00				
A-C	9.79	9.79			9.79				

11:45 - 12:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.48	0.48	63.13	0.008	0.48	0.0	0.0	14.365	B
B-A	3.72	3.72	67.35	0.055	3.70	0.0	0.1	14.134	B
C-AB	0.36	0.36	90.91	0.004	0.36	0.0	0.0	9.939	A
C-A	22.97	22.97			22.97				
A-B	2.70	2.70			2.70				
A-C	8.71	8.71			8.71				

12:00 - 12:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.48	0.48	64.40	0.008	0.48	0.0	0.0	14.079	B
B-A	2.41	2.41	66.51	0.036	2.43	0.1	0.0	14.052	B
C-AB	1.52	1.52	90.16	0.017	1.51	0.0	0.0	10.150	B
C-A	12.16	12.16			12.16				
A-B	4.75	4.75			4.75				
A-C	9.79	9.79			9.79				

12:15 - 12:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.48	0.48	61.62	0.008	0.48	0.0	0.0	14.720	B
B-A	5.02	5.02	67.84	0.074	4.98	0.0	0.1	14.308	B
C-AB	0.22	0.22	90.23	0.002	0.24	0.0	0.0	10.003	B
C-A	12.60	12.60			12.60				
A-B	2.15	2.15			2.15				
A-C	13.25	13.25			13.25				

12:30 - 12:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.52	0.52	62.00	0.008	0.52	0.0	0.0	14.638	B
B-A	3.79	3.79	66.76	0.057	3.81	0.1	0.1	14.299	B
C-AB	0.32	0.32	88.77	0.004	0.32	0.0	0.0	10.174	B
C-A	11.93	11.93			11.93				
A-B	5.14	5.14			5.14				
A-C	14.77	14.77			14.77				

12:45 - 13:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.52	0.52	64.37	0.008	0.52	0.0	0.0	14.096	B
B-A	2.49	2.49	67.17	0.037	2.51	0.1	0.0	13.922	B
C-AB	0.32	0.32	90.36	0.004	0.32	0.0	0.0	9.996	A
C-A	7.62	7.62			7.62				
A-B	2.54	2.54			2.54				
A-C	10.24	10.24			10.24				

13:00 - 13:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.64	0.64	67.08	0.009	0.63	0.0	0.0	13.545	B
B-A	1.46	1.46	63.37	0.023	1.48	0.0	0.0	14.542	B
C-AB	0.40	0.40	89.55	0.005	0.40	0.0	0.0	10.094	B
C-A	12.20	12.20			12.20				
A-B	1.55	1.55			1.55				
A-C	17.82	17.82			17.82				

13:15 - 13:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	1.94	1.94	71.40	0.027	1.92	0.0	0.0	12.950	B
B-A	2.76	2.76	59.95	0.046	2.74	0.0	0.0	15.725	C
C-AB	0.40	0.40	90.24	0.004	0.40	0.0	0.0	10.017	B
C-A	20.19	20.19			20.19				
A-B	1.55	1.55			1.55				
A-C	14.36	14.36			14.36				

13:30 - 13:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2.06	2.06	77.40	0.027	2.06	0.0	0.0	11.946	B
B-A	1.75	1.75	56.22	0.031	1.76	0.0	0.0	16.531	C
C-AB	3.09	3.09	90.18	0.034	3.05	0.0	0.0	10.327	B
C-A	7.66	7.66			7.66				
A-B	3.16	3.16			3.16				
A-C	10.27	10.27			10.27				

13:45 - 14:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2.06	2.06	67.04	0.031	2.06	0.0	0.0	13.849	B
B-A	4.35	4.35	62.82	0.069	4.31	0.0	0.1	15.369	C
C-AB	1.78	1.78	89.34	0.020	1.80	0.0	0.0	10.284	B
C-A	11.98	11.98			11.98				
A-B	4.46	4.46			4.46				
A-C	13.51	13.51			13.51				

14:00 - 14:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	1.97	1.97	65.30	0.030	1.97	0.0	0.0	14.213	B
B-A	5.44	5.44	63.65	0.085	5.42	0.1	0.1	15.451	C
C-AB	1.82	1.82	88.98	0.021	1.82	0.0	0.0	10.325	B
C-A	12.21	12.21			12.21				
A-B	5.92	5.92			5.92				
A-C	14.37	14.37			14.37				

14:15 - 14:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.67	0.67	61.47	0.011	0.69	0.0	0.0	14.812	B
B-A	5.44	5.44	66.12	0.082	5.44	0.1	0.1	14.832	B
C-AB	1.82	1.82	89.20	0.020	1.82	0.0	0.0	10.299	B
C-A	14.37	14.37			14.37				
A-B	3.32	3.32			3.32				
A-C	16.75	16.75			16.75				

14:30 - 14:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2.12	2.12	70.08	0.030	2.10	0.0	0.0	13.237	B
B-A	3.19	3.19	60.84	0.052	3.22	0.1	0.1	15.630	C
C-AB	0.46	0.46	89.17	0.005	0.48	0.0	0.0	10.148	B
C-A	13.07	13.07			13.07				
A-B	4.39	4.39			4.39				
A-C	17.38	17.38			17.38				

14:45 - 15:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.82	0.82	63.26	0.013	0.84	0.0	0.0	14.422	B
B-A	4.49	4.49	66.26	0.068	4.47	0.1	0.1	14.563	B
C-AB	1.77	1.77	89.64	0.020	1.75	0.0	0.0	10.239	B
C-A	10.91	10.91			10.91				
A-B	4.39	4.39			4.39				
A-C	14.15	14.15			14.15				

15:00 - 15:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.58	0.58	60.56	0.010	0.58	0.0	0.0	15.004	C
B-A	3.93	3.93	64.82	0.061	3.93	0.1	0.1	14.784	B
C-AB	0.40	0.40	86.41	0.005	0.42	0.0	0.0	10.468	B
C-A	7.65	7.65			7.65				
A-B	5.46	5.46			5.46				
A-C	31.81	31.81			31.81				

