21002-01-001

PROPOSED RESIDENTIAL DEVELOPMENT AT TINAHASK UPPER, ARKLOW, Co. WICKLOW

Traffic & Transport Assessment

for

Wicklow County Council

August 2021

ROADPLAN CONSULTING

7, Ormonde Road
Kilkenny.
R95 N4FE

Tel: 056 7795800
info@roadplan.ie

TABLE OF CONTENTS

1 Introduction

1.1 INTRODUCTION

Roadplan Consulting were commissioned by Wicklow County Council to prepare a Traffic and Transport Assessment for a proposed residential development at Tinahask Upper, Arklow, Co. Wicklow.

In preparing this report, Roadplan Consulting has made reference to:

- The Wicklow County Development Plan 2016-2022.
- The Institute of Highways and Transportation *Guidelines on the Preparation of Traffic Impact Assessments*.
- The *TII Transport Assessment Guidelines.*
- The *TII National Traffic Model*.

1.2 OBJECTIVES

The objective of this report is to examine the traffic implications of the proposed residential development in terms of how it can integrate with existing traffic in the area. The report will determine and quantify the extent of additional trips generated by the development, and the impact of such trips on the operational performance of the local road network and junctions, in particular the existing Tinahask Lower / St Michaels Terrace priority junction, the existing St Michaels Terrace / Harbour St priority junction, the existing Abbey St / Abbeyville priority junction and the existing Abbey St / Rory O'Connor Place priority Junction.

1.3 STUDY METHODOLOGY

- Traffic counts were undertaken by Irish Traffic Surveys on Tuesday 13th of April 2021 during a 12-hour period (07:00 to 19:00). Count information was obtained at the existing Tinahask Lower / St Michaels Terrace priority junction, the existing St Michaels Terrace / Harbour St priority junction, the existing Abbey St / Abbeyville priority junction and the existing Abbey St / Rory O'Connor Place priority Junction.
- Existing Traffic Assessment – The traffic count data was used to develop a PICADY model of the existing Tinahask Lower / St Michaels Terrace priority junction, the existing St Michaels Terrace / Harbour St priority junction, the existing Abbey St / Abbeyville priority junction and the existing Abbey St / Rory O'Connor Place priority Junction.
- Future Year Assessment – The estimated future year traffic volumes on the study area road network, as a result of the increase in background traffic and the additional development related traffic was used to assess the future operational performance of the junctions both at the year of opening of the development, 5 and 15 years after opening.

1.4 STRUCTURE OF REPORT

Following this introduction, the report is set out as follows:

- Chapter 2 provides details of the proposed development;
- Chapter 3 provides an overview of the existing traffic conditions and the local road network, identifying any existing issues related to traffic flow or road infrastructure;
- Chapters 4 and 5 outline the analysis as described in the Study Methodology above. The analysis examines trip generation, distribution and resulting junction operational performance with the development in place.

2 Proposed Development

2.1 SITE LOCATION

The site is located to the south east of Arklow as shown on Figure 2.1 'Site Location Map'. The site is bounded by housing estates to the north and west, agricultural lands to the south and the cost line to the east.

Figure 2.1: Site Location Map

2.2 DESCRIPTION OF PROPOSED DEVELOPMENT

The proposed development will consist of the construction of 500 residential housing units as shown in table 2.1 *Development Schedule*.

Table 2.1 – Development Schedule

Item	Quantity
Residential Dwelling	335
Social Housing	165
Total	500

Access to the proposed residential development will be via Church View housing estate access road.

3 Existing and Proposed Traffic Conditions

3.1 EXISTING TRAFFIC FLOWS

Classified traffic counts were undertaken by Irish Traffic Surveys on Tuesday 13th of April 2021 during a 12-hour period (07:00 to 19:00) The count data is provided in Appendix A – Traffic Counts. Count information was obtained at the following junction:

- Tinahask Lower / St Michaels Terrace priority junction
- St Michaels Terrace / Harbour St priority junction
- Abbey St / Abbeyville priority junction
- Abbey St / Rory O'Connor Place priority junction

The traffic flows during the AM and PM peak hours were abstracted from the surveyed data and are shown in the following table:

Tinahask Lower / St Michaels Terrace Priority Junction

2021 AM Peak Existing

From / To	Dock Rd	St Michaels Terrace	Tinahask Lower	**Totals**
Dock Rd	0	35	52	**87**
St Michaels Terrace	44	0	17	**61**
Tinahask Lower	37	7	0	**44**
Totals	**81**	**42**	**69**	**192**

2021 PM Peak Existing

From / To	Dock Rd	St Michaels Terrace	Tinahask Lower	**Totals**
Dock Rd	0	66	49	**115**
St Michaels Terrace	50	0	11	**61**
Tinahask Lower	50	11	0	**61**
Totals	**100**	**77**	**60**	**237**

St Michaels Terrace / Harbour St Priority Junction

2021 AM Peak Existing

From / To	St Michaels Terrace (south)	Harbour Ct	St Michaels Terrace (north)	**Totals**
St Michaels Terrace (south)	0	2	25	**27**
Harbour Ct	4	0	36	**40**
St Michaels Terrace (north)	21	22	0	**43**
Totals	**25**	**24**	**61**	**110**

2021 PM Peak Existing

From / To	St Michaels Terrace (south)	Harbour Ct	St Michaels Terrace (north)	**Totals**
St Michaels Terrace (south)	0	6	30	**36**
Harbour Ct	13	0	32	**45**
St Michaels Terrace (north)	33	43	0	**76**
Totals	**46**	**49**	**62**	**157**

Abbey St / Abbeyville Priority Junction

2021 AM Peak Existing

From / To	Back Street	Abbeyville	Abbey Street	**Totals**
Back Street	0	20	153	**173**
Abbeyville	34	0	3	**37**
Abbey Street	206	5	0	**211**
Totals	**240**	**25**	**156**	**421**

2021 PM Peak Existing

From / To	Back Street	Abbeyville	Abbey Street	**Totals**
Back Street	0	46	170	**216**
Abbeyville	17	0	7	**24**
Abbey Street	125	13	0	**138**
Totals	**142**	**59**	**177**	**378**

Abbey St / Rory O'Connor Place Priority Junction

2021 AM Peak Existing

	Abbey Street	Rory O'Connor Pl	Connolly St	**Totals**
Abbey Street	0	7	210	**217**
Rory O'Connor St	5	0	82	**87**
Connolly St	326	75	0	**401**
Totals	**331**	**82**	**292**	**705**

2021 PM Peak Existing

	Abbey Street	Rory O'Connor Pl	Connolly St	**Totals**
Abbey Street	0	11	202	**213**
Rory O'Connor Pl	10	0	74	**84**
Connolly St	152	100	0	**252**
Totals	**162**	**111**	**276**	**549**

A summary of the count data for the peak hour flows is contained in Appendix B – Traffic Flow Sheets.

3.2 EXISTING ROAD NETWORK

Access to the proposed development will be via the Church View Road. Church View Road provides access to Harbour Court, Abbeyville, Abbey Street and Rory O'Connor Place.

Church View access road has the following characteristics at the location of the access to the residential development:

- It's a single carriageway road that is approximately 5.5m wide.
- There is a footpath located on either side of the carriageway.
- Street lighting is provided along Church View access road.
- The speed limit on Church View access road is 30km/h.

Harbour Court access road provides internal access to the proposed residential development. Harbour Court access road has the following characteristics:

- It's a single carriageway road that is approximately 5.5m wide.
- There is a footpath located on either side of the carriageway.
- Street lighting is provided along Harbour Court access road.

- The speed limit on Harbour Court access road is 30km/h.

Abbeyville access road provides internal access to the proposed residential development. Abbeyville access road has the following characteristics:

- It's a single carriageway road that varies in width from 5.5m wide to 6m wide.
- Along sections of the access road a hard shoulder is provided which caters for on-street parking.
- There is a footpath located on either side of the carriageway.
- Street lighting is provided along Abbeyville access road.
- No speed limit signs are provided on Abbeyville access road.

Rory O' Connor Place access road provides internal access to the proposed residential development. Rory O' Connor Place access road has the following characteristics:

- It's a single carriageway road that varies in width from 5m wide to 5.5m wide.
- There is a footpath located on either side of the carriageway.
- Street lighting is provided along Rory O' Connor Place access road.
- No speed limit signs are provided on Rory O' Connor Place access road.

3.3 ROAD COLLISIONS

Information on road collisions was taken from the Road Safety Authority website and is provided hereunder in Figure 3.1.

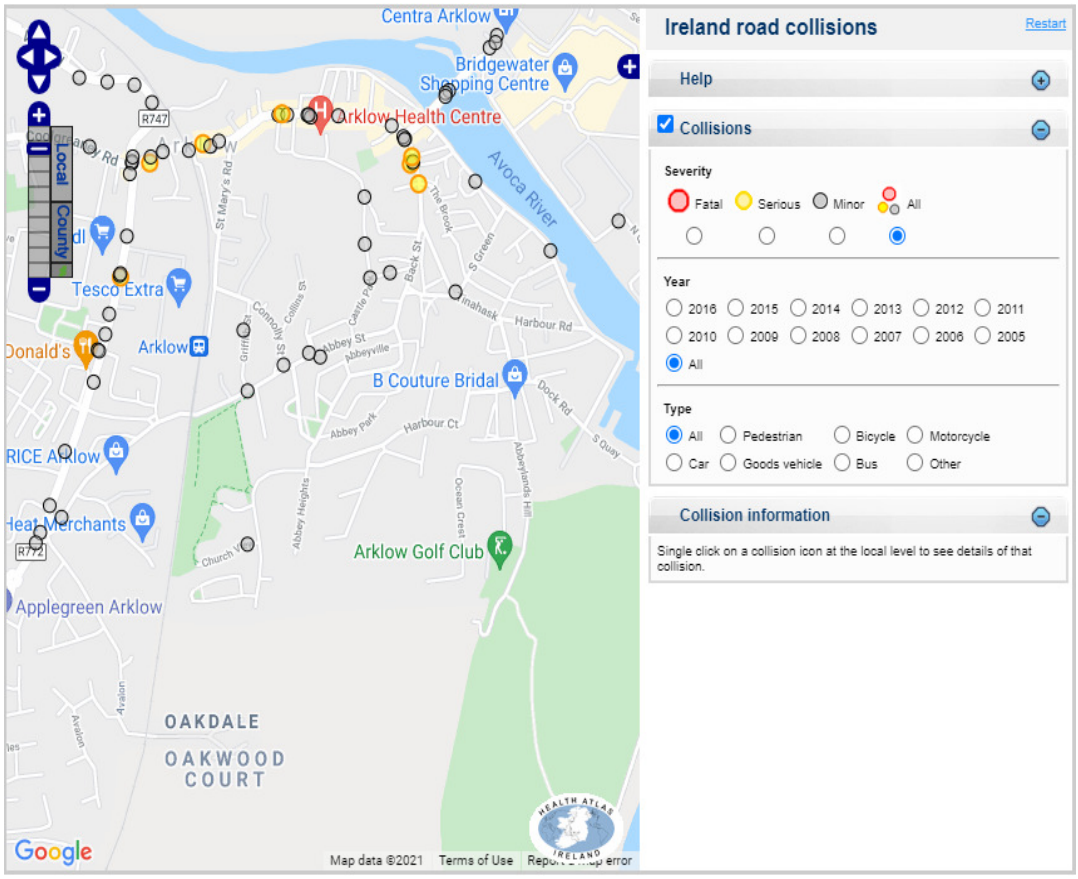


Fig 3.1: Road collisions

There are a number of minor collisions recorded along Abbey Street which provided access to the development and one minor collision recorded along Church View access road in the period of twelve years (from 2005 to 2016).

4 Traffic Generation and Predicted Impact

4.1 DEVELOPMENT TRIP GENERATION

The TRICS database has been used to predict the trip generation to and from the proposed development for the AM and PM peak periods. The development comprises of privately owned residential dwellings and social housing dwellings and TRICS information has been used to assess each of these residential categories. Full details of the TRICS information used for the assessments are provided in Appendix C - TRICS information.

4.1.1 House Dwellings (Privately Owned)

The category of "Residential – Houses Privately owned" has been assessed as the most appropriate development type category for this part of the development and the trip rates for the AM and PM peak periods are shown below:

Trip rates per number of Units 335

	Trip rate to development	Trip rate from development
AM Peak	0.167	0.416
PM Peak	0.354	0.228

For the proposed 335 dwellings, this would give the following trips to and from the proposed development:

Trip Generation – 335 Residential Dwellings

	Trip rate to development	Trip rate from development
AM Peak	56	139
PM Peak	118	76

4.1.2 House Dwelling (Social Housing)

The category of "Residential / Local Authority Houses" has been interrogated as the most appropriate development type category for this part of the development and the trip rates for the am and pm peak periods are shown below:

Trip rates per number of Units 165

	Trip rate to development	Trip rate from development
AM Peak	0.160	0.284
PM Peak	0.296	0.201

For the proposed 165 residential dwellings, this would give the following trips to and from the proposed development:

Trip Generation – 165 Residential Dwellings

	Trip rate to development	Trip rate from development
AM Peak	26	47
PM Peak	49	33

4.1.3 Total Development Trip Generation Summary

To summarise, the trips that are predicted to be generated by the proposed residential development are shown in the table below:

Trip Generation – Total Development

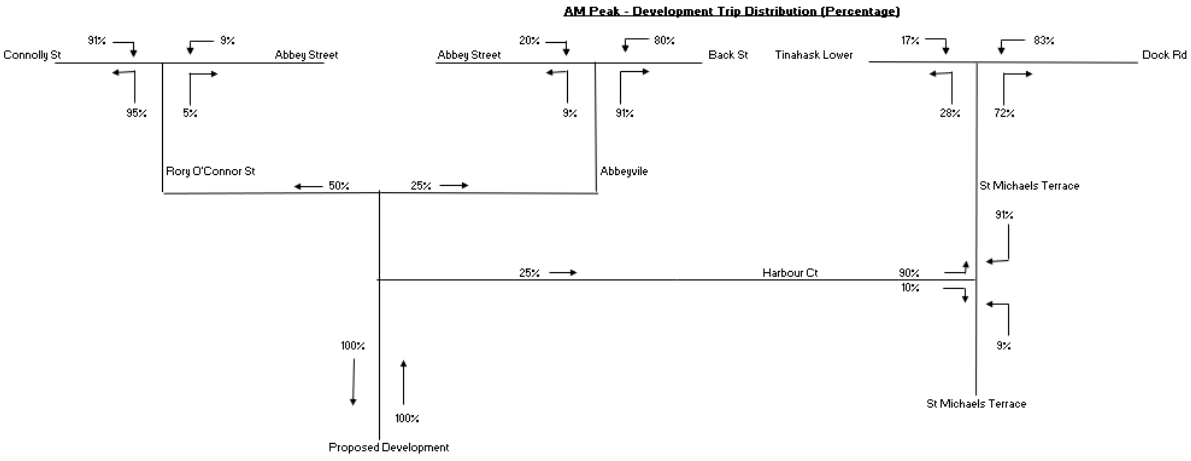
	Trip rate to development	Trip rate from development	Total
AM peak	82	186	268
PM peak	167	110	277

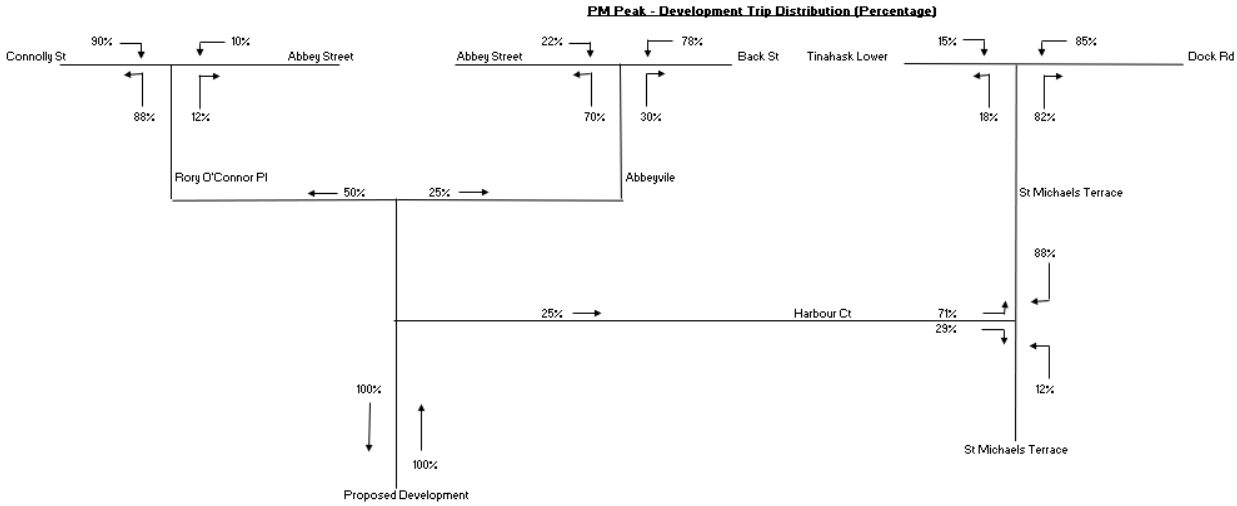
4.2 TRIP DISTRIBUTION

The access to the proposed residential development will be via Church View access road. Development traffic will travel via Rory O' Connor Place, Abbeyville and Harbour Court residential access roads to access the proposed development. At present approximately 50% of the existing residential traffic travels via Rory O' Connor Place, 25% travels via Abbeyville and 25% travels via Harbour Court. It is assumed that the proposed residential traffic will follow a similar pattern to the existing residential traffic flow.

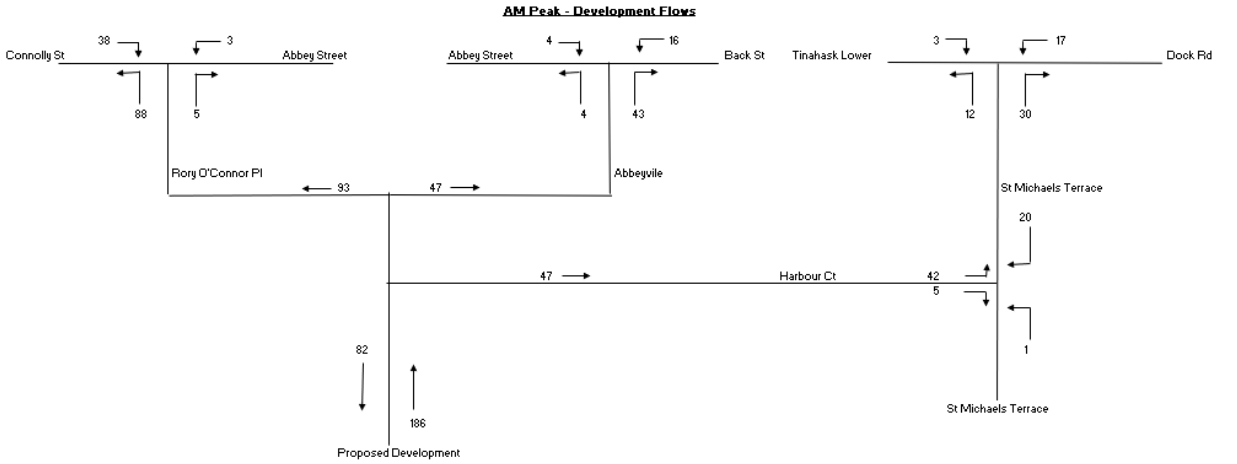
It is assumed that the proposed development traffic will distribution in a similar pattern to the existing distribution pattern at the existing Tinahask Lower / St Michaels Terrace priority junction, the existing St Michaels Terrace / Harbour St priority junction, the existing Abbey St / Abbeyville priority junction and the existing Abbey St / Rory O'Connor Place priority Junction.

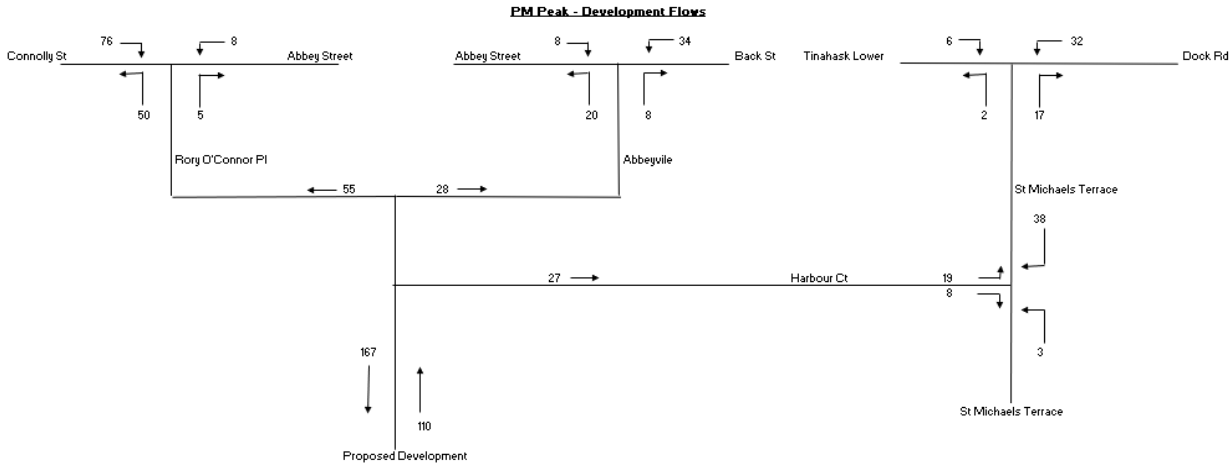
The following diagrams show the existing and proposed traffic distribution percentage for the AM and PM peak at the existing Tinahask Lower / St Michaels Terrace priority junction, the existing St Michaels Terrace / Harbour St priority junction, the existing Abbey St / Abbeyville priority junction and the existing Abbey St / Rory O'Connor Place priority Junction.





Using the proposed directional splits shown above and the trips generated by the proposed development outlined in 4.1, the following diagrams show the turning movements of predicted development traffic at the existing Tinahask Lower / St Michaels Terrace priority junction, the existing St Michaels Terrace / Harbour St priority junction, the existing Abbey St / Abbeyville priority junction and the existing Abbey St / Rory O'Connor Place priority Junction.





4.3 FUTURE YEAR TRAFFIC GROWTH

The TII issues a range of forecasts: low growth, medium growth and high growth. The implementation of policies relating to Smarter Travel and to public transport will act a deterrent to high growth in car-based travel. Low growth factors are however likely to be equally unrealistic at present in the Arklow area, so we have used medium growth factors in our assessment.

The zone in which the site is located is numbered 574 in the TII National Traffic Model. The growth factors are as follows:

Zone	2021 Existing	2024 development completion	2029 5 years after dev. completion	2039 15 years after dev. completion
574	1	4.66%	12.93%	18.84%

These percentages have been used to predict the increase in background traffic that will occur in future years. Full summary tables and predicted future traffic flows for 2024, 2029 and 2039 future years are included in Appendix B – Traffic Flow Sheets.

5 Junction Assessment

5.1 INTRODUCTION

Traffic generated by the proposed development will have some affect on the local road network surrounding the site. The following junctions were assessed:

- Tinahask Lower / St Michaels Terrace priority junction
- St Michaels Terrace / Harbour St priority junction
- Abbey St / Abbeyville priority junction
- Abbey St / Rory O'Connor Place priority junction

5.2 TINAHASK LOWER / ST MICHAELS TERRACE PRIORITY JUNCTION

Capacity assessments have been undertaken using the computer program PICADY for the AM and PM peak hours.

The following table summarises the existing situation and the effects that the proposed development will have on this junction in 2024, 2029 and 2039 using the existing and predicted traffic flows shown in Appendix B – Traffic Flow Sheets. Full PICADY printouts are provided in Appendix D – PICADY Results.

The parameters shown in the table are defined as follows:

Ratio of Flow to Capacity (RFC) is a factor indicating the flow on a junction arm relative to its capacity. An RFC of 1.0 means the junction has reached its ultimate capacity and an RFC of 0.85 means that the junction has reached its reserve capacity.

Avg. Queue is the average number of vehicles queued over the time period on the junction approach.

Queue delay is the average number of seconds delay to each vehicle in the time period.

Tinahask Lower / St Michaels Terrace Priority Junction – Capacity Assessment

Year	Period	Approach	Predicted RFC value	Avg Queue (vehicles)	Queue delay (secs./veh.)
2021 Base Year	AM Peak	Dock Road	-	-	-
		St Michaels Terrace	0.13	0	8
		Tinahask Lower	0.02	0	7
	PM Peak	Dock Road	-	-	-
		St Michaels Terrace	0.13	0	8
		Tinahask Lower	0.02	0	7
2024 No Dev.	AM Peak	Dock Road	-	-	-
		St Michaels Terrace	0.14	0	8
		Tinahask Lower	0.02	0	7
	PM Peak	Dock Road	-	-	-
		St Michaels Terrace	0.14	0	8
		Tinahask Lower	0.03	0	7
2024 With Dev.	AM Peak	Dock Road	-	-	-
		St Michaels Terrace	0.22	0	9
		Tinahask Lower	0.07	0	7
	PM Peak	Dock Road	-	-	-
		St Michaels Terrace	0.21	0	9
		Tinahask Lower	0.14	0	8
2029 No Dev.	AM Peak	Dock Road	-	-	-
		St Michaels Terrace	0.15	0	8
		Tinahask Lower	0.02	0	7
	PM Peak	Dock Road	-	-	-
		St Michaels Terrace	0.15	0	8
		Tinahask Lower	0.03	0	7

Year	Period	Approach	Predicted RFC value	Avg Queue (vehicles)	Queue delay (secs./veh.)
2029 With Dev.	AM Peak	Dock Road	-	-	-
		St Michaels Terrace	0.24	0	9
		Tinahask Lower	0.07	0	7
	PM Peak	Dock Road	-	-	-
		St Michaels Terrace	0.22	0	9
		Tinahask Lower	0.14	0	8
2039 No Dev.	AM Peak	Dock Road	-	-	-
		St Michaels Terrace	0.15	0	8
		Tinahask Lower	0.02	0	7
	PM Peak	Dock Road	-	-	-
		St Michaels Terrace	0.16	0	9
		Tinahask Lower	0.03	0	7
2039 With Dev.	AM Peak	Dock Road	-	-	-
		St Michaels Terrace	0.24	0	9
		Tinahask Lower	0.07	0	7
	PM Peak	Dock Road	-	-	-
		St Michaels Terrace	0.23	0	9
		Tinahask Lower	0.14	0	8

The summary predictions shown in the table above indicate that currently the existing Tinahask Lower / St Michaels Terrace priority junction operates within capacity with no queues and minimal delays during the AM and PM peak period.

In 2024, 2029 and 2039 with the residential development operational and an increase in background flows the priority junction will operate within capacity with no queues and minimal delays during the AM and PM peak hours.

5.3 ST MICHAELS TERRACE / HARBOUR ST PRIORITY JUNCTION

The following table summarises the existing situation and the effects that the proposed development will have on this junction in 2024, 2029 and 2039 using the existing and predicted traffic flows shown in Appendix B – Traffic Flow Sheets. Full PICADY printouts are provided in Appendix D – PICADY Results.

St Michaels Terrace / Harbour Street Priority Junction – Capacity Assessment

Year	Period	Approach	Predicted RFC value	Avg Queue (vehicles)	Queue delay (secs./veh.)
2021 Base Year	AM Peak	St Michaels Terrace (south)	-	-	-
		Harbour Court	0.07	0	7
		St Michaels Terrace (north)	0.04	0	7
	PM Peak	St Michaels Terrace (south)	-	-	-
		Harbour Court	0.09	0	7
		St Michaels Terrace (north)	0.08	0	7
2024 No Dev.	AM Peak	St Michaels Terrace (south)	-	-	-
		Harbour Court	0.08	0	7
		St Michaels Terrace (north)	0.05	0	7
	PM Peak	St Michaels Terrace (south)	-	-	-
		Harbour Court	0.09	0	7
		St Michaels Terrace (north)	0.09	0	7
2024 With Dev.	AM Peak	St Michaels Terrace (south)	-	-	-
		Harbour Court	0.17	0	8
		St Michaels Terrace (north)	0.05	0	7
	PM Peak	St Michaels Terrace (south)	-	-	-
		Harbour Court	0.15	0	8
		St Michaels Terrace (north)	0.10	0	7

Year	Period	Approach	Predicted RFC value	Avg Queue (vehicles)	Queue delay (secs./veh.)
2029 No Dev.	AM Peak	St Michaels Terrace (south)	-	-	-
		Harbour Court	0.09	0	7
		St Michaels Terrace (north)	0.05	0	7
	PM Peak	St Michaels Terrace (south)	-	-	-
		Harbour Court	0.10	0	7
		St Michaels Terrace (north)	0.10	0	7
2029 With Dev.	AM Peak	St Michaels Terrace (south)	-	-	-
		Harbour Court	0.18	0	8
		St Michaels Terrace (north)	0.06	0	7
	PM Peak	St Michaels Terrace (south)	-	-	-
		Harbour Court	0.16	0	8
		St Michaels Terrace (north)	0.11	0	7
2039 No Dev.	AM Peak	St Michaels Terrace (south)	-	-	-
		Harbour Court	0.09	0	7
		St Michaels Terrace (north)	0.05	0	7
	PM Peak	St Michaels Terrace (south)	-	-	-
		Harbour Court	0.11	0	7
		St Michaels Terrace (north)	0.10	0	7
2039 With Dev.	AM Peak	St Michaels Terrace (south)	-	-	-
		Harbour Court	0.18	0	8
		St Michaels Terrace (north)	0.06	0	7
	PM Peak	St Michaels Terrace (south)	-	-	-
		Harbour Court	0.16	0	8
		St Michaels Terrace (north)	0.12	0	7

The summary predictions shown in the table above indicate that currently the existing St Michaels Terrace / Harbour Court priority junction operates within capacity with no queues and minimal delays during the AM and PM peak period.

In 2024, 2029 and 2039 with the residential development operational and an increase in background flows the priority junction will operate within capacity with no queues and minimal delays during the AM and PM peak hours.

5.4 ABBEY STREET / ABBEYVILLE PRIORITY JUNCTION

The following table summarises the existing situation and the effects that the proposed development will have on this junction in 2024, 2029 and 2039 using the existing and predicted traffic flows shown in Appendix B – Traffic Flow Sheets. Full PICADY printouts are provided in Appendix D – PICADY Results.

Abbey Street / Abbeyville Priority Junction – Capacity Assessment

Year	Period	Approach	Predicted RFC value	Avg Queue (vehicles)	Queue delay (secs./veh.)
2021 Base Year	AM Peak	Back Street	-	-	-
		Abbeyville	0.10	0	10
		Abbey Street	0.01	0	6
	PM Peak	Back Street	-	-	-
		Abbeyville	0.06	0	9
		Abbey Street	0.03	0	6
2024 No Dev.	AM Peak	Back Street	-	-	-
		Abbeyville	0.10	0	10
		Abbey Street	0.01	0	6
	PM Peak	Back Street	-	-	-
		Abbeyville	0.06	0	9
		Abbey Street	0.03	0	6

Year	Period	Approach	Predicted RFC value	Avg Queue (vehicles)	Queue delay (secs./veh.)
2024 With Dev.	AM Peak	Back Street	-	-	-
		Abbeyville	0.23	0	11
		Abbey Street	0.02	0	6
	PM Peak	Back Street	-	-	-
		Abbeyville	0.10	0	9
		Abbey Street	0.05	0	6
2029 No Dev.	AM Peak	Back Street	-	-	-
		Abbeyville	0.11	0	10
		Abbey Street	0.02	0	6
	PM Peak	Back Street	-	-	-
		Abbeyville	0.07	0	9
		Abbey Street	0.04	0	6
2029 With Dev.	AM Peak	Back Street	-	-	-
		Abbeyville	0.24	0	12
		Abbey Street	0.02	0	6
	PM Peak	Back Street	-	-	-
		Abbeyville	0.11	0	9
		Abbey Street	0.06	0	6
2039 No Dev.	AM Peak	Back Street	-	-	-
		Abbeyville	0.12	0	10
		Abbey Street	0.02	0	6
	PM Peak	Back Street	-	-	-
		Abbeyville	0.07	0	9
		Abbey Street	0.04	0	6
2039 With Dev.	AM Peak	Back Street	-	-	-
		Abbeyville	0.25	0	12
		Abbey Street	0.03	0	6
	PM Peak	Back Street	-	-	-
		Abbeyville	0.11	0	9
		Abbey Street	0.06	0	6

The summary predictions shown in the table above indicate that currently the existing Abbey Street / Abbeyville priority junction operates within capacity with no queues and minimal delays during the AM and PM peak period.

In 2024, 2029 and 2039 with the residential development operational and an increase in background flows the priority junction will operate within capacity with no queues and minimal delays during the AM and PM peak hours.

5.5 ABBEY STREET / RORY O'CONNOR PLACE PRIORITY JUNCTION

The following table summarises the existing situation and the effects that the proposed development will have on this junction in 2024, 2029 and 2039 using the existing and predicted traffic flows shown in Appendix B – Traffic Flow Sheets. Full PICADY printouts are provided in Appendix D – PICADY Results.

Abbey Street / Rory O'Connor Place Priority Junction – Capacity Assessment

Year	Period	Approach	Predicted RFC value	Avg Queue (vehicles)	Queue delay (secs./veh.)
2021 Base Year	AM Peak	Abbey Street	-	-	-
		Rory O'Connor Place	0.17	0	8
		Connolly Street	0.18	0	5
	PM Peak	Abbey Street	-	-	-
		Rory O'Connor Place	0.17	0	8
		Connolly Street	0.21	0	7

Year	Period	Approach	Predicted RFC value	Avg Queue (vehicles)	Queue delay (secs./veh.)
2024 No Dev.	AM Peak	Abbey Street	-	-	-
		Rory O'Connor Place	0.18	0	8
		Connolly Street	0.19	0	5
	PM Peak	Abbey Street	-	-	-
		Rory O'Connor Place	0.18	0	8
		Connolly Street	0.22	0	7
2024 With Dev.	AM Peak	Abbey Street	-	-	-
		Rory O'Connor Place	0.37	1	11
		Connolly Street	0.29	1	6
	PM Peak	Abbey Street	-	-	-
		Rory O'Connor Place	0.30	0	10
		Connolly Street	0.37	1	8
2029 No Dev.	AM Peak	Abbey Street	-	-	-
		Rory O'Connor Place	0.20	0	8
		Connolly Street	0.22	1	6
	PM Peak	Abbey Street	-	-	-
		Rory O'Connor Place	0.20	0	8
		Connolly Street	0.25	0	7
2029 With Dev.	AM Peak	Abbey Street	-	-	-
		Rory O'Connor Place	0.39	1	11
		Connolly Street	0.32	1	6
	PM Peak	Abbey Street	-	-	-
		Rory O'Connor Place	0.32	1	10
		Connolly Street	0.40	1	9
2039 No Dev.	AM Peak	Abbey Street	-	-	-
		Rory O'Connor Place	0.21	0	9
		Connolly Street	0.23	1	6
	PM Peak	Abbey Street	-	-	-
		Rory O'Connor Place	0.21	0	9
		Connolly Street	0.26	1	7
2039 With Dev.	AM Peak	Abbey Street	-	-	-
		Rory O'Connor Place	0.40	1	11
		Connolly Street	0.33	1	6
	PM Peak	Abbey Street	-	-	-
		Rory O'Connor Place	0.34	1	10
		Connolly Street	0.41	1	9

The summary predictions shown in the table above indicate that currently the existing Abbey Street / Rory O'Connor Place priority junction operates within capacity with no queues and minimal delays during the AM and PM peak period.

In 2024, 2029 and 2039 with the residential development operational and an increase in background flows the priority junction will operate within capacity with no queues and minimal delays during the AM and PM peak hours.

5.6 OPERATIONAL ASSESSMENTS - CONCLUSIONS

Junction analyses to assess the effects of traffic generated by the proposed development have been undertaken for the existing Tinahask Lower / St Michaels Terrace priority junction, the existing St Michaels Terrace / Harbour Street priority junction, the existing Abbey Street / Abbeyville priority junction and the existing Abbey St / Rory O'Connor Place priority Junction. The analysis shows that:

- The existing Tinahask Lower / St Michaels Terrace priority junction currently operates within capacity with no queues and minimal delays during the AM and PM peak hours.

- The existing Tinahask Lower / St Michaels Terrace priority junction will continue to operate within capacity with no queues and minimal delays when the proposed residential development is completed in 2024, year of opening, 2029, five years after opening and in 2039, fifteen years after opening.

- The existing St Michaels Terrace / Harbour Street priority junction currently operates within capacity with no queues and minimal delays during the AM and PM peak hours.

- The existing St Michaels Terrace / Harbour Street priority junction will continue to operate within capacity with no queues and minimal delays when the proposed residential development is completed in 2024, year of opening, 2029, five years after opening and in 2039, fifteen years after opening.

- The existing Abbey Street / Abbeyville priority junction currently operates within capacity with no queues and minimal delays during the AM and PM peak hours.

- The existing Abbey Street / Abbeyville priority junction will continue to operate within capacity with no queues and minimal delays when the proposed residential development is completed in 2024, year of opening, 2029, five years after opening and in 2039, fifteen years after opening.

- The existing Abbey St / Rory O'Connor Place priority junction currently operates within capacity with no queues and minimal delays during the AM and PM peak hours.

- The existing Abbey St / Rory O'Connor Place priority junction will continue to operate within capacity with no queues and minimal delays when the proposed residential development is completed in 2024, year of opening, 2029, five years after opening and in 2039, fifteen years after opening.

