



Traffic and Transport Assessment

**for a Residential Development at Owenmore Crescent,
Collooney, Co Sligo**

on behalf of Sligo County Council

Prepared by:

CST Group

Chartered Consulting Engineers

1, O'Connell Street, Sligo, F91 W7YV

(071) 919 4500 | info@cstgroup.ie | www.cstgroup.ie

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Civil
Structural
Traffic

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Report By: Donal Fidgeon
 Donal Fidgeon
 Traffic Modeller

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Approved By: Francis Fidgeon
 Francis Fidgeon
 Chartered Engineer

Date: 6th December 2024

1 NON-TECHNICAL SUMMARY

Planning permission is being sought for a Residential Development at Owenmore Crescent, Collooney,

Co Sligo. A manual classified traffic count was carried out on the following junction:

- Junction 1: Church View/ River Walk/ Radharc na gCaislean T-Junction

Capacity analysis was carried out on the following junctions:

- Junction 1: Church View/ River Walk/ Radharc na gCaislean T-Junction
- Junction 2: Proposed Development T-Junction

Predicted development traffic was added to the existing flows at the junction as well as traffic growth figures up to a design year of 2041.

Traffic generation has been included on the road network assuming full occupation of the proposed development. Both junctions that were analysed are predicted to operate well-below the recommended capacity (85%) for priority-controlled junctions with all development in place.

2 INTRODUCTION

2.1 Background

CST Group Chartered Consulting Engineers were commissioned by Sligo County Council to carry out a Traffic and Transport Assessment (TTA) for a Residential Development at Owenmore Crescent, Collooney, Co Sligo. The assessment has been carried out in accordance with TII's Traffic and Transport Assessment Guidelines PE-PDV-02045 (May 2014) and refers to the Design Manual for Urban Roads & Streets (DMURS), Smarter Travel – A Sustainable Transport Future (2009-2020). Sections from the Sligo County Development Plan 2024-2030 have been used to help describe the development location and its local context.

The purpose of the TTA report is to assess the potential impact of the proposed development on the existing local transport network and to ensure that the proposed site access and the existing junctions which fall within the scope of the study will have adequate capacity to carry the development traffic and the future growth in existing road traffic to the design year and beyond. An assessment of the accessibility of the site for cyclists, pedestrians and public transport users has also been made.

It is estimated that construction will be completed and the overall development ready for occupation in 2026.

2.2 Scoping

A pre-planning meeting was held with Sligo County Council. They requested that analysis at the following junction be carried out:

- Junction 1: Church View/ River Walk/ Radharc na gCaislean T-Junction
- Junction 2: Proposed Development T-Junction

3 EXISTING CONDITIONS

3.1 Site Location

The development site is located to the south of Collooney Town and falls within the boundary of the Sligo County Development Plan 2024-2030.

The site location in relation to the wider road network is detailed in **Figure 3.1**.