15:15 - 15:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	1.88	1.88	66.28	0.028	1.86	0.0	0.0	13.967	B
B-A	3.93	3.93	61.49	0.064	3.92	0.1	0.1	15.633	C
C-AB	0.40	0.40	88.32	0.005	0.40	0.0	0.0	10.239	B
C-A	20.18	20.18			20.18				
A-B	4.16	4.16			4.16				
A-C	23.81	23.81			23.81				

15:30 - 15:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.40	0.40	59.71	0.007	0.42	0.0	0.0	15.185	C
B-A	6.11	6.11	64.64	0.095	6.08	0.1	0.1	15.360	C
C-AB	0.38	0.38	88.46	0.004	0.38	0.0	0.0	10.220	B
C-A	13.26	13.26			13.26				
A-B	4.08	4.08			4.08				
A-C	19.09	19.09			19.09				

15:45 - 16:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.40	0.40	62.68	0.006	0.40	0.0	0.0	14.451	B
B-A	2.21	2.21	65.03	0.034	2.28	0.1	0.0	14.355	B
C-AB	0.38	0.38	88.65	0.004	0.38	0.0	0.0	10.195	B
C-A	17.80	17.80			17.80				
A-B	2.77	2.77			2.77				
A-C	22.96	22.96			22.96				

16:00 - 16:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.42	0.42	63.30	0.007	0.42	0.0	0.0	14.313	B
B-A	2.28	2.28	66.12	0.034	2.28	0.0	0.0	14.097	B
C-AB	0.33	0.33	89.24	0.004	0.33	0.0	0.0	10.121	B
C-A	10.01	10.01			10.01				
A-B	2.56	2.56			2.56				
A-C	20.57	20.57			20.57				

16:15 - 16:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3.03	3.03	74.50	0.041	2.99	0.0	0.0	12.580	B
B-A	2.28	2.28	51.55	0.044	2.27	0.0	0.0	18.258	C
C-AB	0.33	0.33	85.50	0.004	0.33	0.0	0.0	10.565	B
C-A	19.30	19.30			19.30				
A-B	3.87	3.87			3.87				
A-C	38.72	38.72			38.72				

16:30 - 16:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2.65	2.65	109.10	0.024	2.66	0.0	0.0	11.528	B
B-A	3.74	3.74	61.86	0.060	3.72	0.0	0.1	15.475	C
C-AB	0.28	0.28	88.27	0.003	0.28	0.0	0.0	10.228	B
C-A	14.77	14.77			14.77				
A-B	1.08	1.08			1.08				
A-C	30.28	30.28			30.28				

16:45 - 17:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2.77	2.77	79.78	0.035	2.77	0.0	0.0	10.226	B
B-A	6.36	6.36	71.54	0.089	6.32	0.1	0.1	15.207	C
C-AB	0.28	0.28	85.81	0.003	0.28	0.0	0.0	10.522	B
C-A	53.02	53.02			53.02				
A-B	1.08	1.08			1.08				
A-C	44.75	44.75			44.75				

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2.62	2.62	81.12	0.032	2.62	0.0	0.0	11.549	B
B-A	6.03	6.03	71.91	0.084	6.05	0.1	0.1	13.771	B
C-AB	1.44	1.44	86.34	0.017	1.43	0.0	0.0	10.598	B
C-A	56.87	56.87			56.87				
A-B	0.54	0.54			0.54				
A-C	43.46	43.46			43.46				

17:15 - 17:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2.62	2.62	81.42	0.032	2.62	0.0	0.0	11.420	B
B-A	6.03	6.03	73.29	0.082	6.04	0.1	0.1	13.382	B
C-AB	0.14	0.14	86.59	0.002	0.16	0.0	0.0	10.414	B
C-A	54.27	54.27			54.27				
A-B	0.54	0.54			0.54				
A-C	40.45	40.45			40.45				

17:30 - 17:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3.01	3.01	74.41	0.041	3.00	0.0	0.0	12.396	B
B-A	6.93	6.93	65.96	0.105	6.91	0.1	0.1	14.964	B
C-AB	0.07	0.07	82.47	0.001	0.07	0.0	0.0	10.921	B
C-A	57.73	57.73			57.73				
A-B	0.27	0.27			0.27				
A-C	69.57	69.57			69.57				

17:45 - 18:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.74	0.74	65.50	0.011	0.77	0.0	0.0	11.904	B
B-A	1.70	1.70	61.68	0.028	1.79	0.1	0.0	12.866	B
C-AB	0.07	0.07	86.88	0.001	0.07	0.0	0.0	10.368	B
C-A	14.05	14.05			14.05				
A-B	0.27	0.27			0.27				
A-C	40.23	40.23			40.23				

18:00 - 18:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2.44	2.44	146.05	0.017	2.43	0.0	0.0	7.421	A
B-A	0.65	0.65	50.98	0.013	0.66	0.0	0.0	17.891	C
C-AB	0.02	0.02	88.72	0.000	0.02	0.0	0.0	10.148	B
C-A	12.14	12.14			12.14				
A-B	0.09	0.09			0.09				
A-C	29.15	29.15			29.15				

18:15 - 18:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.28	0.28	62.99	0.005	0.30	0.0	0.0	8.911	A
B-A	1.73	1.73	89.12	0.019	1.72	0.0	0.0	11.559	B
C-AB	0.02	0.02	84.99	0.000	0.02	0.0	0.0	10.591	B
C-A	9.76	9.76			9.76				
A-B	0.09	0.09			0.09				
A-C	55.04	55.04			55.04				