APPENDICES

Appendix A – Traffic Counts

Sites Overview

Irish Traffic Surveys

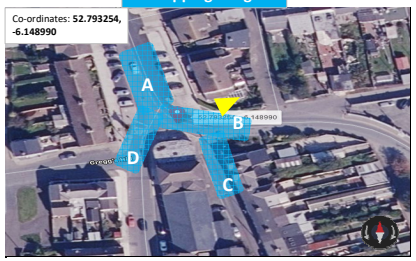
Survey Name :	ITS J-475 Tinahask
Site:	1 to 4
Date:	13/04/2021
Time:	07:00 - 19:00
Location:	Arklow Co. Wicklow
Classification:	Car, LGV, OGV1, OGV2, PSV, PC

Survey Name :	ITS J-475 Tinahask
Site:	1 to 4
Date:	13/04/2021
Time:	07:00 - 19:00
Location:	Arklow Co. Wicklow
Classification:	Car, LGV, OGV1, OGV2, PSV, PC

Irish Traffic Surveys

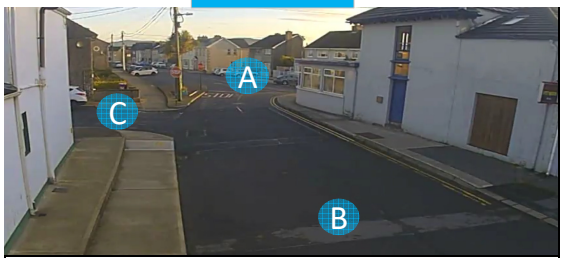
JTC 1 Cam S17

Mapping Image



JTC 1, Card	
Date:	13.04.21
Time Period:	0700 - 1900
Junction Type:	4 Arm
Reporting Interval:	15min
Classification scheme:	Car, LGV, OGV1, OGV2, PSV, M/C, P/C
Queues Required:	No
Pedestrian required:	No

JTC 2 Cam S15



Mapping Image

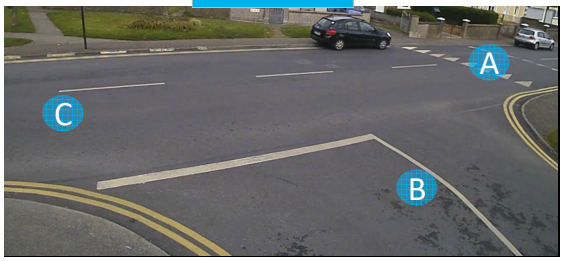
JTC 2, Card	
Date:	13.04.21
Time Period:	0700 - 1900
Junction Type:	3 Arm
Reporting Interval:	15min
Classification scheme:	Car, LGV, OGV1, OGV2, PSV, M/C, P/C
Queues Required:	No
Pedestrian required:	No

JTC 3 Cam S26

Mapping Image

JTC 3, Card	
Date:	13.04.21
Time Period:	0700 - 1900
Junction Type:	3 Arm
Reporting Interval:	15min
Classification scheme:	Car, LGV, OGV1, OGV2, PSV, M/C, P/C
Queues Required:	No
Pedestrian required:	No

JTC 4 Cam A2



Mapping Image

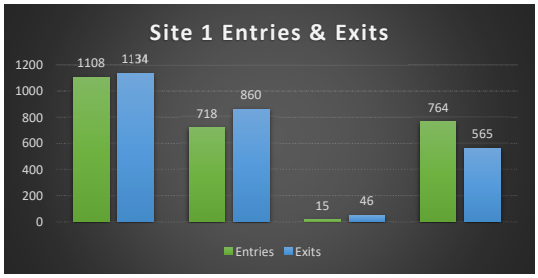
JTC 4, Card	
Date:	13.04.21
Time Period:	0700 - 1900
Junction Type:	3 Arm
Reporting Interval:	15min
Classification scheme:	Car, LGV, OGV1, OGV2, PSV, M/C, P/C
Queues Required:	No
Pedestrian required:	No

Survey Name :	ITS J-475 Tinahask
Site:	1
Date:	13/04/2021
Time:	07:00 - 19:00
Location:	52.793254, -6.148990
Classification:	Car, LGV, OGV1, OGV2, PSV, PC

Site 1

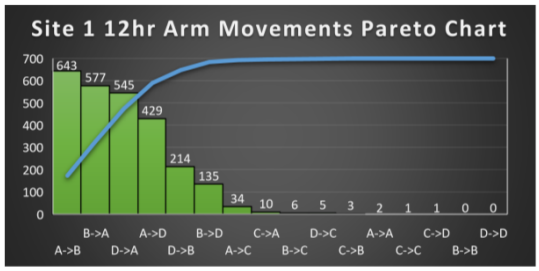
Site 1

12hr Matrix	A	B	C	D
A	2	643	34	429
B	577	0	6	135
C	10	3	1	1
D	545	214	5	0
Totals	A	B	C	D
Entries	1108	718	15	764
Exits	1134	860	46	565



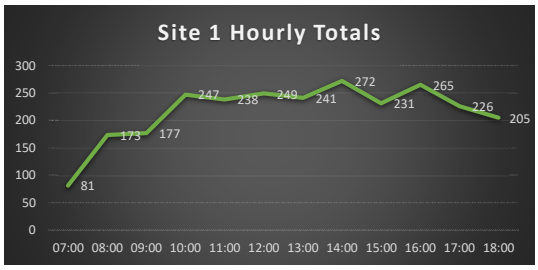
Site 1

Movement	12hr Total	% Total
A->A	2	0.1%
A->B	643	24.7%
A->C	34	1.3%
A->D	429	16.5%
B->A	577	22.1%
B->B	0	0.0%
B->C	6	0.2%
B->D	135	5.2%
C->A	10	0.4%
C->B	3	0.1%
C->C	1	0.0%
C->D	1	0.0%
D->A	545	20.9%
D->B	214	8.2%
D->C	5	0.2%
D->D	0	0.0%
Total	2605	100.0%



Site 1

TIME	Period total	% of 12hr Total
07:00	81	3%
08:00	173	7%
09:00	177	7%
10:00	247	9%
11:00	238	9%
12:00	249	10%
13:00	241	9%
14:00	272	10%
15:00	231	9%
16:00	265	10%
17:00	226	9%
18:00	205	8%
Total	2605	100%



Site 1 12hr Vehicle Totals

TIME	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	% of 12hr Total
07:00	54	19	3	4	0	0	1	3%
08:00	125	31	4	6	0	1	6	7%
09:00	136	27	5	6	0	0	3	7%
10:00	180	49	3	11	0	1	3	9%
11:00	182	32	5	9	0	2	8	9%
12:00	197	30	8	9	0	1	4	10%
13:00	200	22	4	11	0	0	4	9%
14:00	216	38	2	15	0	0	1	10%
15:00	175	37	5	10	0	0	4	9%
16:00	213	38	3	8	1	1	1	10%
17:00	186	30	1	2	0	0	7	9%
18:00	175	18	2	1	0	1	8	8%
Total	**2039**	**371**	**45**	**92**	**1**	**7**	**50**	
% Total	**78.27%**	**14.24%**	**1.73%**	**3.53%**	**0.04%**	**0.27%**	**1.92%**	

Survey Name :	ITS J-475 Tinahask
Site:	1
Date:	13/04/2021
Time:	07:00 - 19:00
Location:	52.793254, -6.148990
Classification:	Car, LGV, OGV1, OGV2, PSV, PC

Irish Traffic Surveys

	A => A								A => B								A => C								A => D							
TIME	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT
07:00	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
07:45	0	0	0	0	0	0	0	0	10	5	1	0	0	0	0	16	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
H/TOT	0	0	0	0	0	0	0	0	16	8	1	0	0	0	0	25	0	1	0	0	0	0	0	1	4	1	0	0	0	0	0	5
08:00	0	0	0	0	0	0	0	0	6	3	0	0	0	0	1	10	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	5
08:15	0	0	0	0	0	0	0	0	6	0	0	2	0	0	0	8	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
08:30	0	0	0	0	0	0	0	0	5	4	0	1	0	0	0	10	1	0	0	0	0	0	0	1	4	0	1	0	0	0	1	6
08:45	0	0	0	0	0	0	0	0	9	3	0	1	0	0	0	13	1	0	0	0	0	0	0	1	7	1	0	0	0	0	0	8
H/TOT	0	0	0	0	0	0	0	0	26	10	0	4	0	0	1	41	2	0	0	0	0	0	0	2	15	6	1	0	0	0	1	23
09:00	0	0	0	0	0	0	0	0	6	0	0	1	0	0	0	7	1	0	0	0	0	0	0	1	5	1	0	0	0	0	0	6
09:15	0	0	0	0	0	0	0	0	11	2	1	0	0	0	0	14	2	1	0	0	0	0	0	3	11	2	0	0	0	0	0	13
09:30	0	0	0	0	0	0	0	0	10	3	0	0	0	0	1	14	0	0	0	0	0	0	0	0	6	2	0	0	0	0	0	8
09:45	0	0	0	0	0	0	0	0	10	1	0	0	0	0	0	11	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9
H/TOT	0	0	0	0	0	0	0	0	37	6	1	1	0	0	1	46	3	1	0	0	0	0	0	4	31	5	0	0	0	0	0	36
10:00	0	0	0	0	0	0	0	0	17	5	0	3	0	0	0	25	0	0	0	0	0	0	0	0	9	1	0	0	0	0	0	10
10:15	0	0	0	0	0	0	0	0	21	0	1	0	0	0	1	23	1	0	0	0	0	0	0	1	7	3	0	0	0	0	0	10
10:30	0	0	0	0	0	0	0	0	18	2	0	2	0	0	0	22	1	0	0	0	0	0	0	1	8	3	0	0	0	0	0	11
10:45	0	0	0	0	0	0	0	0	12	2	0	0	0	0	0	14	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	5
H/TOT	0	0	0	0	0	0	0	0	68	9	1	5	0	0	1	84	2	0	0	0	0	0	0	2	27	9	0	0	0	0	0	36
11:00	0	0	0	0	0	0	0	0	11	1	0	2	0	0	0	14	2	0	0	0	0	0	0	2	3	1	0	0	0	0	0	4
11:15	0	0	0	0	0	0	0	0	8	1	0	1	0	0	0	10	0	0	0	0	0	0	0	0	10	1	0	0	0	1	0	12
11:30	0	0	0	0	0	0	0	0	12	3	1	0	0	0	0	16	0	0	0	0	0	0	0	0	6	1	0	0	0	0	2	9
11:45	0	0	0	0	0	0	0	0	14	2	0	0	0	1	0	17	2	0	0	0	0	0	0	2	5	2	1	0	0	0	0	8
H/TOT	0	0	0	0	0	0	0	0	45	7	1	3	0	1	0	57	4	0	0	0	0	0	0	4	24	5	1	0	0	1	2	33
12:00	0	0	0	0	0	0	0	0	7	1	1	1	0	0	0	10	0	1	0	0	0	0	0	1	7	1	0	0	0	0	0	8
12:15	0	0	0	0	0	0	0	0	14	1	0	1	0	0	0	16	0	1	0	0	0	0	0	1	8	1	0	0	0	0	0	9
12:30	0	0	0	0	0	0	0	0	19	1	0	2	0	0	0	22	0	0	0	0	0	0	0	0	6	0	1	0	0	0	0	7
12:45	0	0	0	0	0	0	0	0	8	1	0	3	0	0	0	12	1	0	0	0	0	0	0	1	9	0	2	0	0	0	0	11
H/TOT	0	0	0	0	0	0	0	0	48	4	1	7	0	0	0	60	1	2	0	0	0	0	0	3	30	2	3	0	0	0	0	35
13:00	0	0	0	0	0	0	0	0	17	0	0	2	0	0	0	19	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9
13:15	1	0	0	0	0	0	0	1	16	1	0	2	0	0	0	19	0	0	0	0	0	0	0	0	4	3	2	0	0	0	0	9
13:30	0	0	0	0	0	0	0	0	15	1	0	1	0	0	0	17	0	0	0	0	0	0	0	0	11	2	0	0	0	0	0	13
13:45	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8	2	0	0	0	0	0	0	2	7	1	0	0	0	0	0	8
H/TOT	1	0	0	0	0	0	0	1	55	3	0	5	0	0	0	63	2	0	0	0	0	0	0	2	31	6	2	0	0	0	0	39
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14:15	0	0	0	0	0	0	0	0	13	1	0	0	0	0	1	15	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6
14:30	0	1	0	0	0	0	0	1	12	1	1	0	0	0	0	14	2	0	0	0	0	0	0	2	4	0	0	0	0	0	0	4
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H/TOT	0	1	0	0	0	0	0	1	50	2	1	3	0	0	1	57	3	0	0	0	0	0	0	3	26	5	0	0	0	0	0	31
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15:30	0	0	0	0	0	0	0	0	17	2	0	1	0	0	0	20	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
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H/TOT	0	0	0	0	0	0	0	0	52	6	2	5	0	0	0	65	3	1	0	0	0	0	0	4	27	8	0	0	0	0	1	36
16:00	0	0	0	0	0	0	0	0	10	2	1	0	0	0	0	13	0	0	0	0	0	0	0	0	14	1	1	0	0	0	0	16
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16:30	0	0	0	0	0	0	0	0	9	2	1	0	0	0	0	12	2	0	0	0	0	0	0	2	16	2	0	0	0	0	0	18
16:45	0	0	0	0	0	0	0	0	10	2	0	0	0	0	0	12	0	0	0	0	0	0	0	0	7	2	0	0	0	0	0	9
H/TOT	0	0	0	0	0	0	0	0	38	6	2	3	0	0	0	49	2	0	0	0	0	0	0	2	47	8	1	0	0	0	0	56
17:00	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6	1	0	0	0	0	0	0	1	16	6	0	0	0	0	0	22
17:15	0	0	0	0	0	0	0	0	14	1	0	0	0	0	0	15	0	1	0	0	0	0	0	1	10	6	1	0	0	0	0	17
17:30	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9	1	0	0	0	0	0	0	1	8	0	0	0	0	0	0	8
17:45	0	0	0	0	0	0	0	0	15	1	0	0	0	0	0	16	2	0	0	0	0	0	0	2	13	0	0	0	0	0	0	13
H/TOT	0	0	0	0	0	0	0	0	43	3	0	0	0	0	0	46	4	1	0	0	0	0	0	5	47	12	1	0	0	0	0	60
18:00	0	0	0	0	0	0	0	0	12	2	0	0	0	0	0	14	1	0	0	0	0	0	0	1	10	0	0	0	0	1	0	11
18:15	0	0	0	0	0	0	0	0	9	1	0	0	0	0	0	10	0	0	0	0	0	0	1	1	8	2	0	0	0	0	0	10
18:30	0	0	0	0	0	0	0	0	16	0	0	0	0	0	0	16	0	0	0	0	0	0	0	0	10	1	0	0	0	0	1	12
18:45	0	0	0	0	0	0	0	0	9	1	0	0	0	0	0	10	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6
H/TOT	0	0	0	0	0	0	0	0	46	4	0	0	0	0	0	50	1	0	0	0	0	0	1	2	33	4	0	0	0	1	1	39
12 TOT	1	1	0	0	0	0	0	2	524	68	10	36	0	1	4	643	27	6	0	0	0	0	1	34	342	71	9	0	0	2	5	429

B => A								B => B								B => C								B => D							
CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT
0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	1	0	3	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
3	0	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	1	1	4	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
4	1	1	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	2	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	1	0	2	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2
16	4	1	2	0	0	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	3
3	2	2	3	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
6	2	0	2	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
7	1	1	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	3
20	6	3	5	0	0	0	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	0	1	8
11	2	0	0	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
7	0	0	1	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
7	1	1	1	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	5
13	8	0	4	0	0	0	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
38	11	1	6	0	0	0	56	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	5	0	0	0	0	0	11
13	0	1	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
9	4	1	5	0	0	1	20	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
10	2	1	0	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	2	0	0	0	0	1	11
17	1	0	1	0	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	3
49	7	3	6	0	0	1	66	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	14	2	0	0	0	0	2	18
6	2	1	2	0	1	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4
7	2	1	0	0	0	0	10	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	6	1	0	0	0	0	0	7
15	3	1	0	0	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
13	1	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2
41	8	3	2	0	1	0	55	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	12	3	0	0	0	0	1	16
17	0	0	0	0	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
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12	2	0	2	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
6	0	0	2	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
43	3	0	6	0	0	1	53	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	2	0	0	0	0	2	10
19	2	0	6	0	0	0	27	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	5	1	0	0	0	0	0	6
14	1	0	2	0	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	1	0	0	0	0	0	10
16	3	0	1	0	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
6	1	0	3	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
55	7	0	12	0	0	0	74	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	19	3	0	0	0	0	0	22
10	0	3	0	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3	4
9	1	0	2	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
10	1	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
9	3	0	3	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
38	5	3	5	0	0	0	51	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	0	3	11
15	1	0	1	0	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
15	3	0	0	0	0	0	18	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	5	1	0	0	0	0	0	6
16	1	0	3	0	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	1	0	0	4
6	1	0	1	0	0	0	8	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	3	1	0	0	0	0	0	4
52	6	0	5	0	0	0	63	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	12	4	0	0	1	0	0	17
10	1	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
7	1	0	0	0	0	0	8	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	1	0	0	0	0	1	3
10	1	0	2	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
33	3	0	2	0	0	0	38	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	2	2	0	0	0	0	1	5
12	0	0	0	0	0	1	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
15	1	0	0	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	4
11	2	0	1	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0	1	6
9	0	1	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
47	3	1	1	0	0	1	53	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	3	0	0	0	0	3	12
437	64	16	56	0	1	3	577	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6	92	28	1	0	1	0	13	135

C => A								C => B								C => C								C => D							
CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
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0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	3	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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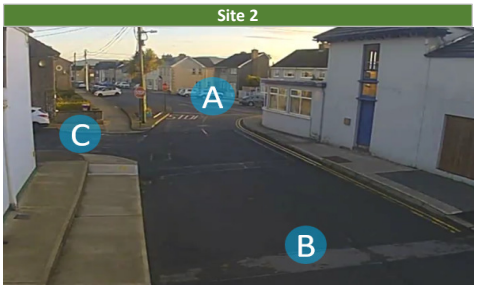
9	1	0	0	0	0	0	10	1	1	0	0	0	0	1	3	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1

D => A								D => B								D => C								D => D							
CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT
4	2	0	0	0	0	0	6	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	2	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	1	0	0	0	0	0	8	2	0	1	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	3	0	0	0	0	0	6	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20	8	0	0	0	0	0	28	6	0	1	0	0	0	1	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	3	0	0	0	0	0	12	3	1	0	0	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17	2	0	0	0	0	0	19	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	0	0	0	0	1	0	12	0	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17	1	0	0	0	0	0	18	5	0	0	0	0	0	3	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
54	6	0	0	0	1	0	61	12	2	1	0	0	0	4	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	1	1	0	0	0	0	10	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	7	4	2	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	2	0	0	0	0	0	9	2	1	0	0	0	0	0	3	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	3	5	2	0	0	0	0	1	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
25	3	1	0	0	0	0	29	13	5	0	0	0	0	1	19	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
4	2	0	0	0	0	0	6	3	1	0	0	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	2	0	0	0	1	1	11	3	1	0	0	0	0	0	4	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
10	4	1	0	0	0	0	15	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	2	0	0	0	0	0	5	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24	10	1	0	0	1	1	37	11	4	0	0	0	0	1	16	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
8	1	0	0	0	0	0	9	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	9	3	1	0	0	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	6	1	5	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	3	0	0	0	0	0	15	4	0	0	0	0	0	2	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
35	4	0	0	0	0	0	39	10	7	0	0	0	0	3	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	2	1	0	0	0	0	14	2	2	0	0	0	0	2	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	2	0	0	0	0	0	13	8	1	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	0	0	0	0	0	0	16	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	2	0	0	0	0	0	12	1	2	0	0	0	0	1	4	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
48	6	1	0	0	0	0	55	14	5	0	0	0	0	3	22	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
10	1	1	0	0	0	0	12	5	2	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	2	0	0	0	0	0	10	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	0	1	0	0	0	0	11	2	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18	2	0	0	0	0	0	20	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
46	5	2	0	0	0	0	53	15	3	0	0	0	0	1	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	5	1	0	0	0	0	13	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	2	0	0	0	0	0	11	3	3	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	3	0	0	0	0	0	16	6	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	4	0	0	0	0	0	17	3	2	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
42	14	1	0	0	0	0	57	20	6	0	0	0	0	0	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	2	0	0	0	0	0	8	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	6	0	0	0	0	0	15	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	9	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	5	0	0	0	0	0	17	2	3	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
36	13	0	0	0	0	0	49	11	3	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	3	0	0	0	0	0	15	3	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17	0	0	0	0	0	0	17	3	2	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	3	0	0	1	0	0	12	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	4	0	0	0	0	0	14	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
47	10	0	0	0	1	0	58	13	3	0	0	0	0	1	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	1	0	0	0	0	0	6	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	4	0	0	0	0	0	18	0	1	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	1	0	0	0	0	0	13	7	1	0	0	0	0	0	8	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
10	1	0	0	0	0	4	15	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
41	7	0	0	0	0	4	52	12	2	0	0	0	0	1	15	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
12	1	0	0	0	0	0	13	3	1	0	0	0	0	0	4	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
5	0	0	0	0	0	1	6	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	5	4	2	1	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	3	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
25	1	0	0	0	0	1	27	15	3	1	0	0	0	0	19	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
443	87	6	0	0	3	6	545	152	43	3	0	0	0	16	214	4	0	0	0	0	0	1	5	0	0	0	0	0	0	0	0

Survey Name :	ITS J-475 Tinahask
Site:	2
Date:	13/04/2021
Time:	07:00 - 19:00
Location:	52.793139, -6.149126
Classification:	Car, LGV, OGV1, OGV2, PSV, PC

Irish Traffic Surveys

Site 2

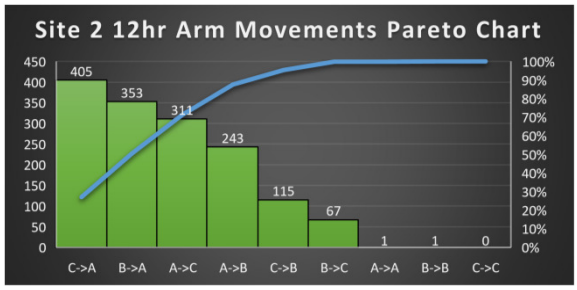


Site 2

12hr Matrix	A	B	C
A	1	243	311
B	353	1	67
C	405	115	0
Totals	A	B	C
Entries	555	421	520
Exits	759	359	378

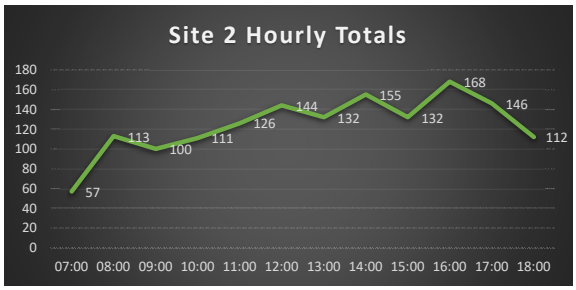
Site 2

Movement	12hr Total	% Total
A->A	1	0.1%
A->B	243	16.2%
A->C	311	20.8%
B->A	353	23.6%
B->B	1	0.1%
B->C	67	4.5%
C->A	405	27.1%
C->B	115	7.7%
C->C	0	0.0%
Total	1496	100.0%



Site 2

TIME	Period total	% of 12hr Total
07:00	57	4%
08:00	113	8%
09:00	100	7%
10:00	111	7%
11:00	126	8%
12:00	144	10%
13:00	132	9%
14:00	155	10%
15:00	132	9%
16:00	168	11%
17:00	146	10%
18:00	112	7%
Total	1496	100%



Site 2 12hr Vehicle Totals

TIME	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	% of 12hr Total
07:00	34	22	1	0	0	0	0	4%
08:00	93	15	3	0	0	1	1	8%
09:00	83	15	1	0	0	0	0	7%
10:00	80	30	1	0	0	0	0	7%
11:00	101	21	1	0	0	1	2	8%
12:00	124	15	4	0	0	0	1	10%
13:00	114	13	4	0	0	0	1	9%
14:00	130	24	1	0	0	0	0	10%
15:00	106	22	1	0	0	0	3	9%
16:00	141	20	1	0	1	1	4	11%
17:00	119	20	1	0	0	0	6	10%
18:00	94	9	1	0	0	1	7	7%
Total	**1219**	**226**	**20**	**0**	**1**	**4**	**25**	
% Total	**81.48%**	**15.11%**	**1.34%**	**0.00%**	**0.07%**	**0.27%**	**1.67%**	

Survey Name :	ITS J-475 Tinahask
Site:	2
Date:	13/04/2021
Time:	07:00 - 19:00
Location:	52.793139, -6.149126
Classification:	Car, LGV, OGV1, OGV2, PSV, PC

Irish T

	A => A								A => B								A => C							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/C**	**P/C**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/C**	**P/C**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/C**	**P/C**	**TOT**
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
H/TOT	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	2	1	0	0	0	0	0	3
08:00	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	1	1	0	0	0	0	0	2
08:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	1	1	0	0	0	0	0	2
08:30	0	0	0	0	0	0	0	0	4	0	1	0	0	0	0	5	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4	5	1	1	0	0	0	0	7
H/TOT	0	0	0	0	0	0	0	0	10	4	1	0	0	0	0	15	7	3	1	0	0	0	0	11
09:00	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5	3	0	0	0	0	0	0	3
09:15	0	0	0	0	0	0	0	0	5	2	0	0	0	0	0	7	6	0	0	0	0	0	0	6
09:30	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5	4	2	0	0	0	0	0	6
09:45	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	6	6	0	0	0	0	0	0	6
H/TOT	0	0	0	0	0	0	0	0	18	4	0	0	0	0	0	23	19	2	0	0	0	0	0	21
10:00	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	2	2	0	0	0	0	0	4
10:15	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3	6	3	0	0	0	0	0	9
10:30	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5	7	4	0	0	0	0	0	11
10:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	2	2	0	0	0	0	0	4
H/TOT	0	0	0	0	0	0	0	0	16	3	0	0	0	0	0	19	17	11	0	0	0	0	0	28
11:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	3
11:15	0	0	0	0	0	0	0	0	3	0	0	0	0	1	1	5	9	1	0	0	0	0	0	10
11:30	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	10	3	0	0	0	0	0	13
11:45	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6	2	1	1	0	0	0	0	4
H/TOT	0	0	0	0	0	0	0	0	15	1	0	0	0	1	1	18	24	5	1	0	0	0	0	30
12:00	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	6	1	0	0	0	0	0	7
12:15	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	8	2	0	0	0	0	0	10
12:30	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	3	1	1	0	0	0	0	5
12:45	0	0	0	0	0	0	0	0	3	0	2	0	0	0	0	5	7	0	0	0	0	0	0	7
H/TOT	0	0	0	0	0	0	0	0	19	0	2	0	0	0	0	21	24	4	1	0	0	0	0	29
13:00	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	2	0	0	0	0	0	0	2
13:15	0	0	0	0	0	0	1	1	2	2	1	0	0	0	0	5	5	2	1	0	0	0	0	8
13:30	0	0	0	0	0	0	0	0	9	1	0	0	0	0	0	10	5	1	0	0	0	0	0	6
13:45	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5	4	0	0	0	0	0	0	4
H/TOT	0	0	0	0	0	0	1	1	22	4	1	0	0	0	0	27	16	3	1	0	0	0	0	20
14:00	0	0	0	0	0	0	0	0	8	4	0	0	0	0	0	12	7	1	0	0	0	0	0	8
14:15	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	9	2	0	0	0	0	0	11
14:30	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	4	0	0	0	0	0	0	4
14:45	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	3	1	0	0	0	0	0	4
H/TOT	0	0	0	0	0	0	0	0	21	4	0	0	0	0	0	25	23	4	0	0	0	0	0	27
15:00	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	7	1	0	0	0	0	2	10
15:15	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7	8	0	0	0	0	0	0	8
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	5
15:45	0	0	0	0	0	0	0	0	5	3	0	0	0	0	1	9	4	1	0	0	0	0	0	5
H/TOT	0	0	0	0	0	0	0	0	13	5	0	0	0	0	1	19	22	4	0	0	0	0	2	28
16:00	0	0	0	0	0	0	0	0	7	1	1	0	0	0	0	9	9	1	0	0	0	0	0	10
16:15	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	10	2	0	0	0	0	0	12
16:30	0	0	0	0	0	0	0	0	9	1	0	0	0	0	0	10	10	1	0	0	1	0	0	12
16:45	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4	7	1	0	0	0	0	0	8
H/TOT	0	0	0	0	0	0	0	0	26	3	1	0	0	0	0	30	36	5	0	0	1	0	0	42
17:00	0	0	0	0	0	0	0	0	8	2	0	0	0	0	0	10	10	3	0	0	0	0	0	13
17:15	0	0	0	0	0	0	0	0	5	3	1	0	0	0	0	9	8	2	0	0	0	0	1	11
17:30	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	4	1	0	0	0	0	0	5
17:45	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	7	0	0	0	0	0	0	7
H/TOT	0	0	0	0	0	0	0	0	21	5	1	0	0	0	0	27	29	6	0	0	0	0	1	36
18:00	0	0	0	0	0	0	0	0	6	0	0	0	0	1	0	7	5	1	0	0	0	0	0	6
18:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	8	1	0	0	0	0	3	12
18:30	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	9	2	0	0	0	0	2	13
18:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	5	0	0	0	0	0	0	5
H/TOT	0	0	0	0	0	0	0	0	15	0	0	0	0	1	0	16	27	4	0	0	0	0	5	36
12 TOT	0	0	0	0	0	0	1	1	199	33	6	0	0	2	2	243	246	52	4	0	1	0	8	311

raffic Surveys

B => A								B => B								B => C							
CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT
3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
4	1	1	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	10	0	0	0	0	0	11	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
13	13	1	0	0	0	0	27	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4
5	2	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	3	0	0	0	0	0	16	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4	0	0	0	0	1	0	5	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
32	5	0	0	0	1	0	38	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
3	0	1	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	2	0	0	0	0	0	5	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
14	3	1	0	0	0	0	18	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4	2	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	3	1	0	0	0	0	9	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
17	7	1	0	0	0	0	25	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6
6	2	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
28	2	0	0	0	0	0	30	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6
6	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
7	2	0	0	0	0	0	9	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	1	0	0	0	0	0	10	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
27	4	0	0	0	0	0	31	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
7	0	1	0	0	0	0	8	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
8	0	1	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
34	0	2	0	0	0	0	36	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4
8	2	1	0	0	0	0	11	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
6	2	0	0	0	0	0	8	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
9	3	0	0	0	0	0	12	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
10	2	0	0	0	0	0	12	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
33	9	1	0	0	0	0	43	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	12
2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	1	1	0	0	0	0	12	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
22	1	1	0	0	0	0	24	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5
8	1	0	0	0	0	0	9	0	0	0	0	0	0	0	0	2	0	0	0	0	0	4	6
8	0	0	0	1	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	2	0	0	0	0	0	5	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
6	2	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
25	5	0	0	0	1	0	31	0	0	0	0	0	0	0	0	3	0	0	0	0	0	4	7
4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
11	2	0	0	0	0	0	13	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4
9	1	0	0	0	0	1	11	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1
5	2	0	0	0	0	3	10	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
29	5	0	0	0	0	4	38	0	0	0	0	0	0	1	1	7	1	0	0	0	0	0	8
6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
11	1	0	0	0	0	0	12	0	0	0	0	0	0	0	0	4	0	0	0	0	0	2	6
285	55	7	0	0	2	4	353	0	0	0	0	0	0	1	1	54	7	0	0	0	0	6	67

C => A								C => B								C => C							
CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT
3	0	0	0	0	0	0	3	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	4	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	5	0	0	0	0	0	19	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
7	1	0	0	0	0	0	8	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	7	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
7	1	1	0	0	0	0	9	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
13	0	0	0	0	0	1	14	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
34	2	1	0	0	0	1	38	7	1	0	0	0	0	0	8	0	0	0	0	0	0	0	0
7	1	0	0	0	0	0	8	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
8	1	0	0	0	0	0	9	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	2	0	0	0	0	0	7	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0
25	5	0	0	0	0	0	30	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0
4	1	0	0	0	0	0	5	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0
6	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	2	0	0	0	0	0	10	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0
3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21	5	0	0	0	0	0	26	4	3	0	0	0	0	0	7	0	0	0	0	0	0	0	0
3	1	0	0	0	0	0	4	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0
5	1	0	0	0	0	1	7	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0
2	5	0	0	0	0	0	7	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
8	2	0	0	0	0	0	10	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18	9	0	0	0	0	1	28	11	3	0	0	0	0	0	14	0	0	0	0	0	0	0	0
7	1	1	0	0	0	0	9	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
13	1	0	0	0	0	0	14	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	12	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
5	3	0	0	0	0	1	9	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0
37	5	1	0	0	0	1	44	13	2	0	0	0	0	0	15	0	0	0	0	0	0	0	0
8	2	0	0	0	0	0	10	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
5	3	0	0	0	0	0	8	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	5	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	11	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
29	5	0	0	0	0	0	34	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0
8	2	0	0	0	0	0	10	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
6	3	0	0	0	0	0	9	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
10	1	0	0	0	0	0	11	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
9	1	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
33	7	0	0	0	0	0	40	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0
8	1	0	0	0	0	0	9	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
10	3	0	0	0	0	0	13	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
6	1	0	0	0	0	0	7	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0
6	5	0	0	0	0	0	11	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
30	10	0	0	0	0	0	40	15	1	0	0	0	0	0	16	0	0	0	0	0	0	0	0
9	1	0	0	0	0	0	10	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
13	1	0	0	0	0	0	14	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
10	2	0	0	0	0	0	12	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
7	2	0	0	0	0	0	9	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
39	6	0	0	0	0	0	45	12	1	0	0	0	0	0	13	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
5	3	0	0	0	0	0	8	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	10	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	6	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
24	3	0	0	0	0	0	27	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0
10	2	0	0	0	0	0	12	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	7	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
6	1	1	0	0	0	0	8	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	7	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
30	3	1	0	0	0	0	34	7	1	0	0	0	0	0	8	0	0	0	0	0	0	0	0
334	65	3	0	0	0	3	405	101	14	0	0	0	0	0	115	0	0	0	0	0	0	0	0

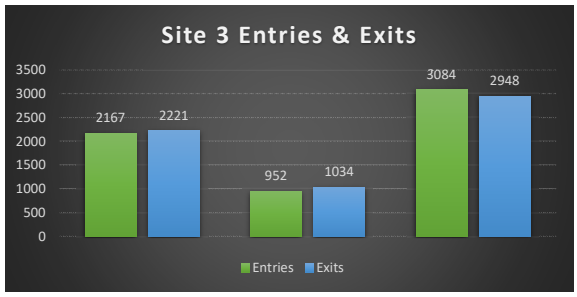
Survey Name :	ITS J-475 Tinahask
Site:	3
Date:	13/04/2021
Time:	07:00 - 19:00
Location:	52.794312, -6.153126
Classification:	Car, LGV, OGV1, OGV2, PSV, PC

Irish Traffic Surveys

Site 3

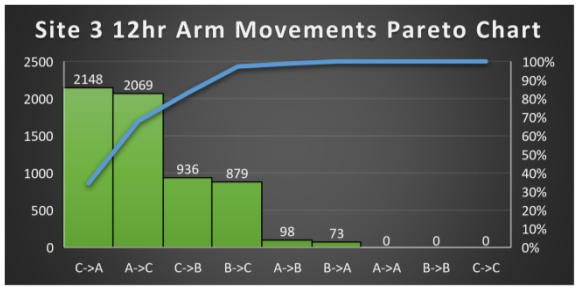
Site 3

12hr Matrix	A	B	C
A	0	98	2069
B	73	0	879
C	2148	936	0
Totals	A	B	C
Entries	2167	952	3084
Exits	2221	1034	2948



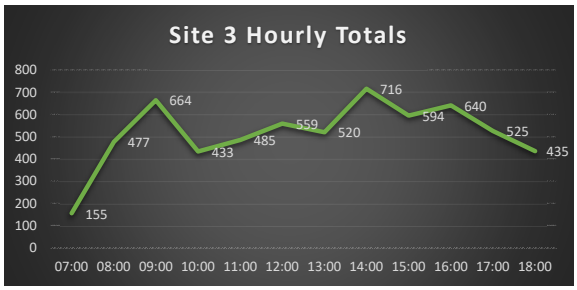
Site 3

Movement	12hr Total	% Total
A->A	0	0.0%
A->B	98	1.6%
A->C	2069	33.4%
B->A	73	1.2%
B->B	0	0.0%
B->C	879	14.2%
C->A	2148	34.6%
C->B	936	15.1%
C->C	0	0.0%
Total	6203	100.0%



Site 3

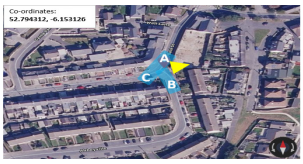
TIME	Period total	% of 12hr Total
07:00	155	2%
08:00	477	8%
09:00	664	11%
10:00	433	7%
11:00	485	8%
12:00	559	9%
13:00	520	8%
14:00	716	12%
15:00	594	10%
16:00	640	10%
17:00	525	8%
18:00	435	7%
Total	6203	100%



Site 3 12hr Vehicle Totals

TIME	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	% of 12hr Total
07:00	112	31	5	4	1	0	2	2%
08:00	400	66	4	3	1	0	3	8%
09:00	578	64	14	5	1	1	1	11%
10:00	352	59	11	6	0	0	5	7%
11:00	399	61	11	8	1	0	5	8%
12:00	487	59	5	1	2	0	5	9%
13:00	450	48	10	7	0	0	5	8%
14:00	617	75	9	11	1	1	2	12%
15:00	516	58	9	4	3	1	3	10%
16:00	541	77	6	6	1	2	7	10%
17:00	446	68	3	3	0	0	5	8%
18:00	389	38	2	1	0	0	5	7%
Total	**5287**	**704**	**89**	**59**	**11**	**5**	**48**	
% Total	**85.23%**	**11.35%**	**1.43%**	**0.95%**	**0.18%**	**0.08%**	**0.77%**	

Survey Name :	ITS J-475 Tinahask
Site:	3
Date:	13/04/2021
Time:	07:00 - 19:00
Location:	52.794312, -6.153126
Classification:	Car, LGV, OGV1, OGV2, PSV, PC