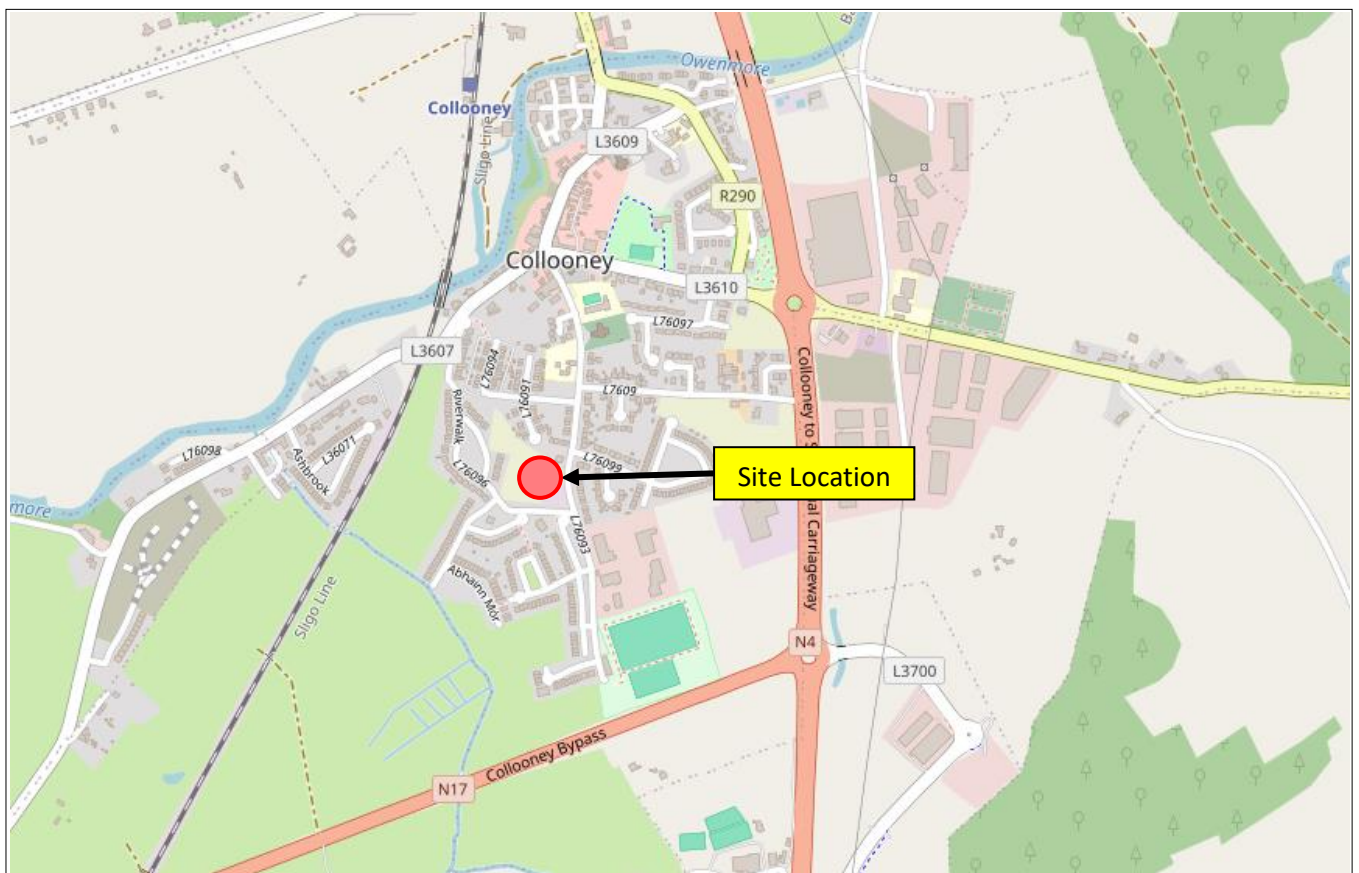


Figure 3.1: Location Map of Collooney and surrounding road network

©OpenStreetMap contributors

3.2 Existing Road Network

The layout of the local road network is presented in **Figures 3.1** and **3.2**. The main routes in the vicinity of Collooney Town are the N4 and N17 to the east and south respectively. The site will be accessed off the L76093 Church View Road via an uncontrolled T-Junction. There are a number of minor roads in the surrounding areas which carry low levels of traffic and are mostly housing estate roads. A brief description of the local road network is provided below:

3.2.1 N4

The N4 is a dual carriageway road with two lanes in each direction and is to the east of the development site. There are no footpaths or cycle facilities on this road.

3.2.2 N17

The N17 is a single carriageway road with one lane in each direction and is to the south of the development site. There are no footpaths or cycle facilities on this road.

3.2.3 L76093 Church View Road

The L76093 Church View Road is a single carriageway road with one lane in each direction and forms the eastern boundary of the development site. The site will be accessed off this road in the form of an uncontrolled T-Junction. There is a footpath on one side of this road but no cycle facilities in the vicinity of the site.

The layout of the local road network is presented in the **Figure 3.2**.