18:30 - 18:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.03	0.03	65.60	0.001	0.04	0.0	0.0	13.729	B
B-A	0.08	0.08	66.49	0.001	0.10	0.0	0.0	10.198	B
C-AB	0.02	0.02	87.88	0.000	0.02	0.0	0.0	10.243	B
C-A	14.30	14.30			14.30				
A-B	0.09	0.09			0.09				
A-C	33.69	33.69			33.69				

18:45 - 19:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.03	0.03	66.40	0.001	0.03	0.0	0.0	13.562	B
B-A	0.08	0.08	62.31	0.001	0.08	0.0	0.0	14.461	B
C-AB	0.02	0.02	88.29	0.000	0.02	0.0	0.0	10.195	B
C-A	9.99	9.99			9.99				
A-B	0.09	0.09			0.09				
A-C	32.11	32.11			32.11				

Junctions 9				
PICADY 9 - Priority Intersection Module				
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Filename: Site 03-R362-R363.j9
Path: P:\Traffic Files\P25-005\Modelling\Site 03
Report generation date: 28/08/2025 14:35:03

- «2025,
- »Junction Network
 - »Arms
 - »Traffic Demand
 - »Origin-Destination Data
 - »Vehicle Mix
 - »Results

Summary of junction performance

	Queue (Veh)	Delay (s)	RFC	LOS
2025+Adj+Dev				
Stream B-C	0.3	7.76	0.26	A
Stream B-A	0.0	21.53	0.01	C
Stream C-AB	0.3	8.00	0.23	A
2030+Adj+Dev				
Stream B-C	0.3	7.98	0.27	A
Stream B-A	0.0	21.84	0.01	C
Stream C-AB	0.3	8.19	0.24	A
2040+Adj+Dev				
Stream B-C	0.4	8.16	0.28	A
Stream B-A	0.0	22.10	0.01	C
Stream C-AB	0.3	8.43	0.25	A

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

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

File summary

File Description

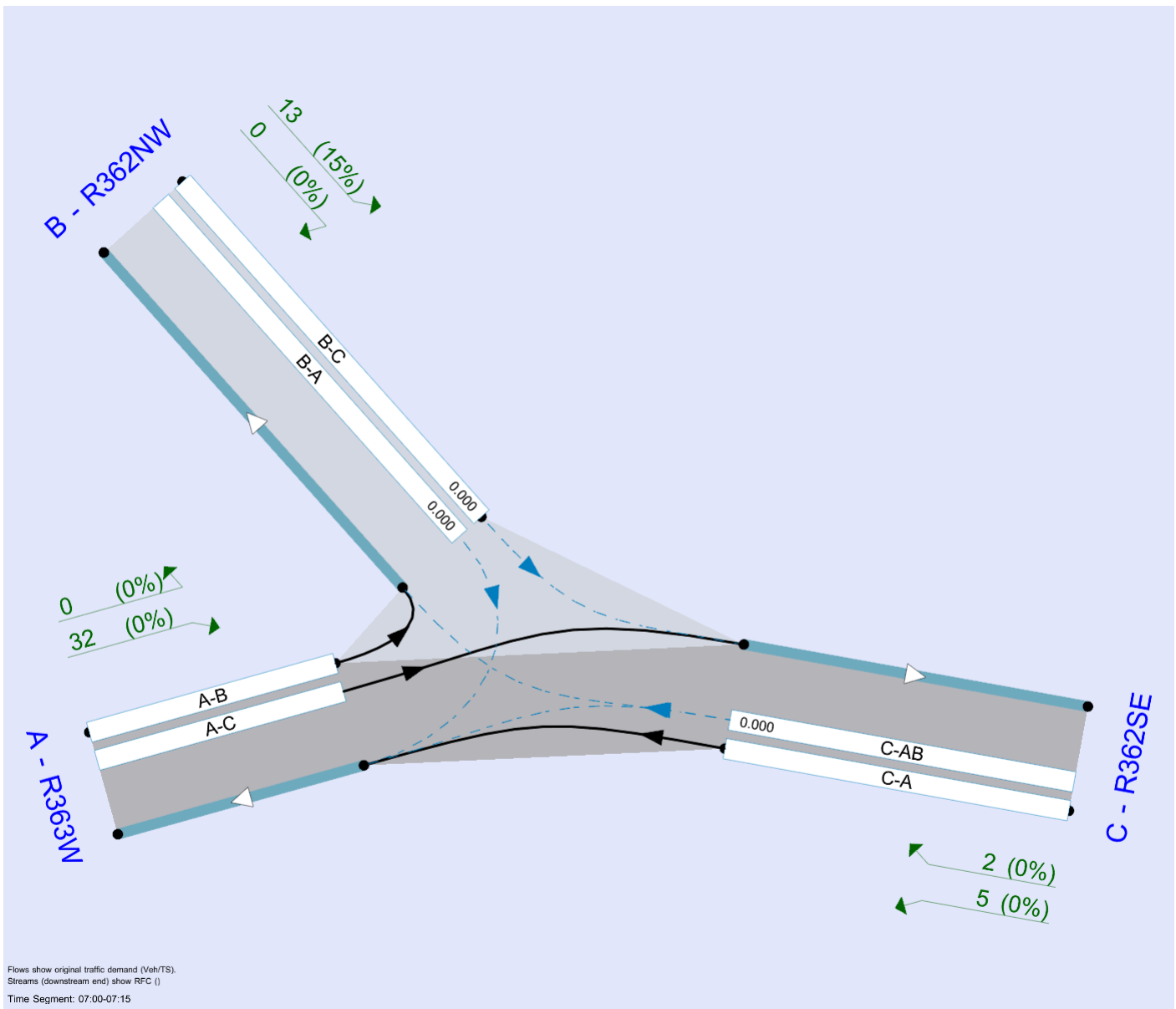
Title	
Location	
Site number	
Date	28/08/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	Antonios Papadakis
Description	

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Units

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

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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

Analysis Set Details

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

Demand Set Details

ID	Scenario name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	2025	DIRECT	07:00	19:00	720	15