Irish T

	A => A								A => B								A => C							
TIME	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT
07:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	2	0	0	0	0	3
07:15	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3	4	2	0	3	0	0	0	9
07:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	5	0	0	1	0	0	0	6
07:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	9	0	1	0	0	0	1	11
H/TOT	0	0	0	0	0	0	0	0	4	3	0	0	0	0	0	7	19	2	3	4	0	0	1	29
08:00	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	8	5	0	0	1	0	0	14
08:15	0	1	0	0	0	0	0	1	3	1	1	0	0	0	0	5	20	4	1	0	0	0	0	25
08:30	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	22	3	0	0	0	0	0	25
08:45	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	27	4	1	2	0	0	0	34
H/TOT	0	1	0	0	0	0	0	1	18	1	1	0	0	0	0	20	77	16	2	2	1	0	0	98
09:00	0	0	0	0	0	0	0	0	5	0	1	0	0	0	0	6	33	3	1	3	0	0	0	40
09:15	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	24	4	3	1	0	1	0	33
09:30	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5	38	5	2	1	0	0	0	46
09:45	0	0	0	0	0	0	0	0	7	2	1	0	0	0	0	10	23	7	0	0	0	0	0	30
H/TOT	0	0	0	0	0	0	0	0	20	3	2	0	0	0	0	25	118	19	6	5	0	1	0	149
10:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	20	5	0	0	0	0	0	25
10:15	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	20	1	0	1	0	0	0	22
10:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	23	3	2	0	0	0	0	28
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	5	1	5	0	0	1	31
H/TOT	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6	82	14	3	6	0	0	1	106
11:00	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	8	30	0	0	0	0	0	0	30
11:15	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	23	6	0	6	0	0	0	35
11:30	0	0	0	0	0	0	0	0	5	3	0	0	0	0	1	9	15	4	2	0	0	0	0	21
11:45	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	37	1	0	1	0	0	0	39
H/TOT	0	0	0	0	0	0	0	0	13	11	0	0	0	0	1	25	105	11	2	7	0	0	0	125
12:00	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	6	25	1	0	2	0	1	0	29
12:15	0	0	0	0	0	0	0	0	6	0	0	0	0	0	1	7	23	8	0	0	0	0	0	31
12:30	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	28	2	1	0	0	0	0	31
12:45	0	0	0	0	0	0	0	0	6	2	0	0	0	0	0	8	33	5	0	0	0	0	0	38
H/TOT	0	0	0	0	0	0	0	0	16	6	0	0	0	0	1	23	109	16	1	2	0	1	0	129
13:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	25	2	0	0	0	0	1	28
13:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	28	4	2	1	0	0	0	35
13:30	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7	37	3	2	2	0	0	1	45
13:45	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4	31	0	0	2	0	0	0	33
H/TOT	0	0	0	0	0	0	0	0	12	2	0	0	0	0	0	14	121	9	4	5	0	0	2	141
14:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	43	5	0	5	0	0	0	53
14:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	28	3	0	2	0	0	0	33
14:30	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5	51	6	0	1	0	0	0	58
14:45	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9	27	4	0	3	0	0	0	34
H/TOT	0	0	0	0	0	0	0	0	18	2	0	0	0	0	0	20	149	18	0	11	0	0	0	178
15:00	0	0	0	0	0	0	0	0	5	0	1	0	0	0	0	6	35	4	1	0	0	0	0	40
15:15	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	26	5	1	0	0	0	0	32
15:30	0	0	0	0	0	0	0	0	12	1	0	0	0	0	0	13	41	1	0	2	0	0	0	44
15:45	0	0	0	0	0	0	0	0	7	1	0	0	0	0	1	9	33	3	0	2	0	0	1	39
H/TOT	0	0	0	0	0	0	0	0	30	2	1	0	0	0	1	34	135	13	2	4	0	0	1	155
16:00	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9	37	3	0	3	1	0	0	44
16:15	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8	29	6	0	0	0	1	0	36
16:30	0	0	0	0	0	0	0	0	13	2	0	0	0	0	0	15	41	5	1	3	0	0	0	50
16:45	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	29	5	1	1	0	0	1	37
H/TOT	0	0	0	0	0	0	0	0	37	3	0	0	0	0	0	40	136	19	2	7	1	1	1	167
17:00	0	0	0	0	0	0	0	0	7	2	0	0	0	0	0	9	39	7	0	0	0	0	0	46
17:15	0	0	0	0	0	0	0	0	10	4	0	0	0	0	0	14	33	5	0	0	0	0	0	38
17:30	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	27	5	1	2	0	0	0	35
17:45	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10	35	3	0	0	0	0	0	38
H/TOT	0	0	0	0	0	0	0	0	35	6	0	0	0	0	0	41	134	20	1	2	0	0	0	157
18:00	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	35	1	1	0	0	0	0	37
18:15	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9	30	3	0	0	0	0	0	33
18:30	0	0	0	0	0	0	0	0	6	2	0	0	0	0	0	8	28	3	0	1	0	0	0	32
18:45	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	6	22	1	0	0	0	0	0	23
H/TOT	0	0	0	0	0	0	0	0	25	5	0	0	0	0	0	30	115	8	1	1	0	0	0	125
12 TOT	0	1	0	0	0	0	0	1	233	45	4	0	0	0	3	285	1300	165	27	56	2	3	6	1559

raffic Surveys

B => A								B => B								B => C							
CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT
3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	1	0	0	0	0	0	9	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
17	1	0	0	0	0	0	18	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10
10	1	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5	5	1	0	0	0	0	11	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
21	8	1	0	0	0	0	30	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5
2	2	0	0	0	0	0	4	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
7	3	0	0	0	0	0	10	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
3	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
4	2	0	0	0	0	0	6	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
9	2	0	0	0	0	1	12	0	0	0	0	0	0	0	0	9	3	0	0	0	0	0	12
2	2	1	0	0	0	0	5	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
2	2	0	0	0	0	0	4	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4
2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
6	4	1	0	0	0	0	11	0	0	0	0	0	0	0	0	8	3	0	0	0	0	0	11
6	0	1	0	0	0	0	7	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
2	2	0	0	0	0	0	4	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
14	2	1	0	0	0	0	17	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7
3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	3
6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	1	0	0	0	0	0	17	0	0	0	0	0	0	0	0	6	0	0	0	1	0	0	7
4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
4	0	0	0	0	0	1	5	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
11	1	0	0	0	0	1	13	0	0	0	0	0	0	0	0	12	1	0	0	0	0	0	13
1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2
4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
16	0	0	0	0	0	0	16	0	0	0	0	0	0	0	0	2	2	0	0	1	0	1	6
2	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
14	1	0	0	0	0	1	16	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5
6	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
6	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
19	3	0	0	0	0	0	22	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	6
158	27	3	0	0	0	3	191	0	0	0	0	0	0	0	0	72	13	0	0	3	0	1	89

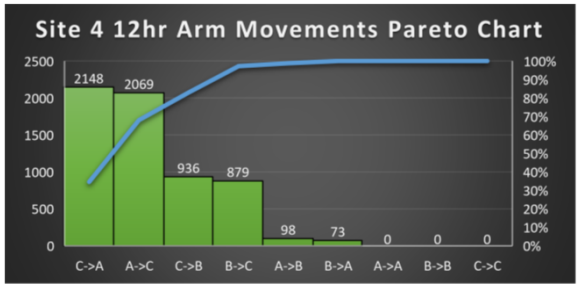
C => A								C => B								C => C							
CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT
6	3	1	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	2	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	4	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	3	0	0	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23	12	1	0	0	0	0	36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	3	0	0	0	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22	3	0	0	0	0	0	25	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
27	7	0	1	0	0	0	35	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
58	7	0	0	0	0	0	65	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
126	20	0	1	0	0	0	147	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
45	8	1	0	0	0	0	54	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
32	5	0	0	0	0	0	37	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
45	5	0	0	0	0	0	50	2	0	0	0	1	0	0	3	0	0	0	0	0	0	0	0
40	4	0	1	0	0	0	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
162	22	1	1	0	0	0	186	3	0	0	0	1	0	0	4	2	0	0	0	0	0	0	2
30	5	2	0	0	0	1	38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28	2	2	1	0	0	0	33	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
23	6	0	2	0	0	0	31	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
22	2	0	0	0	0	1	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
103	15	4	3	0	0	2	127	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
30	2	0	0	0	0	0	32	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	21	2	0	0	0	0	0	0	2	0	1	0	0	0	0	0	1
20	4	1	0	0	0	0	25	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0
30	3	1	0	0	0	0	34	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
101	9	2	0	0	0	0	112	11	1	0	0	0	0	0	12	0	1	0	0	0	0	0	1
24	3	1	0	0	0	0	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
39	2	0	0	0	0	0	41	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
40	2	0	1	0	0	0	43	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
28	2	2	0	0	0	0	32	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
131	9	3	1	0	0	0	144	6	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0
27	5	0	1	0	0	0	33	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
18	2	0	1	0	0	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32	4	0	0	0	0	0	36	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
19	5	0	0	0	0	1	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
96	16	0	2	0	0	1	115	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1
43	1	1	0	0	0	0	45	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
44	6	0	1	0	0	0	51	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32	1	1	0	0	0	0	34	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
31	1	1	0	0	0	1	34	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
150	9	3	1	0	0	1	164	4	0	0	0	0	0	0	4	2	0	0	0	0	0	0	2
36	2	0	0	0	0	0	38	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1
31	2	0	0	0	0	0	33	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
33	5	0	0	0	0	0	38	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
36	3	0	0	0	0	0	39	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
136	12	0	0	0	0	0	148	6	1	0	0	0	0	0	7	2	0	0	0	0	0	0	2
61	2	2	0	0	0	0	65	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
30	4	1	0	0	0	1	36	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
31	5	1	0	0	0	0	37	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
33	3	0	1	0	0	0	37	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
155	14	4	1	0	0	1	175	7	1	0	0	0	0	0	8	1	0	0	0	0	0	0	1
15	3	0	0	0	0	0	18	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
29	4	0	0	0	0	0	33	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
40	4	0	0	0	0	0	44	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2
28	1	0	0	0	0	2	31	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
112	12	0	0	0	0	2	126	10	1	0	0	0	0	0	11	2	0	0	0	0	0	0	2
26	2	1	0	0	0	1	30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
27	0	0	0	0	0	0	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28	2	1	0	0	0	0	31	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
21	1	0	0	0	0	0	22	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
102	5	2	0	0	0	1	110	5	0	0	0	0	0	0	5	1	0	0	0	0	0	0	1
1397	155	20	10	0	0	8	1590	60	6	0	0	1	0	0	67	11	1	0	0	0	0	0	12

Survey Name :	ITS J-475 Tinahask
Site:	4
Date:	13/04/2021
Time:	07:00 - 19:00
Location:	52.793565, -6.156623
Classification:	Car, LGV, OGV1, OGV2, PSV, PC

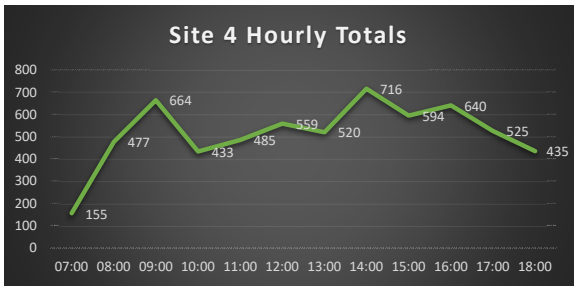
Irish Traffic Surveys

Site 4

Site 4			
12hr Matrix	A	B	C
A	0	98	2069
B	73	0	879
C	2148	936	0
Totals	A	B	C
Entries	2167	952	3084
Exits	2221	1034	2948



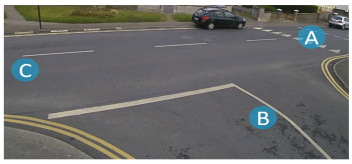
Site 4		
Movement	12hr Total	% Total
A->A	0	0.0%
A->B	98	1.6%
A->C	2069	33.4%
B->A	73	1.2%
B->B	0	0.0%
B->C	879	14.2%
C->A	2148	34.6%
C->B	936	15.1%
C->C	0	0.0%
Total	6203	100.0%

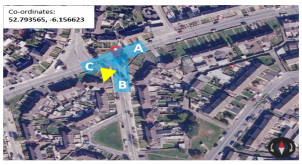


Site 4		
TIME	Period total	% of 12hr Total
07:00	155	2%
08:00	477	8%
09:00	664	11%
10:00	433	7%
11:00	485	8%
12:00	559	9%
13:00	520	8%
14:00	716	12%
15:00	594	10%
16:00	640	10%
17:00	525	8%
18:00	435	7%
Total	6203	100%

Site 4 12hr Vehicle Totals								
TIME	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	% of 12hr Total
07:00	112	31	5	4	1	0	2	2%
08:00	400	66	4	3	1	0	3	8%
09:00	578	64	14	5	1	1	1	11%
10:00	352	59	11	6	0	0	5	7%
11:00	399	61	11	8	1	0	5	8%
12:00	487	59	5	1	2	0	5	9%
13:00	450	48	10	7	0	0	5	8%
14:00	617	75	9	11	1	1	2	12%
15:00	516	58	9	4	3	1	3	10%
16:00	541	77	6	6	1	2	7	10%
17:00	446	68	3	3	0	0	5	8%
18:00	389	38	2	1	0	0	5	7%
Total	5287	704	89	59	11	5	48	
% Total	85.23%	11.35%	1.43%	0.95%	0.18%	0.08%	0.77%	

Survey Name :	ITS J-475 Tinahask
Site:	4
Date:	13/04/2021
Time:	07:00 - 19:00
Location:	52.793565, -6.156623
Classification:	Car, LGV, OGV1, OGV2, PSV, PC





Irish T

	A => A								A => B								A => C							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/C**	**P/C**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/C**	**P/C**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/C**	**P/C**	**TOT**
07:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	1	1	0	0	0	0	2
07:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	5	2	0	3	0	0	0	10
07:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	7	0	0	1	0	0	0	8
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	13	3	1	0	0	0	0	17
H/TOT	0	0	0	0	0	0	0	0	3	0	0	0	0	0	1	4	25	6	2	4	0	0	0	37
08:00	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	10	5	0	0	0	0	0	15
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	3	1	0	0	0	0	27
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	5	0	0	0	0	0	36
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36	7	0	2	0	0	0	45
H/TOT	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	100	20	1	2	0	0	0	123
09:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	45	5	3	3	0	0	0	56
09:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	35	5	4	0	0	1	0	45
09:30	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5	55	6	2	1	0	0	0	64
09:45	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	41	8	1	0	0	0	0	50
H/TOT	0	0	0	0	0	0	0	0	10	1	0	0	0	0	0	11	176	24	10	4	0	1	0	215
10:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	26	4	1	0	0	0	0	31
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	2	0	1	0	0	0	30
10:30	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3	35	2	2	0	0	0	0	39
10:45	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	28	8	1	2	0	0	0	39
H/TOT	0	0	0	0	0	0	0	0	7	2	0	0	0	0	0	9	116	16	4	3	0	0	0	139
11:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	43	3	2	2	0	0	0	50
11:15	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	32	7	1	5	0	0	0	45
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	5	3	0	0	0	1	35
11:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	42	2	0	0	1	0	0	45
H/TOT	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6	143	17	6	7	1	0	1	175
12:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	34	4	0	0	2	0	1	41
12:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	44	8	0	0	0	0	0	52
12:30	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4	48	2	1	0	0	0	0	51
12:45	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	40	5	0	0	0	0	0	45
H/TOT	0	0	0	0	0	0	0	0	13	1	0	0	0	0	0	14	166	19	1	0	2	0	1	189
13:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	42	1	0	0	0	0	2	45
13:15	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	41	6	4	1	0	0	0	52
13:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	43	5	3	1	0	0	0	52
13:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	39	2	0	2	0	0	0	43
H/TOT	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	11	165	14	7	4	0	0	2	192
14:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	56	11	0	5	0	0	1	73
14:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	39	4	0	2	0	0	0	45
14:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	57	6	0	1	0	0	0	64
14:45	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	39	9	1	3	0	0	0	52
H/TOT	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7	191	30	1	11	0	0	1	234
15:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	61	4	4	1	0	0	0	70
15:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	37	3	0	0	0	0	0	40
15:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	61	4	0	1	0	0	0	66
15:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	44	4	0	2	0	0	0	50
H/TOT	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	203	15	4	4	0	0	0	226
16:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	41	2	1	1	1	1	1	48
16:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	41	5	0	0	0	1	1	48
16:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	50	6	1	3	0	0	0	60
16:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	33	7	0	1	0	0	1	42
H/TOT	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	11	165	20	2	5	1	2	3	198
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45	6	0	0	0	0	1	52
17:15	0	0	0	0	0	0	0	0	3	1	0	1	0	0	0	5	40	9	1	0	0	0	0	50
17:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	43	5	0	2	0	0	0	50
17:45	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	38	4	1	0	0	0	0	43
H/TOT	0	0	0	0	0	0	0	0	7	2	0	1	0	0	0	10	166	24	2	2	0	0	1	195
18:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	43	3	0	0	0	0	1	47
18:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	34	2	0	0	0	0	0	36
18:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	31	3	0	1	0	0	1	36
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	2	0	0	0	0	0	27
H/TOT	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5	133	10	0	1	0	0	2	146
12 TOT	0	0	0	0	0	0	0	0	85	10	0	1	1	0	1	98	1749	215	40	47	4	3	11	2069

raffic Surveys

B => A								B => B								B => C							
CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9
1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	10	2	0	0	0	0	0	12
1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	16	5	0	0	0	0	0	21
2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	42	8	0	0	0	0	0	50
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	2	0	0	0	0	0	10
1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	14	1	0	0	0	0	1	16
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	3	0	0	0	0	0	29
2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	29	1	0	0	0	0	0	30
3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	77	7	0	0	0	0	1	85
1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	25	1	0	0	0	0	0	26
2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	1	0	0	1	0	0	18
1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	8	0	2	0	0	0	0	10
4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	56	3	2	0	1	0	0	62
2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	12	2	0	0	0	0	1	15
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	3	0	0	0	0	1	17
2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	13	4	0	0	0	0	0	17
1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	10	1	1	0	0	0	0	12
5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0	48	10	1	0	0	0	2	61
2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	12	3	1	0	0	0	0	16
1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	19	1	0	0	0	0	0	20
1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	17	5	0	0	0	0	0	22
2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	16	2	0	0	0	0	2	20
6	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0	64	11	1	0	0	0	2	78
1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	16	2	0	0	0	0	0	18
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2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	9	2	0	0	0	0	0	11
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	1	1	0	0	0	1	18
8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	54	7	1	0	0	0	1	63
2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	15	2	0	0	0	0	2	19
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	3	0	0	0	0	0	25
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	1	1	0	0	0	0	22
1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	16	3	0	0	0	0	0	19
3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	73	9	1	0	0	0	2	85
5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	26	3	1	0	0	1	0	31
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	4	0	0	0	0	0	24
6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	20	3	0	0	0	0	0	23
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	1	0	0	0	0	0	24
11	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	89	11	1	0	0	1	0	102
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	1	1	0	0	0	1	15
1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	11	0	1	0	0	0	0	12
2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	16	0	2	0	0	0	1	19
2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	16	2	0	0	0	0	0	18
5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	55	3	4	0	0	0	2	64
0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	20	4	0	0	0	0	1	25
2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	22	3	0	0	0	0	0	25
2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	14	6	0	0	0	0	0	20
4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0	11	3	0	0	0	0	0	14
8	2	0	0	0	0	0	10	0	0	0	0	0	0	0	0	67	16	0	0	0	0	1	84
1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	15	5	0	0	0	0	0	20
2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	17	3	0	0	0	0	0	20
0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	15	4	0	0	0	0	0	19
3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	12	2	0	0	0	0	0	14
6	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0	59	14	0	0	0	0	0	73
3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10
0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	21	3	0	0	0	0	1	25
2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	15	4	0	0	0	0	2	21
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	3	0	0	0	0	0	16
5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0	59	10	0	0	0	0	3	72
66	7	0	0	0	0	0	73	0	0	0	0	0	0	0	0	743	109	11	0	1	1	14	879

C => A								C => B								C => C							
CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT
5	2	1	0	0	0	0	8	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
7	2	0	0	0	0	0	9	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
4	3	1	0	0	0	0	8	4	2	0	0	1	0	0	7	0	0	0	0	0	0	0	0
13	5	1	0	0	0	0	19	4	2	0	0	0	0	1	7	0	0	0	0	0	0	0	0
29	12	3	0	0	0	0	44	11	5	0	0	1	0	1	18	0	0	0	0	0	0	0	0
21	10	2	0	0	0	1	34	10	3	0	0	0	0	0	13	0	0	0	0	0	0	0	0
21	5	0	0	0	0	0	26	5	2	0	0	0	0	0	7	0	0	0	0	0	0	0	0
49	9	0	1	0	0	1	60	18	1	0	0	0	0	0	19	0	0	0	0	0	0	0	0
80	7	1	0	0	0	0	88	16	1	0	0	0	0	0	17	0	0	0	0	0	0	0	0
171	31	3	1	0	0	2	208	49	7	0	0	0	0	0	56	0	0	0	0	0	0	0	0
84	3	1	0	0	0	0	88	21	3	0	0	0	0	0	24	0	0	0	0	0	0	0	0
77	10	1	0	0	0	0	88	20	0	0	0	0	0	0	20	0	0	0	0	0	0	0	0
55	7	0	0	0	0	0	62	12	2	0	0	0	0	0	14	0	0	0	0	0	0	0	0
43	10	0	1	0	0	0	54	20	1	0	0	0	0	1	22	0	0	0	0	0	0	0	0
259	30	2	1	0	0	0	292	73	6	0	0	0	0	1	80	0	0	0	0	0	0	0	0
39	5	3	0	0	0	1	48	10	4	0	0	0	0	1	15	0	0	0	0	0	0	0	0
35	3	3	1	0	0	0	42	12	2	0	0	0	0	0	14	0	0	0	0	0	0	0	0
29	7	0	2	0	0	0	38	9	3	0	0	0	0	0	12	0	0	0	0	0	0	0	0
35	4	0	0	0	0	1	40	7	2	0	0	0	0	0	9	0	0	0	0	0	0	0	0
138	19	6	3	0	0	2	168	38	11	0	0	0	0	1	50	0	0	0	0	0	0	0	0
36	1	0	1	0	0	0	38	17	6	0	0	0	0	0	23	0	0	0	0	0	0	0	0
20	3	0	0	0	0	0	23	15	4	1	0	0	0	1	21	0	0	0	0	0	0	0	0
24	6	1	0	0	0	0	31	18	4	0	0	0	0	0	22	0	0	0	0	0	0	0	0
41	5	2	0	0	0	0	48	10	2	0	0	0	0	1	13	0	0	0	0	0	0	0	0
121	15	3	1	0	0	0	140	60	16	1	0	0	0	2	79	0	0	0	0	0	0	0	0
33	5	0	0	0	0	0	38	20	4	0	0	0	0	1	25	0	0	0	0	0	0	0	0
44	4	0	0	0	0	0	48	24	3	0	0	0	0	1	28	0	0	0	0	0	0	0	0
52	5	0	1	0	0	0	58	20	2	0	0	0	0	1	23	0	0	0	0	0	0	0	0
42	5	2	0	0	0	0	49	11	4	1	0	0	0	0	16	0	0	0	0	0	0	0	0
171	19	2	1	0	0	0	193	75	13	1	0	0	0	3	92	0	0	0	0	0	0	0	0
38	4	0	1	0	0	0	43	16	5	0	0	0	0	0	21	0	0	0	0	0	0	0	0
31	3	0	2	0	0	0	36	22	1	0	0	0	0	0	23	0	0	0	0	0	0	0	0
35	4	1	0	0	0	0	40	8	1	0	0	0	0	1	10	0	0	0	0	0	0	0	0
33	4	1	0	0	0	0	38	15	2	0	0	0	0	0	17	0	0	0	0	0	0	0	0
137	15	2	3	0	0	0	157	61	9	0	0	0	0	1	71	0	0	0	0	0	0	0	0
57	7	3	0	0	0	1	68	29	2	1	0	0	0	0	32	0	0	0	0	0	0	0	0
46	6	0	0	0	0	0	52	17	4	0	0	0	0	0	21	0	0	0	0	0	0	0	0
71	4	1	0	0	0	0	76	17	2	0	0	1	0	0	20	0	0	0	0	0	0	0	0
57	4	1	0	0	0	0	62	26	4	1	0	0	0	0	31	0	0	0	0	0	0	0	0
231	21	5	0	0	0	1	258	89	12	2	0	1	0	0	104	0	0	0	0	0	0	0	0
45	3	0	0	0	0	0	48	15	1	0	0	1	1	0	18	0	0	0	0	0	0	0	0
42	6	0	0	0	0	1	49	30	6	1	0	0	0	0	37	0	0	0	0	0	0	0	0
33	7	0	0	1	0	0	41	10	5	0	0	0	0	0	15	0	0	0	0	0	0	0	0
46	5	0	0	0	0	0	51	24	7	0	0	1	0	0	32	0	0	0	0	0	0	0	0
166	21	0	0	1	0	1	189	79	19	1	0	2	1	0	102	0	0	0	0	0	0	0	0
73	3	2	0	0	0	0	78	29	1	0	0	0	0	0	30	0	0	0	0	0	0	0	0
39	7	1	0	0	0	1	48	33	3	0	0	0	0	0	36	0	0	0	0	0	0	0	0
37	7	1	0	0	0	1	46	27	4	0	0	0	0	0	31	0	0	0	0	0	0	0	0
33	5	0	1	0	0	1	40	19	9	0	0	0	0	0	28	0	0	0	0	0	0	0	0
182	22	4	1	0	0	3	212	108	17	0	0	0	0	0	125	0	0	0	0	0	0	0	0
21	5	1	0	0	0	0	27	19	4	0	0	0	0	0	23	0	0	0	0	0	0	0	0
35	6	0	0	0	0	0	41	16	2	0	0	0	0	0	18	0	0	0	0	0	0	0	0
45	5	0	0	0	0	0	50	16	2	0	0	0	0	0	18	0	0	0	0	0	0	0	0
35	2	0	0	0	0	4	41	21	1	0	0	0	0	0	22	0	0	0	0	0	0	0	0
136	18	1	0	0	0	4	159	72	9	0	0	0	0	0	81	0	0	0	0	0	0	0	0
28	2	1	0	0	0	0	31	17	3	0	0	0	0	0	20	0	0	0	0	0	0	0	0
32	0	1	0	0	0	0	33	18	2	0	0	0	0	0	20	0	0	0	0	0	0	0	0
32	1	0	0	0	0	0	33	19	2	0	0	0	0	0	21	0	0	0	0	0	0	0	0
27	4	0	0	0	0	0	31	15	2	0	0	0	0	0	17	0	0	0	0	0	0	0	0
119	7	2	0	0	0	0	128	69	9	0	0	0	0	0	78	0	0	0	0	0	0	0	0
1860	230	33	11	1	0	13	2148	784	133	5	0	4	1	9	936	0	0	0	0	0	0	0	0

Appendix B – Traffic Flow Sheets

Tinahask Lower / St Michaels Terrace priority junction - AM Peak Hour Flows

Base year AM

	Dock Rd	St Michaels Terrace	Tinahask Lower	**Totals**
Dock Rd	0	35	52	**87**
St Michaels Terrace	44	0	17	**61**
Tinahask Lower	37	7	0	**44**
Totals	**81**	**42**	**69**	**192**

Development flows

	Dock Rd	St Michaels Terrace	Tinahask Lower	**Totals**
Dock Rd	0	1	0	**1**
St Michaels Terrace	5	0	42	**47**
Tinahask Lower	0	23	0	**23**
Totals	**5**	**24**	**42**	**71**

2019 year flows without development

	Dock Rd	St Michaels Terrace	Tinahask Lower	**Totals**
Dock Rd	0	37	54	**91**
St Michaels Terrace	46	0	18	**64**
Tinahask Lower	39	7	0	**46**
Totals	**85**	**44**	**72**	**201**

2019 year flows with development

	Dock Rd	St Michaels Terrace	Tinahask Lower	**Totals**
Dock Rd	0	38	54	**92**
St Michaels Terrace	51	0	60	**111**
Tinahask Lower	39	30	0	**69**
Totals	**90**	**68**	**114**	**272**

2024 year flows without development

	Dock Rd	St Michaels Terrace	Tinahask Lower	**Totals**
Dock Rd	0	40	59	**98**
St Michaels Terrace	50	0	19	**69**
Tinahask Lower	42	8	0	**50**
Totals	**91**	**47**	**78**	**217**

2024 year flows with development

	Dock Rd	St Michaels Terrace	Tinahask Lower	**Totals**
Dock Rd	0	41	59	**99**
St Michaels Terrace	55	0	61	**116**
Tinahask Lower	42	31	0	**73**
Totals	**96**	**71**	**120**	**288**

2034 year flows without development

	Dock Rd	St Michaels Terrace	Tinahask Lower	**Totals**
Dock Rd	0	42	62	**103**
St Michaels Terrace	52	0	20	**72**
Tinahask Lower	44	8	0	**52**
Totals	**96**	**50**	**82**	**228**

2034 year flows with development

	Dock Rd	St Michaels Terrace	Tinahask Lower	**Totals**
Dock Rd	0	43	62	**104**
St Michaels Terrace	57	0	62	**119**
Tinahask Lower	44	31	0	**75**
Totals	**101**	**74**	**124**	**299**

Tinahask Lower / St Michaels Terrace priority junction - AM Peak Hour Flows

LV's

	Dock Rd	St Michaels Terrace	Tinahask Lower	**Totals**
Dock Rd	0	35	49	**84**
St Michaels Terrace	43	0	17	**60**
Tinahask Lower	27	6	0	**33**
Totals	**70**	**41**	**66**	**177**

HGV's

	Dock Rd	St Michaels Terrace	Tinahask Lower	**Totals**
Dock Rd	0	0	3	**3**
St Michaels Terrace	1	0	0	**1**
Tinahask Lower	10	1	0	**11**
Totals	**11**	**1**	**3**	**15**

% HGV's

	Dock Rd	St Michaels Terrace	Tinahask Lower
Dock Rd	0.00%	0.00%	5.77%
St Michaels Terrace	2.27%	0.00%	0.00%
Tinahask Lower	27.03%	14.29%	0.00%

Tinahask Lower / St Michaels Terrace priority junction - PM Peak Hour Flows

Base year PM

	Dock Rd	St Michaels Terrace	Tinahask Lower	**Totals**
Dock Rd	0	66	49	**115**
St Michaels Terrace	50	0	11	**61**
Tinahask Lower	50	11	0	**61**
Totals	**100**	**77**	**60**	**237**

Development flows

	Dock Rd	St Michaels Terrace	Tinahask Lower	**Totals**
Dock Rd	0	3	0	**3**
St Michaels Terrace	10	0	23	**33**
Tinahask Lower	0	50	0	**50**
Totals	**10**	**53**	**23**	**86**

2019 year flows without development

	Dock Rd	St Michaels Terrace	Tinahask Lower	**Totals**
Dock Rd	0	69	51	**120**
St Michaels Terrace	52	0	12	**64**
Tinahask Lower	52	12	0	**64**
Totals	**105**	**81**	**63**	**248**

2019 year flows with development

	Dock Rd	St Michaels Terrace	Tinahask Lower	**Totals**
Dock Rd	0	72	51	**123**
St Michaels Terrace	62	0	35	**97**
Tinahask Lower	52	62	0	**114**
Totals	**115**	**134**	**86**	**334**

2024 year flows without development

	Dock Rd	St Michaels Terrace	Tinahask Lower	**Totals**
Dock Rd	0	75	55	**130**
St Michaels Terrace	56	0	12	**69**
Tinahask Lower	56	12	0	**69**
Totals	**113**	**87**	**68**	**268**

2024 year flows with development

	Dock Rd	St Michaels Terrace	Tinahask Lower	**Totals**
Dock Rd	0	78	55	**133**
St Michaels Terrace	66	0	35	**102**
Tinahask Lower	56	62	0	**119**
Totals	**123**	**140**	**91**	**354**

2034 year flows without development

	Dock Rd	St Michaels Terrace	Tinahask Lower	**Totals**
Dock Rd	0	78	58	**137**
St Michaels Terrace	59	0	13	**72**
Tinahask Lower	59	13	0	**72**
Totals	**119**	**92**	**71**	**282**

2034 year flows with development

	Dock Rd	St Michaels Terrace	Tinahask Lower	**Totals**
Dock Rd	0	81	58	**140**
St Michaels Terrace	69	0	36	**105**
Tinahask Lower	59	63	0	**122**
Totals	**129**	**145**	**94**	**368**

Tinahask Lower / St Michaels Terrace priority junction - PM Peak Hour Flows

LV's

	Dock Rd	St Michaels Terrace	Tinahask Lower	**Totals**
Dock Rd	0	65	48	**113**
St Michaels Terrace	50	0	11	**61**
Tinahask Lower	46	10	0	**56**
Totals	**96**	**75**	**59**	**230**

HGV's

	Dock Rd	St Michaels Terrace	Tinahask Lower	**Totals**
Dock Rd	0	1	1	**2**
St Michaels Terrace	0	0	0	**0**
Tinahask Lower	4	1	0	**5**
Totals	**4**	**2**	**1**	**7**

% HGV's

	Dock Rd	St Michaels Terrace	Tinahask Lower
Dock Rd	0.00%	1.52%	2.04%
St Michaels Terrace	0.00%	0.00%	0.00%
Tinahask Lower	8.00%	9.09%	0.00%

St Michaels Terrace / Harbour St priority junction - AM Peak Hour Flows

Base year AM

	St Michaels Terrace (s	Harbour Ct	St Michaels Terrace (nort	**Totals**
St Michaels Terrace (south)	0	2	25	**27**
Harbour Ct	4	0	36	**40**
St Michaels Terrace (north)	21	22	0	**43**
Totals	**25**	**24**	**61**	**110**

Development flows

	St Michaels Terrace (sou	Harbour Ct	St Michaels Terrace (north	**Totals**
St Michaels Terrace (south)	0	19	0	**19**
Harbour Ct	30	0	12	**42**
St Michaels Terrace (north)	0	4	0	**4**
Totals	**30**	**23**	**12**	**65**

2019 year flows without development

	St Michaels Terrace (sou	Harbour Ct	St Michaels Terrace (north	**Totals**
St Michaels Terrace (south)	0	2	26	**28**
Harbour Ct	4	0	38	**42**
St Michaels Terrace (north)	22	23	0	**45**
Totals	**26**	**25**	**64**	**115**

2019 year flows with development

	St Michaels Terrace (sou	Harbour Ct	St Michaels Terrace (north	**Totals**
St Michaels Terrace (south)	0	21	26	**47**
Harbour Ct	34	0	50	**84**
St Michaels Terrace (north)	22	27	0	**49**
Totals	**56**	**48**	**76**	**180**

2024 year flows without development

	St Michaels Terrace (sou	Harbour Ct	St Michaels Terrace (north	**Totals**
St Michaels Terrace (south)	0	2	28	**30**
Harbour Ct	5	0	41	**45**
St Michaels Terrace (north)	24	25	0	**49**
Totals	**28**	**27**	**69**	**124**

2024 year flows with development

	St Michaels Terrace (sou	Harbour Ct	St Michaels Terrace (north	**Totals**
St Michaels Terrace (south)	0	21	28	**49**
Harbour Ct	35	0	53	**87**
St Michaels Terrace (north)	24	29	0	**53**
Totals	**58**	**50**	**81**	**189**

2034 year flows without development

	St Michaels Terrace (sou	Harbour Ct	St Michaels Terrace (north	**Totals**
St Michaels Terrace (south)	0	2	30	**32**
Harbour Ct	5	0	43	**48**
St Michaels Terrace (north)	25	26	0	**51**
Totals	**30**	**29**	**72**	**131**

2034 year flows with development

	St Michaels Terrace (sou	Harbour Ct	St Michaels Terrace (north	**Totals**
St Michaels Terrace (south)	0	21	30	**51**
Harbour Ct	35	0	55	**90**
St Michaels Terrace (north)	25	30	0	**55**
Totals	**60**	**52**	**84**	**196**

St Michaels Terrace / Harbour St priority junction - AM Peak Hour Flows

LV's

	St Michaels Terrace (south	Harbour Ct	St Michaels Terrace (north	**Totals**
St Michaels Terrace (sou	0	2	24	**26**
Harbour Ct	4	0	36	**40**
St Michaels Terrace (nor	21	21	0	**42**
Totals	**25**	**23**	**60**	**108**

HGV's

	St Michaels Terrace (south	Harbour Ct	St Michaels Terrace (north	**Totals**
St Michaels Terrace (south)	0	0	1	**1**
Harbour Ct	0	0	0	**0**
St Michaels Terrace (north)	0	1	0	**1**
Totals	**0**	**1**	**1**	**2**

% HGV's

	St Michaels Terrace (south	Harbour Ct	St Michaels Terrace (north)
St Michaels Terrace (sou	0.00%	0.00%	4.00%
Harbour Ct	0.00%	0.00%	0.00%
St Michaels Terrace (nor	0.00%	4.55%	0.00%

St Michaels Terrace / Harbour St priority junction - PM Peak Hour Flows

Base year PM

	St Michaels Terrace (sou	Harbour Ct	St Michaels Terrace (north	**Totals**
St Michaels Terrace (so	0	6	30	**36**
Harbour Ct	13	0	32	**45**
St Michaels Terrace (no	33	43	0	**76**
Totals	**46**	**49**	**62**	**157**

Development flows

	St Michaels Terrace (sou	Harbour Ct	St Michaels Terrace (north	**Totals**
St Michaels Terrace (so	0	43	0	**43**
Harbour Ct	19	0	4	**23**
St Michaels Terrace (no	0	7	0	**7**
Totals	**19**	**50**	**4**	**73**

2019 year flows without development

	St Michaels Terrace (sou	Harbour Ct	St Michaels Terrace (north	**Totals**
St Michaels Terrace (so	0	6	31	**38**
Harbour Ct	14	0	33	**47**
St Michaels Terrace (no	35	45	0	**80**
Totals	**48**	**51**	**65**	**164**

2019 year flows with development

	St Michaels Terrace (sou	Harbour Ct	St Michaels Terrace (north	**Totals**
St Michaels Terrace (so	0	49	31	**81**
Harbour Ct	33	0	37	**70**
St Michaels Terrace (no	35	52	0	**87**
Totals	**67**	**101**	**69**	**237**

2024 year flows without development

	St Michaels Terrace (sou	Harbour Ct	St Michaels Terrace (north	**Totals**
St Michaels Terrace (so	0	7	34	**41**
Harbour Ct	15	0	36	**51**
St Michaels Terrace (no	37	49	0	**86**
Totals	**52**	**55**	**70**	**177**

2024 year flows with development

	St Michaels Terrace (sou	Harbour Ct	St Michaels Terrace (north	**Totals**
St Michaels Terrace (so	0	50	34	**84**
Harbour Ct	34	0	40	**74**
St Michaels Terrace (no	37	56	0	**93**
Totals	**71**	**105**	**74**	**250**

2034 year flows without development

	St Michaels Terrace (sou	Harbour Ct	St Michaels Terrace (north	**Totals**
St Michaels Terrace (so	0	7	36	**43**
Harbour Ct	15	0	38	**53**
St Michaels Terrace (no	39	51	0	**90**
Totals	**55**	**58**	**74**	**187**

2034 year flows with development

	St Michaels Terrace (sou	Harbour Ct	St Michaels Terrace (north	**Totals**
St Michaels Terrace (so	0	50	36	**86**
Harbour Ct	34	0	42	**76**
St Michaels Terrace (no	39	58	0	**97**
Totals	**74**	**108**	**78**	**260**

St Michaels Terrace / Harbour St priority junction - PM Peak Hour Flows

LV's

	St Michaels Terrace (so	Harbour Ct	Michaels Terrace (no	**Totals**
St Michaels Terrace (sou	0	6	30	**36**
Harbour Ct	13	0	32	**45**
St Michaels Terrace (nort	32	42	0	**74**
Totals	**45**	**48**	**62**	**155**

HGV's

	St Michaels Terrace (so	Harbour Ct	Michaels Terrace (no	**Totals**
St Michaels Terrace (sou	0	0	0	**0**
Harbour Ct	0	0	0	**0**
St Michaels Terrace (nort	1	1	0	**2**
Totals	**1**	**1**	**0**	**2**

% HGV's

	St Michaels Terrace (so	Harbour Ct	Michaels Terrace (north)
St Michaels Terrace (sou	0.00%	0.00%	0.00%
Harbour Ct	0.00%	0.00%	0.00%
St Michaels Terrace (nort	3.03%	2.33%	0.00%

Abbey St / Abbeyville priority junction - AM Peak Hour Flows

Base year AM

	Back Street	Abbeyville	Abbey Street	**Totals**
Back Street	0	20	153	**173**
Abbeyville	34	0	3	**37**
Abbey Street	206	5	0	**211**
Totals	**240**	**25**	**156**	**421**

Development flows

	Back Street	Abbeyville	Abbey Street	**Totals**
Back Street	0	11	0	**11**
Abbeyville	43	0	4	**47**
Abbey Street	0	3	0	**3**
Totals	**43**	**14**	**4**	**61**

2019 year flows without development

	Back Street	Abbeyville	Abbey Street	**Totals**
Back Street	0	21	160	**181**
Abbeyville	36	0	3	**39**
Abbey Street	216	5	0	**221**
Totals	**251**	**26**	**163**	**441**

2019 year flows with development

	Back Street	Abbeyville	Abbey Street	**Totals**
Back Street	0	32	160	**192**
Abbeyville	79	0	7	**86**
Abbey Street	216	8	0	**224**
Totals	**294**	**40**	**167**	**502**

2024 year flows without development

	Back Street	Abbeyville	Abbey Street	**Totals**
Back Street	0	23	173	**195**
Abbeyville	38	0	3	**42**
Abbey Street	233	6	0	**238**
Totals	**271**	**28**	**176**	**475**

2024 year flows with development

	Back Street	Abbeyville	Abbey Street	**Totals**
Back Street	0	34	173	**206**
Abbeyville	81	0	7	**89**
Abbey Street	233	9	0	**241**
Totals	**314**	**42**	**180**	**536**