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Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - R362NW - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	R363-R362	T-Junction	Two-way		2.59	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	R363W		Major
B	R362NW		Minor
C	R362SE		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - R362SE	7.00		✓	3.00	100.0	✓	7.00

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 - R362NW	One lane plus flare	7.40	4.20	4.00	4.00	3.50	✓	1.00	15	18

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	115.457	0.080	0.203	0.128	0.291
1	B-C	176.943	0.104	0.262	-	-
1	C-B	171.722	0.255	0.255	-	-

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

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - R363W		DIRECT	✓	100.000
B - R362NW		DIRECT	✓	100.000
C - R362SE		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:00 - 07:15	From	To		
			A - R363W	B - R362NW
			C - R362SE	
		A - R363W	0.00	0.00
		B - R362NW	0.00	0.00
		C - R362SE	5.00	2.00
			0.00	

Demand (Veh/TS)

07:15 - 07:30	From	To		
			A - R363W	B - R362NW
			C - R362SE	
		A - R363W	0.00	0.00
		B - R362NW	0.00	0.00
		C - R362SE	4.00	6.00
			0.00	

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Demand (Veh/TS)

07:30 - 07:45

	To			
From		A - R363W	B - R362NW	C - R362SE
	A - R363W	0.00	0.00	31.00
	B - R362NW	0.00	0.00	23.00
	C - R362SE	13.00	2.00	0.00

Demand (Veh/TS)

07:45 - 08:00

	To			
From		A - R363W	B - R362NW	C - R362SE
	A - R363W	0.00	0.00	56.00
	B - R362NW	1.00	0.00	31.00
	C - R362SE	5.00	5.00	0.00

Demand (Veh/TS)

08:00 - 08:15

	To			
From		A - R363W	B - R362NW	C - R362SE
	A - R363W	0.00	0.00	68.00
	B - R362NW	0.00	0.00	32.00
	C - R362SE	12.00	7.00	0.00

Demand (Veh/TS)

08:15 - 08:30

	To			
From		A - R363W	B - R362NW	C - R362SE
	A - R363W	0.00	0.00	58.00
	B - R362NW	0.00	0.00	40.00
	C - R362SE	15.00	6.00	0.00

Demand (Veh/TS)

08:30 - 08:45

	To			
From		A - R363W	B - R362NW	C - R362SE
	A - R363W	0.00	1.00	92.00
	B - R362NW	0.00	0.00	26.00
	C - R362SE	15.00	8.00	0.00

Demand (Veh/TS)

08:45 - 09:00

	To			
From		A - R363W	B - R362NW	C - R362SE
	A - R363W	0.00	2.00	61.00
	B - R362NW	1.00	0.00	32.00
	C - R362SE	7.00	13.00	0.00

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Demand (Veh/TS)

09:00 - 09:15

From	To			
		A - R363W	B - R362NW	C - R362SE
	A - R363W	0.00	2.00	69.00
	B - R362NW	1.00	0.00	18.00
	C - R362SE	19.00	14.00	0.00

Demand (Veh/TS)

09:15 - 09:30

From	To			
		A - R363W	B - R362NW	C - R362SE
	A - R363W	0.00	2.00	42.00
	B - R362NW	1.00	0.00	27.00
	C - R362SE	18.00	9.00	0.00

Demand (Veh/TS)

09:30 - 09:45

From	To			
		A - R363W	B - R362NW	C - R362SE
	A - R363W	0.00	1.00	22.00
	B - R362NW	1.00	0.00	17.00
	C - R362SE	9.00	6.00	0.00

Demand (Veh/TS)

09:45 - 10:00

From	To			
		A - R363W	B - R362NW	C - R362SE
	A - R363W	0.00	3.00	26.00
	B - R362NW	0.00	0.00	24.00
	C - R362SE	6.00	4.00	0.00

Demand (Veh/TS)

10:00 - 10:15

From	To			
		A - R363W	B - R362NW	C - R362SE
	A - R363W	0.00	0.00	24.00
	B - R362NW	0.00	0.00	7.00
	C - R362SE	11.00	5.00	0.00

Demand (Veh/TS)

10:15 - 10:30

From	To			
		A - R363W	B - R362NW	C - R362SE
	A - R363W	0.00	0.00	11.00
	B - R362NW	0.00	0.00	5.00
	C - R362SE	12.00	8.00	0.00

Demand (Veh/TS)

10:30 - 10:45

	To			
		A - R363W	B - R362NW	C - R362SE
From	A - R363W	0.00	0.00	18.00
	B - R362NW	0.00	0.00	15.00
	C - R362SE	8.00	14.00	0.00

Demand (Veh/TS)

10:45 - 11:00

	To			
		A - R363W	B - R362NW	C - R362SE
From	A - R363W	0.00	0.00	13.00
	B - R362NW	0.00	0.00	14.00
	C - R362SE	9.00	12.00	0.00

Demand (Veh/TS)

11:00 - 11:15

	To			
		A - R363W	B - R362NW	C - R362SE
From	A - R363W	0.00	0.00	17.00
	B - R362NW	0.00	0.00	5.00
	C - R362SE	14.00	11.00	0.00

Demand (Veh/TS)

11:15 - 11:30

	To			
		A - R363W	B - R362NW	C - R362SE
From	A - R363W	0.00	0.00	16.00
	B - R362NW	1.00	0.00	17.00
	C - R362SE	11.00	7.00	0.00

Demand (Veh/TS)

11:30 - 11:45

	To			
		A - R363W	B - R362NW	C - R362SE
From	A - R363W	0.00	0.00	18.00
	B - R362NW	0.00	0.00	7.00
	C - R362SE	21.00	5.00	0.00

Demand (Veh/TS)

11:45 - 12:00

	To			
		A - R363W	B - R362NW	C - R362SE
From	A - R363W	0.00	1.00	21.00
	B - R362NW	0.00	0.00	8.00
	C - R362SE	16.00	8.00	0.00

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Demand (Veh/TS)

12:00 - 12:15

From	To			
		A - R363W	B - R362NW	C - R362SE
	A - R363W	0.00	0.00	23.00
	B - R362NW	1.00	0.00	8.00
	C - R362SE	22.00	8.00	0.00

Demand (Veh/TS)

12:15 - 12:30

From	To			
		A - R363W	B - R362NW	C - R362SE
	A - R363W	0.00	1.00	23.00
	B - R362NW	0.00	0.00	5.00
	C - R362SE	20.00	6.00	0.00

Demand (Veh/TS)

12:30 - 12:45

From	To			
		A - R363W	B - R362NW	C - R362SE
	A - R363W	0.00	0.00	17.00
	B - R362NW	0.00	0.00	4.00
	C - R362SE	18.00	1.00	0.00

Demand (Veh/TS)

12:45 - 13:00

From	To			
		A - R363W	B - R362NW	C - R362SE
	A - R363W	0.00	1.00	18.00
	B - R362NW	1.00	0.00	10.00
	C - R362SE	24.00	7.00	0.00

Demand (Veh/TS)

13:00 - 13:15

From	To			
		A - R363W	B - R362NW	C - R362SE
	A - R363W	0.00	0.00	20.00
	B - R362NW	0.00	0.00	9.00
	C - R362SE	20.00	8.00	0.00

Demand (Veh/TS)

13:15 - 13:30

From	To			
		A - R363W	B - R362NW	C - R362SE
	A - R363W	0.00	0.00	16.00
	B - R362NW	0.00	0.00	10.00
	C - R362SE	16.00	6.00	0.00

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Demand (Veh/TS)

13:30 - 13:45

From	To			
		A - R363W	B - R362NW	C - R362SE
	A - R363W	0.00	0.00	16.00
	B - R362NW	1.00	0.00	7.00
	C - R362SE	12.00	9.00	0.00

Demand (Veh/TS)

13:45 - 14:00

From	To			
		A - R363W	B - R362NW	C - R362SE
	A - R363W	0.00	0.00	15.00
	B - R362NW	0.00	0.00	3.00
	C - R362SE	26.00	7.00	0.00

Demand (Veh/TS)

14:00 - 14:15

From	To			
		A - R363W	B - R362NW	C - R362SE
	A - R363W	0.00	1.00	20.00
	B - R362NW	0.00	0.00	10.00
	C - R362SE	26.00	11.00	0.00

Demand (Veh/TS)

14:15 - 14:30

From	To			
		A - R363W	B - R362NW	C - R362SE
	A - R363W	0.00	0.00	20.00
	B - R362NW	0.00	0.00	17.00
	C - R362SE	18.00	13.00	0.00

Demand (Veh/TS)

14:30 - 14:45

From	To			
		A - R363W	B - R362NW	C - R362SE
	A - R363W	0.00	0.00	19.00
	B - R362NW	0.00	0.00	12.00
	C - R362SE	21.00	18.00	0.00

Demand (Veh/TS)

14:45 - 15:00

From	To			
		A - R363W	B - R362NW	C - R362SE
	A - R363W	0.00	0.00	19.00
	B - R362NW	0.00	0.00	9.00
	C - R362SE	30.00	8.00	0.00

Demand (Veh/TS)

15:00 - 15:15

	To			
From		A - R363W	B - R362NW	C - R362SE
	A - R363W	0.00	3.00	16.00
	B - R362NW	0.00	0.00	6.00
	C - R362SE	35.00	6.00	0.00

Demand (Veh/TS)

15:15 - 15:30

	To			
From		A - R363W	B - R362NW	C - R362SE
	A - R363W	0.00	1.00	21.00
	B - R362NW	0.00	0.00	14.00
	C - R362SE	24.00	19.00	0.00

Demand (Veh/TS)

15:30 - 15:45

	To			
From		A - R363W	B - R362NW	C - R362SE
	A - R363W	0.00	0.00	21.00
	B - R362NW	0.00	0.00	13.00
	C - R362SE	33.00	12.00	0.00

Demand (Veh/TS)

15:45 - 16:00

	To			
From		A - R363W	B - R362NW	C - R362SE
	A - R363W	0.00	0.00	18.00
	B - R362NW	0.00	0.00	21.00
	C - R362SE	34.00	12.00	0.00

Demand (Veh/TS)

16:00 - 16:15

	To			
From		A - R363W	B - R362NW	C - R362SE
	A - R363W	0.00	1.00	25.00
	B - R362NW	0.00	0.00	12.00
	C - R362SE	50.00	23.00	0.00

Demand (Veh/TS)

16:15 - 16:30

	To			
From		A - R363W	B - R362NW	C - R362SE
	A - R363W	0.00	1.00	19.00
	B - R362NW	0.00	0.00	3.00
	C - R362SE	48.00	18.00	0.00

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Demand (Veh/TS)

16:30 - 16:45

	To			
From		A - R363W	B - R362NW	C - R362SE
	A - R363W	0.00	1.00	26.00
	B - R362NW	0.00	0.00	6.00
	C - R362SE	34.00	20.00	0.00

Demand (Veh/TS)

16:45 - 17:00

	To			
From		A - R363W	B - R362NW	C - R362SE
	A - R363W	0.00	0.00	22.00
	B - R362NW	0.00	0.00	12.00
	C - R362SE	52.00	24.00	0.00

Demand (Veh/TS)

17:00 - 17:15

	To			
From		A - R363W	B - R362NW	C - R362SE
	A - R363W	0.00	1.00	17.00
	B - R362NW	0.00	0.00	12.00
	C - R362SE	40.00	23.00	0.00

Demand (Veh/TS)

17:15 - 17:30

	To			
From		A - R363W	B - R362NW	C - R362SE
	A - R363W	0.00	2.00	15.00
	B - R362NW	0.00	0.00	9.00
	C - R362SE	58.00	34.00	0.00