2034 year flows without development

	Back Street	Abbeyville	Abbey Street	**Totals**
Back Street	0	24	182	**206**
Abbeyville	40	0	4	**44**
Abbey Street	245	6	0	**251**
Totals	**285**	**30**	**185**	**500**

2034 year flows with development

	Back Street	Abbeyville	Abbey Street	**Totals**
Back Street	0	35	182	**217**
Abbeyville	83	0	8	**91**
Abbey Street	245	9	0	**254**
Totals	**328**	**44**	**189**	**561**

Abbey St / Abbeyville priority junction - AM Peak Hour Flows

LV's

	Back Street	Abbeyville	Abbey Street	**Totals**
Back Street	0	19	139	**158**
Abbeyville	33	0	3	**36**
Abbey Street	205	4	0	**209**
Totals	**238**	**23**	**142**	**403**

HGV's

	Back Street	Abbeyville	Abbey Street	**Totals**
Back Street	0	1	14	**15**
Abbeyville	1	0	0	**1**
Abbey Street	1	1	0	**2**
Totals	**2**	**2**	**14**	**18**

% HGV's

	Back Street	Abbeyville	Abbey Street
Back Street	0.00%	5.00%	9.15%
Abbeyville	2.94%	0.00%	0.00%
Abbey Street	0.49%	20.00%	0.00%

Abbey St / Abbeyville priority junction - PM Peak Hour Flows

Base year PM

	Back Street	Abbeyville	Abbey Street	**Totals**
Back Street	0	46	170	**216**
Abbeyville	17	0	7	**24**
Abbey Street	125	13	0	**138**
Totals	**142**	**59**	**177**	**378**

Development flows

	Back Street	Abbeyville	Abbey Street	**Totals**
Back Street	0	30	0	**30**
Abbeyville	5	0	12	**17**
Abbey Street	0	8	0	**8**
Totals	**5**	**38**	**12**	**55**

2019 year flows without development

	Back Street	Abbeyville	Abbey Street	**Totals**
Back Street	0	48	178	**226**
Abbeyville	18	0	7	**25**
Abbey Street	131	14	0	**144**
Totals	**149**	**62**	**185**	**396**

2019 year flows with development

	Back Street	Abbeyville	Abbey Street	**Totals**
Back Street	0	78	178	**256**
Abbeyville	23	0	19	**42**
Abbey Street	131	22	0	**152**
Totals	**154**	**100**	**197**	**451**

2024 year flows without development

	Back Street	Abbeyville	Abbey Street	**Totals**
Back Street	0	52	192	**244**
Abbeyville	19	0	8	**27**
Abbey Street	141	15	0	**156**
Totals	**160**	**67**	**200**	**427**

2024 year flows with development

	Back Street	Abbeyville	Abbey Street	**Totals**
Back Street	0	82	192	**274**
Abbeyville	24	0	20	**44**
Abbey Street	141	23	0	**164**
Totals	**165**	**105**	**212**	**482**

2034 year flows without development

	Back Street	Abbeyville	Abbey Street	**Totals**
Back Street	0	55	202	**257**
Abbeyville	20	0	8	**29**
Abbey Street	149	15	0	**164**
Totals	**169**	**70**	**210**	**449**

2034 year flows with development

	Back Street	Abbeyville	Abbey Street	**Totals**
Back Street	0	85	202	**287**
Abbeyville	25	0	20	**46**
Abbey Street	149	23	0	**172**
Totals	**174**	**108**	**222**	**504**

Abbey St / Abbeyville priority junction - PM Peak Hour Flows

LV's

	Back Street	Abbeyville	Abbey Street	**Totals**
Back Street	0	46	164	**210**
Abbeyville	17	0	6	**23**
Abbey Street	123	12	0	**135**
Totals	**140**	**58**	**170**	**368**

HGV's

	Back Street	Abbeyville	Abbey Street	**Totals**
Back Street	0	0	6	**6**
Abbeyville	0	0	1	**1**
Abbey Street	2	1	0	**3**
Totals	**2**	**1**	**7**	**10**

% HGV's

	Back Street	Abbeyville	Abbey Street
Back Street	0.00%	0.00%	3.53%
Abbeyville	0.00%	0.00%	14.29%
Abbey Street	1.60%	7.69%	0.00%

Abbey St / Rory O'Connor Place priority junction - AM Peak Hour Flows

Base year AM

	Abbey Street	Rory O'Connor St	Connolly St	**Totals**
Abbey Street	0	7	210	**217**
Rory O'Connor St	5	0	82	**87**
Connolly St	326	75	0	**401**
Totals	**331**	**82**	**292**	**705**

Development flows

	Abbey Street	Rory O'Connor St	Connolly St	**Totals**
Abbey Street	0	4	0	**4**
Rory O'Connor St	5	0	87	**92**
Connolly St	0	40	0	**40**
Totals	**5**	**44**	**87**	**136**

2019 year flows without development

	Abbey Street	Rory O'Connor St	Connolly St	**Totals**
Abbey Street	0	7	220	**227**
Rory O'Connor St	5	0	86	**91**
Connolly St	341	78	0	**420**
Totals	**346**	**86**	**306**	**738**

2019 year flows with development

	Abbey Street	Rory O'Connor St	Connolly St	**Totals**
Abbey Street	0	11	220	**231**
Rory O'Connor St	10	0	173	**183**
Connolly St	341	118	0	**460**
Totals	**351**	**130**	**393**	**874**

2024 year flows without development

	Abbey Street	Rory O'Connor St	Connolly St	**Totals**
Abbey Street	0	8	237	**245**
Rory O'Connor St	6	0	93	**98**
Connolly St	368	85	0	**453**
Totals	**374**	**93**	**330**	**796**

2024 year flows with development

	Abbey Street	Rory O'Connor St	Connolly St	**Totals**
Abbey Street	0	12	237	**249**
Rory O'Connor St	11	0	180	**190**
Connolly St	368	125	0	**493**
Totals	**379**	**137**	**417**	**932**

2034 year flows without development

	Abbey Street	Rory O'Connor St	Connolly St	**Totals**
Abbey Street	0	8	250	**258**
Rory O'Connor St	6	0	97	**103**
Connolly St	387	89	0	**477**
Totals	**393**	**97**	**347**	**838**

2034 year flows with development

	Abbey Street	Rory O'Connor St	Connolly St	**Totals**
Abbey Street	0	12	250	**262**
Rory O'Connor St	11	0	184	**195**
Connolly St	387	129	0	**517**
Totals	**398**	**141**	**434**	**974**

Abbey St / Rory O'Connor Place priority junction - AM Peak Hour Flows

LV's

	Abbey Street	Rory O'Connor St	Connolly St	**Totals**
Abbey Street	0	7	195	**202**
Rory O'Connor St	5	0	81	**86**
Connolly St	323	75	0	**398**
Totals	**328**	**82**	**276**	**686**

HGV's

	Abbey Street	Rory O'Connor St	Connolly St	**Totals**
Abbey Street	0	0	15	**15**
Rory O'Connor St	0	0	1	**1**
Connolly St	3	0	0	**3**
Totals	**3**	**0**	**16**	**19**

% HGV's

	Abbey Street	Rory O'Connor St	Connolly St
Abbey Street	0.00%	0.00%	7.14%
Rory O'Connor St	0.00%	0.00%	1.22%
Connolly St	0.92%	0.00%	0.00%

Abbey St / Rory O'Connor Place priority junction - PM Peak Hour Flows

Base year PM

	Abbey Street	Rory O'Connor St	Connolly St	**Totals**
Abbey Street	0	11	202	**213**
Rory O'Connor St	10	0	74	**84**
Connolly St	152	100	0	**252**
Totals	**162**	**111**	**276**	**549**

Development flows

	Abbey Street	Rory O'Connor St	Connolly St	**Totals**
Abbey Street	0	7	0	**7**
Rory O'Connor St	7	0	53	**60**
Connolly St	0	68	0	**68**
Totals	**7**	**75**	**53**	**135**

2019 year flows without development

	Abbey Street	Rory O'Connor St	Connolly St	**Totals**
Abbey Street	0	12	211	**223**
Rory O'Connor St	10	0	77	**88**
Connolly St	159	105	0	**264**
Totals	**170**	**116**	**289**	**575**

2019 year flows with development

	Abbey Street	Rory O'Connor St	Connolly St	**Totals**
Abbey Street	0	19	211	**230**
Rory O'Connor St	17	0	130	**148**
Connolly St	159	173	0	**332**
Totals	**177**	**191**	**342**	**710**

2024 year flows without development

	Abbey Street	Rory O'Connor St	Connolly St	**Totals**
Abbey Street	0	12	228	**241**
Rory O'Connor St	11	0	84	**95**
Connolly St	172	113	0	**285**
Totals	**183**	**125**	**312**	**620**

2024 year flows with development

	Abbey Street	Rory O'Connor St	Connolly St	**Totals**
Abbey Street	0	19	228	**248**
Rory O'Connor St	18	0	137	**155**
Connolly St	172	181	0	**353**
Totals	**190**	**200**	**365**	**755**

2034 year flows without development

	Abbey Street	Rory O'Connor St	Connolly St	**Totals**
Abbey Street	0	13	240	**253**
Rory O'Connor St	12	0	88	**100**
Connolly St	181	119	0	**299**
Totals	**193**	**132**	**328**	**652**

2034 year flows with development

	Abbey Street	Rory O'Connor St	Connolly St	**Totals**
Abbey Street	0	20	240	**260**
Rory O'Connor St	19	0	141	**160**
Connolly St	181	187	0	**367**
Totals	**200**	**207**	**381**	**787**

Abbey St / Rory O'Connor Place priority junction - PM Peak Hour Flows

LV's

	Abbey Street	Rory O'Connor St	Connolly St	**Totals**
Abbey Street	0	10	196	**206**
Rory O'Connor St	10	0	74	**84**
Connolly St	149	100	0	**249**
Totals	**159**	**110**	**270**	**539**

HGV's

	Abbey Street	Rory O'Connor St	Connolly St	**Totals**
Abbey Street	0	1	6	**7**
Rory O'Connor St	0	0	0	**0**
Connolly St	3	0	0	**3**
Totals	**3**	**1**	**6**	**10**

% HGV's

	Abbey Street	Rory O'Connor St	Connolly St
Abbey Street	0.00%	9.09%	2.97%
Rory O'Connor St	0.00%	0.00%	0.00%
Connolly St	1.97%	0.00%	0.00%

Appendix C – TRICS Information

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	BD	BEDFORDSHIRE	1 days
	HF	HERTFORDSHIRE	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 days
06	WEST MIDLANDS		
	WO	WORCESTERSHIRE	1 days
08	NORTH WEST		
	CH	CHESHIRE	1 days
	GM	GREATER MANCHESTER	1 days
09	NORTH		
	TV	TEES VALLEY	1 days
10	WALES		
	CF	CARDIFF	1 days
11	SCOTLAND		
	SR	STIRLING	1 days
12	CONNAUGHT		
	GA	GALWAY	1 days
15	GREATER DUBLIN		
	DL	DUBLIN	1 days
17	ULSTER (NORTHERN IRELAND)		
	DE	DERRY	1 days

Filtering Stage 2 selection:

Parameter: Number of dwellings
Range: 115 to 363 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/00 to 17/11/08

Selected survey days:

Monday	2 days
Tuesday	2 days
Thursday	5 days
Friday	3 days
Sunday	1 days

Selected survey types:

Manual count	13 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	12

Selected Location Sub Categories:

Residential Zone	10
No Sub Category	3

LIST OF SITES relevant to selection parameters

1 BD-03-A-01 SEMI DETACHED, LUTON BEDFORDSHIRE
NEW BEDFORD ROAD

LUTON
Total Number of dwellings: 131
Survey date: THURSDAY 08/07/04 Survey Type: MANUAL

2 CA-03-A-02 MIXED HOUSES, PETERBOROUGH CAMBRIDGESHIRE
THORPE ROAD

PETERBOROUGH
Total Number of dwellings: 363
Survey date: THURSDAY 13/05/04 Survey Type: MANUAL

3 CF-03-A-01 MIXED HOUSES, CARDIFF CARDIFF
VIRGIL STREET
NINIAN PARK
CARDIFF
Total Number of dwellings: 222
Survey date: THURSDAY 17/10/02 Survey Type: MANUAL

4 CH-03-A-06 SEMI-DET./BUNGALOWS,CREWE CHESHIRE
CREWE ROAD

CREWE
Total Number of dwellings: 129
Survey date: TUESDAY 14/10/08 Survey Type: MANUAL

5 DE-03-A-03 BUNGALOWS, LONDONDERRY DERRY
ABBEYDALE
KILFENNAN
LONDONDERRY
Total Number of dwellings: 160
Survey date: THURSDAY 02/10/03 Survey Type: MANUAL

6 DL-03-A-01 SEMI DETACHED, DUBLIN DUBLIN
KILMACUD ROAD UPPER
GOATSTOWN
DUBLIN
Total Number of dwellings: 208
Survey date: FRIDAY 22/11/02 Survey Type: MANUAL

7 GA-03-A-02 TERRACED, GALWAY GALWAY
BOHERMORE
TOWNPARKS
GALWAY
Total Number of dwellings: 185
Survey date: TUESDAY 19/09/06 Survey Type: MANUAL

8 GM-03-A-07 SEMI DETACHED, MANCHESTER GREATER MANCHESTER
MILFORD DRIVE
LEVENSHULME
MANCHESTER
Total Number of dwellings: 138
Survey date: FRIDAY 09/11/01 Survey Type: MANUAL

9 HF-03-A-02 HOUSES, WELWYN GDN. CITY HERTFORDSHIRE
BLACK FAN ROAD
PANSHANGER
WELWYN GARDEN CITY
Total Number of dwellings: 195
Survey date: SUNDAY 20/07/08 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

10 LN-03-A-02 MIXED HOUSES, LINCOLN LINCOLNSHIRE
HYKEHAM ROAD

LINCOLN
Total Number of dwellings: 186
Survey date: MONDAY 14/05/07 Survey Type: MANUAL

11 SR-03-A-01 DETACHED, STIRLING STIRLING
BENVIEW

STIRLING
Total Number of dwellings: 115
Survey date: MONDAY 23/04/07 Survey Type: MANUAL

12 TV-03-A-01 MIXED HOUSES/FLATS, HARTLEPL TEES VALLEY
POWLETT ROAD

HARTLEPOOL
Total Number of dwellings: 225
Survey date: THURSDAY 14/04/05 Survey Type: MANUAL

13 WO-03-A-03 DETACHED, KIDDERMINSTER WORCESTERSHIRE
BLAKEBROOK
BLAKEBROOK
KIDDERMINSTER
Total Number of dwellings: 138
Survey date: FRIDAY 05/05/06 Survey Type: MANUAL

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	13	184	0.068	13	184	0.226	13	184	0.294
08:00 - 09:00	13	184	0.164	13	184	0.416	13	184	0.580
09:00 - 10:00	13	184	0.167	13	184	0.240	13	184	0.407
10:00 - 11:00	13	184	0.147	13	184	0.159	13	184	0.306
11:00 - 12:00	13	184	0.177	13	184	0.174	13	184	0.351
12:00 - 13:00	13	184	0.215	13	184	0.192	13	184	0.407
13:00 - 14:00	13	184	0.210	13	184	0.197	13	184	0.407
14:00 - 15:00	13	184	0.210	13	184	0.205	13	184	0.415
15:00 - 16:00	13	184	0.275	13	184	0.210	13	184	0.485
16:00 - 17:00	13	184	0.314	13	184	0.200	13	184	0.514
17:00 - 18:00	13	184	0.354	13	184	0.228	13	184	0.582
18:00 - 19:00	13	184	0.296	13	184	0.249	13	184	0.545
19:00 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			2.597			2.696			5.293

Parameter summary

Trip rate parameter range selected:	115 - 363 (units:)
Survey date date range:	01/01/00 - 17/11/08
Number of weekdays (Monday-Friday):	12
Number of Saturdays:	0
Number of Sundays:	1
Surveys manually removed from selection:	0

Filtering Summary

Land Use	03/B	RESIDENTIAL/AFFORDABLE/LOCAL AUTHORITY H
Selected Trip Rate Calculation Parameter Range	25-100 DWELLS	
Actual Trip Rate Calculation Parameter Range	29-97 DWELLS	
Date Range	Minimum: 01/01/09	Maximum: 27/05/16
Days of the week selected	Monday	3
	Tuesday	1
	Wednesday	1
	Thursday	1
	Friday	1
Main Location Types selected	Suburban Area (PPS6 Out of Centre)	3
	Edge of Town	4
Population <1 Mile ranges selected	5,001 to 10,000	2
	10,001 to 15,000	1
	15,001 to 20,000	2
	25,001 to 50,000	2
Population <5 Mile ranges selected	5,001 to 25,000	1
	75,001 to 100,000	2
	125,001 to 250,000	2
	250,001 to 500,000	2
Car Ownership <5 Mile ranges selected	0.6 to 1.0	5
	1.1 to 1.5	2
PTAL Rating	No PTAL Present	7

Calculation Reference: AUDIT-700101-170405-0436

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : B - AFFORDABLE/LOCAL AUTHORITY HOUSES
VEHICLES

Selected regions and areas:

06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	WY	WEST YORKSHIRE	2 days
08	NORTH WEST		
	CH	CHESHIRE	1 days
	GM	GREATER MANCHESTER	1 days
09	NORTH		
	NB	NORTHUMBERLAND	1 days
13	MUNSTER		
	TI	TIPPERARY	1 days

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

Secondary 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: Number of dwellings
Actual Range: 29 to 97 (units:)
Range Selected by User: 25 to 100 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/09 to 27/05/16

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:

Monday	3 days
Tuesday	1 days
Wednesday	1 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
Edge 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:

Residential Zone	5
Built-Up Zone	1
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

Secondary Filtering selection:

Use Class:

C3	7 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

5,001 to 10,000	2 days
10,001 to 15,000	1 days
15,001 to 20,000	2 days
25,001 to 50,000	2 days

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

Population within 5 miles:

5,001 to 25,000	1 days
75,001 to 100,000	2 days
125,001 to 250,000	2 days
250,001 to 500,000	2 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	5 days
1.1 to 1.5	2 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:

No	7 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	7 days

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

LIST OF SITES relevant to selection parameters

Site(1):	CH-03-B-01	Site area:	1.74 hect
Development Name:	HOUSES & FLATS	Number of dwellings:	80
Location:	CHESTER	Housing density:	66
Postcode:	CH1 5UP	Total Bedrooms:	204
Main Location Type:	Edge of Town	Survey Date:	17/11/14
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	189

Site(2):	GM-03-B-01	Site area:	0.76 hect
Development Name:	TERRACED HOUSES	Number of dwellings:	43
Location:	ROCHDALE	Housing density:	86
Postcode:	OL16 5TF	Total Bedrooms:	111
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	21/10/15
Sub-Location Type:	No Sub Category	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	40

Site(3):	NB-03-B-01	Site area:	3.60 hect
Development Name:	SEMI DET. & TERRACED	Number of dwellings:	97
Location:	BEDLINGTON	Housing density:	36
Postcode:	NE22 6DX	Total Bedrooms:	292
Main Location Type:	Edge of Town	Survey Date:	19/11/12
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	111

Site(4):	TI-03-B-01	Site area:	2.09 hect
Development Name:	MIXED HOUSES	Number of dwellings:	43
Location:	NENAGH	Housing density:	41
Postcode:		Total Bedrooms:	116
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	27/05/16
Sub-Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	70

Site(5):	WM-03-B-01	Site area:	1.81 hect
Development Name:	SEMI DET./TERRACED	Number of dwellings:	97
Location:	BIRMINGHAM	Housing density:	
Postcode:	B37 6SZ	Total Bedrooms:	291
Main Location Type:	Edge of Town	Survey Date:	17/10/11
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	146

Site(6):	WY-03-B-02	Site area:	1.53 hect
Development Name:	MIXED HOUSES	Number of dwellings:	54
Location:	HUDDERSFIELD	Housing density:	39
Postcode:	HD2 1LU	Total Bedrooms:	144
Main Location Type:	Edge of Town	Survey Date:	17/09/13
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	60

Site(7):	WY-03-B-03	Site area:	0.38 hect
Development Name:	TERRACED HOUSES	Number of dwellings:	29
Location:	LEEDS	Housing density:	91
Postcode:	LS9 7JB	Total Bedrooms:	64
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	19/09/13
Sub-Location Type:	Built-Up Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	31

Trip Rates for Key Periods		Trips per 100m2 GFA	
Period	Inbound	Outbound	Total
0800-0900	99.999	99.999	99.999
1700-1800	99.999	99.999	99.999

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES

VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	63	0.068	7	63	0.183	7	63	0.251
08:00 - 09:00	7	63	0.160	7	63	0.284	7	63	0.444
09:00 - 10:00	7	63	0.151	7	63	0.219	7	63	0.370
10:00 - 11:00	7	63	0.183	7	63	0.181	7	63	0.364
11:00 - 12:00	7	63	0.160	7	63	0.163	7	63	0.323
12:00 - 13:00	7	63	0.196	7	63	0.151	7	63	0.347
13:00 - 14:00	7	63	0.156	7	63	0.158	7	63	0.314
14:00 - 15:00	7	63	0.201	7	63	0.194	7	63	0.395
15:00 - 16:00	7	63	0.251	7	63	0.205	7	63	0.456
16:00 - 17:00	7	63	0.275	7	63	0.167	7	63	0.442
17:00 - 18:00	7	63	0.296	7	63	0.201	7	63	0.497
18:00 - 19:00	7	63	0.196	7	63	0.147	7	63	0.343
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.293			2.253			4.546

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.

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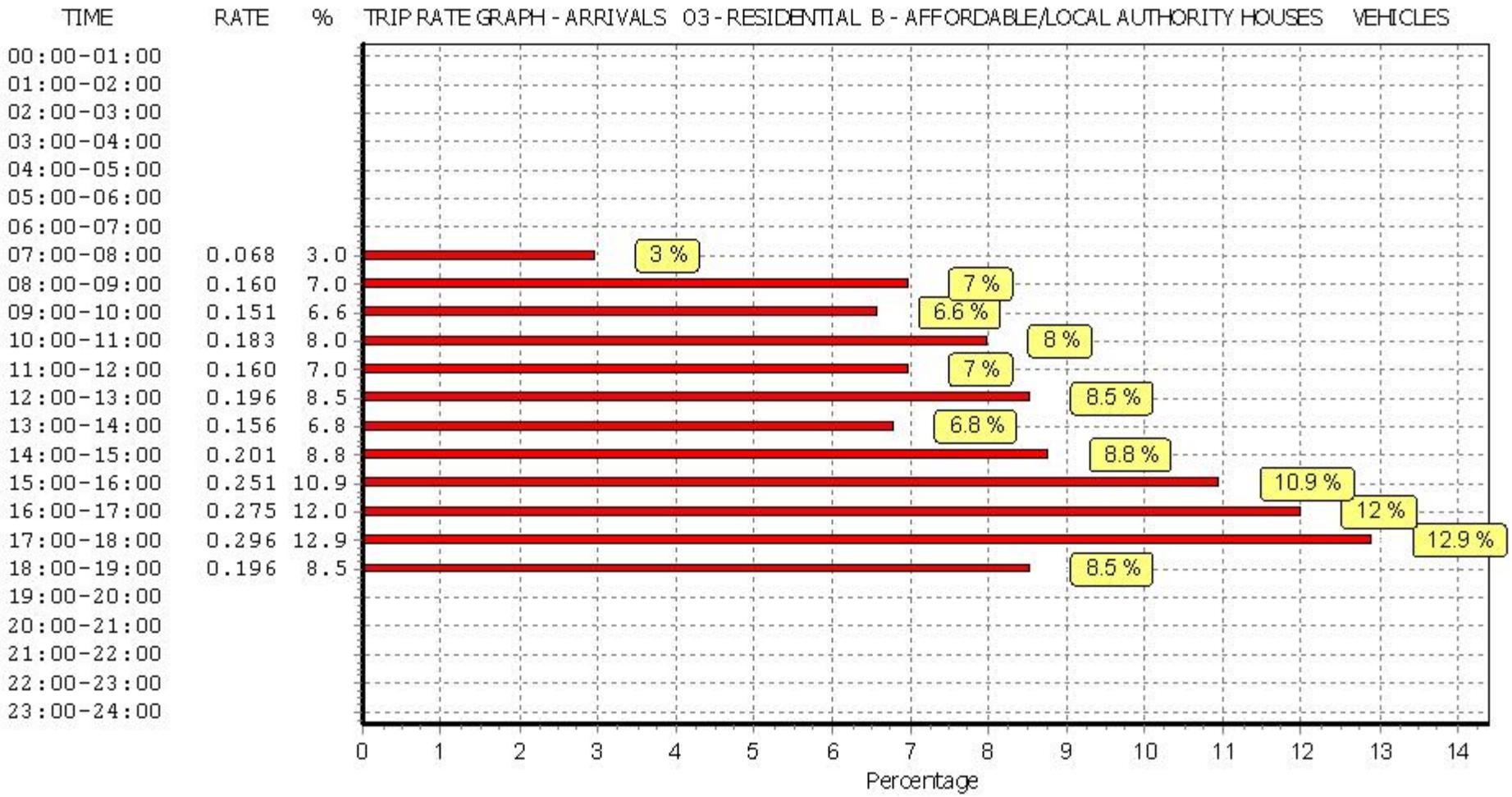
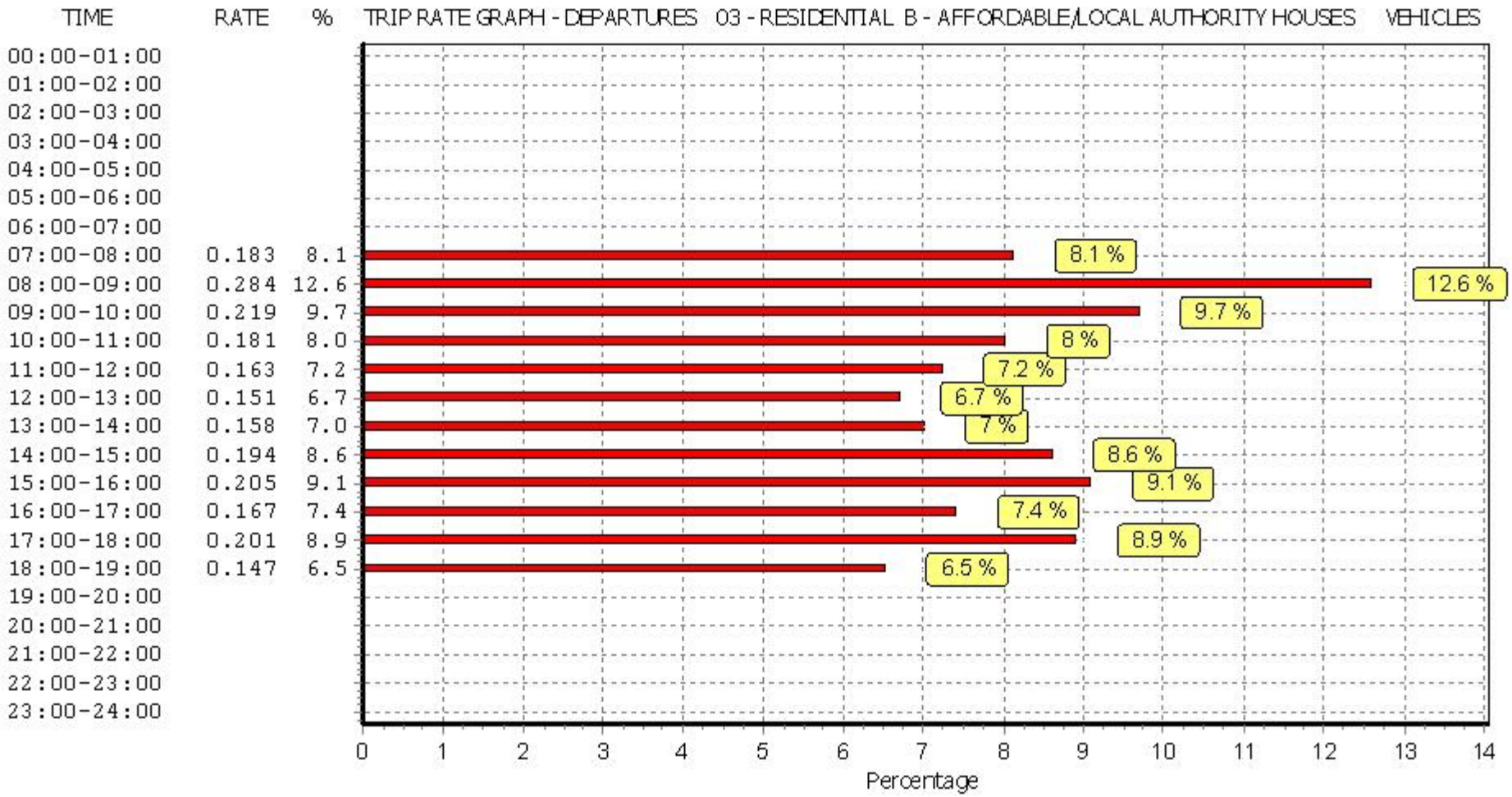
Parameter summary

Trip rate parameter range selected:	29 - 97 (units:)
Survey date date range:	01/01/09 - 27/05/16
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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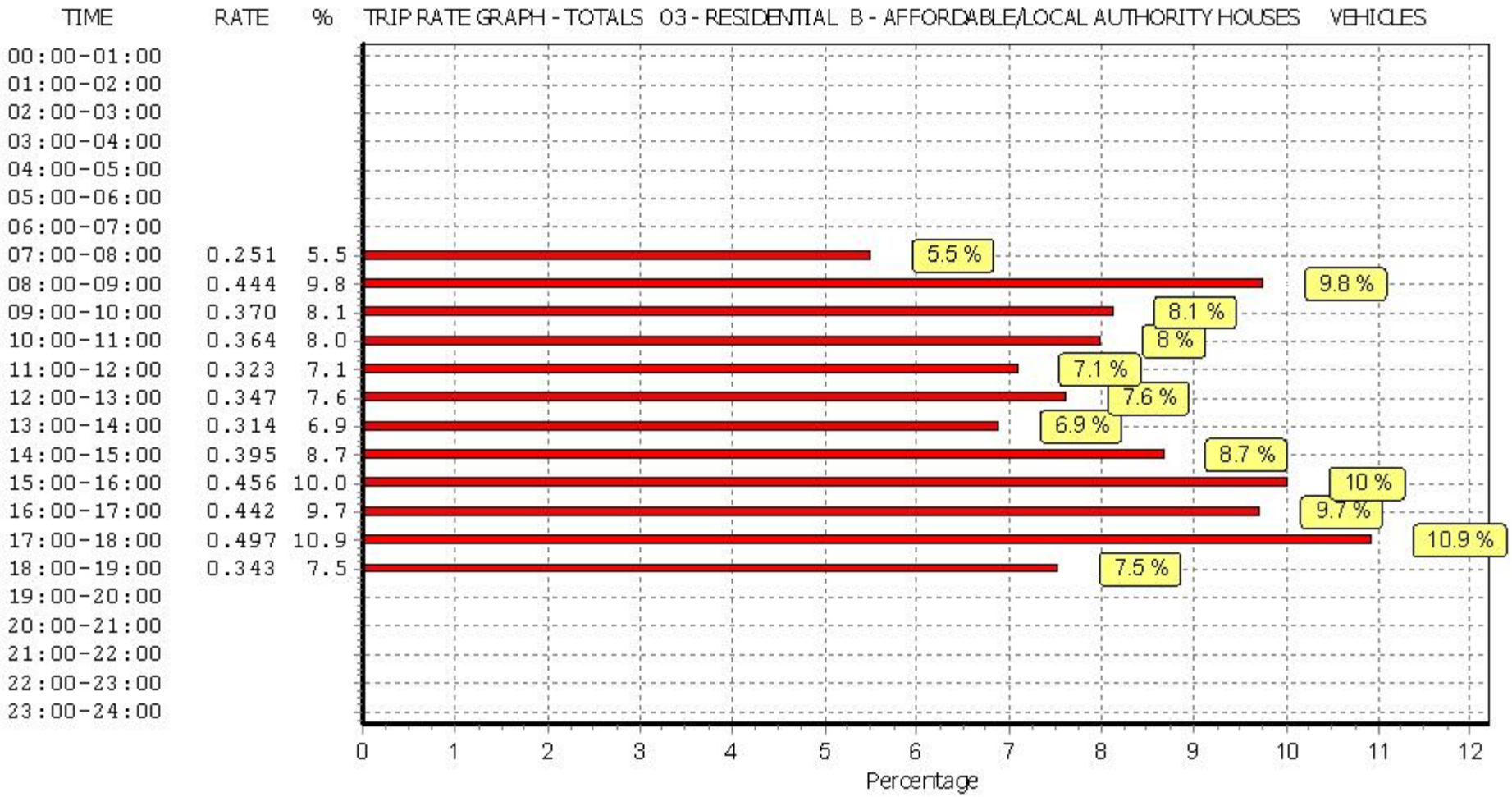

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TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
TAXIS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	63	0.007	7	63	0.007	7	63	0.014
08:00 - 09:00	7	63	0.007	7	63	0.007	7	63	0.014
09:00 - 10:00	7	63	0.016	7	63	0.011	7	63	0.027
10:00 - 11:00	7	63	0.018	7	63	0.023	7	63	0.041
11:00 - 12:00	7	63	0.009	7	63	0.011	7	63	0.020
12:00 - 13:00	7	63	0.011	7	63	0.009	7	63	0.020
13:00 - 14:00	7	63	0.009	7	63	0.011	7	63	0.020
14:00 - 15:00	7	63	0.011	7	63	0.009	7	63	0.020
15:00 - 16:00	7	63	0.014	7	63	0.014	7	63	0.028
16:00 - 17:00	7	63	0.007	7	63	0.005	7	63	0.012
17:00 - 18:00	7	63	0.005	7	63	0.005	7	63	0.010
18:00 - 19:00	7	63	0.007	7	63	0.007	7	63	0.014
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.121			0.119			0.240

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.