Demand (Veh/TS)

17:30 - 17:45

	To			
From		A - R363W	B - R362NW	C - R362SE
	A - R363W	0.00	1.00	17.00
	B - R362NW	0.00	0.00	12.00
	C - R362SE	73.00	24.00	0.00

Demand (Veh/TS)

17:45 - 18:00

	To			
From		A - R363W	B - R362NW	C - R362SE
	A - R363W	0.00	2.00	21.00
	B - R362NW	0.00	0.00	16.00
	C - R362SE	47.00	34.00	0.00

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Demand (Veh/TS)

18:00 - 18:15

	To			
From		A - R363W	B - R362NW	C - R362SE
	A - R363W	0.00	3.00	16.00
	B - R362NW	0.00	0.00	8.00
	C - R362SE	54.00	18.00	0.00

Demand (Veh/TS)

18:15 - 18:30

	To			
From		A - R363W	B - R362NW	C - R362SE
	A - R363W	0.00	0.00	17.00
	B - R362NW	0.00	0.00	9.00
	C - R362SE	54.00	27.00	0.00

Demand (Veh/TS)

18:30 - 18:45

	To			
From		A - R363W	B - R362NW	C - R362SE
	A - R363W	0.00	0.00	19.00
	B - R362NW	0.00	0.00	7.00
	C - R362SE	46.00	30.00	0.00

Demand (Veh/TS)

18:45 - 19:00

	To			
From		A - R363W	B - R362NW	C - R362SE
	A - R363W	0.00	0.00	16.00
	B - R362NW	0.00	0.00	7.00
	C - R362SE	34.00	10.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