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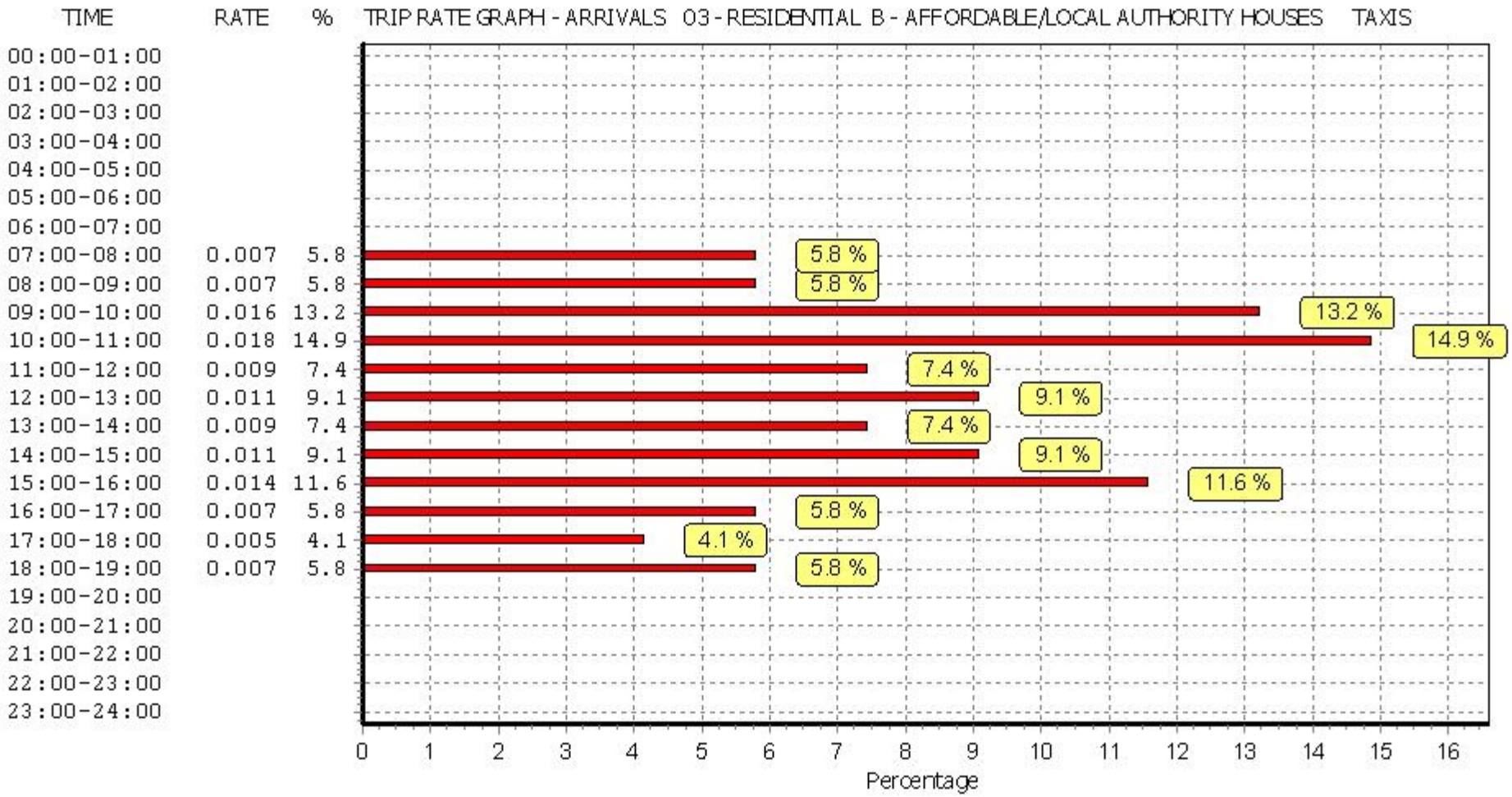
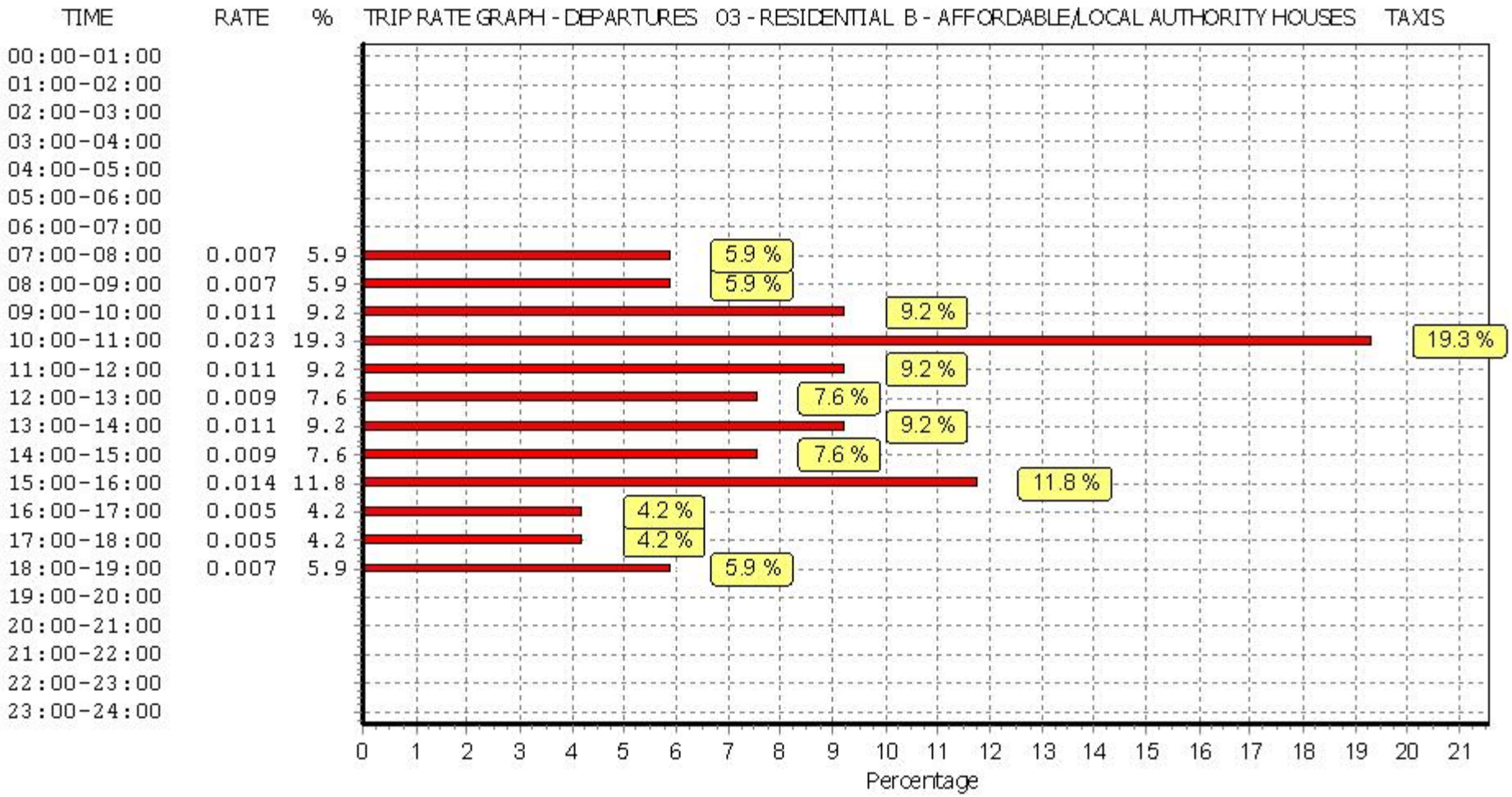
Parameter summary

Trip rate parameter range selected:	29 - 97 (units:)
Survey date date range:	01/01/09 - 27/05/16
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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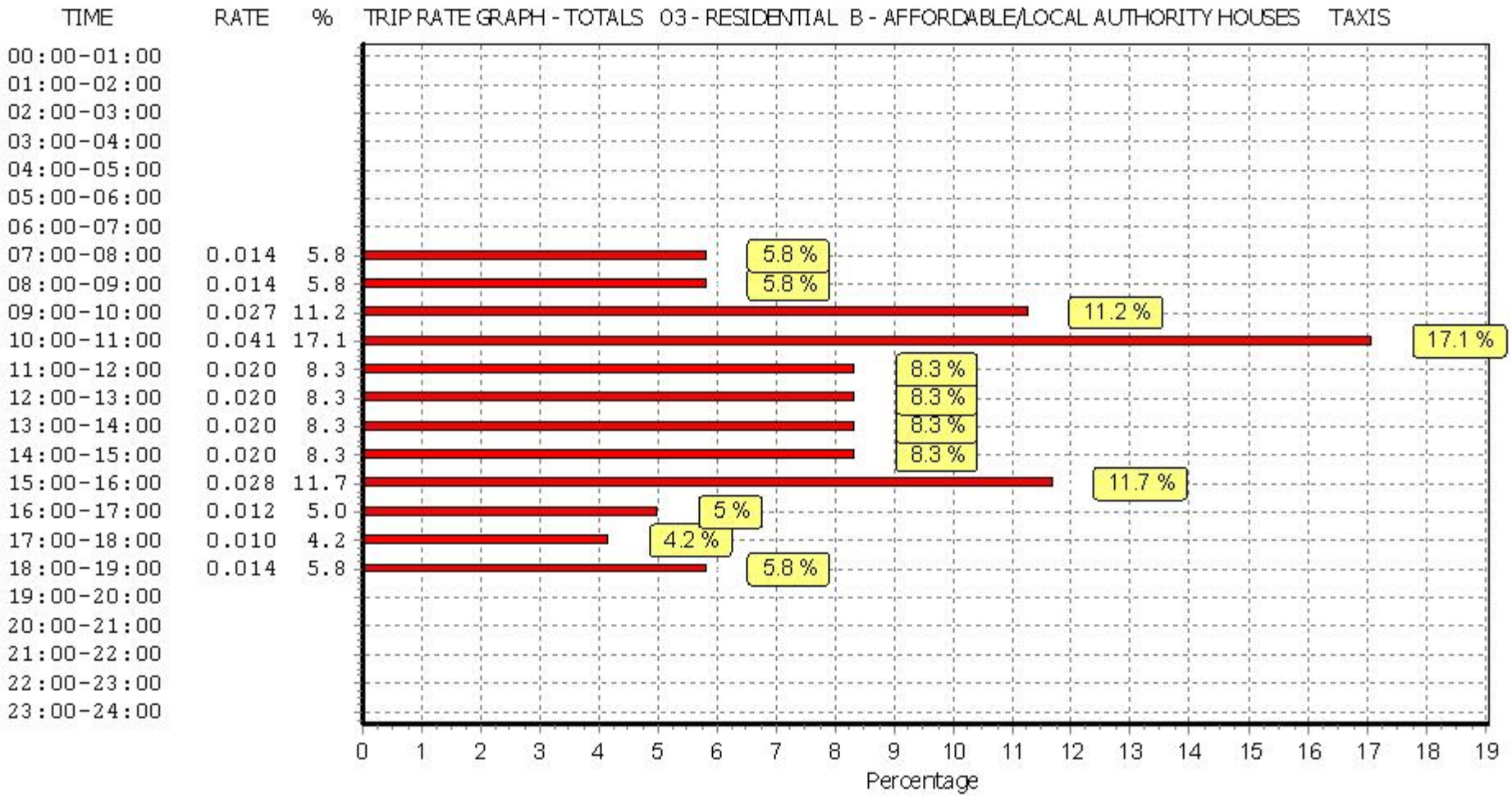

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TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
OGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	63	0.002	7	63	0.002	7	63	0.004
08:00 - 09:00	7	63	0.005	7	63	0.002	7	63	0.007
09:00 - 10:00	7	63	0.002	7	63	0.005	7	63	0.007
10:00 - 11:00	7	63	0.005	7	63	0.005	7	63	0.010
11:00 - 12:00	7	63	0.000	7	63	0.000	7	63	0.000
12:00 - 13:00	7	63	0.005	7	63	0.005	7	63	0.010
13:00 - 14:00	7	63	0.002	7	63	0.002	7	63	0.004
14:00 - 15:00	7	63	0.002	7	63	0.002	7	63	0.004
15:00 - 16:00	7	63	0.002	7	63	0.002	7	63	0.004
16:00 - 17:00	7	63	0.002	7	63	0.002	7	63	0.004
17:00 - 18:00	7	63	0.000	7	63	0.000	7	63	0.000
18:00 - 19:00	7	63	0.002	7	63	0.002	7	63	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.029			0.029			0.058

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.

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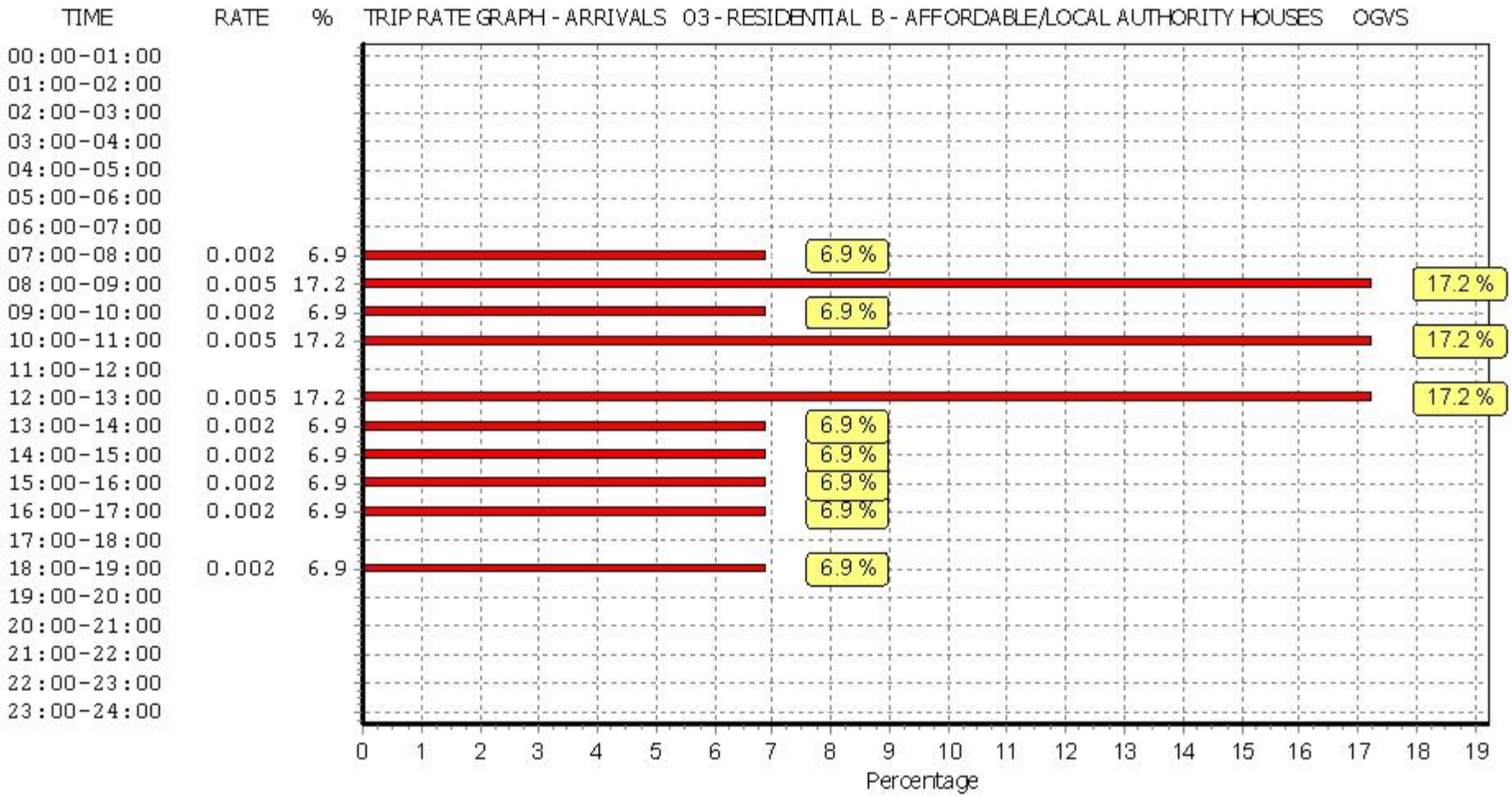
Parameter summary

Trip rate parameter range selected:	29 - 97 (units:)
Survey date date range:	01/01/09 - 27/05/16
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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



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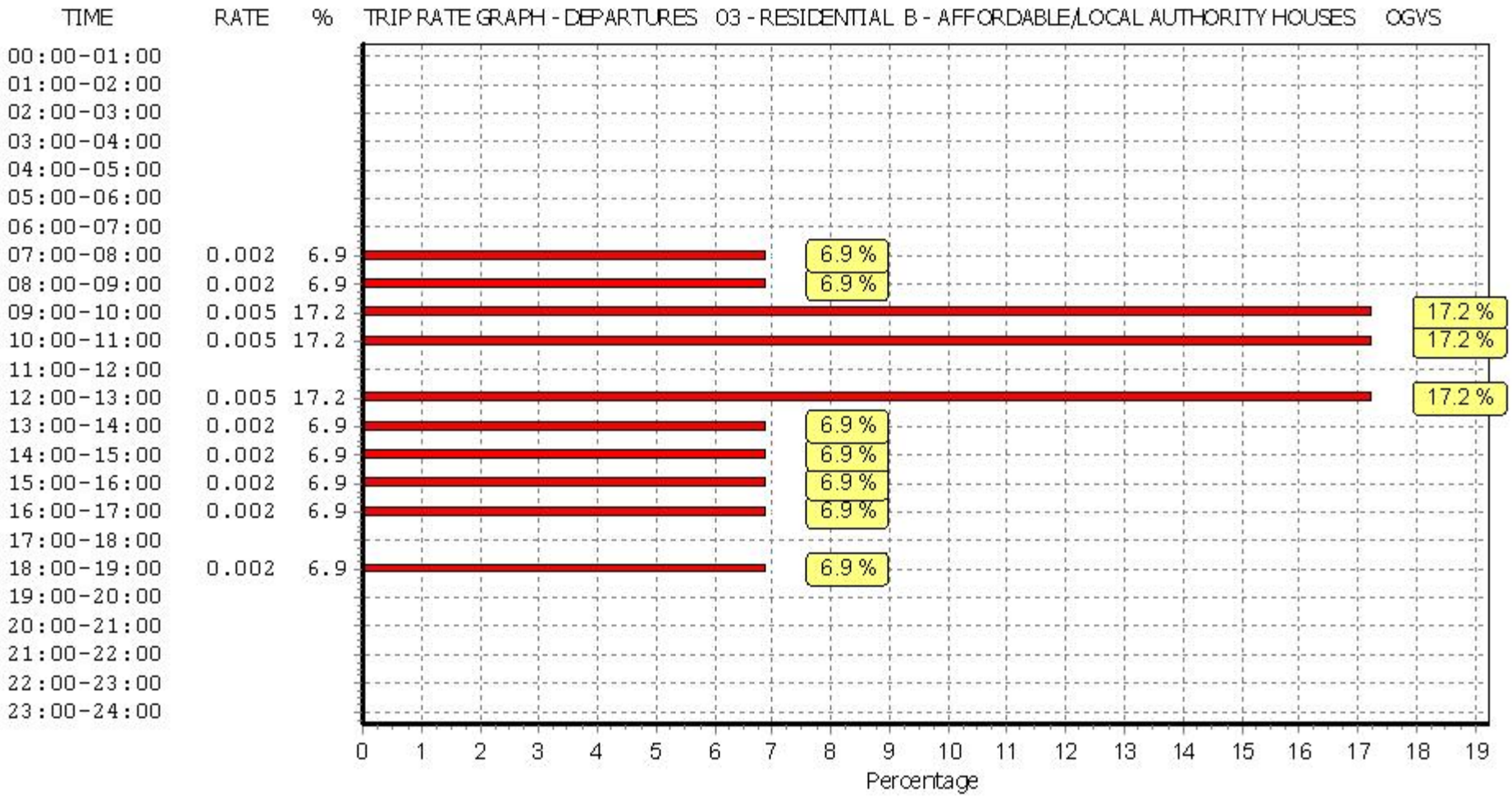

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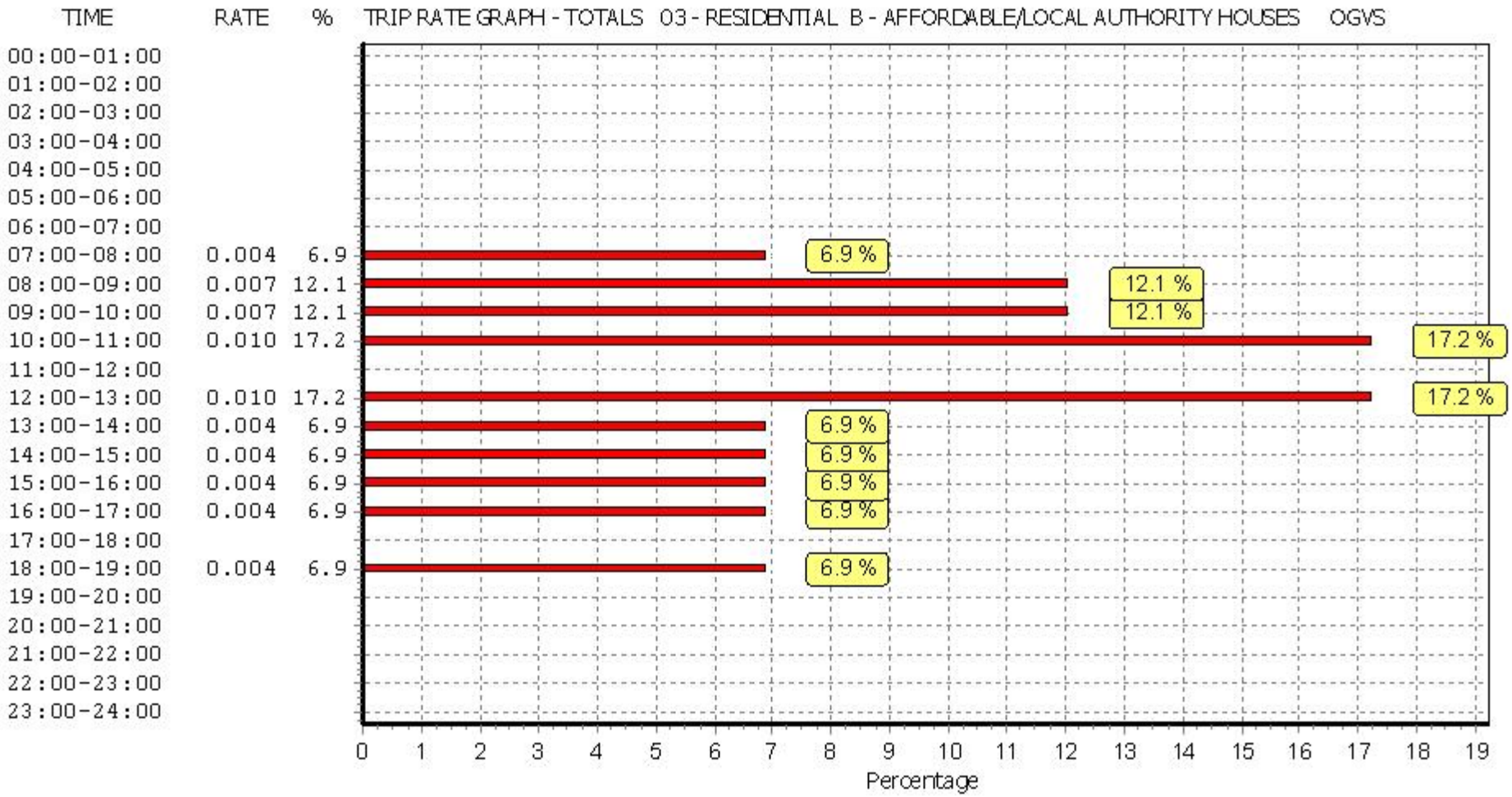

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TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
PSVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	63	0.000	7	63	0.000	7	63	0.000
08:00 - 09:00	7	63	0.000	7	63	0.000	7	63	0.000
09:00 - 10:00	7	63	0.000	7	63	0.000	7	63	0.000
10:00 - 11:00	7	63	0.002	7	63	0.002	7	63	0.004
11:00 - 12:00	7	63	0.000	7	63	0.000	7	63	0.000
12:00 - 13:00	7	63	0.000	7	63	0.000	7	63	0.000
13:00 - 14:00	7	63	0.000	7	63	0.000	7	63	0.000
14:00 - 15:00	7	63	0.000	7	63	0.000	7	63	0.000
15:00 - 16:00	7	63	0.000	7	63	0.000	7	63	0.000
16:00 - 17:00	7	63	0.000	7	63	0.000	7	63	0.000
17:00 - 18:00	7	63	0.000	7	63	0.000	7	63	0.000
18:00 - 19:00	7	63	0.000	7	63	0.000	7	63	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.002			0.002			0.004

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Parameter summary

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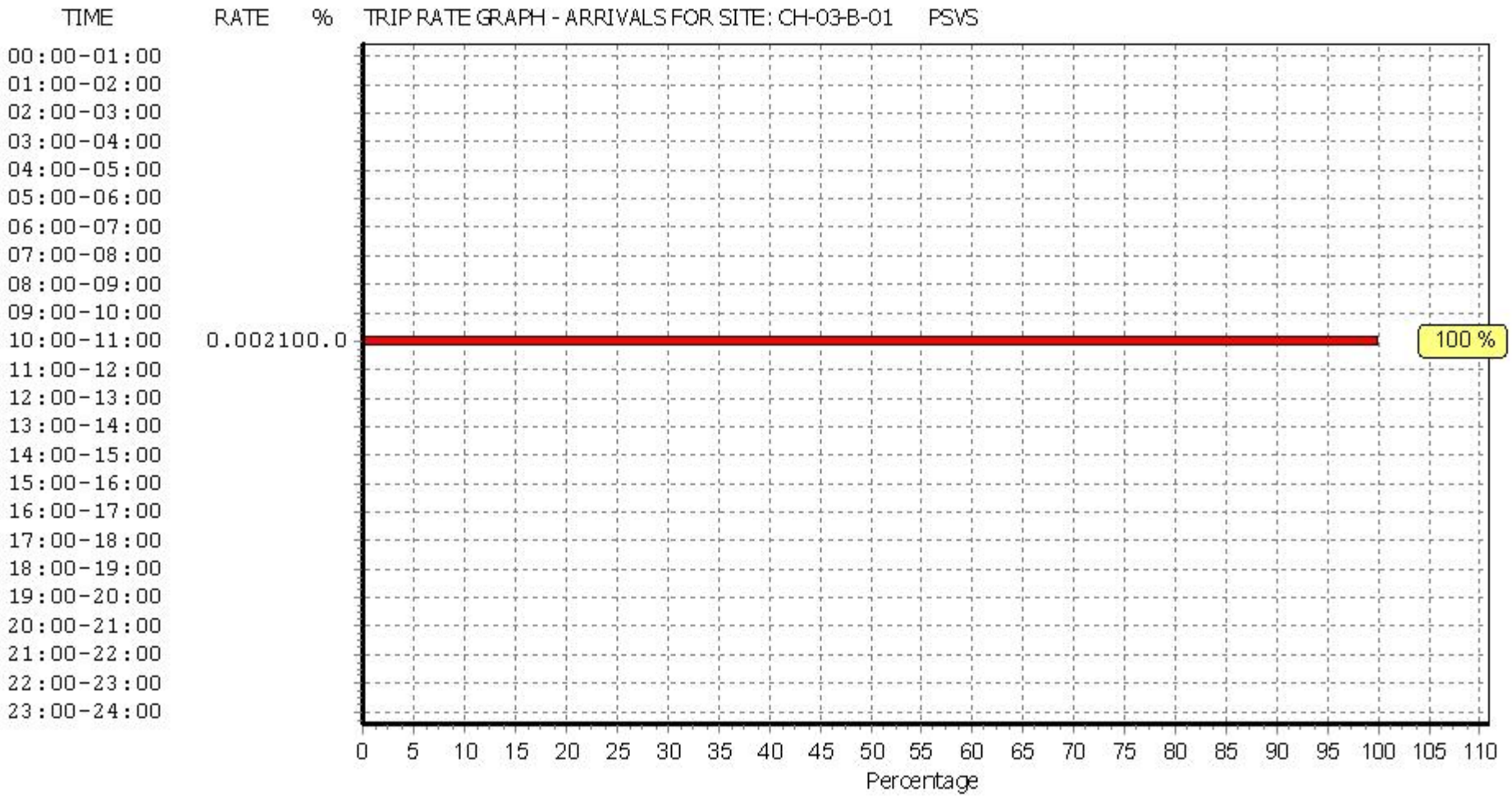
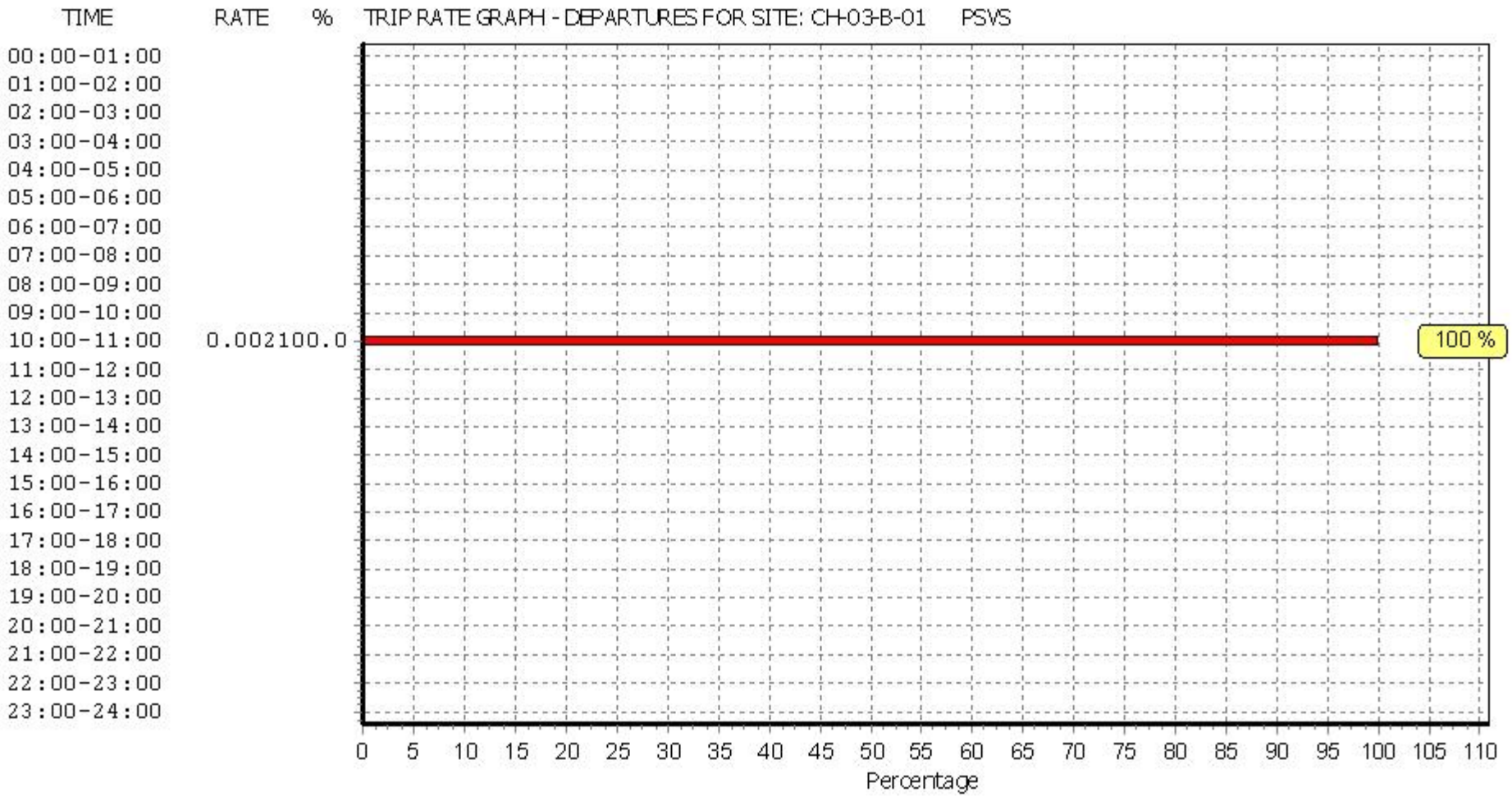
Survey date date range:	01/01/09 - 27/05/16
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

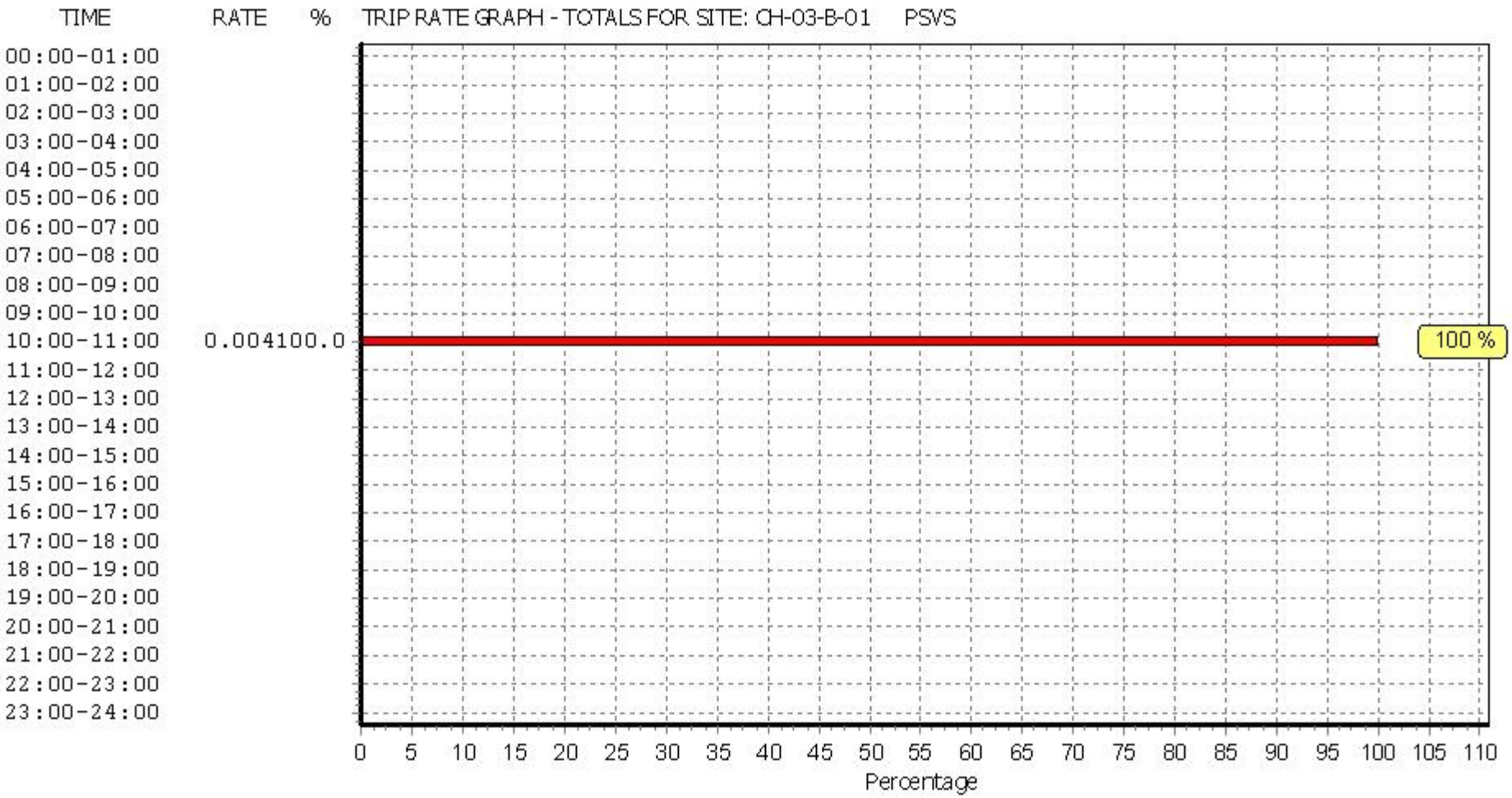
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	63	0.002	7	63	0.000	7	63	0.002
08:00 - 09:00	7	63	0.005	7	63	0.014	7	63	0.019
09:00 - 10:00	7	63	0.007	7	63	0.005	7	63	0.012
10:00 - 11:00	7	63	0.002	7	63	0.000	7	63	0.002
11:00 - 12:00	7	63	0.002	7	63	0.002	7	63	0.004
12:00 - 13:00	7	63	0.000	7	63	0.000	7	63	0.000
13:00 - 14:00	7	63	0.005	7	63	0.002	7	63	0.007
14:00 - 15:00	7	63	0.000	7	63	0.007	7	63	0.007
15:00 - 16:00	7	63	0.007	7	63	0.005	7	63	0.012
16:00 - 17:00	7	63	0.020	7	63	0.014	7	63	0.034
17:00 - 18:00	7	63	0.011	7	63	0.002	7	63	0.013
18:00 - 19:00	7	63	0.000	7	63	0.009	7	63	0.009
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.061			0.060			0.121

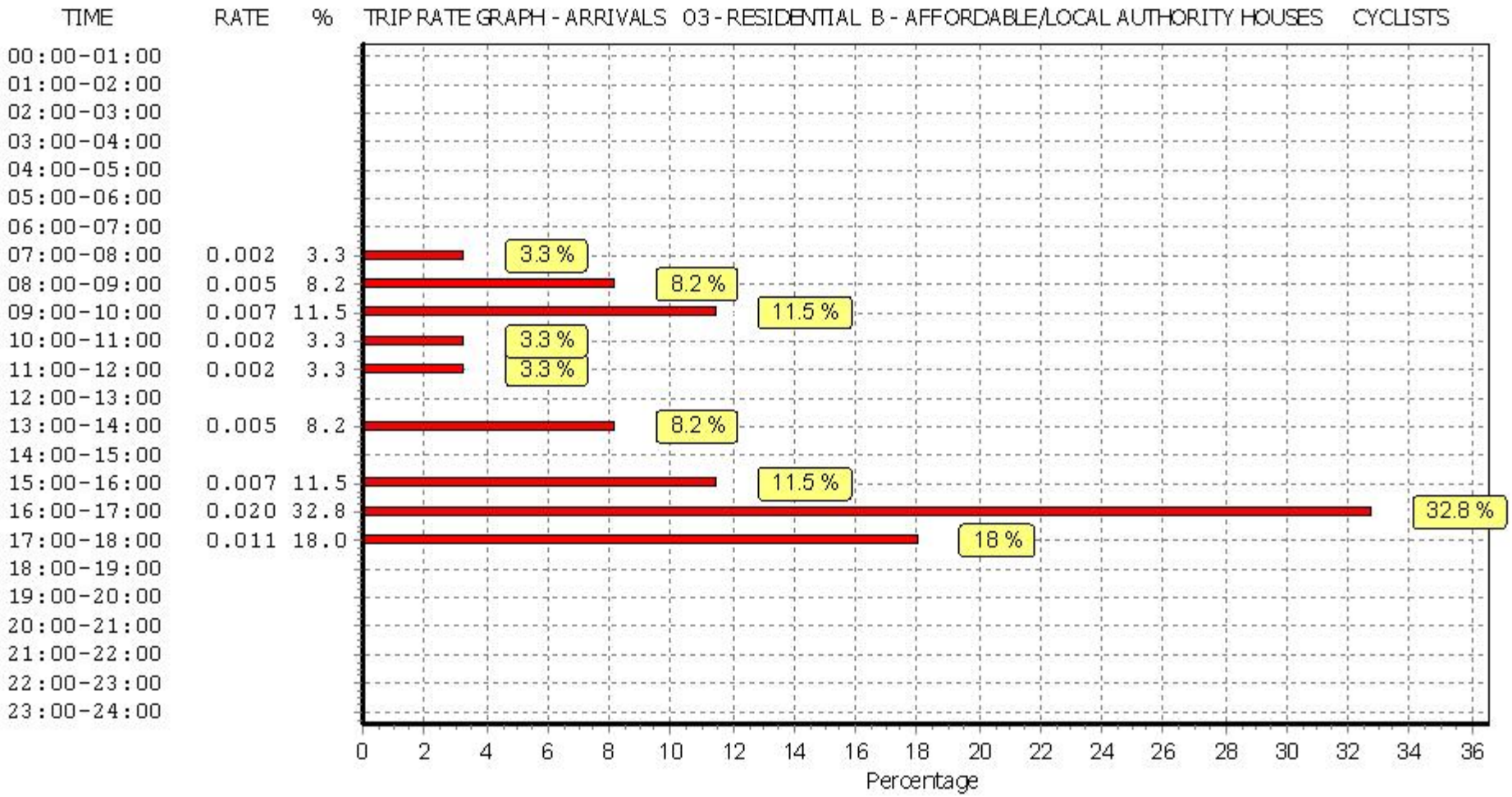
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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

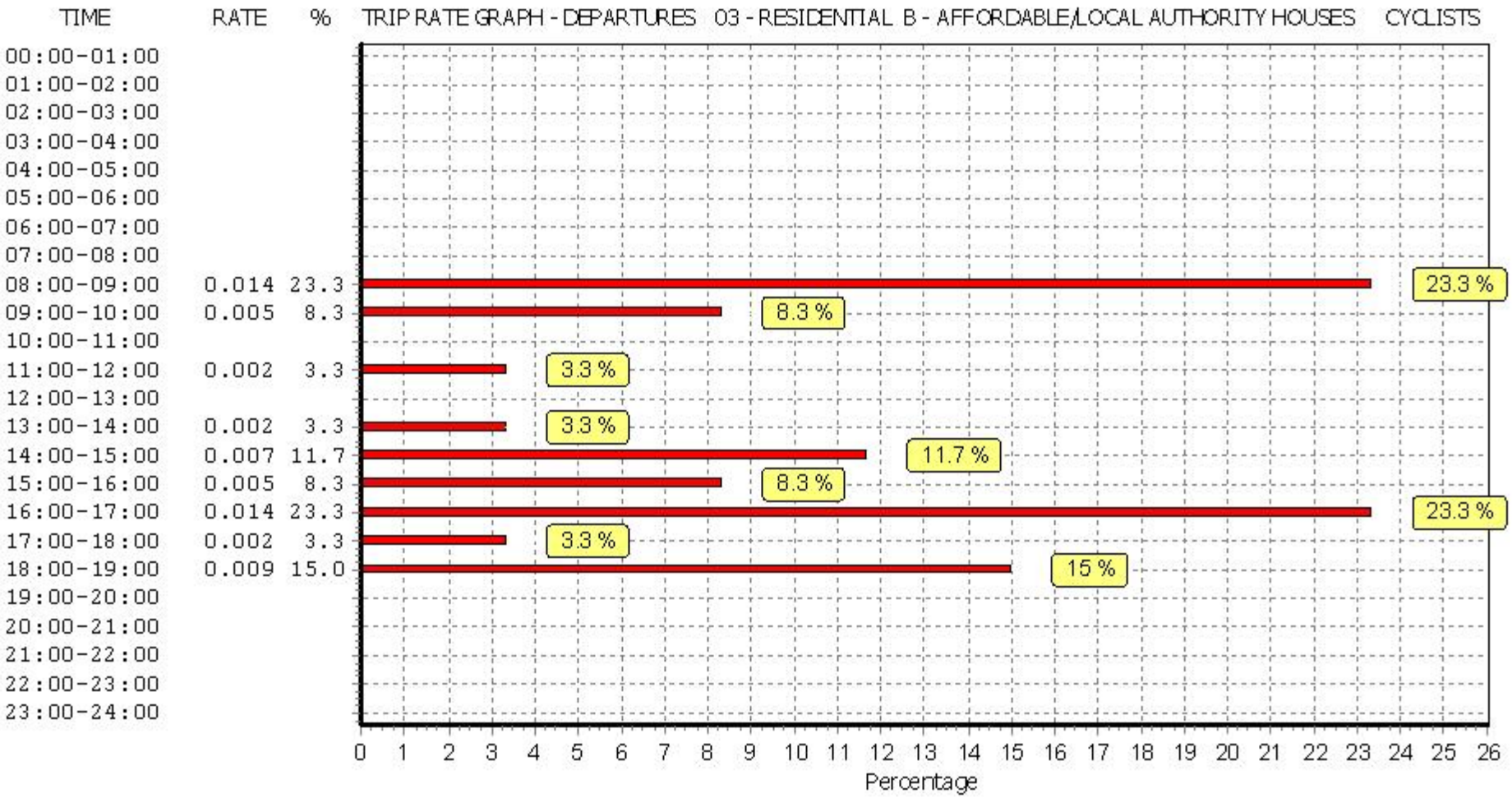
Parameter summary

Trip rate parameter range selected:	29 - 97 (units:)
Survey date date range:	01/01/09 - 27/05/16
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