07:00 - 07:15

	To			
From		A - R363W	B - R362NW	C - R362SE
	A - R363W	0	0	0
	B - R362NW	0	0	15
	C - R362SE	0	0	0

Heavy Vehicle Percentages

07:15 - 07:30

	To			
		A - R363W	B - R362NW	C - R362SE
From	A - R363W	0	0	0
	B - R362NW	0	0	17
	C - R362SE	50	17	0

Heavy Vehicle Percentages

07:30 - 07:45

	To			
		A - R363W	B - R362NW	C - R362SE
From	A - R363W	0	0	3
	B - R362NW	0	0	9
	C - R362SE	23	0	0

Heavy Vehicle Percentages

07:45 - 08:00

	To			
		A - R363W	B - R362NW	C - R362SE
From	A - R363W	0	0	4
	B - R362NW	0	0	3
	C - R362SE	40	0	0

Heavy Vehicle Percentages

08:00 - 08:15

	To			
		A - R363W	B - R362NW	C - R362SE
From	A - R363W	0	0	4
	B - R362NW	0	0	3
	C - R362SE	25	0	0

Heavy Vehicle Percentages

08:15 - 08:30

	To			
		A - R363W	B - R362NW	C - R362SE
From	A - R363W	0	0	5
	B - R362NW	0	0	3
	C - R362SE	20	0	0

Heavy Vehicle Percentages

08:30 - 08:45

	To			
		A - R363W	B - R362NW	C - R362SE
From	A - R363W	0	0	2
	B - R362NW	0	0	0
	C - R362SE	20	0	0

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Heavy Vehicle Percentages

08:45 - 09:00

	To			
From		A - R363W	B - R362NW	C - R362SE
	A - R363W	0	0	10
	B - R362NW	0	0	6
	C - R362SE	29	15	0

Heavy Vehicle Percentages

09:00 - 09:15

	To			
From		A - R363W	B - R362NW	C - R362SE
	A - R363W	0	50	3
	B - R362NW	0	0	6
	C - R362SE	26	7	0

Heavy Vehicle Percentages

09:15 - 09:30

	To			
From		A - R363W	B - R362NW	C - R362SE
	A - R363W	0	0	2
	B - R362NW	0	0	15
	C - R362SE	6	11	0

Heavy Vehicle Percentages

09:30 - 09:45

	To			
From		A - R363W	B - R362NW	C - R362SE
	A - R363W	0	0	5
	B - R362NW	0	0	0
	C - R362SE	11	0	0

Heavy Vehicle Percentages

09:45 - 10:00

	To			
From		A - R363W	B - R362NW	C - R362SE
	A - R363W	0	0	8
	B - R362NW	0	0	13
	C - R362SE	0	0	0

Heavy Vehicle Percentages

10:00 - 10:15

	To			
From		A - R363W	B - R362NW	C - R362SE
	A - R363W	0	0	0
	B - R362NW	0	0	14
	C - R362SE	9	20	0

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Heavy Vehicle Percentages

10:15 - 10:30

	To			
From		A - R363W	B - R362NW	C - R362SE
	A - R363W	0	0	18
	B - R362NW	0	0	20
	C - R362SE	25	0	0

Heavy Vehicle Percentages

10:30 - 10:45

	To			
From		A - R363W	B - R362NW	C - R362SE
	A - R363W	0	0	0
	B - R362NW	0	0	0
	C - R362SE	25	0	0

Heavy Vehicle Percentages

10:45 - 11:00

	To			
From		A - R363W	B - R362NW	C - R362SE
	A - R363W	0	0	15
	B - R362NW	0	0	7
	C - R362SE	11	42	0

Heavy Vehicle Percentages

11:00 - 11:15

	To			
From		A - R363W	B - R362NW	C - R362SE
	A - R363W	0	0	6
	B - R362NW	0	0	0
	C - R362SE	14	27	0

Heavy Vehicle Percentages

11:15 - 11:30

	To			
From		A - R363W	B - R362NW	C - R362SE
	A - R363W	0	0	6
	B - R362NW	0	0	18
	C - R362SE	9	14	0

Heavy Vehicle Percentages

11:30 - 11:45

	To			
From		A - R363W	B - R362NW	C - R362SE
	A - R363W	0	0	17
	B - R362NW	0	0	0
	C - R362SE	14	20	0

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Heavy Vehicle Percentages

11:45 - 12:00

	To			
From		A - R363W	B - R362NW	C - R362SE
	A - R363W	0	0	10
	B - R362NW	0	0	13
	C - R362SE	6	0	0

Heavy Vehicle Percentages

12:00 - 12:15

	To			
From		A - R363W	B - R362NW	C - R362SE
	A - R363W	0	0	13
	B - R362NW	0	0	13
	C - R362SE	18	0	0

Heavy Vehicle Percentages

12:15 - 12:30

	To			
From		A - R363W	B - R362NW	C - R362SE
	A - R363W	0	0	26
	B - R362NW	0	0	0
	C - R362SE	15	0	0

Heavy Vehicle Percentages

12:30 - 12:45

	To			
From		A - R363W	B - R362NW	C - R362SE
	A - R363W	0	0	12
	B - R362NW	0	0	0
	C - R362SE	17	0	0

Heavy Vehicle Percentages

12:45 - 13:00

	To			
From		A - R363W	B - R362NW	C - R362SE
	A - R363W	0	0	6
	B - R362NW	0	0	30
	C - R362SE	13	0	0

Heavy Vehicle Percentages

13:00 - 13:15

	To			
From		A - R363W	B - R362NW	C - R362SE
	A - R363W	0	0	15
	B - R362NW	0	0	11
	C - R362SE	10	0	0

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Heavy Vehicle Percentages

13:15 - 13:30

	To			
From		A - R363W	B - R362NW	C - R362SE
	A - R363W	0	0	19
	B - R362NW	0	0	0
	C - R362SE	0	17	0

Heavy Vehicle Percentages

13:30 - 13:45

	To			
From		A - R363W	B - R362NW	C - R362SE
	A - R363W	0	0	0
	B - R362NW	0	0	0
	C - R362SE	25	11	0

Heavy Vehicle Percentages

13:45 - 14:00

	To			
From		A - R363W	B - R362NW	C - R362SE
	A - R363W	0	0	0
	B - R362NW	0	0	0
	C - R362SE	23	29	0

Heavy Vehicle Percentages

14:00 - 14:15

	To			
From		A - R363W	B - R362NW	C - R362SE
	A - R363W	0	0	15
	B - R362NW	0	0	10
	C - R362SE	19	9	0

Heavy Vehicle Percentages

14:15 - 14:30

	To			
From		A - R363W	B - R362NW	C - R362SE
	A - R363W	0	0	30
	B - R362NW	0	0	12
	C - R362SE	11	8	0

Heavy Vehicle Percentages

14:30 - 14:45

	To			
From		A - R363W	B - R362NW	C - R362SE
	A - R363W	0	0	11
	B - R362NW	0	0	17
	C - R362SE	19	17	0

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Heavy Vehicle Percentages

14:45 - 15:00

	To			
		A - R363W	B - R362NW	C - R362SE
From	A - R363W	0	0	5
	B - R362NW	0	0	22
	C - R362SE	7	0	0

Heavy Vehicle Percentages

15:00 - 15:15

	To			
		A - R363W	B - R362NW	C - R362SE
From	A - R363W	0	0	25
	B - R362NW	0	0	17
	C - R362SE	26	33	0

Heavy Vehicle Percentages

15:15 - 15:30

	To			
		A - R363W	B - R362NW	C - R362SE
From	A - R363W	0	0	0
	B - R362NW	0	0	7
	C - R362SE	4	5	0

Heavy Vehicle Percentages

15:30 - 15:45

	To			
		A - R363W	B - R362NW	C - R362SE
From	A - R363W	0	0	38
	B - R362NW	0	0	0
	C - R362SE	18	0	0

Heavy Vehicle Percentages

15:45 - 16:00

	To			
		A - R363W	B - R362NW	C - R362SE
From	A - R363W	0	0	28
	B - R362NW	0	0	5
	C - R362SE	3	0	0

Heavy Vehicle Percentages

16:00 - 16:15

	To			
		A - R363W	B - R362NW	C - R362SE
From	A - R363W	0	0	4
	B - R362NW	0	0	25
	C - R362SE	6	0	0

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Heavy Vehicle Percentages

16:15 - 16:30

	To			
From		A - R363W	B - R362NW	C - R362SE
	A - R363W	0	100	16
	B - R362NW	0	0	0
	C - R362SE	2	0	0

Heavy Vehicle Percentages

16:30 - 16:45

	To			
From		A - R363W	B - R362NW	C - R362SE
	A - R363W	0	0	23
	B - R362NW	0	0	0
	C - R362SE	3	0	0

Heavy Vehicle Percentages

16:45 - 17:00

	To			
From		A - R363W	B - R362NW	C - R362SE
	A - R363W	0	0	5
	B - R362NW	0	0	8
	C - R362SE	2	13	0

Heavy Vehicle Percentages

17:00 - 17:15

	To			
From		A - R363W	B - R362NW	C - R362SE
	A - R363W	0	0	6
	B - R362NW	0	0	8
	C - R362SE	3	0	0

Heavy Vehicle Percentages

17:15 - 17:30

	To			
From		A - R363W	B - R362NW	C - R362SE
	A - R363W	0	50	7
	B - R362NW	0	0	0
	C - R362SE	5	3	0

Heavy Vehicle Percentages

17:30 - 17:45

	To			
From		A - R363W	B - R362NW	C - R362SE
	A - R363W	0	0	12
	B - R362NW	0	0	0
	C - R362SE	1	0	0

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Heavy Vehicle Percentages

17:45 - 18:00

	To			
		A - R363W	B - R362NW	C - R362SE
From	A - R363W	0	0	0
	B - R362NW	0	0	6
	C - R362SE	2	0	0

Heavy Vehicle Percentages

18:00 - 18:15

	To			
		A - R363W	B - R362NW	C - R362SE
From	A - R363W	0	0	6
	B - R362NW	0	0	0
	C - R362SE	0	0	0

Heavy Vehicle Percentages

18:15 - 18:30

	To			
		A - R363W	B - R362NW	C - R362SE
From	A - R363W	0	0	6
	B - R362NW	0	0	11
	C - R362SE	2	0	0

Heavy Vehicle Percentages

18:30 - 18:45

	To			
		A - R363W	B - R362NW	C - R362SE
From	A - R363W	0	0	5
	B - R362NW	0	0	0
	C - R362SE	4	3	0

Heavy Vehicle Percentages

18:45 - 19:00

	To			
		A - R363W	B - R362NW	C - R362SE
From	A - R363W	0	0	6
	B - R362NW	0	0	29
	C - R362SE	0	0	0

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Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-C	0.25	7.71	0.3	A	13.54	650.01
B-A	0.01	9.77	0.0	A	0.19	9.00
C-AB	0.21	7.96	0.3	A	12.25	588.00
C-A					24.98	1198.99
A-B					0.65	31.00
A-C					26.08	1252.00

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Main Results for each time segment

07:00 - 07:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
B-A	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-AB	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-A	0.00	0.00			0.00				
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				

07:15 - 07:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
B-A	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-AB	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-A	0.00	0.00			0.00				
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				

07:30 - 07:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
B-A	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-AB	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-A	0.00	0.00			0.00				
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				

07:45 - 08:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
B-A	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-AB	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-A	0.00	0.00			0.00				
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
B-A	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-AB	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-A	0.00	0.00			0.00				
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
B-A	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-AB	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-A	0.00	0.00			0.00				
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
B-A	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-AB	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-A	0.00	0.00			0.00				
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				

08:45 - 09:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
B-A	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-AB	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-A	0.00	0.00			0.00				
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				

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09:00 - 09:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
B-A	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-AB	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-A	0.00	0.00			0.00				
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				

09:15 - 09:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
B-A	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-AB	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-A	0.00	0.00			0.00				
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				

09:30 - 09:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