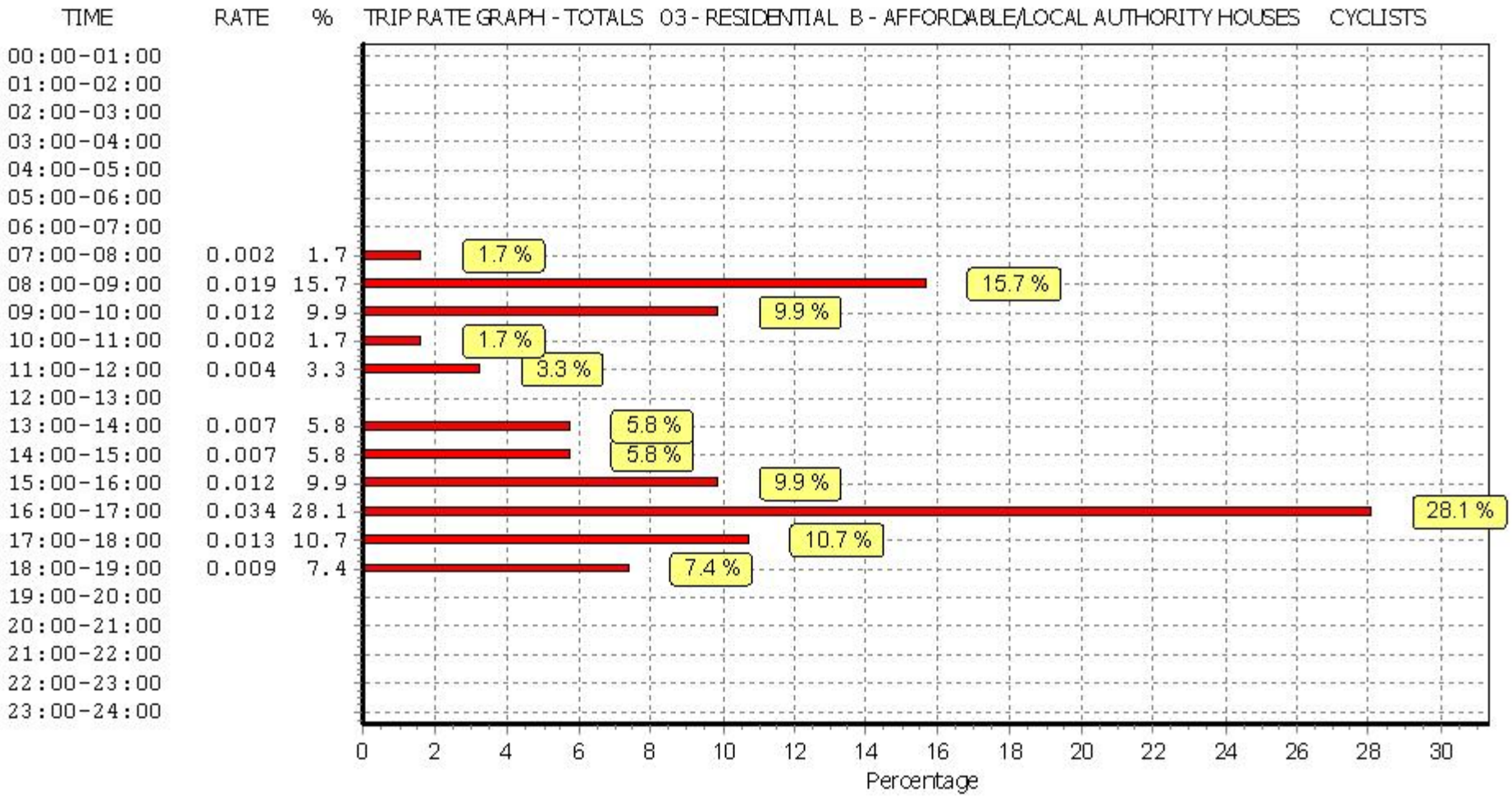
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Appendix D – PICADY Results

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.0.6896

For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk

Filename: Site 1.j9
Path: S:\Jobs\2021\21002 Tinahask Upper, Arklow TIA\21002-01\Reports\Working\PICADY
Report generation date: 08/07/2021 11:30:41

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
	2021							
Stream B-AC	0.1	7.99	0.13	A	0.2	8.13	0.13	A
Stream C-AB	0.0	6.94	0.02	A	0.0	6.64	0.02	A
	2024 no dev							
Stream B-AC	0.2	8.07	0.14	A	0.2	8.20	0.14	A
Stream C-AB	0.0	6.93	0.02	A	0.0	6.65	0.03	A
	2024 with dev							
Stream B-AC	0.3	8.53	0.22	A	0.3	8.86	0.21	A
Stream C-AB	0.1	7.32	0.07	A	0.2	7.51	0.14	A
	2029 no dev							
Stream B-AC	0.2	8.23	0.15	A	0.2	8.36	0.15	A
Stream C-AB	0.0	6.94	0.02	A	0.0	6.64	0.03	A
	2029 with dev							
Stream B-AC	0.3	8.74	0.24	A	0.3	9.05	0.22	A
Stream C-AB	0.1	7.34	0.07	A	0.2	7.51	0.14	A
	2039 no dev							
Stream B-AC	0.2	8.31	0.15	A	0.2	8.47	0.16	A
Stream C-AB	0.0	6.94	0.02	A	0.0	6.65	0.03	A
	2039 with dev							
Stream B-AC	0.3	8.86	0.24	A	0.3	9.21	0.23	A
Stream C-AB	0.1	7.33	0.07	A	0.2	7.52	0.14	A

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

File summary

File Description

Title	
Location	
Site number	
Date	11/05/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ROADPLAN01\jbyrne
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021	AM	ONE HOUR	08:30	10:00	15	✓
D2	2021	PM	ONE HOUR	16:15	17:45	15	✓
D3	2024 no dev	AM	ONE HOUR	08:30	10:00	15	✓
D4	2024 no dev	PM	ONE HOUR	16:15	17:45	15	✓
D5	2024 with dev	AM	ONE HOUR	08:30	10:00	15	✓
D6	2024 with dev	PM	ONE HOUR	16:15	17:45	15	✓
D7	2029 no dev	AM	ONE HOUR	08:30	10:00	15	✓
D8	2029 no dev	PM	ONE HOUR	16:15	17:45	15	✓
D9	2029 with dev	AM	ONE HOUR	08:30	10:00	15	✓
D10	2029 with dev	PM	ONE HOUR	16:15	17:45	15	✓
D11	2039 no dev	AM	ONE HOUR	08:30	10:00	15	✓
D12	2039 no dev	PM	ONE HOUR	16:15	17:45	15	✓
D13	2039 with dev	AM	ONE HOUR	08:30	10:00	15	✓
D14	2039 with dev	PM	ONE HOUR	16:15	17:45	15	✓

Analysis Set Details

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

2021, AM

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	untitled	T-Junction	Two-way		2.68	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Dock Rd		Major
B	St Michaels Terrace		Minor
C	Tinahask Lower		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.00			35.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.00	105	27

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	525	0.096	0.242	0.152	0.345
1	B-C	641	0.098	0.248	-	-
1	C-B	594	0.230	0.230	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021	AM	ONE HOUR	08:30	10:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	87	100.000
B		ONE HOUR	✓	61	100.000
C		ONE HOUR	✓	44	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	35	52
	B	44	0	17
	C	37	7	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	6
	B	2	0	0
	C	27	14	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.13	7.99	0.1	A	56	84
C-AB	0.02	6.94	0.0	A	7	10
C-A					33	50
A-B					32	48
A-C					48	72

Main Results for each time segment

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	46	11	526	0.087	46	0.0	0.1	7.481	A
C-AB	6	1	525	0.011	6	0.0	0.0	6.923	A
C-A	28	7			28				
A-B	26	7			26				
A-C	39	10			39				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	55	14	522	0.105	55	0.1	0.1	7.698	A
C-AB	7	2	526	0.013	7	0.0	0.0	6.924	A
C-A	33	8			33				
A-B	31	8			31				
A-C	47	12			47				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	67	17	517	0.130	67	0.1	0.1	7.991	A
C-AB	8	2	528	0.016	8	0.0	0.0	6.928	A
C-A	40	10			40				
A-B	39	10			39				
A-C	57	14			57				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	67	17	517	0.130	67	0.1	0.1	7.994	A
C-AB	8	2	528	0.016	8	0.0	0.0	6.936	A
C-A	40	10			40				
A-B	39	10			39				
A-C	57	14			57				

09:30 - 09:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	55	14	522	0.105	55	0.1	0.1	7.704	A
C-AB	7	2	526	0.013	7	0.0	0.0	6.937	A
C-A	33	8			33				
A-B	31	8			31				
A-C	47	12			47				

09:45 - 10:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	46	11	526	0.087	46	0.1	0.1	7.500	A
C-AB	6	1	525	0.011	6	0.0	0.0	6.931	A
C-A	28	7			28				
A-B	26	7			26				
A-C	39	10			39				

2021, PM

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	untitled	T-Junction	Two-way		2.39	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2021	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	115	100.000
B		ONE HOUR	✓	61	100.000
C		ONE HOUR	✓	61	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	66	49
	B	50	0	11
	C	50	11	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	2	2
	B	0	0	0
	C	8	9	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.13	8.13	0.2	A	56	84
C-AB	0.02	6.64	0.0	A	11	17
C-A					45	67
A-B					61	91
A-C					45	67

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	46	11	520	0.088	46	0.0	0.1	7.575	A
C-AB	9	2	552	0.016	9	0.0	0.0	6.624	A
C-A	37	9			37				
A-B	50	12			50				
A-C	37	9			37				

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	55	14	516	0.106	55	0.1	0.1	7.802	A
C-AB	11	3	554	0.019	11	0.0	0.0	6.629	A
C-A	44	11			44				
A-B	59	15			59				
A-C	44	11			44				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	67	17	510	0.132	67	0.1	0.2	8.124	A
C-AB	13	3	556	0.024	13	0.0	0.0	6.637	A
C-A	54	13			54				
A-B	73	18			73				
A-C	54	13			54				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	67	17	510	0.132	67	0.2	0.2	8.129	A
C-AB	13	3	556	0.024	13	0.0	0.0	6.636	A
C-A	54	13			54				
A-B	73	18			73				
A-C	54	13			54				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	55	14	516	0.106	55	0.2	0.1	7.812	A
C-AB	11	3	554	0.019	11	0.0	0.0	6.632	A
C-A	44	11			44				
A-B	59	15			59				
A-C	44	11			44				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	46	11	520	0.088	46	0.1	0.1	7.590	A
C-AB	9	2	552	0.016	9	0.0	0.0	6.627	A
C-A	37	9			37				
A-B	50	12			50				
A-C	37	9			37				

2024 no dev, AM

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	untitled	T-Junction	Two-way		2.69	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2024 no dev	AM	ONE HOUR	08:30	10:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	91	100.000
B		ONE HOUR	✓	64	100.000
C		ONE HOUR	✓	46	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	37	54
	B	46	0	18
	C	39	7	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	6
	B	2	0	0
	C	27	14	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.14	8.07	0.2	A	59	88
C-AB	0.02	6.93	0.0	A	7	10
C-A					35	53
A-B					34	51
A-C					50	74

Main Results for each time segment

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	48	12	526	0.092	48	0.0	0.1	7.528	A
C-AB	6	1	526	0.011	6	0.0	0.0	6.919	A
C-A	29	7			29				
A-B	28	7			28				
A-C	41	10			41				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	58	14	522	0.110	57	0.1	0.1	7.749	A
C-AB	7	2	527	0.013	7	0.0	0.0	6.918	A
C-A	35	9			35				
A-B	33	8			33				
A-C	49	12			49				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	70	18	517	0.136	70	0.1	0.2	8.063	A
C-AB	8	2	528	0.016	8	0.0	0.0	6.921	A
C-A	42	11			42				
A-B	41	10			41				
A-C	59	15			59				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	70	18	517	0.136	70	0.2	0.2	8.068	A
C-AB	8	2	528	0.016	8	0.0	0.0	6.929	A
C-A	42	11			42				
A-B	41	10			41				
A-C	59	15			59				

09:30 - 09:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	58	14	522	0.110	58	0.2	0.1	7.759	A
C-AB	7	2	527	0.013	7	0.0	0.0	6.929	A
C-A	35	9			35				
A-B	33	8			33				
A-C	49	12			49				

09:45 - 10:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	48	12	526	0.092	48	0.1	0.1	7.543	A
C-AB	6	1	526	0.011	6	0.0	0.0	6.925	A
C-A	29	7			29				
A-B	28	7			28				
A-C	41	10			41				

2024 no dev, PM

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	untitled	T-Junction	Two-way		2.43	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2024 no dev	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	120	100.000
B		ONE HOUR	✓	64	100.000
C		ONE HOUR	✓	64	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	69	51
	B	52	0	12
	C	52	12	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	2	2
	B	0	0	0
	C	8	9	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.14	8.20	0.2	A	59	88
C-AB	0.03	6.65	0.0	A	12	18
C-A					47	70
A-B					63	95
A-C					47	70

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	48	12	520	0.093	48	0.0	0.1	7.616	A
C-AB	10	2	553	0.018	10	0.0	0.0	6.631	A
C-A	38	10			38				
A-B	52	13			52				
A-C	38	10			38				

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	58	14	515	0.112	57	0.1	0.1	7.857	A
C-AB	12	3	554	0.021	12	0.0	0.0	6.638	A
C-A	46	11			46				
A-B	62	16			62				
A-C	46	11			46				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	70	18	509	0.138	70	0.1	0.2	8.199	A
C-AB	15	4	556	0.027	15	0.0	0.0	6.648	A
C-A	56	14			56				
A-B	76	19			76				
A-C	56	14			56				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	70	18	509	0.138	70	0.2	0.2	8.204	A
C-AB	15	4	556	0.027	15	0.0	0.0	6.650	A
C-A	56	14			56				
A-B	76	19			76				
A-C	56	14			56				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	58	14	515	0.112	58	0.2	0.1	7.865	A
C-AB	12	3	554	0.021	12	0.0	0.0	6.638	A
C-A	46	11			46				
A-B	62	16			62				
A-C	46	11			46				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	48	12	520	0.093	48	0.1	0.1	7.634	A
C-AB	10	2	553	0.018	10	0.0	0.0	6.634	A
C-A	38	10			38				
A-B	52	13			52				
A-C	38	10			38				

2024 with dev, AM

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	untitled	T-Junction	Two-way		4.22	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2024 with dev	AM	ONE HOUR	08:30	10:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	92	100.000
B		ONE HOUR	✓	111	100.000
C		ONE HOUR	✓	69	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	38	54
	B	51	0	60
	C	39	30	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	6
	B	2	0	0
	C	27	14	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.22	8.53	0.3	A	102	153
C-AB	0.07	7.32	0.1	A	30	44
C-A					34	51
A-B					35	52
A-C					50	74

Main Results for each time segment

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	84	21	554	0.151	83	0.0	0.2	7.626	A
C-AB	24	6	526	0.046	24	0.0	0.1	7.171	A
C-A	28	7			28				
A-B	29	7			29				
A-C	41	10			41				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	100	25	550	0.181	100	0.2	0.2	7.987	A
C-AB	29	7	527	0.055	29	0.1	0.1	7.228	A
C-A	33	8			33				
A-B	34	9			34				
A-C	49	12			49				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	122	31	544	0.225	122	0.2	0.3	8.523	A
C-AB	36	9	528	0.068	36	0.1	0.1	7.312	A
C-A	40	10			40				
A-B	42	10			42				
A-C	59	15			59				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	122	31	544	0.225	122	0.3	0.3	8.533	A
C-AB	36	9	528	0.068	36	0.1	0.1	7.321	A
C-A	40	10			40				
A-B	42	10			42				
A-C	59	15			59				

09:30 - 09:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	100	25	550	0.181	100	0.3	0.2	8.006	A
C-AB	29	7	527	0.055	29	0.1	0.1	7.243	A
C-A	33	8			33				
A-B	34	9			34				
A-C	49	12			49				

09:45 - 10:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	84	21	554	0.151	84	0.2	0.2	7.654	A
C-AB	24	6	526	0.046	24	0.1	0.1	7.182	A
C-A	28	7			28				
A-B	29	7			29				
A-C	41	10			41				

2024 with dev, PM

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	untitled	T-Junction	Two-way		4.09	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2024 with dev	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	123	100.000
B		ONE HOUR	✓	97	100.000
C		ONE HOUR	✓	114	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	72	51
	B	62	0	35
	C	52	62	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	2	2
	B	0	0	0
	C	8	9	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.21	8.86	0.3	A	89	134
C-AB	0.14	7.51	0.2	A	62	94
C-A					42	63
A-B					66	99
A-C					47	70

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	73	18	529	0.138	72	0.0	0.2	7.877	A
C-AB	50	13	552	0.091	50	0.0	0.1	7.158	A
C-A	36	9			36				
A-B	54	14			54				
A-C	38	10			38				

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	87	22	522	0.167	87	0.2	0.2	8.272	A
C-AB	61	15	553	0.110	61	0.1	0.1	7.308	A
C-A	42	10			42				
A-B	65	16			65				
A-C	46	11			46				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	107	27	513	0.208	107	0.2	0.3	8.849	A
C-AB	76	19	556	0.137	76	0.1	0.2	7.506	A
C-A	49	12			49				
A-B	79	20			79				
A-C	56	14			56				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	107	27	513	0.208	107	0.3	0.3	8.860	A
C-AB	76	19	556	0.137	76	0.2	0.2	7.510	A
C-A	49	12			49				
A-B	79	20			79				
A-C	56	14			56				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	87	22	522	0.167	87	0.3	0.2	8.287	A
C-AB	61	15	554	0.110	61	0.2	0.1	7.312	A
C-A	42	10			42				
A-B	65	16			65				
A-C	46	11			46				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	73	18	529	0.138	73	0.2	0.2	7.910	A
C-AB	50	13	552	0.091	50	0.1	0.1	7.177	A
C-A	36	9			36				
A-B	54	14			54				
A-C	38	10			38				

2029 no dev, AM

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	untitled	T-Junction	Two-way		2.75	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2029 no dev	AM	ONE HOUR	08:30	10:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	99	100.000
B		ONE HOUR	✓	69	100.000
C		ONE HOUR	✓	50	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	40	59
	B	50	0	19
	C	42	8	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	6
	B	2	0	0
	C	27	14	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.15	8.23	0.2	A	63	95
C-AB	0.02	6.94	0.0	A	8	12
C-A					38	57
A-B					37	55
A-C					54	81

Main Results for each time segment

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	52	13	523	0.099	52	0.0	0.1	7.627	A
C-AB	6	2	526	0.012	6	0.0	0.0	6.927	A
C-A	31	8			31				
A-B	30	8			30				
A-C	44	11			44				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	62	16	519	0.120	62	0.1	0.1	7.874	A
C-AB	8	2	527	0.015	8	0.0	0.0	6.928	A
C-A	37	9			37				
A-B	36	9			36				
A-C	53	13			53				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	76	19	513	0.148	76	0.1	0.2	8.226	A
C-AB	10	2	528	0.018	10	0.0	0.0	6.933	A
C-A	45	11			45				
A-B	44	11			44				
A-C	65	16			65				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	76	19	513	0.148	76	0.2	0.2	8.230	A
C-AB	10	2	528	0.018	10	0.0	0.0	6.939	A
C-A	45	11			45				
A-B	44	11			44				
A-C	65	16			65				

09:30 - 09:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	62	16	519	0.120	62	0.2	0.1	7.884	A
C-AB	8	2	527	0.015	8	0.0	0.0	6.943	A
C-A	37	9			37				
A-B	36	9			36				
A-C	53	13			53				

09:45 - 10:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	52	13	523	0.099	52	0.1	0.1	7.643	A
C-AB	6	2	526	0.012	6	0.0	0.0	6.936	A
C-A	31	8			31				
A-B	30	8			30				
A-C	44	11			44				

2029 no dev, PM

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	untitled	T-Junction	Two-way		2.42	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2029 no dev	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	130	100.000
B		ONE HOUR	✓	68	100.000
C		ONE HOUR	✓	68	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	75	55
	B	56	0	12
	C	56	12	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	2	2
	B	0	0	0
	C	8	9	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.15	8.36	0.2	A	62	94
C-AB	0.03	6.64	0.0	A	12	18
C-A					50	75
A-B					69	103
A-C					50	76

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	51	13	517	0.099	51	0.0	0.1	7.710	A
C-AB	10	2	553	0.018	10	0.0	0.0	6.626	A
C-A	41	10			41				
A-B	56	14			56				
A-C	41	10			41				

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	61	15	512	0.119	61	0.1	0.1	7.975	A
C-AB	12	3	555	0.021	12	0.0	0.0	6.632	A
C-A	49	12			49				
A-B	67	17			67				
A-C	49	12			49				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	75	19	506	0.148	75	0.1	0.2	8.352	A
C-AB	15	4	557	0.027	15	0.0	0.0	6.640	A
C-A	60	15			60				
A-B	83	21			83				
A-C	61	15			61				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	75	19	506	0.148	75	0.2	0.2	8.357	A
C-AB	15	4	557	0.027	15	0.0	0.0	6.640	A
C-A	60	15			60				
A-B	83	21			83				
A-C	61	15			61				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	61	15	512	0.119	61	0.2	0.1	7.983	A
C-AB	12	3	555	0.021	12	0.0	0.0	6.634	A
C-A	49	12			49				
A-B	67	17			67				
A-C	49	12			49				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	51	13	517	0.099	51	0.1	0.1	7.728	A
C-AB	10	2	553	0.018	10	0.0	0.0	6.626	A
C-A	41	10			41				
A-B	56	14			56				
A-C	41	10			41				

2029 with dev, AM

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	untitled	T-Junction	Two-way		4.22	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2029 with dev	AM	ONE HOUR	08:30	10:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	100	100.000
B		ONE HOUR	✓	116	100.000
C		ONE HOUR	✓	73	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	41	59
	B	55	0	61
	C	42	31	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	6
	B	2	0	0
	C	27	14	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.24	8.74	0.3	A	106	160
C-AB	0.07	7.34	0.1	A	31	46
C-A					36	54
A-B					38	56
A-C					54	81

Main Results for each time segment

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	87	22	551	0.159	87	0.0	0.2	7.746	A
C-AB	25	6	526	0.047	25	0.0	0.1	7.182	A
C-A	30	8			30				
A-B	31	8			31				
A-C	44	11			44				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	104	26	546	0.191	104	0.2	0.2	8.144	A
C-AB	30	8	527	0.057	30	0.1	0.1	7.241	A
C-A	36	9			36				
A-B	37	9			37				
A-C	53	13			53				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	128	32	540	0.237	127	0.2	0.3	8.729	A
C-AB	37	9	528	0.071	37	0.1	0.1	7.328	A
C-A	43	11			43				
A-B	45	11			45				
A-C	65	16			65				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	128	32	539	0.237	128	0.3	0.3	8.742	A
C-AB	37	9	528	0.071	37	0.1	0.1	7.338	A
C-A	43	11			43				
A-B	45	11			45				
A-C	65	16			65				

09:30 - 09:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	104	26	546	0.191	105	0.3	0.2	8.163	A
C-AB	30	8	527	0.057	30	0.1	0.1	7.256	A
C-A	36	9			36				
A-B	37	9			37				
A-C	53	13			53				

09:45 - 10:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	87	22	551	0.159	88	0.2	0.2	7.778	A
C-AB	25	6	526	0.047	25	0.1	0.1	7.195	A
C-A	30	8			30				
A-B	31	8			31				
A-C	44	11			44				

2029 with dev, PM

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	untitled	T-Junction	Two-way		4.04	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2029 with dev	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	133	100.000
B		ONE HOUR	✓	101	100.000
C		ONE HOUR	✓	118	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	78	55
	B	66	0	35
	C	56	62	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	2	2
	B	0	0	0
	C	8	9	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.22	9.05	0.3	A	93	139
C-AB	0.14	7.51	0.2	A	63	94
C-A					45	68
A-B					72	107
A-C					50	76

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	76	19	525	0.145	75	0.0	0.2	7.989	A
C-AB	51	13	553	0.091	50	0.0	0.1	7.155	A
C-A	38	10			38				
A-B	59	15			59				
A-C	41	10			41				

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	91	23	518	0.175	91	0.2	0.2	8.413	A
C-AB	61	15	554	0.111	61	0.1	0.1	7.305	A
C-A	45	11			45				
A-B	70	18			70				
A-C	49	12			49				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	111	28	509	0.219	111	0.2	0.3	9.042	A
C-AB	77	19	556	0.138	77	0.1	0.2	7.507	A
C-A	53	13			53				
A-B	86	21			86				
A-C	61	15			61				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	111	28	509	0.219	111	0.3	0.3	9.054	A
C-AB	77	19	556	0.138	77	0.2	0.2	7.509	A
C-A	53	13			53				
A-B	86	21			86				
A-C	61	15			61				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	91	23	518	0.175	91	0.3	0.2	8.433	A
C-AB	61	15	554	0.111	62	0.2	0.1	7.313	A
C-A	45	11			45				
A-B	70	18			70				
A-C	49	12			49				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	76	19	525	0.145	76	0.2	0.2	8.022	A
C-AB	51	13	553	0.092	51	0.1	0.1	7.177	A
C-A	38	10			38				
A-B	59	15			59				
A-C	41	10			41				

2039 no dev, AM

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	untitled	T-Junction	Two-way		2.75	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2039 no dev	AM	ONE HOUR	08:30	10:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	104	100.000
B		ONE HOUR	✓	72	100.000
C		ONE HOUR	✓	52	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	42	62
	B	52	0	20
	C	44	8	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	6
	B	2	0	0
	C	27	14	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.15	8.31	0.2	A	66	99
C-AB	0.02	6.94	0.0	A	8	12
C-A					40	60
A-B					39	58
A-C					57	85

Main Results for each time segment

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	54	14	522	0.104	54	0.0	0.1	7.675	A
C-AB	6	2	526	0.012	6	0.0	0.0	6.925	A
C-A	33	8			33				
A-B	32	8			32				
A-C	47	12			47				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	65	16	518	0.125	65	0.1	0.1	7.936	A
C-AB	8	2	527	0.015	8	0.0	0.0	6.925	A
C-A	39	10			39				
A-B	38	9			38				
A-C	56	14			56				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	79	20	512	0.155	79	0.1	0.2	8.309	A
C-AB	10	2	529	0.018	10	0.0	0.0	6.929	A
C-A	48	12			48				
A-B	46	12			46				
A-C	68	17			68				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	79	20	512	0.155	79	0.2	0.2	8.314	A
C-AB	10	2	529	0.018	10	0.0	0.0	6.935	A
C-A	48	12			48				
A-B	46	12			46				
A-C	68	17			68				

09:30 - 09:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	65	16	518	0.125	65	0.2	0.1	7.946	A
C-AB	8	2	527	0.015	8	0.0	0.0	6.937	A
C-A	39	10			39				
A-B	38	9			38				
A-C	56	14			56				

09:45 - 10:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	54	14	522	0.104	54	0.1	0.1	7.693	A
C-AB	6	2	526	0.012	6	0.0	0.0	6.934	A
C-A	33	8			33				
A-B	32	8			32				
A-C	47	12			47				

2039 no dev, PM

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	untitled	T-Junction	Two-way		2.48	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2039 no dev	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	136	100.000
B		ONE HOUR	✓	72	100.000
C		ONE HOUR	✓	72	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	78	58
	B	59	0	13
	C	59	13	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	2	2
	B	0	0	0
	C	8	9	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.16	8.47	0.2	A	66	99
C-AB	0.03	6.65	0.0	A	13	20
C-A					53	79
A-B					72	107
A-C					53	80

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	54	14	516	0.105	54	0.0	0.1	7.775	A
C-AB	11	3	554	0.019	11	0.0	0.0	6.629	A
C-A	44	11			44				
A-B	59	15			59				
A-C	44	11			44				

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	65	16	511	0.127	65	0.1	0.1	8.060	A
C-AB	13	3	555	0.023	13	0.0	0.0	6.636	A
C-A	52	13			52				
A-B	70	18			70				
A-C	52	13			52				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	79	20	504	0.157	79	0.1	0.2	8.465	A
C-AB	16	4	558	0.029	16	0.0	0.0	6.645	A
C-A	63	16			63				
A-B	86	21			86				
A-C	64	16			64				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	79	20	504	0.157	79	0.2	0.2	8.474	A
C-AB	16	4	558	0.029	16	0.0	0.0	6.648	A
C-A	63	16			63				
A-B	86	21			86				
A-C	64	16			64				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	65	16	511	0.127	65	0.2	0.1	8.071	A
C-AB	13	3	555	0.023	13	0.0	0.0	6.639	A
C-A	52	13			52				
A-B	70	18			70				
A-C	52	13			52				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	54	14	516	0.105	54	0.1	0.1	7.796	A
C-AB	11	3	554	0.019	11	0.0	0.0	6.632	A
C-A	44	11			44				
A-B	59	15			59				
A-C	44	11			44				

2039 with dev, AM

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	untitled	T-Junction	Two-way		4.21	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2039 with dev	AM	ONE HOUR	08:30	10:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	105	100.000
B		ONE HOUR	✓	119	100.000
C		ONE HOUR	✓	75	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	43	62
	B	57	0	62
	C	44	31	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	6
	B	2	0	0
	C	27	14	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.24	8.86	0.3	A	109	164
C-AB	0.07	7.33	0.1	A	31	46
C-A					38	57
A-B					39	59
A-C					57	85

Main Results for each time segment

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	90	22	549	0.163	89	0.0	0.2	7.811	A
C-AB	25	6	526	0.047	25	0.0	0.1	7.181	A
C-A	32	8			32				
A-B	32	8			32				
A-C	47	12			47				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	107	27	544	0.197	107	0.2	0.2	8.228	A
C-AB	30	8	527	0.057	30	0.1	0.1	7.238	A
C-A	37	9			37				
A-B	39	10			39				
A-C	56	14			56				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	131	33	537	0.244	131	0.2	0.3	8.844	A
C-AB	38	9	529	0.071	38	0.1	0.1	7.325	A
C-A	45	11			45				
A-B	47	12			47				
A-C	68	17			68				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	131	33	537	0.244	131	0.3	0.3	8.857	A
C-AB	38	9	529	0.071	38	0.1	0.1	7.333	A
C-A	45	11			45				
A-B	47	12			47				
A-C	68	17			68				

09:30 - 09:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	107	27	544	0.197	107	0.3	0.2	8.248	A
C-AB	30	8	527	0.057	30	0.1	0.1	7.255	A
C-A	37	9			37				
A-B	39	10			39				
A-C	56	14			56				

09:45 - 10:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	90	22	549	0.163	90	0.2	0.2	7.844	A
C-AB	25	6	526	0.047	25	0.1	0.1	7.193	A
C-A	32	8			32				
A-B	32	8			32				
A-C	47	12			47				

2039 with dev, PM

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	untitled	T-Junction	Two-way		4.07	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2039 with dev	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	139	100.000
B		ONE HOUR	✓	105	100.000
C		ONE HOUR	✓	122	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	81	58
	B	69	0	36
	C	59	63	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	2	2
	B	0	0	0
	C	8	9	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.23	9.21	0.3	A	96	145
C-AB	0.14	7.52	0.2	A	64	96
C-A					48	71
A-B					74	111
A-C					53	80

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	79	20	524	0.151	78	0.0	0.2	8.062	A
C-AB	52	13	553	0.093	51	0.0	0.1	7.165	A
C-A	40	10			40				
A-B	61	15			61				
A-C	44	11			44				

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	94	24	516	0.183	94	0.2	0.2	8.525	A
C-AB	63	16	555	0.113	63	0.1	0.1	7.314	A
C-A	47	12			47				
A-B	73	18			73				
A-C	52	13			52				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	116	29	506	0.228	115	0.2	0.3	9.198	A
C-AB	79	20	557	0.141	78	0.1	0.2	7.518	A
C-A	56	14			56				
A-B	89	22			89				
A-C	64	16			64				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	116	29	506	0.228	116	0.3	0.3	9.212	A
C-AB	79	20	557	0.141	79	0.2	0.2	7.525	A
C-A	56	14			56				
A-B	89	22			89				
A-C	64	16			64				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	94	24	516	0.183	95	0.3	0.2	8.546	A
C-AB	63	16	555	0.113	63	0.2	0.1	7.319	A
C-A	47	12			47				
A-B	73	18			73				
A-C	52	13			52				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	79	20	523	0.151	79	0.2	0.2	8.109	A
C-AB	52	13	553	0.093	52	0.1	0.1	7.183	A
C-A	40	10			40				
A-B	61	15			61				
A-C	44	11			44				

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.0.6896

For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk

Filename: Site 2.j9
Path: S:\Jobs\2021\21002 Tinahask Upper, Arklow TIA\21002-01\Reports\Working\PICADY
Report generation date: 08/07/2021 11:34:17

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
	2021							
Stream B-AC	0.1	6.54	0.07	A	0.1	7.12	0.09	A
Stream C-AB	0.0	6.58	0.04	A	0.1	6.61	0.08	A
	2024 no dev							
Stream B-AC	0.1	6.56	0.08	A	0.1	7.18	0.09	A
Stream C-AB	0.1	6.59	0.05	A	0.1	6.62	0.09	A
	2024 with dev							
Stream B-AC	0.2	8.07	0.17	A	0.2	8.17	0.15	A
Stream C-AB	0.1	6.70	0.05	A	0.1	6.86	0.10	A
	2029 no dev							
Stream B-AC	0.1	6.66	0.09	A	0.1	7.26	0.10	A
Stream C-AB	0.1	6.61	0.05	A	0.1	6.68	0.10	A
	2029 with dev							
Stream B-AC	0.2	8.15	0.18	A	0.2	8.25	0.16	A
Stream C-AB	0.1	6.72	0.06	A	0.1	6.92	0.11	A
	2039 no dev							
Stream B-AC	0.1	6.68	0.09	A	0.1	7.28	0.11	A
Stream C-AB	0.1	6.62	0.05	A	0.1	6.70	0.10	A
	2039 with dev							
Stream B-AC	0.2	8.18	0.18	A	0.2	8.28	0.16	A
Stream C-AB	0.1	6.73	0.06	A	0.1	6.94	0.12	A

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

File summary

File Description

Title	
Location	
Site number	
Date	11/05/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ROADPLAN01\jbyrne
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021	AM	ONE HOUR	08:30	10:00	15	✓
D2	2021	PM	ONE HOUR	16:15	17:45	15	✓
D3	2024 no dev	AM	ONE HOUR	08:30	10:00	15	✓
D4	2024 no dev	PM	ONE HOUR	16:15	17:45	15	✓
D5	2024 with dev	AM	ONE HOUR	08:30	10:00	15	✓
D6	2024 with dev	PM	ONE HOUR	16:15	17:45	15	✓
D7	2029 no dev	AM	ONE HOUR	08:30	10:00	15	✓
D8	2029 no dev	PM	ONE HOUR	16:15	17:45	15	✓
D9	2029 with dev	AM	ONE HOUR	08:30	10:00	15	✓
D10	2029 with dev	PM	ONE HOUR	16:15	17:45	15	✓
D11	2039 no dev	AM	ONE HOUR	08:30	10:00	15	✓
D12	2039 no dev	PM	ONE HOUR	16:15	17:45	15	✓
D13	2039 with dev	AM	ONE HOUR	08:30	10:00	15	✓
D14	2039 with dev	PM	ONE HOUR	16:15	17:45	15	✓

Analysis Set Details

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

2021, AM

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	untitled	T-Junction	Two-way		3.74	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	St Michaels Terrace (south)		Major
B	Harbour Ct		Minor
C	St Michaels Terrace (north)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.00			30.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	2.75	17	20

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	481	0.088	0.221	0.139	0.316
1	B-C	621	0.095	0.240	-	-
1	C-B	591	0.229	0.229	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021	AM	ONE HOUR	08:30	10:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	27	100.000
B		ONE HOUR	✓	40	100.000
C		ONE HOUR	✓	43	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	2	25
	B	4	0	36
	C	21	22	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	4
	B	0	0	0
	C	0	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.07	6.54	0.1	A	37	55
C-AB	0.04	6.58	0.0	A	21	31
C-A					19	28
A-B					2	3
A-C					23	34

Main Results for each time segment

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	30	8	597	0.050	30	0.0	0.1	6.347	A
C-AB	17	4	569	0.030	17	0.0	0.0	6.513	A
C-A	15	4			15				
A-B	2	0.38			2				
A-C	19	5			19				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	36	9	596	0.060	36	0.1	0.1	6.429	A
C-AB	20	5	571	0.036	20	0.0	0.0	6.542	A
C-A	18	5			18				
A-B	2	0.45			2				
A-C	22	6			22				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	44	11	594	0.074	44	0.1	0.1	6.543	A
C-AB	25	6	572	0.044	25	0.0	0.0	6.579	A
C-A	22	6			22				
A-B	2	0.55			2				
A-C	28	7			28				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	44	11	594	0.074	44	0.1	0.1	6.543	A
C-AB	25	6	572	0.044	25	0.0	0.0	6.578	A
C-A	22	6			22				
A-B	2	0.55			2				
A-C	28	7			28				

09:30 - 09:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	36	9	596	0.060	36	0.1	0.1	6.431	A
C-AB	20	5	571	0.036	20	0.0	0.0	6.541	A
C-A	18	5			18				
A-B	2	0.45			2				
A-C	22	6			22				

09:45 - 10:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	30	8	597	0.050	30	0.1	0.1	6.353	A
C-AB	17	4	569	0.030	17	0.0	0.0	6.515	A
C-A	15	4			15				
A-B	2	0.38			2				
A-C	19	5			19				

2021, PM

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	untitled	T-Junction	Two-way		3.94	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2021	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	36	100.000
B		ONE HOUR	✓	45	100.000
C		ONE HOUR	✓	76	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	6	30
	B	13	0	32
	C	33	43	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.09	7.12	0.1	A	41	62
C-AB	0.08	6.61	0.1	A	42	62
C-A					28	42
A-B					6	8
A-C					28	41

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	34	8	561	0.060	34	0.0	0.1	6.825	A
C-AB	34	8	590	0.057	34	0.0	0.1	6.462	A
C-A	23	6			23				
A-B	5	1			5				
A-C	23	6			23				

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	40	10	558	0.072	40	0.1	0.1	6.948	A
C-AB	41	10	592	0.069	41	0.1	0.1	6.524	A
C-A	28	7			28				
A-B	5	1			5				
A-C	27	7			27				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	50	12	555	0.089	49	0.1	0.1	7.117	A
C-AB	50	13	595	0.085	50	0.1	0.1	6.605	A
C-A	33	8			33				
A-B	7	2			7				
A-C	33	8			33				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	50	12	555	0.089	50	0.1	0.1	7.117	A
C-AB	50	13	595	0.085	50	0.1	0.1	6.606	A
C-A	33	8			33				
A-B	7	2			7				
A-C	33	8			33				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	40	10	558	0.072	41	0.1	0.1	6.953	A
C-AB	41	10	592	0.069	41	0.1	0.1	6.529	A
C-A	28	7			28				
A-B	5	1			5				
A-C	27	7			27				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	34	8	561	0.060	34	0.1	0.1	6.833	A
C-AB	34	8	590	0.057	34	0.1	0.1	6.469	A
C-A	23	6			23				
A-B	5	1			5				
A-C	23	6			23				