B-A	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-AB	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-A	0.00	0.00			0.00				
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				

09:45 - 10:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
B-A	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-AB	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-A	0.00	0.00			0.00				
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				

10:00 - 10:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
B-A	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-AB	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-A	0.00	0.00			0.00				
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				

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10:15 - 10:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
B-A	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-AB	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-A	0.00	0.00			0.00				
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				

10:30 - 10:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
B-A	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-AB	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-A	0.00	0.00			0.00				
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				

10:45 - 11:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
B-A	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-AB	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-A	0.00	0.00			0.00				
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				

11:00 - 11:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
B-A	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-AB	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-A	0.00	0.00			0.00				
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				

11:15 - 11:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
B-A	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-AB	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-A	0.00	0.00			0.00				
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				

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11:30 - 11:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
B-A	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-AB	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-A	0.00	0.00			0.00				
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				

11:45 - 12:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
B-A	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-AB	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-A	0.00	0.00			0.00				
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				

12:00 - 12:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
B-A	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-AB	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-A	0.00	0.00			0.00				
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				

12:15 - 12:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
B-A	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-AB	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-A	0.00	0.00			0.00				
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				

12:30 - 12:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
B-A	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-AB	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-A	0.00	0.00			0.00				
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				

RECEIVED: 05/12/2025

12:45 - 13:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
B-A	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-AB	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-A	0.00	0.00			0.00				
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				

13:00 - 13:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
B-A	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-AB	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-A	0.00	0.00			0.00				
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				

13:15 - 13:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
B-A	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-AB	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-A	0.00	0.00			0.00				
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				

13:30 - 13:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
B-A	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-AB	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-A	0.00	0.00			0.00				
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				

13:45 - 14:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
B-A	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-AB	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-A	0.00	0.00			0.00				
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				

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14:00 - 14:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
B-A	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-AB	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-A	0.00	0.00			0.00				
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				

14:15 - 14:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
B-A	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-AB	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-A	0.00	0.00			0.00				
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				

14:30 - 14:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
B-A	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-AB	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-A	0.00	0.00			0.00				
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				

14:45 - 15:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
B-A	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-AB	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-A	0.00	0.00			0.00				
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				

15:00 - 15:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
B-A	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-AB	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-A	0.00	0.00			0.00				
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				

RECEIVED: 05/12/2025

15:15 - 15:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
B-A	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-AB	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-A	0.00	0.00			0.00				
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				

15:30 - 15:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
B-A	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-AB	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-A	0.00	0.00			0.00				
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				

15:45 - 16:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
B-A	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-AB	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-A	0.00	0.00			0.00				
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				

16:00 - 16:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
B-A	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-AB	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-A	0.00	0.00			0.00				
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				

16:15 - 16:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
B-A	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-AB	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-A	0.00	0.00			0.00				
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				

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16:30 - 16:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
B-A	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-AB	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-A	0.00	0.00			0.00				
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				

16:45 - 17:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
B-A	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-AB	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-A	0.00	0.00			0.00				
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
B-A	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-AB	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-A	0.00	0.00			0.00				
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				

17:15 - 17:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
B-A	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-AB	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-A	0.00	0.00			0.00				
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				

17:30 - 17:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
B-A	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-AB	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-A	0.00	0.00			0.00				
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				

RECEIVED: 05/12/2025

17:45 - 18:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
B-A	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-AB	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-A	0.00	0.00			0.00				
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				

18:00 - 18:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
B-A	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-AB	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-A	0.00	0.00			0.00				
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				

18:15 - 18:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
B-A	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-AB	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-A	0.00	0.00			0.00				
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				

18:30 - 18:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
B-A	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-AB	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-A	0.00	0.00			0.00				
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				

18:45 - 19:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
B-A	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-AB	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-A	0.00	0.00			0.00				
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				

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