2024 no dev, AM

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	untitled	T-Junction	Two-way		3.76	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2024 no dev	AM	ONE HOUR	08:30	10:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	28	100.000
B		ONE HOUR	✓	42	100.000
C		ONE HOUR	✓	45	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	2	26
	B	4	0	38
	C	22	23	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	4
	B	0	0	0
	C	0	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.08	6.56	0.1	A	39	58
C-AB	0.05	6.59	0.1	A	22	33
C-A					19	29
A-B					2	3
A-C					24	36

Main Results for each time segment

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	32	8	598	0.053	31	0.0	0.1	6.358	A
C-AB	18	4	570	0.031	18	0.0	0.0	6.518	A
C-A	16	4			16				
A-B	2	0.38			2				
A-C	20	5			20				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	38	9	596	0.063	38	0.1	0.1	6.443	A
C-AB	21	5	571	0.038	21	0.0	0.0	6.548	A
C-A	19	5			19				
A-B	2	0.45			2				
A-C	23	6			23				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	46	12	595	0.078	46	0.1	0.1	6.563	A
C-AB	26	7	573	0.046	26	0.0	0.1	6.587	A
C-A	23	6			23				
A-B	2	0.55			2				
A-C	29	7			29				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	46	12	595	0.078	46	0.1	0.1	6.563	A
C-AB	26	7	573	0.046	26	0.1	0.1	6.589	A
C-A	23	6			23				
A-B	2	0.55			2				
A-C	29	7			29				

09:30 - 09:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	38	9	596	0.063	38	0.1	0.1	6.445	A
C-AB	21	5	571	0.038	21	0.1	0.0	6.547	A
C-A	19	5			19				
A-B	2	0.45			2				
A-C	23	6			23				

09:45 - 10:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	32	8	598	0.053	32	0.1	0.1	6.361	A
C-AB	18	4	570	0.031	18	0.0	0.0	6.520	A
C-A	16	4			16				
A-B	2	0.38			2				
A-C	20	5			20				

2024 no dev, PM

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	untitled	T-Junction	Two-way		3.98	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2024 no dev	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	37	100.000
B		ONE HOUR	✓	47	100.000
C		ONE HOUR	✓	80	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	6	31
	B	14	0	33
	C	35	45	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.09	7.18	0.1	A	43	65
C-AB	0.09	6.62	0.1	A	44	66
C-A					30	45
A-B					6	8
A-C					28	43

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	35	9	559	0.063	35	0.0	0.1	6.871	A
C-AB	35	9	591	0.060	35	0.0	0.1	6.472	A
C-A	25	6			25				
A-B	5	1			5				
A-C	23	6			23				

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	42	11	556	0.076	42	0.1	0.1	7.001	A
C-AB	43	11	593	0.072	43	0.1	0.1	6.536	A
C-A	29	7			29				
A-B	5	1			5				
A-C	28	7			28				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	52	13	553	0.094	52	0.1	0.1	7.181	A
C-AB	53	13	597	0.089	53	0.1	0.1	6.621	A
C-A	35	9			35				
A-B	7	2			7				
A-C	34	9			34				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	52	13	553	0.094	52	0.1	0.1	7.181	A
C-AB	53	13	597	0.089	53	0.1	0.1	6.625	A
C-A	35	9			35				
A-B	7	2			7				
A-C	34	9			34				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	42	11	556	0.076	42	0.1	0.1	7.004	A
C-AB	43	11	593	0.072	43	0.1	0.1	6.541	A
C-A	29	7			29				
A-B	5	1			5				
A-C	28	7			28				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	35	9	559	0.063	35	0.1	0.1	6.879	A
C-AB	35	9	591	0.060	36	0.1	0.1	6.479	A
C-A	25	6			25				
A-B	5	1			5				
A-C	23	6			23				

2024 with dev, AM

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	untitled	T-Junction	Two-way		4.79	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2024 with dev	AM	ONE HOUR	08:30	10:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	47	100.000
B		ONE HOUR	✓	84	100.000
C		ONE HOUR	✓	49	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	21	26
	B	34	0	50
	C	22	27	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	4
	B	0	0	0
	C	0	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.17	8.07	0.2	A	77	116
C-AB	0.05	6.70	0.1	A	26	39
C-A					19	29
A-B					19	29
A-C					24	36

Main Results for each time segment

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	63	16	544	0.116	63	0.0	0.1	7.472	A
C-AB	21	5	567	0.037	21	0.0	0.0	6.592	A
C-A	16	4			16				
A-B	16	4			16				
A-C	20	5			20				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	76	19	542	0.139	75	0.1	0.2	7.717	A
C-AB	25	6	567	0.044	25	0.0	0.0	6.638	A
C-A	19	5			19				
A-B	19	5			19				
A-C	23	6			23				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	92	23	539	0.172	92	0.2	0.2	8.060	A
C-AB	31	8	568	0.055	31	0.0	0.1	6.699	A
C-A	23	6			23				
A-B	23	6			23				
A-C	29	7			29				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	92	23	539	0.172	92	0.2	0.2	8.067	A
C-AB	31	8	568	0.055	31	0.1	0.1	6.701	A
C-A	23	6			23				
A-B	23	6			23				
A-C	29	7			29				

09:30 - 09:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	76	19	542	0.139	76	0.2	0.2	7.728	A
C-AB	25	6	567	0.044	25	0.1	0.0	6.640	A
C-A	19	5			19				
A-B	19	5			19				
A-C	23	6			23				

09:45 - 10:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	63	16	544	0.116	63	0.2	0.1	7.494	A
C-AB	21	5	567	0.037	21	0.0	0.0	6.597	A
C-A	16	4			16				
A-B	16	4			16				
A-C	20	5			20				

2024 with dev, PM

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	untitled	T-Junction	Two-way		4.01	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2024 with dev	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	80	100.000
B		ONE HOUR	✓	70	100.000
C		ONE HOUR	✓	87	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	49	31
	B	33	0	37
	C	35	52	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.15	8.17	0.2	A	64	96
C-AB	0.10	6.86	0.1	A	51	76
C-A					29	44
A-B					45	67
A-C					28	43

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	53	13	527	0.100	52	0.0	0.1	7.582	A
C-AB	41	10	584	0.070	41	0.0	0.1	6.623	A
C-A	25	6			25				
A-B	37	9			37				
A-C	23	6			23				

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	63	16	523	0.120	63	0.1	0.1	7.823	A
C-AB	49	12	585	0.084	49	0.1	0.1	6.721	A
C-A	29	7			29				
A-B	44	11			44				
A-C	28	7			28				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	77	19	518	0.149	77	0.1	0.2	8.165	A
C-AB	61	15	586	0.105	61	0.1	0.1	6.857	A
C-A	34	9			34				
A-B	54	13			54				
A-C	34	9			34				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	77	19	518	0.149	77	0.2	0.2	8.170	A
C-AB	61	15	586	0.105	61	0.1	0.1	6.859	A
C-A	34	9			34				
A-B	54	13			54				
A-C	34	9			34				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	63	16	523	0.120	63	0.2	0.1	7.831	A
C-AB	49	12	585	0.085	50	0.1	0.1	6.728	A
C-A	29	7			29				
A-B	44	11			44				
A-C	28	7			28				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	53	13	527	0.100	53	0.1	0.1	7.598	A
C-AB	41	10	584	0.070	41	0.1	0.1	6.631	A
C-A	24	6			24				
A-B	37	9			37				
A-C	23	6			23				

2029 no dev, AM

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	untitled	T-Junction	Two-way		3.82	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2029 no dev	AM	ONE HOUR	08:30	10:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	30	100.000
B		ONE HOUR	✓	46	100.000
C		ONE HOUR	✓	49	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	2	28
	B	5	0	41
	C	24	25	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	4
	B	0	0	0
	C	0	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.09	6.66	0.1	A	42	63
C-AB	0.05	6.61	0.1	A	24	36
C-A					21	32
A-B					2	3
A-C					26	39

Main Results for each time segment

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	35	9	595	0.058	34	0.0	0.1	6.422	A
C-AB	19	5	571	0.034	19	0.0	0.0	6.529	A
C-A	17	4			17				
A-B	2	0.38			2				
A-C	21	5			21				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	41	10	593	0.070	41	0.1	0.1	6.521	A
C-AB	23	6	572	0.041	23	0.0	0.0	6.562	A
C-A	21	5			21				
A-B	2	0.45			2				
A-C	25	6			25				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	51	13	591	0.086	51	0.1	0.1	6.656	A
C-AB	29	7	574	0.050	29	0.0	0.1	6.604	A
C-A	25	6			25				
A-B	2	0.55			2				
A-C	31	8			31				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	51	13	591	0.086	51	0.1	0.1	6.656	A
C-AB	29	7	574	0.050	29	0.1	0.1	6.606	A
C-A	25	6			25				
A-B	2	0.55			2				
A-C	31	8			31				

09:30 - 09:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	41	10	593	0.070	41	0.1	0.1	6.525	A
C-AB	23	6	572	0.041	23	0.1	0.0	6.560	A
C-A	21	5			21				
A-B	2	0.45			2				
A-C	25	6			25				

09:45 - 10:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	35	9	595	0.058	35	0.1	0.1	6.428	A
C-AB	19	5	571	0.034	19	0.0	0.0	6.531	A
C-A	17	4			17				
A-B	2	0.38			2				
A-C	21	5			21				

2029 no dev, PM

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	untitled	T-Junction	Two-way		4.03	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2029 no dev	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	41	100.000
B		ONE HOUR	✓	51	100.000
C		ONE HOUR	✓	86	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	7	34
	B	15	0	36
	C	37	49	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.10	7.26	0.1	A	47	70
C-AB	0.10	6.68	0.1	A	48	72
C-A					31	47
A-B					6	10
A-C					31	47

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	38	10	558	0.069	38	0.0	0.1	6.917	A
C-AB	39	10	592	0.065	38	0.0	0.1	6.506	A
C-A	26	7			26				
A-B	5	1			5				
A-C	26	6			26				

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	46	11	556	0.083	46	0.1	0.1	7.060	A
C-AB	47	12	594	0.079	47	0.1	0.1	6.578	A
C-A	31	8			31				
A-B	6	2			6				
A-C	31	8			31				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	56	14	552	0.102	56	0.1	0.1	7.259	A
C-AB	58	14	597	0.097	58	0.1	0.1	6.676	A
C-A	37	9			37				
A-B	8	2			8				
A-C	37	9			37				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	56	14	552	0.102	56	0.1	0.1	7.259	A
C-AB	58	14	597	0.097	58	0.1	0.1	6.679	A
C-A	37	9			37				
A-B	8	2			8				
A-C	37	9			37				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	46	11	556	0.083	46	0.1	0.1	7.066	A
C-AB	47	12	594	0.079	47	0.1	0.1	6.581	A
C-A	31	8			31				
A-B	6	2			6				
A-C	31	8			31				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	38	10	558	0.069	38	0.1	0.1	6.925	A
C-AB	39	10	592	0.065	39	0.1	0.1	6.516	A
C-A	26	7			26				
A-B	5	1			5				
A-C	26	6			26				

2029 with dev, AM

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	untitled	T-Junction	Two-way		4.83	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2029 with dev	AM	ONE HOUR	08:30	10:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	49	100.000
B		ONE HOUR	✓	88	100.000
C		ONE HOUR	✓	53	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	21	28
	B	35	0	53
	C	24	29	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	4
	B	0	0	0
	C	0	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.18	8.15	0.2	A	81	121
C-AB	0.06	6.72	0.1	A	28	42
C-A					21	31
A-B					19	29
A-C					26	39

Main Results for each time segment

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	66	17	544	0.122	66	0.0	0.1	7.514	A
C-AB	23	6	567	0.040	22	0.0	0.0	6.603	A
C-A	17	4			17				
A-B	16	4			16				
A-C	21	5			21				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	79	20	542	0.146	79	0.1	0.2	7.774	A
C-AB	27	7	568	0.048	27	0.0	0.1	6.652	A
C-A	21	5			21				
A-B	19	5			19				
A-C	25	6			25				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	97	24	539	0.180	97	0.2	0.2	8.141	A
C-AB	33	8	569	0.059	33	0.1	0.1	6.717	A
C-A	25	6			25				
A-B	23	6			23				
A-C	31	8			31				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	97	24	539	0.180	97	0.2	0.2	8.147	A
C-AB	33	8	569	0.059	33	0.1	0.1	6.716	A
C-A	25	6			25				
A-B	23	6			23				
A-C	31	8			31				

09:30 - 09:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	79	20	542	0.146	79	0.2	0.2	7.784	A
C-AB	27	7	568	0.048	27	0.1	0.1	6.651	A
C-A	21	5			21				
A-B	19	5			19				
A-C	25	6			25				

09:45 - 10:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	66	17	544	0.122	66	0.2	0.1	7.534	A
C-AB	23	6	567	0.040	23	0.1	0.0	6.605	A
C-A	17	4			17				
A-B	16	4			16				
A-C	21	5			21				

2029 with dev, PM

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	untitled	T-Junction	Two-way		4.07	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2029 with dev	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	84	100.000
B		ONE HOUR	✓	74	100.000
C		ONE HOUR	✓	93	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	50	34
	B	34	0	40
	C	37	56	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.16	8.25	0.2	A	68	102
C-AB	0.11	6.92	0.1	A	55	82
C-A					31	46
A-B					46	69
A-C					31	47

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	56	14	527	0.106	55	0.0	0.1	7.619	A
C-AB	44	11	584	0.076	44	0.0	0.1	6.656	A
C-A	26	6			26				
A-B	38	9			38				
A-C	26	6			26				

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	67	17	523	0.127	66	0.1	0.1	7.879	A
C-AB	53	13	585	0.091	53	0.1	0.1	6.766	A
C-A	30	8			30				
A-B	45	11			45				
A-C	31	8			31				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	81	20	518	0.157	81	0.1	0.2	8.248	A
C-AB	66	17	587	0.113	66	0.1	0.1	6.916	A
C-A	36	9			36				
A-B	55	14			55				
A-C	37	9			37				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	81	20	518	0.157	81	0.2	0.2	8.253	A
C-AB	66	17	587	0.113	66	0.1	0.1	6.920	A
C-A	36	9			36				
A-B	55	14			55				
A-C	37	9			37				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	67	17	523	0.127	67	0.2	0.1	7.890	A
C-AB	53	13	585	0.091	54	0.1	0.1	6.770	A
C-A	30	8			30				
A-B	45	11			45				
A-C	31	8			31				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	56	14	527	0.106	56	0.1	0.1	7.642	A
C-AB	44	11	584	0.076	44	0.1	0.1	6.667	A
C-A	26	6			26				
A-B	38	9			38				
A-C	26	6			26				

2039 no dev, AM

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	untitled	T-Junction	Two-way		3.81	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2039 no dev	AM	ONE HOUR	08:30	10:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	32	100.000
B		ONE HOUR	✓	48	100.000
C		ONE HOUR	✓	51	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	2	30
	B	5	0	43
	C	25	26	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	4
	B	0	0	0
	C	0	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.09	6.68	0.1	A	44	66
C-AB	0.05	6.62	0.1	A	25	37
C-A					22	33
A-B					2	3
A-C					28	41

Main Results for each time segment

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	36	9	595	0.061	36	0.0	0.1	6.435	A
C-AB	20	5	571	0.035	20	0.0	0.0	6.536	A
C-A	18	5			18				
A-B	2	0.38			2				
A-C	23	6			23				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	43	11	594	0.073	43	0.1	0.1	6.539	A
C-AB	24	6	572	0.043	24	0.0	0.0	6.571	A
C-A	22	5			22				
A-B	2	0.45			2				
A-C	27	7			27				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	53	13	592	0.089	53	0.1	0.1	6.680	A
C-AB	30	8	574	0.052	30	0.0	0.1	6.616	A
C-A	26	7			26				
A-B	2	0.55			2				
A-C	33	8			33				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	53	13	592	0.089	53	0.1	0.1	6.680	A
C-AB	30	8	574	0.052	30	0.1	0.1	6.617	A
C-A	26	7			26				
A-B	2	0.55			2				
A-C	33	8			33				

09:30 - 09:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	43	11	594	0.073	43	0.1	0.1	6.541	A
C-AB	24	6	572	0.043	24	0.1	0.0	6.569	A
C-A	22	5			22				
A-B	2	0.45			2				
A-C	27	7			27				

09:45 - 10:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	36	9	595	0.061	36	0.1	0.1	6.444	A
C-AB	20	5	571	0.035	20	0.0	0.0	6.538	A
C-A	18	5			18				
A-B	2	0.38			2				
A-C	23	6			23				

2039 no dev, PM

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	untitled	T-Junction	Two-way		4.02	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2039 no dev	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	43	100.000
B		ONE HOUR	✓	53	100.000
C		ONE HOUR	✓	90	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	7	36
	B	15	0	38
	C	39	51	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.11	7.28	0.1	A	49	73
C-AB	0.10	6.70	0.1	A	50	75
C-A					33	49
A-B					6	10
A-C					33	50

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	40	10	560	0.071	40	0.0	0.1	6.921	A
C-AB	40	10	592	0.068	40	0.0	0.1	6.518	A
C-A	27	7			27				
A-B	5	1			5				
A-C	27	7			27				

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	48	12	557	0.086	48	0.1	0.1	7.069	A
C-AB	49	12	595	0.082	49	0.1	0.1	6.593	A
C-A	32	8			32				
A-B	6	2			6				
A-C	32	8			32				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	58	15	553	0.106	58	0.1	0.1	7.273	A
C-AB	61	15	598	0.101	60	0.1	0.1	6.695	A
C-A	39	10			39				
A-B	8	2			8				
A-C	40	10			40				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	58	15	553	0.106	58	0.1	0.1	7.276	A
C-AB	61	15	598	0.101	61	0.1	0.1	6.699	A
C-A	39	10			39				
A-B	8	2			8				
A-C	40	10			40				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	48	12	557	0.086	48	0.1	0.1	7.072	A
C-AB	49	12	595	0.082	49	0.1	0.1	6.597	A
C-A	32	8			32				
A-B	6	2			6				
A-C	32	8			32				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	40	10	560	0.071	40	0.1	0.1	6.931	A
C-AB	40	10	592	0.068	40	0.1	0.1	6.528	A
C-A	27	7			27				
A-B	5	1			5				
A-C	27	7			27				

2039 with dev, AM

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	untitled	T-Junction	Two-way		4.81	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2039 with dev	AM	ONE HOUR	08:30	10:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	51	100.000
B		ONE HOUR	✓	90	100.000
C		ONE HOUR	✓	55	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	21	30
	B	35	0	55
	C	25	30	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	4
	B	0	0	0
	C	0	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.18	8.18	0.2	A	83	124
C-AB	0.06	6.73	0.1	A	29	43
C-A					22	33
A-B					19	29
A-C					28	41

Main Results for each time segment

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	68	17	545	0.124	67	0.0	0.1	7.527	A
C-AB	23	6	568	0.041	23	0.0	0.0	6.611	A
C-A	18	5			18				
A-B	16	4			16				
A-C	23	6			23				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	81	20	543	0.149	81	0.1	0.2	7.791	A
C-AB	28	7	569	0.049	28	0.0	0.1	6.661	A
C-A	21	5			21				
A-B	19	5			19				
A-C	27	7			27				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	99	25	539	0.184	99	0.2	0.2	8.170	A
C-AB	35	9	570	0.061	35	0.1	0.1	6.729	A
C-A	26	6			26				
A-B	23	6			23				
A-C	33	8			33				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	99	25	539	0.184	99	0.2	0.2	8.177	A
C-AB	35	9	570	0.061	35	0.1	0.1	6.730	A
C-A	26	6			26				
A-B	23	6			23				
A-C	33	8			33				

09:30 - 09:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	81	20	543	0.149	81	0.2	0.2	7.802	A
C-AB	28	7	569	0.049	28	0.1	0.1	6.660	A
C-A	21	5			21				
A-B	19	5			19				
A-C	27	7			27				

09:45 - 10:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	68	17	545	0.124	68	0.2	0.1	7.545	A
C-AB	23	6	568	0.041	23	0.1	0.0	6.616	A
C-A	18	5			18				
A-B	16	4			16				
A-C	23	6			23				

2039 with dev, PM

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	untitled	T-Junction	Two-way		4.09	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2039 with dev	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	86	100.000
B		ONE HOUR	✓	76	100.000
C		ONE HOUR	✓	97	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	50	36
	B	34	0	42
	C	39	58	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.16	8.28	0.2	A	70	105
C-AB	0.12	6.94	0.1	A	57	85
C-A					32	48
A-B					46	69
A-C					33	50

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	57	14	528	0.108	57	0.0	0.1	7.625	A
C-AB	46	11	585	0.079	46	0.0	0.1	6.669	A
C-A	27	7			27				
A-B	38	9			38				
A-C	27	7			27				

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	68	17	524	0.130	68	0.1	0.1	7.893	A
C-AB	55	14	586	0.095	55	0.1	0.1	6.782	A
C-A	32	8			32				
A-B	45	11			45				
A-C	32	8			32				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	84	21	519	0.161	84	0.1	0.2	8.269	A
C-AB	69	17	588	0.117	69	0.1	0.1	6.938	A
C-A	38	9			38				
A-B	55	14			55				
A-C	40	10			40				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	84	21	518	0.161	84	0.2	0.2	8.279	A
C-AB	69	17	588	0.117	69	0.1	0.1	6.942	A
C-A	38	9			38				
A-B	55	14			55				
A-C	40	10			40				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	68	17	524	0.130	68	0.2	0.2	7.904	A
C-AB	55	14	586	0.095	56	0.1	0.1	6.787	A
C-A	32	8			32				
A-B	45	11			45				
A-C	32	8			32				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	57	14	528	0.108	57	0.2	0.1	7.645	A
C-AB	46	11	585	0.079	46	0.1	0.1	6.680	A
C-A	27	7			27				
A-B	38	9			38				
A-C	27	7			27				

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.0.6896

For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk

Filename: Site 3.j9
Path: S:\Jobs\2021\21002 Tinahask Upper, Arklow TIA\21002-01\Reports\Working\PICADY
Report generation date: 08/07/2021 11:35:02

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
	2021							
Stream B-AC	0.1	9.58	0.10	A	0.1	8.57	0.06	A
Stream C-AB	0.0	6.06	0.01	A	0.0	6.11	0.03	A
	2024 no dev							
Stream B-AC	0.1	9.74	0.10	A	0.1	8.69	0.06	A
Stream C-AB	0.0	6.01	0.01	A	0.0	6.11	0.03	A
	2024 with dev							
Stream B-AC	0.3	11.39	0.23	B	0.1	8.87	0.10	A
Stream C-AB	0.0	6.06	0.02	A	0.1	6.23	0.05	A
	2029 no dev							
Stream B-AC	0.1	10.00	0.11	A	0.1	8.82	0.07	A
Stream C-AB	0.0	5.95	0.02	A	0.0	6.09	0.04	A
	2029 with dev							
Stream B-AC	0.3	11.73	0.24	B	0.1	9.03	0.11	A
Stream C-AB	0.0	6.00	0.02	A	0.1	6.22	0.06	A
	2039 no dev							
Stream B-AC	0.1	10.14	0.12	B	0.1	8.96	0.07	A
Stream C-AB	0.0	5.90	0.02	A	0.0	6.07	0.04	A
	2039 with dev							
Stream B-AC	0.3	11.98	0.25	B	0.1	9.17	0.11	A
Stream C-AB	0.0	5.95	0.03	A	0.1	6.20	0.06	A

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

File summary

File Description

Title	
Location	
Site number	
Date	11/05/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ROADPLAN01\jbyrne
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021	AM	ONE HOUR	08:30	10:00	15	✓
D2	2021	PM	ONE HOUR	16:45	18:15	15	✓
D3	2024 no dev	AM	ONE HOUR	08:30	10:00	15	✓
D4	2024 no dev	PM	ONE HOUR	16:45	18:15	15	✓
D5	2024 with dev	AM	ONE HOUR	08:30	10:00	15	✓
D6	2024 with dev	PM	ONE HOUR	16:45	18:15	15	✓
D7	2029 no dev	AM	ONE HOUR	08:30	10:00	15	✓
D8	2029 no dev	PM	ONE HOUR	16:45	18:15	15	✓
D9	2029 with dev	AM	ONE HOUR	08:30	10:00	15	✓
D10	2029 with dev	PM	ONE HOUR	16:45	18:15	15	✓
D11	2039 no dev	AM	ONE HOUR	08:30	10:00	15	✓
D12	2039 no dev	PM	ONE HOUR	16:45	18:15	15	✓
D13	2039 with dev	AM	ONE HOUR	08:30	10:00	15	✓
D14	2039 with dev	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2021, AM

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	untitled	T-Junction	Two-way		0.94	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Back Street		Major
B	Abbeyville		Minor
C	Abbey Street		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.00			76.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.00	20	27

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	497	0.091	0.229	0.144	0.327
1	B-C	641	0.098	0.248	-	-
1	C-B	618	0.239	0.239	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021	AM	ONE HOUR	08:30	10:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	173	100.000
B		ONE HOUR	✓	37	100.000
C		ONE HOUR	✓	211	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	20	153
	B	34	0	3
	C	206	5	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	5	9
	B	3	0	0
	C	1	20	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.10	9.58	0.1	A	34	51
C-AB	0.01	6.06	0.0	A	7	10
C-A					187	280
A-B					18	28
A-C					140	211

Main Results for each time segment

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	28	7	441	0.063	28	0.0	0.1	8.710	A
C-AB	5	1	600	0.008	5	0.0	0.0	6.055	A
C-A	154	38			154				
A-B	15	4			15				
A-C	115	29			115				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	33	8	431	0.077	33	0.1	0.1	9.059	A
C-AB	6	2	617	0.010	6	0.0	0.0	5.918	A
C-A	183	46			183				
A-B	18	4			18				
A-C	138	34			138				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	41	10	417	0.098	41	0.1	0.1	9.575	A
C-AB	9	2	640	0.013	9	0.0	0.0	5.719	A
C-A	224	56			224				
A-B	22	6			22				
A-C	168	42			168				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	41	10	417	0.098	41	0.1	0.1	9.579	A
C-AB	9	2	640	0.013	9	0.0	0.0	5.696	A
C-A	224	56			224				
A-B	22	6			22				
A-C	168	42			168				

09:30 - 09:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	33	8	431	0.077	33	0.1	0.1	9.065	A
C-AB	6	2	617	0.010	6	0.0	0.0	5.871	A
C-A	183	46			183				
A-B	18	4			18				
A-C	138	34			138				

09:45 - 10:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	28	7	441	0.063	28	0.1	0.1	8.725	A
C-AB	5	1	600	0.008	5	0.0	0.0	6.030	A
C-A	154	38			154				
A-B	15	4			15				
A-C	115	29			115				

2021, PM

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	untitled	T-Junction	Two-way		0.82	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2021	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	216	100.000
B		ONE HOUR	✓	24	100.000
C		ONE HOUR	✓	138	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	46	170
	B	17	0	7
	C	125	13	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	4
	B	0	0	14
	C	2	8	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.06	8.57	0.1	A	22	33
C-AB	0.03	6.11	0.0	A	15	22
C-A					112	168
A-B					42	63
A-C					156	234

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	18	5	468	0.039	18	0.0	0.0	7.995	A
C-AB	12	3	601	0.019	12	0.0	0.0	6.111	A
C-A	92	23			92				
A-B	35	9			35				
A-C	128	32			128				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	22	5	459	0.047	22	0.0	0.0	8.231	A
C-AB	14	4	607	0.024	14	0.0	0.0	6.082	A
C-A	110	27			110				
A-B	41	10			41				
A-C	153	38			153				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	26	7	446	0.059	26	0.0	0.1	8.572	A
C-AB	18	5	615	0.030	18	0.0	0.0	6.038	A
C-A	133	33			133				
A-B	51	13			51				
A-C	187	47			187				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	26	7	446	0.059	26	0.1	0.1	8.574	A
C-AB	18	5	615	0.030	18	0.0	0.0	6.033	A
C-A	133	33			133				
A-B	51	13			51				
A-C	187	47			187				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	22	5	459	0.047	22	0.1	0.0	8.234	A
C-AB	14	4	607	0.024	14	0.0	0.0	6.073	A
C-A	110	27			110				
A-B	41	10			41				
A-C	153	38			153				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	18	5	468	0.039	18	0.0	0.0	8.002	A
C-AB	12	3	601	0.019	12	0.0	0.0	6.106	A
C-A	92	23			92				
A-B	35	9			35				
A-C	128	32			128				

2024 no dev, AM

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	untitled	T-Junction	Two-way		0.96	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2024 no dev	AM	ONE HOUR	08:30	10:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	181	100.000
B		ONE HOUR	✓	39	100.000
C		ONE HOUR	✓	221	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	21	160
	B	36	0	3
	C	216	5	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	5	9
	B	3	0	0
	C	1	20	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.10	9.74	0.1	A	36	54
C-AB	0.01	6.01	0.0	A	7	10
C-A					196	294
A-B					19	29
A-C					147	220

Main Results for each time segment

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	29	7	438	0.067	29	0.0	0.1	8.803	A
C-AB	5	1	604	0.009	5	0.0	0.0	6.012	A
C-A	161	40			161				
A-B	16	4			16				
A-C	120	30			120				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	35	9	427	0.082	35	0.1	0.1	9.179	A
C-AB	7	2	622	0.011	7	0.0	0.0	5.869	A
C-A	192	48			192				
A-B	19	5			19				
A-C	144	36			144				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	43	11	412	0.104	43	0.1	0.1	9.736	A
C-AB	9	2	647	0.013	9	0.0	0.0	5.663	A
C-A	235	59			235				
A-B	23	6			23				
A-C	176	44			176				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	43	11	412	0.104	43	0.1	0.1	9.742	A
C-AB	9	2	647	0.014	9	0.0	0.0	5.641	A
C-A	235	59			235				
A-B	23	6			23				
A-C	176	44			176				

09:30 - 09:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	35	9	427	0.082	35	0.1	0.1	9.188	A
C-AB	7	2	622	0.011	7	0.0	0.0	5.821	A
C-A	192	48			192				
A-B	19	5			19				
A-C	144	36			144				

09:45 - 10:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	29	7	438	0.067	29	0.1	0.1	8.818	A
C-AB	5	1	604	0.009	5	0.0	0.0	5.989	A
C-A	161	40			161				
A-B	16	4			16				
A-C	120	30			120				

2024 no dev, PM

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	untitled	T-Junction	Two-way		0.83	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2024 no dev	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	226	100.000
B		ONE HOUR	✓	25	100.000
C		ONE HOUR	✓	145	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	48	178
	B	18	0	7
	C	131	14	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	4
	B	0	0	14
	C	2	8	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.06	8.69	0.1	A	23	34
C-AB	0.03	6.11	0.0	A	16	24
C-A					117	175
A-B					44	66
A-C					163	245

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	19	5	465	0.040	19	0.0	0.0	8.066	A
C-AB	13	3	602	0.021	13	0.0	0.0	6.106	A
C-A	97	24			97				
A-B	36	9			36				
A-C	134	34			134				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	22	6	455	0.049	22	0.0	0.1	8.319	A
C-AB	16	4	608	0.026	16	0.0	0.0	6.076	A
C-A	115	29			115				
A-B	43	11			43				
A-C	160	40			160				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	28	7	442	0.062	27	0.1	0.1	8.686	A
C-AB	20	5	617	0.033	20	0.0	0.0	6.032	A
C-A	140	35			140				
A-B	53	13			53				
A-C	196	49			196				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	28	7	442	0.062	28	0.1	0.1	8.687	A
C-AB	20	5	617	0.033	20	0.0	0.0	6.029	A
C-A	139	35			139				
A-B	53	13			53				
A-C	196	49			196				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	22	6	455	0.049	23	0.1	0.1	8.323	A
C-AB	16	4	609	0.026	16	0.0	0.0	6.067	A
C-A	115	29			115				
A-B	43	11			43				
A-C	160	40			160				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	19	5	465	0.040	19	0.1	0.0	8.073	A
C-AB	13	3	602	0.021	13	0.0	0.0	6.103	A
C-A	97	24			97				
A-B	36	9			36				
A-C	134	34			134				

2024 with dev, AM

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	untitled	T-Junction	Two-way		2.08	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2024 with dev	AM	ONE HOUR	08:30	10:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	192	100.000
B		ONE HOUR	✓	86	100.000
C		ONE HOUR	✓	224	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	32	160
	B	79	0	7
	C	216	8	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	5	9
	B	3	0	0
	C	1	20	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.23	11.39	0.3	B	79	118
C-AB	0.02	6.06	0.0	A	11	16
C-A					195	292
A-B					29	44
A-C					147	220

Main Results for each time segment

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	65	16	437	0.148	64	0.0	0.2	9.643	A
C-AB	8	2	602	0.014	8	0.0	0.0	6.060	A
C-A	160	40			160				
A-B	24	6			24				
A-C	120	30			120				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	77	19	426	0.182	77	0.2	0.2	10.319	B
C-AB	10	3	620	0.017	10	0.0	0.0	5.925	A
C-A	191	48			191				
A-B	29	7			29				
A-C	144	36			144				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	95	24	411	0.231	94	0.2	0.3	11.369	B
C-AB	14	3	645	0.022	14	0.0	0.0	5.731	A
C-A	233	58			233				
A-B	35	9			35				
A-C	176	44			176				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	95	24	411	0.231	95	0.3	0.3	11.391	B
C-AB	14	3	645	0.022	14	0.0	0.0	5.710	A
C-A	233	58			233				
A-B	35	9			35				
A-C	176	44			176				

09:30 - 09:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	77	19	426	0.182	78	0.3	0.2	10.349	B
C-AB	11	3	620	0.017	11	0.0	0.0	5.874	A
C-A	191	48			191				
A-B	29	7			29				
A-C	144	36			144				

09:45 - 10:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	65	16	437	0.148	65	0.2	0.2	9.690	A
C-AB	8	2	602	0.014	8	0.0	0.0	6.034	A
C-A	160	40			160				
A-B	24	6			24				
A-C	120	30			120				

2024 with dev, PM

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	untitled	T-Junction	Two-way		1.25	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2024 with dev	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	256	100.000
B		ONE HOUR	✓	42	100.000
C		ONE HOUR	✓	153	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	78	178
	B	23	0	19
	C	131	22	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	4
	B	0	0	14
	C	2	8	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.10	8.87	0.1	A	39	58
C-AB	0.05	6.23	0.1	A	25	38
C-A					115	172
A-B					72	107
A-C					163	245

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	32	8	475	0.067	31	0.0	0.1	8.104	A
C-AB	20	5	597	0.033	20	0.0	0.0	6.230	A
C-A	95	24			95				
A-B	59	15			59				
A-C	134	34			134				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	38	9	466	0.081	38	0.1	0.1	8.413	A
C-AB	25	6	603	0.041	25	0.0	0.1	6.229	A
C-A	113	28			113				
A-B	70	18			70				
A-C	160	40			160				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	46	12	452	0.102	46	0.1	0.1	8.866	A
C-AB	32	8	611	0.052	32	0.1	0.1	6.223	A
C-A	137	34			137				
A-B	86	21			86				
A-C	196	49			196				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	46	12	452	0.102	46	0.1	0.1	8.870	A
C-AB	32	8	611	0.052	32	0.1	0.1	6.221	A
C-A	137	34			137				
A-B	86	21			86				
A-C	196	49			196				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	38	9	466	0.081	38	0.1	0.1	8.419	A
C-AB	25	6	603	0.041	25	0.1	0.1	6.221	A
C-A	113	28			113				
A-B	70	18			70				
A-C	160	40			160				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	32	8	475	0.067	32	0.1	0.1	8.118	A
C-AB	20	5	597	0.033	20	0.1	0.0	6.228	A
C-A	95	24			95				
A-B	59	15			59				
A-C	134	34			134				

2029 no dev, AM

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	untitled	T-Junction	Two-way		0.97	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2029 no dev	AM	ONE HOUR	08:30	10:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	196	100.000
B		ONE HOUR	✓	41	100.000
C		ONE HOUR	✓	239	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	23	173
	B	38	0	3
	C	233	6	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	5	9
	B	3	0	0
	C	1	20	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.11	10.00	0.1	A	38	56
C-AB	0.02	5.95	0.0	A	8	13
C-A					211	316
A-B					21	32
A-C					159	238

Main Results for each time segment

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	31	8	433	0.071	31	0.0	0.1	8.946	A
C-AB	6	2	611	0.010	6	0.0	0.0	5.954	A
C-A	174	43			174				
A-B	17	4			17				
A-C	130	33			130				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	37	9	421	0.088	37	0.1	0.1	9.362	A
C-AB	8	2	630	0.013	8	0.0	0.0	5.804	A
C-A	207	52			207				
A-B	21	5			21				
A-C	156	39			156				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	45	11	405	0.111	45	0.1	0.1	9.990	A
C-AB	11	3	658	0.017	11	0.0	0.0	5.589	A
C-A	252	63			252				
A-B	25	6			25				
A-C	190	48			190				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	45	11	405	0.111	45	0.1	0.1	9.996	A
C-AB	11	3	658	0.017	11	0.0	0.0	5.568	A
C-A	252	63			252				
A-B	25	6			25				
A-C	190	48			190				

09:30 - 09:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	37	9	421	0.088	37	0.1	0.1	9.374	A
C-AB	8	2	631	0.013	8	0.0	0.0	5.754	A
C-A	207	52			207				
A-B	21	5			21				
A-C	156	39			156				

09:45 - 10:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	31	8	433	0.071	31	0.1	0.1	8.964	A
C-AB	6	2	611	0.010	6	0.0	0.0	5.927	A
C-A	174	43			174				
A-B	17	4			17				
A-C	130	33			130				

2029 no dev, PM

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	untitled	T-Junction	Two-way		0.85	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2029 no dev	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	244	100.000
B		ONE HOUR	✓	27	100.000
C		ONE HOUR	✓	156	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	52	192
	B	19	0	8
	C	141	15	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	4
	B	0	0	14
	C	2	8	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.07	8.82	0.1	A	25	37
C-AB	0.04	6.09	0.0	A	18	26
C-A					126	188
A-B					48	72
A-C					176	264

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	20	5	462	0.044	20	0.0	0.0	8.139	A
C-AB	14	3	604	0.023	14	0.0	0.0	6.093	A
C-A	104	26			104				
A-B	39	10			39				
A-C	145	36			145				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	24	6	452	0.054	24	0.0	0.1	8.415	A
C-AB	17	4	611	0.028	17	0.0	0.0	6.061	A
C-A	123	31			123				
A-B	47	12			47				
A-C	173	43			173				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	30	7	438	0.068	30	0.1	0.1	8.823	A
C-AB	22	6	621	0.036	22	0.0	0.0	6.015	A
C-A	150	37			150				
A-B	57	14			57				
A-C	211	53			211				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	30	7	438	0.068	30	0.1	0.1	8.825	A
C-AB	22	6	621	0.036	22	0.0	0.0	6.009	A
C-A	150	37			150				
A-B	57	14			57				
A-C	211	53			211				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	24	6	452	0.054	24	0.1	0.1	8.420	A
C-AB	17	4	611	0.028	17	0.0	0.0	6.049	A
C-A	123	31			123				
A-B	47	12			47				
A-C	173	43			173				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	20	5	462	0.044	20	0.1	0.0	8.149	A
C-AB	14	3	605	0.023	14	0.0	0.0	6.087	A
C-A	104	26			104				
A-B	39	10			39				
A-C	145	36			145				

2029 with dev, AM

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	untitled	T-Junction	Two-way		2.06	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2029 with dev	AM	ONE HOUR	08:30	10:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	207	100.000
B		ONE HOUR	✓	88	100.000
C		ONE HOUR	✓	242	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	34	173
	B	81	0	7
	C	233	9	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	5	9
	B	3	0	0
	C	1	20	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.24	11.73	0.3	B	81	121
C-AB	0.02	6.00	0.0	A	13	19
C-A					209	314
A-B					31	47
A-C					159	238

Main Results for each time segment

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	66	17	432	0.153	66	0.0	0.2	9.808	A
C-AB	10	2	609	0.016	9	0.0	0.0	6.001	A
C-A	173	43			173				
A-B	26	6			26				
A-C	130	33			130				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	79	20	420	0.188	79	0.2	0.2	10.544	B
C-AB	12	3	629	0.019	12	0.0	0.0	5.860	A
C-A	205	51			205				
A-B	31	8			31				
A-C	156	39			156				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	97	24	404	0.240	97	0.2	0.3	11.705	B
C-AB	16	4	655	0.025	16	0.0	0.0	5.656	A
C-A	250	63			250				
A-B	37	9			37				
A-C	190	48			190				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	97	24	404	0.240	97	0.3	0.3	11.731	B
C-AB	16	4	655	0.025	16	0.0	0.0	5.632	A
C-A	250	63			250				
A-B	37	9			37				
A-C	190	48			190				

09:30 - 09:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	79	20	420	0.188	79	0.3	0.2	10.577	B
C-AB	12	3	629	0.019	12	0.0	0.0	5.806	A
C-A	205	51			205				
A-B	31	8			31				
A-C	156	39			156				

09:45 - 10:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	66	17	432	0.153	66	0.2	0.2	9.856	A
C-AB	10	2	610	0.016	10	0.0	0.0	5.974	A
C-A	173	43			173				
A-B	26	6			26				
A-C	130	33			130				

2029 with dev, PM

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	untitled	T-Junction	Two-way		1.24	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2029 with dev	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	274	100.000
B		ONE HOUR	✓	44	100.000
C		ONE HOUR	✓	164	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	82	192
	B	24	0	20
	C	141	23	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	4
	B	0	0	14
	C	2	8	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.11	9.03	0.1	A	40	61
C-AB	0.06	6.22	0.1	A	27	41
C-A					123	185
A-B					75	113
A-C					176	264

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	33	8	472	0.070	33	0.0	0.1	8.195	A
C-AB	21	5	600	0.035	21	0.0	0.0	6.217	A
C-A	102	26			102				
A-B	62	15			62				
A-C	145	36			145				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	40	10	461	0.086	39	0.1	0.1	8.531	A
C-AB	26	7	606	0.043	26	0.0	0.1	6.218	A
C-A	121	30			121				
A-B	74	18			74				
A-C	173	43			173				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	48	12	447	0.108	48	0.1	0.1	9.030	A
C-AB	34	8	614	0.055	34	0.1	0.1	6.210	A
C-A	147	37			147				
A-B	90	23			90				
A-C	211	53			211				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	48	12	447	0.108	48	0.1	0.1	9.034	A
C-AB	34	8	615	0.055	34	0.1	0.1	6.202	A
C-A	147	37			147				
A-B	90	23			90				
A-C	211	53			211				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	40	10	461	0.086	40	0.1	0.1	8.540	A
C-AB	26	7	606	0.043	26	0.1	0.1	6.206	A
C-A	121	30			121				
A-B	74	18			74				
A-C	173	43			173				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	33	8	472	0.070	33	0.1	0.1	8.209	A
C-AB	21	5	600	0.035	21	0.1	0.0	6.217	A
C-A	102	26			102				
A-B	62	15			62				
A-C	145	36			145				

2039 no dev, AM

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	untitled	T-Junction	Two-way		1.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2039 no dev	AM	ONE HOUR	08:30	10:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	206	100.000
B		ONE HOUR	✓	44	100.000
C		ONE HOUR	✓	251	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	24	182
	B	40	0	4
	C	245	6	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	5	9
	B	3	0	0
	C	1	20	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.12	10.14	0.1	B	40	61
C-AB	0.02	5.90	0.0	A	9	13
C-A					222	333
A-B					22	33
A-C					167	251

Main Results for each time segment

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	33	8	432	0.077	33	0.0	0.1	9.009	A
C-AB	6	2	616	0.010	6	0.0	0.0	5.905	A
C-A	183	46			183				
A-B	18	5			18				
A-C	137	34			137				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	40	10	420	0.094	39	0.1	0.1	9.458	A
C-AB	8	2	637	0.013	8	0.0	0.0	5.749	A
C-A	217	54			217				
A-B	22	5			22				
A-C	164	41			164				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	48	12	403	0.120	48	0.1	0.1	10.137	B
C-AB	11	3	665	0.017	11	0.0	0.0	5.526	A
C-A	265	66			265				
A-B	26	7			26				
A-C	200	50			200				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	48	12	403	0.120	48	0.1	0.1	10.143	B
C-AB	11	3	665	0.017	11	0.0	0.0	5.502	A
C-A	265	66			265				
A-B	26	7			26				
A-C	200	50			200				

09:30 - 09:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	40	10	420	0.094	40	0.1	0.1	9.470	A
C-AB	8	2	637	0.013	8	0.0	0.0	5.697	A
C-A	217	54			217				
A-B	22	5			22				
A-C	164	41			164				

09:45 - 10:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	33	8	432	0.077	33	0.1	0.1	9.029	A
C-AB	6	2	616	0.010	6	0.0	0.0	5.879	A
C-A	183	46			183				
A-B	18	5			18				
A-C	137	34			137				

2039 no dev, PM

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	untitled	T-Junction	Two-way		0.84	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2039 no dev	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	257	100.000
B		ONE HOUR	✓	28	100.000
C		ONE HOUR	✓	164	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	55	202
	B	20	0	8
	C	149	15	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	4
	B	0	0	14
	C	2	8	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.07	8.96	0.1	A	26	39
C-AB	0.04	6.07	0.0	A	18	27
C-A					133	199
A-B					50	76
A-C					185	278

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	21	5	459	0.046	21	0.0	0.0	8.218	A
C-AB	14	3	607	0.023	14	0.0	0.0	6.073	A
C-A	110	27			110				
A-B	41	10			41				
A-C	152	38			152				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	25	6	448	0.056	25	0.0	0.1	8.515	A
C-AB	17	4	614	0.028	17	0.0	0.0	6.038	A
C-A	130	33			130				
A-B	49	12			49				
A-C	182	45			182				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	31	8	433	0.071	31	0.1	0.1	8.954	A
C-AB	22	6	624	0.036	22	0.0	0.0	5.986	A
C-A	158	40			158				
A-B	61	15			61				
A-C	222	56			222				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	31	8	433	0.071	31	0.1	0.1	8.956	A
C-AB	22	6	624	0.036	22	0.0	0.0	5.982	A
C-A	158	40			158				
A-B	61	15			61				
A-C	222	56			222				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	25	6	448	0.056	25	0.1	0.1	8.519	A
C-AB	17	4	614	0.028	17	0.0	0.0	6.025	A
C-A	130	33			130				
A-B	49	12			49				
A-C	182	45			182				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	21	5	459	0.046	21	0.1	0.0	8.229	A
C-AB	14	3	607	0.023	14	0.0	0.0	6.067	A
C-A	110	27			110				
A-B	41	10			41				
A-C	152	38			152				

2039 with dev, AM

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	untitled	T-Junction	Two-way		2.07	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2039 with dev	AM	ONE HOUR	08:30	10:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	217	100.000
B		ONE HOUR	✓	91	100.000
C		ONE HOUR	✓	254	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	35	182
	B	83	0	8
	C	245	9	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	5	9
	B	3	0	0
	C	1	20	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.25	11.98	0.3	B	84	125
C-AB	0.03	5.95	0.0	A	13	19
C-A					220	330
A-B					32	48
A-C					167	251

Main Results for each time segment

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	69	17	430	0.159	68	0.0	0.2	9.917	A
C-AB	10	2	614	0.016	10	0.0	0.0	5.951	A
C-A	182	45			182				
A-B	26	7			26				
A-C	137	34			137				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	82	20	418	0.196	82	0.2	0.2	10.705	B
C-AB	12	3	635	0.020	12	0.0	0.0	5.804	A
C-A	216	54			216				
A-B	31	8			31				
A-C	164	41			164				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	100	25	401	0.250	100	0.2	0.3	11.956	B
C-AB	17	4	663	0.025	17	0.0	0.0	5.593	A
C-A	263	66			263				
A-B	39	10			39				
A-C	200	50			200				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	100	25	401	0.250	100	0.3	0.3	11.985	B
C-AB	17	4	663	0.025	17	0.0	0.0	5.571	A
C-A	263	66			263				
A-B	39	10			39				
A-C	200	50			200				

09:30 - 09:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	82	20	418	0.196	82	0.3	0.2	10.739	B
C-AB	12	3	635	0.020	12	0.0	0.0	5.752	A
C-A	216	54			216				
A-B	31	8			31				
A-C	164	41			164				

09:45 - 10:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	69	17	430	0.159	69	0.2	0.2	9.969	A
C-AB	10	2	615	0.016	10	0.0	0.0	5.926	A
C-A	182	45			182				
A-B	26	7			26				
A-C	137	34			137				

2039 with dev, PM

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	untitled	T-Junction	Two-way		1.22	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2039 with dev	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	287	100.000
B		ONE HOUR	✓	45	100.000
C		ONE HOUR	✓	172	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	85	202
	B	25	0	20
	C	149	23	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	4
	B	0	0	14
	C	2	8	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.11	9.17	0.1	A	41	62
C-AB	0.06	6.20	0.1	A	27	41
C-A					130	196
A-B					78	117
A-C					185	278

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	34	8	468	0.072	34	0.0	0.1	8.272	A
C-AB	21	5	602	0.035	21	0.0	0.0	6.197	A
C-A	108	27			108				
A-B	64	16			64				
A-C	152	38			152				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	40	10	457	0.088	40	0.1	0.1	8.632	A
C-AB	27	7	608	0.044	26	0.0	0.1	6.192	A
C-A	128	32			128				
A-B	76	19			76				
A-C	182	45			182				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	50	12	442	0.112	49	0.1	0.1	9.163	A
C-AB	35	9	618	0.056	34	0.1	0.1	6.179	A
C-A	155	39			155				
A-B	94	23			94				
A-C	222	56			222				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	50	12	442	0.112	50	0.1	0.1	9.168	A
C-AB	35	9	618	0.056	35	0.1	0.1	6.173	A
C-A	155	39			155				
A-B	94	23			94				
A-C	222	56			222				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	40	10	457	0.088	41	0.1	0.1	8.638	A
C-AB	27	7	609	0.044	27	0.1	0.1	6.179	A
C-A	128	32			128				
A-B	76	19			76				
A-C	182	45			182				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	34	8	468	0.072	34	0.1	0.1	8.289	A
C-AB	21	5	602	0.035	21	0.1	0.0	6.197	A
C-A	108	27			108				
A-B	64	16			64				
A-C	152	38			152				

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.0.6896

For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk

Filename: Site 4.j9
Path: S:\Jobs\2021\21002 Tinahask Upper, Arklow TIA\21002-01\Reports\Working\PICADY
Report generation date: 08/07/2021 11:35:36

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
	2021							
Stream B-AC	0.2	7.92	0.17	A	0.2	7.97	0.17	A
Stream C-AB	0.4	5.39	0.18	A	0.3	6.64	0.21	A
	2024 no dev							
Stream B-AC	0.2	8.05	0.18	A	0.2	8.06	0.18	A
Stream C-AB	0.4	5.40	0.19	A	0.4	6.72	0.22	A
	2024 with dev							
Stream B-AC	0.6	10.47	0.37	B	0.4	9.65	0.30	A
Stream C-AB	0.6	6.17	0.29	A	0.7	8.31	0.37	A
	2029 no dev							
Stream B-AC	0.3	8.36	0.20	A	0.2	8.34	0.20	A
Stream C-AB	0.5	5.46	0.22	A	0.4	6.86	0.25	A
	2029 with dev							
Stream B-AC	0.6	10.97	0.39	B	0.5	10.05	0.32	B
Stream C-AB	0.7	6.29	0.32	A	0.8	8.58	0.40	A
	2039 no dev							
Stream B-AC	0.3	8.51	0.21	A	0.3	8.56	0.21	A
Stream C-AB	0.5	5.50	0.23	A	0.5	6.97	0.26	A
	2039 with dev							
Stream B-AC	0.7	11.26	0.40	B	0.5	10.37	0.34	B
Stream C-AB	0.8	6.37	0.33	A	0.9	8.80	0.41	A

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

File summary

File Description

Title	
Location	
Site number	
Date	11/05/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ROADPLAN01\jbyrne
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021	AM	ONE HOUR	08:30	10:00	15	✓
D2	2021	PM	ONE HOUR	16:15	17:45	15	✓
D3	2024 no dev	AM	ONE HOUR	08:30	10:00	15	✓
D4	2024 no dev	PM	ONE HOUR	16:15	17:45	15	✓
D5	2024 with dev	AM	ONE HOUR	08:30	10:00	15	✓
D6	2024 with dev	PM	ONE HOUR	16:15	17:45	15	✓
D7	2029 no dev	AM	ONE HOUR	08:30	10:00	15	✓
D8	2029 no dev	PM	ONE HOUR	16:15	17:45	15	✓
D9	2029 with dev	AM	ONE HOUR	08:30	10:00	15	✓
D10	2029 with dev	PM	ONE HOUR	16:15	17:45	15	✓
D11	2039 no dev	AM	ONE HOUR	08:30	10:00	15	✓
D12	2039 no dev	PM	ONE HOUR	16:15	17:45	15	✓
D13	2039 with dev	AM	ONE HOUR	08:30	10:00	15	✓
D14	2039 with dev	PM	ONE HOUR	16:15	17:45	15	✓

Analysis Set Details

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

2021, AM

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	untitled	T-Junction	Two-way		1.88	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Abbey Street		Major
B	Rory O'Connor St		Minor
C	Connolly St		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.30			105.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.00	15	18

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	491	0.088	0.223	0.140	0.319
1	B-C	635	0.096	0.243	-	-
1	C-B	635	0.243	0.243	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021	AM	ONE HOUR	08:30	10:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	217	100.000
B		ONE HOUR	✓	87	100.000
C		ONE HOUR	✓	401	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	7	210
	B	5	0	82
	C	326	75	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	7
	B	0	0	1
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.17	7.92	0.2	A	80	120
C-AB	0.18	5.39	0.4	A	113	170
C-A					255	382
A-B					6	10
A-C					193	289

Main Results for each time segment

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	65	16	572	0.114	65	0.0	0.1	7.087	A
C-AB	84	21	756	0.111	83	0.0	0.2	5.344	A
C-A	218	55			218				
A-B	5	1			5				
A-C	158	40			158				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	78	20	563	0.139	78	0.1	0.2	7.420	A
C-AB	108	27	781	0.138	108	0.2	0.2	5.349	A
C-A	252	63			252				
A-B	6	2			6				
A-C	189	47			189				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	96	24	550	0.174	96	0.2	0.2	7.917	A
C-AB	148	37	817	0.181	147	0.2	0.4	5.382	A
C-A	294	73			294				
A-B	8	2			8				
A-C	231	58			231				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	96	24	550	0.174	96	0.2	0.2	7.923	A
C-AB	148	37	817	0.181	148	0.4	0.4	5.391	A
C-A	293	73			293				
A-B	8	2			8				
A-C	231	58			231				

09:30 - 09:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	78	20	563	0.139	78	0.2	0.2	7.429	A
C-AB	108	27	782	0.139	109	0.4	0.3	5.363	A
C-A	252	63			252				
A-B	6	2			6				
A-C	189	47			189				

09:45 - 10:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	65	16	572	0.114	66	0.2	0.1	7.105	A
C-AB	84	21	757	0.111	84	0.3	0.2	5.361	A
C-A	218	54			218				
A-B	5	1			5				
A-C	158	40			158				

2021, PM

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	untitled	T-Junction	Two-way		2.71	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2021	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	213	100.000
B		ONE HOUR	✓	84	100.000
C		ONE HOUR	✓	252	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	11	202
	B	10	0	74
	C	152	100	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	9	3
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.17	7.97	0.2	A	77	116
C-AB	0.21	6.64	0.3	A	116	175
C-A					115	172
A-B					10	15
A-C					185	278

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	63	16	567	0.112	63	0.0	0.1	7.132	A
C-AB	91	23	670	0.135	90	0.0	0.2	6.197	A
C-A	99	25			99				
A-B	8	2			8				
A-C	152	38			152				

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	76	19	558	0.135	75	0.1	0.2	7.465	A
C-AB	113	28	678	0.166	113	0.2	0.2	6.365	A
C-A	114	28			114				
A-B	10	2			10				
A-C	182	45			182				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	92	23	544	0.170	92	0.2	0.2	7.959	A
C-AB	146	36	689	0.212	145	0.2	0.3	6.624	A
C-A	132	33			132				
A-B	12	3			12				
A-C	222	56			222				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	92	23	544	0.170	92	0.2	0.2	7.965	A
C-AB	146	36	689	0.212	146	0.3	0.3	6.636	A
C-A	132	33			132				
A-B	12	3			12				
A-C	222	56			222				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	76	19	557	0.135	76	0.2	0.2	7.477	A
C-AB	113	28	678	0.166	113	0.3	0.3	6.385	A
C-A	114	28			114				
A-B	10	2			10				
A-C	182	45			182				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	63	16	567	0.112	63	0.2	0.1	7.154	A
C-AB	91	23	671	0.136	91	0.3	0.2	6.223	A
C-A	99	25			99				
A-B	8	2			8				
A-C	152	38			152				

2024 no dev, AM

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	untitled	T-Junction	Two-way		1.92	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2024 no dev	AM	ONE HOUR	08:30	10:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	227	100.000
B		ONE HOUR	✓	91	100.000
C		ONE HOUR	✓	419	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	7	220
	B	5	0	86
	C	341	78	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	7
	B	0	0	1
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.18	8.05	0.2	A	84	125
C-AB	0.19	5.40	0.4	A	121	181
C-A					264	396
A-B					6	10
A-C					202	303

Main Results for each time segment

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	69	17	571	0.120	68	0.0	0.1	7.151	A
C-AB	89	22	762	0.116	88	0.0	0.2	5.337	A
C-A	227	57			227				
A-B	5	1			5				
A-C	166	41			166				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	82	20	561	0.146	82	0.1	0.2	7.506	A
C-AB	115	29	789	0.146	115	0.2	0.3	5.347	A
C-A	262	65			262				
A-B	6	2			6				
A-C	198	49			198				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	100	25	548	0.183	100	0.2	0.2	8.039	A
C-AB	158	40	826	0.192	158	0.3	0.4	5.392	A
C-A	303	76			303				
A-B	8	2			8				
A-C	242	61			242				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	100	25	548	0.183	100	0.2	0.2	8.046	A
C-AB	158	40	826	0.192	158	0.4	0.4	5.402	A
C-A	303	76			303				
A-B	8	2			8				
A-C	242	61			242				

09:30 - 09:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	82	20	561	0.146	82	0.2	0.2	7.516	A
C-AB	115	29	789	0.146	116	0.4	0.3	5.363	A
C-A	261	65			261				
A-B	6	2			6				
A-C	198	49			198				

09:45 - 10:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	69	17	571	0.120	69	0.2	0.1	7.173	A
C-AB	89	22	762	0.117	89	0.3	0.2	5.357	A
C-A	227	57			227				
A-B	5	1			5				
A-C	166	41			166				

2024 no dev, PM

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	untitled	T-Junction	Two-way		2.76	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2024 no dev	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	223	100.000
B		ONE HOUR	✓	87	100.000
C		ONE HOUR	✓	264	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	12	211
	B	10	0	77
	C	159	105	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	9	3
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.18	8.06	0.2	A	80	120
C-AB	0.22	6.72	0.4	A	124	186
C-A					119	178
A-B					11	17
A-C					194	290

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	65	16	566	0.116	65	0.0	0.1	7.182	A
C-AB	96	24	672	0.143	95	0.0	0.2	6.237	A
C-A	103	26			103				
A-B	9	2			9				
A-C	159	40			159				

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	78	20	556	0.141	78	0.1	0.2	7.532	A
C-AB	120	30	680	0.176	119	0.2	0.3	6.420	A
C-A	118	29			118				
A-B	11	3			11				
A-C	190	47			190				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	96	24	542	0.177	96	0.2	0.2	8.057	A
C-AB	155	39	692	0.224	155	0.3	0.4	6.706	A
C-A	136	34			136				
A-B	13	3			13				
A-C	232	58			232				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	96	24	542	0.177	96	0.2	0.2	8.063	A
C-AB	155	39	692	0.224	155	0.4	0.4	6.717	A
C-A	135	34			135				
A-B	13	3			13				
A-C	232	58			232				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	78	20	556	0.141	78	0.2	0.2	7.545	A
C-AB	120	30	680	0.176	120	0.4	0.3	6.442	A
C-A	118	29			118				
A-B	11	3			11				
A-C	190	47			190				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	65	16	566	0.116	66	0.2	0.1	7.204	A
C-AB	96	24	672	0.143	97	0.3	0.2	6.263	A
C-A	102	26			102				
A-B	9	2			9				
A-C	159	40			159				

2024 with dev, AM

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	untitled	T-Junction	Two-way		3.54	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2024 with dev	AM	ONE HOUR	08:30	10:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	231	100.000
B		ONE HOUR	✓	183	100.000
C		ONE HOUR	✓	459	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	11	220
	B	10	0	173
	C	341	118	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	7
	B	0	0	1
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.37	10.47	0.6	B	168	252
C-AB	0.29	6.17	0.6	A	183	274
C-A					238	358
A-B					10	15
A-C					202	303

Main Results for each time segment

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	138	34	570	0.242	137	0.0	0.3	8.290	A
C-AB	134	34	762	0.176	133	0.0	0.3	5.723	A
C-A	212	53			212				
A-B	8	2			8				
A-C	166	41			166				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	165	41	559	0.294	164	0.3	0.4	9.097	A
C-AB	174	44	788	0.221	174	0.3	0.4	5.865	A
C-A	238	60			238				
A-B	10	2			10				
A-C	198	49			198				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	201	50	545	0.369	201	0.4	0.6	10.425	B
C-AB	239	60	825	0.290	239	0.4	0.6	6.148	A
C-A	266	66			266				
A-B	12	3			12				
A-C	242	61			242				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	201	50	545	0.370	201	0.6	0.6	10.468	B
C-AB	240	60	825	0.291	240	0.6	0.6	6.166	A
C-A	266	66			266				
A-B	12	3			12				
A-C	242	61			242				

09:30 - 09:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	165	41	559	0.294	165	0.6	0.4	9.147	A
C-AB	175	44	788	0.221	175	0.6	0.4	5.896	A
C-A	238	60			238				
A-B	10	2			10				
A-C	198	49			198				

09:45 - 10:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	138	34	569	0.242	138	0.4	0.3	8.354	A
C-AB	135	34	762	0.177	135	0.4	0.3	5.755	A
C-A	211	53			211				
A-B	8	2			8				
A-C	166	41			166				

2024 with dev, PM

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	untitled	T-Junction	Two-way		4.55	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2024 with dev	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	230	100.000
B		ONE HOUR	✓	147	100.000
C		ONE HOUR	✓	332	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	19	211
	B	17	0	130
	C	159	173	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	9	3
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.30	9.65	0.4	A	135	202
C-AB	0.37	8.31	0.7	A	204	306
C-A					101	151
A-B					17	26
A-C					194	290

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	111	28	561	0.197	110	0.0	0.2	7.956	A
C-AB	159	40	671	0.236	157	0.0	0.4	6.992	A
C-A	91	23			91				
A-B	14	4			14				
A-C	159	40			159				

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	132	33	550	0.240	132	0.2	0.3	8.597	A
C-AB	197	49	679	0.291	197	0.4	0.5	7.468	A
C-A	101	25			101				
A-B	17	4			17				
A-C	190	47			190				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	162	40	535	0.303	161	0.3	0.4	9.623	A
C-AB	256	64	690	0.371	255	0.5	0.7	8.275	A
C-A	110	27			110				
A-B	21	5			21				
A-C	232	58			232				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	162	40	535	0.303	162	0.4	0.4	9.647	A
C-AB	256	64	690	0.371	256	0.7	0.7	8.312	A
C-A	109	27			109				
A-B	21	5			21				
A-C	232	58			232				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	132	33	550	0.240	133	0.4	0.3	8.629	A
C-AB	198	49	679	0.291	198	0.7	0.5	7.522	A
C-A	101	25			101				
A-B	17	4			17				
A-C	190	47			190				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	111	28	561	0.197	111	0.3	0.2	8.003	A
C-AB	159	40	671	0.237	159	0.5	0.4	7.050	A
C-A	91	23			91				
A-B	14	4			14				
A-C	159	40			159				

2029 no dev, AM

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	untitled	T-Junction	Two-way		2.02	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2029 no dev	AM	ONE HOUR	08:30	10:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	245	100.000
B		ONE HOUR	✓	99	100.000
C		ONE HOUR	✓	453	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	8	237
	B	6	0	93
	C	368	85	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	7
	B	0	0	1
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.20	8.36	0.3	A	91	136
C-AB	0.22	5.46	0.5	A	137	206
C-A					278	418
A-B					7	11
A-C					217	326

Main Results for each time segment

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	75	19	565	0.132	74	0.0	0.2	7.316	A
C-AB	100	25	773	0.129	99	0.0	0.2	5.340	A
C-A	241	60			241				
A-B	6	2			6				
A-C	178	45			178				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	89	22	555	0.160	89	0.2	0.2	7.724	A
C-AB	131	33	801	0.163	130	0.2	0.3	5.365	A
C-A	277	69			277				
A-B	7	2			7				
A-C	213	53			213				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	109	27	540	0.202	109	0.2	0.3	8.348	A
C-AB	181	45	842	0.215	181	0.3	0.5	5.450	A
C-A	318	79			318				
A-B	9	2			9				
A-C	261	65			261				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	109	27	540	0.202	109	0.3	0.3	8.356	A
C-AB	181	45	842	0.215	181	0.5	0.5	5.459	A
C-A	317	79			317				
A-B	9	2			9				
A-C	261	65			261				

09:30 - 09:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	89	22	555	0.160	89	0.3	0.2	7.739	A
C-AB	131	33	802	0.163	131	0.5	0.3	5.386	A
C-A	276	69			276				
A-B	7	2			7				
A-C	213	53			213				

09:45 - 10:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	75	19	565	0.132	75	0.2	0.2	7.341	A
C-AB	100	25	773	0.130	101	0.3	0.2	5.364	A
C-A	241	60			241				
A-B	6	2			6				
A-C	178	45			178				

2029 no dev, PM

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	untitled	T-Junction	Two-way		2.87	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2029 no dev	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	240	100.000
B		ONE HOUR	✓	95	100.000
C		ONE HOUR	✓	285	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	12	228
	B	11	0	84
	C	172	113	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	9	3
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.20	8.34	0.2	A	87	131
C-AB	0.25	6.86	0.4	A	136	204
C-A					125	188
A-B					11	17
A-C					209	314

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	72	18	562	0.127	71	0.0	0.1	7.332	A
C-AB	105	26	676	0.156	104	0.0	0.2	6.295	A
C-A	109	27			109				
A-B	9	2			9				
A-C	172	43			172				

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	85	21	551	0.155	85	0.1	0.2	7.728	A
C-AB	131	33	685	0.192	131	0.2	0.3	6.505	A
C-A	125	31			125				
A-B	11	3			11				
A-C	205	51			205				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	105	26	536	0.195	104	0.2	0.2	8.334	A
C-AB	171	43	697	0.246	171	0.3	0.4	6.838	A
C-A	143	36			143				
A-B	13	3			13				
A-C	251	63			251				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	105	26	536	0.195	105	0.2	0.2	8.343	A
C-AB	171	43	697	0.246	171	0.4	0.4	6.856	A
C-A	142	36			142				
A-B	13	3			13				
A-C	251	63			251				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	85	21	551	0.155	86	0.2	0.2	7.743	A
C-AB	132	33	685	0.192	132	0.4	0.3	6.528	A
C-A	125	31			125				
A-B	11	3			11				
A-C	205	51			205				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	72	18	561	0.127	72	0.2	0.1	7.354	A
C-AB	105	26	676	0.156	106	0.3	0.2	6.326	A
C-A	109	27			109				
A-B	9	2			9				
A-C	172	43			172				

2029 with dev, AM

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	untitled	T-Junction	Two-way		3.67	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2029 with dev	AM	ONE HOUR	08:30	10:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	249	100.000
B		ONE HOUR	✓	191	100.000
C		ONE HOUR	✓	493	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	12	237
	B	11	0	180
	C	368	125	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	7
	B	0	0	1
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.39	10.97	0.6	B	175	263
C-AB	0.32	6.29	0.7	A	202	303
C-A					250	375
A-B					11	17
A-C					217	326

Main Results for each time segment

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	144	36	565	0.255	142	0.0	0.3	8.498	A
C-AB	147	37	772	0.190	145	0.0	0.3	5.740	A
C-A	224	56			224				
A-B	9	2			9				
A-C	178	45			178				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	172	43	554	0.310	171	0.3	0.4	9.402	A
C-AB	192	48	801	0.240	192	0.3	0.5	5.913	A
C-A	251	63			251				
A-B	11	3			11				
A-C	213	53			213				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	210	53	538	0.391	210	0.4	0.6	10.926	B
C-AB	267	67	841	0.317	266	0.5	0.7	6.265	A
C-A	276	69			276				
A-B	13	3			13				
A-C	261	65			261				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	210	53	538	0.391	210	0.6	0.6	10.975	B
C-AB	267	67	842	0.317	267	0.7	0.7	6.289	A
C-A	276	69			276				
A-B	13	3			13				
A-C	261	65			261				

09:30 - 09:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	172	43	554	0.310	172	0.6	0.5	9.459	A
C-AB	193	48	802	0.240	194	0.7	0.5	5.947	A
C-A	251	63			251				
A-B	11	3			11				
A-C	213	53			213				

09:45 - 10:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	144	36	565	0.255	144	0.5	0.3	8.573	A
C-AB	147	37	773	0.191	148	0.5	0.4	5.780	A
C-A	224	56			224				
A-B	9	2			9				
A-C	178	45			178				

2029 with dev, PM

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	untitled	T-Junction	Two-way		4.70	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2029 with dev	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	247	100.000
B		ONE HOUR	✓	155	100.000
C		ONE HOUR	✓	353	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	19	228
	B	18	0	137
	C	172	181	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	9	3
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.32	10.05	0.5	B	142	213
C-AB	0.40	8.58	0.8	A	218	327
C-A					106	159
A-B					17	26
A-C					209	314

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	117	29	557	0.209	116	0.0	0.3	8.142	A
C-AB	169	42	674	0.250	167	0.0	0.4	7.080	A
C-A	97	24			97				
A-B	14	4			14				
A-C	172	43			172				

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	139	35	545	0.256	139	0.3	0.3	8.860	A
C-AB	211	53	683	0.308	210	0.4	0.5	7.610	A
C-A	107	27			107				
A-B	17	4			17				
A-C	205	51			205				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	171	43	529	0.323	170	0.3	0.5	10.022	B
C-AB	275	69	695	0.395	274	0.5	0.8	8.530	A
C-A	114	29			114				
A-B	21	5			21				
A-C	251	63			251				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	171	43	529	0.323	171	0.5	0.5	10.054	B
C-AB	275	69	696	0.395	275	0.8	0.8	8.577	A
C-A	114	28			114				
A-B	21	5			21				
A-C	251	63			251				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	139	35	545	0.256	140	0.5	0.3	8.890	A
C-AB	211	53	683	0.309	212	0.8	0.6	7.673	A
C-A	106	27			106				
A-B	17	4			17				
A-C	205	51			205				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	117	29	557	0.210	117	0.3	0.3	8.188	A
C-AB	169	42	675	0.251	170	0.6	0.4	7.148	A
C-A	97	24			97				
A-B	14	4			14				
A-C	172	43			172				

2039 no dev, AM

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	untitled	T-Junction	Two-way		2.07	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2039 no dev	AM	ONE HOUR	08:30	10:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	258	100.000
B		ONE HOUR	✓	103	100.000
C		ONE HOUR	✓	476	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	8	250
	B	6	0	97
	C	387	89	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	7
	B	0	0	1
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.21	8.51	0.3	A	95	142
C-AB	0.23	5.50	0.5	A	148	222
C-A					289	433
A-B					7	11
A-C					229	344

Main Results for each time segment

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	78	19	563	0.138	77	0.0	0.2	7.395	A
C-AB	107	27	780	0.137	106	0.0	0.2	5.337	A
C-A	251	63			251				
A-B	6	2			6				
A-C	188	47			188				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	93	23	552	0.168	92	0.2	0.2	7.832	A
C-AB	141	35	811	0.174	140	0.2	0.3	5.373	A
C-A	287	72			287				
A-B	7	2			7				
A-C	225	56			225				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	113	28	536	0.211	113	0.2	0.3	8.503	A
C-AB	197	49	853	0.230	196	0.3	0.5	5.480	A
C-A	327	82			327				
A-B	9	2			9				
A-C	275	69			275				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	113	28	536	0.211	113	0.3	0.3	8.514	A
C-AB	197	49	854	0.231	197	0.5	0.5	5.495	A
C-A	327	82			327				
A-B	9	2			9				
A-C	275	69			275				

09:30 - 09:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	93	23	552	0.168	93	0.3	0.2	7.847	A
C-AB	141	35	811	0.174	142	0.5	0.4	5.394	A
C-A	287	72			287				
A-B	7	2			7				
A-C	225	56			225				

09:45 - 10:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	78	19	563	0.138	78	0.2	0.2	7.421	A
C-AB	107	27	781	0.138	108	0.4	0.3	5.363	A
C-A	251	63			251				
A-B	6	2			6				
A-C	188	47			188				

2039 no dev, PM

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	untitled	T-Junction	Two-way		2.96	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2039 no dev	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	253	100.000
B		ONE HOUR	✓	100	100.000
C		ONE HOUR	✓	300	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	13	240
	B	12	0	88
	C	181	119	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	9	3
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.21	8.56	0.3	A	92	138
C-AB	0.26	6.97	0.5	A	145	218
C-A					130	195
A-B					12	18
A-C					220	330

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	75	19	558	0.135	75	0.0	0.2	7.445	A
C-AB	112	28	678	0.165	111	0.0	0.2	6.344	A
C-A	114	28			114				
A-B	10	2			10				
A-C	181	45			181				

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	90	22	546	0.165	90	0.2	0.2	7.882	A
C-AB	140	35	687	0.204	140	0.2	0.3	6.579	A
C-A	129	32			129				
A-B	12	3			12				
A-C	216	54			216				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	110	28	531	0.208	110	0.2	0.3	8.552	A
C-AB	184	46	701	0.262	183	0.3	0.5	6.954	A
C-A	147	37			147				
A-B	14	4			14				
A-C	264	66			264				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	110	28	530	0.208	110	0.3	0.3	8.563	A
C-AB	184	46	701	0.262	184	0.5	0.5	6.972	A
C-A	147	37			147				
A-B	14	4			14				
A-C	264	66			264				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	90	22	546	0.165	90	0.3	0.2	7.896	A
C-AB	141	35	688	0.204	141	0.5	0.3	6.607	A
C-A	129	32			129				
A-B	12	3			12				
A-C	216	54			216				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	75	19	558	0.135	75	0.2	0.2	7.472	A
C-AB	112	28	678	0.166	113	0.3	0.2	6.379	A
C-A	113	28			113				
A-B	10	2			10				
A-C	181	45			181				

2039 with dev, AM

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	untitled	T-Junction	Two-way		3.73	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2039 with dev	AM	ONE HOUR	08:30	10:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	262	100.000
B		ONE HOUR	✓	195	100.000
C		ONE HOUR	✓	516	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	12	250
	B	11	0	184
	C	387	129	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	7
	B	0	0	1
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.40	11.26	0.7	B	179	268
C-AB	0.33	6.37	0.8	A	215	323
C-A					258	388
A-B					11	17
A-C					229	344

Main Results for each time segment

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	147	37	562	0.261	145	0.0	0.3	8.611	A
C-AB	155	39	780	0.199	154	0.0	0.4	5.755	A
C-A	233	58			233				
A-B	9	2			9				
A-C	188	47			188				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	175	44	551	0.318	175	0.3	0.5	9.569	A
C-AB	204	51	810	0.252	203	0.4	0.5	5.940	A
C-A	260	65			260				
A-B	11	3			11				
A-C	225	56			225				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	215	54	534	0.402	214	0.5	0.7	11.209	B
C-AB	285	71	853	0.335	284	0.5	0.8	6.340	A
C-A	283	71			283				
A-B	13	3			13				
A-C	275	69			275				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	215	54	534	0.402	215	0.7	0.7	11.263	B
C-AB	286	71	853	0.335	286	0.8	0.8	6.370	A
C-A	282	71			282				
A-B	13	3			13				
A-C	275	69			275				

09:30 - 09:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	175	44	551	0.318	176	0.7	0.5	9.635	A
C-AB	205	51	811	0.252	206	0.8	0.5	5.978	A
C-A	259	65			259				
A-B	11	3			11				
A-C	225	56			225				

09:45 - 10:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	147	37	562	0.261	147	0.5	0.4	8.689	A
C-AB	156	39	780	0.200	156	0.5	0.4	5.787	A
C-A	233	58			233				
A-B	9	2			9				
A-C	188	47			188				

2039 with dev, PM

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	untitled	T-Junction	Two-way		4.83	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2039 with dev	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	260	100.000
B		ONE HOUR	✓	160	100.000
C		ONE HOUR	✓	368	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	20	240
	B	19	0	141
	C	181	187	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	9	3
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.34	10.37	0.5	B	147	220
C-AB	0.41	8.80	0.9	A	229	343
C-A					109	163
A-B					18	28
A-C					220	330

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	120	30	553	0.218	119	0.0	0.3	8.273	A
C-AB	176	44	677	0.261	175	0.0	0.4	7.152	A
C-A	101	25			101				
A-B	15	4			15				
A-C	181	45			181				

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	144	36	541	0.266	144	0.3	0.4	9.049	A
C-AB	221	55	686	0.322	220	0.4	0.6	7.731	A
C-A	110	27			110				
A-B	18	4			18				
A-C	216	54			216				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	176	44	523	0.337	176	0.4	0.5	10.332	B
C-AB	289	72	699	0.413	288	0.6	0.9	8.749	A
C-A	116	29			116				
A-B	22	6			22				
A-C	264	66			264				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	176	44	523	0.337	176	0.5	0.5	10.369	B
C-AB	289	72	699	0.413	289	0.9	0.9	8.805	A
C-A	116	29			116				
A-B	22	6			22				
A-C	264	66			264				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	144	36	541	0.266	144	0.5	0.4	9.093	A
C-AB	221	55	686	0.322	222	0.9	0.6	7.799	A
C-A	110	27			110				
A-B	18	4			18				
A-C	216	54			216				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	120	30	553	0.218	121	0.4	0.3	8.331	A
C-AB	177	44	677	0.261	177	0.6	0.4	7.226	A
C-A	100	25			100				
A-B	15	4			15				
A-C	181	45			181				