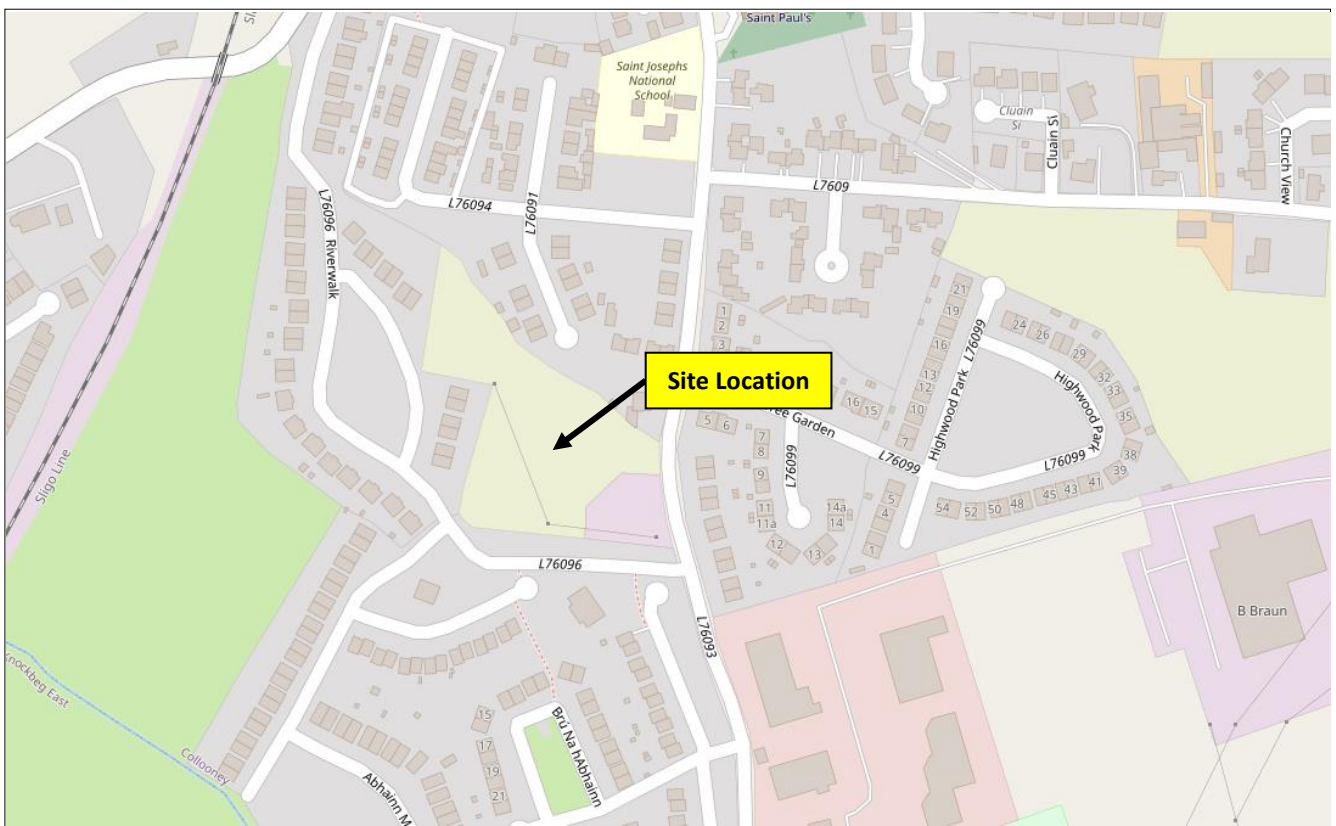


Figure 3.2: Site Location and surrounding road network ©OpenStreetMap contributors

3.3 Existing Traffic Flows

As mentioned in Section 2.2 the junctions to be analysed are:

- Junction 1: Church View/ River Walk/ Radharc na gCaislean T-Junction
- Junction 2: Proposed Development T-Junction

To determine the existing traffic volumes on the road network in the vicinity of the proposed development a manual classified traffic turning count survey was carried out at the following junction:

- Junction 1: Church View/ River Walk/ Radharc na gCaislean T-Junction

These counts were undertaken by Traffinomics on 26th November 2024 for a 12-hour period from 7.00AM to 7.00PM. The surveys found that the mean morning peak hour traffic flow occurred between 07:45am and 08:45am and the evening peak hour occurred between 4:15pm and 5:15pm.

The results of the surveys have been reproduced in full as **Appendix A** to this report. The calculated morning and evening peak hour turning count flows at the development are detailed in the traffic flow diagrams presented in **Appendix C**.

3.4 Transport Proposals

3.4.1 N17 Upgrade

The N17 upgrade is being put into place to enhance regional accessibility, connectivity and safety between key centres of economy and population along the linear region of the Atlantic Economic Corridor.

The Project is currently at Phase 2 of the TII Project Management Guidelines as outlined in **Figures 3.3** and **3.4** below.

TII PROJECT MANAGEMENT GUIDELINES

Planning & Design	Phase 0	Scope & Pre-Appraisal
	Phase 1	Concept & Feasibility
	Phase 2	Options Selection
	Phase 3	Design & Environmental Evaluation
	Phase 4	Statutory Processes
Construct & Implement	Phase 5	Enabling & Procurement
	Phase 6	Construction & Implementation
	Phase 7	Close out & Review

Figure 1: TII Project Management Guidelines – Project Phases

Figure 3.3: N17 Atlantic Economic Corridor – Project Phases

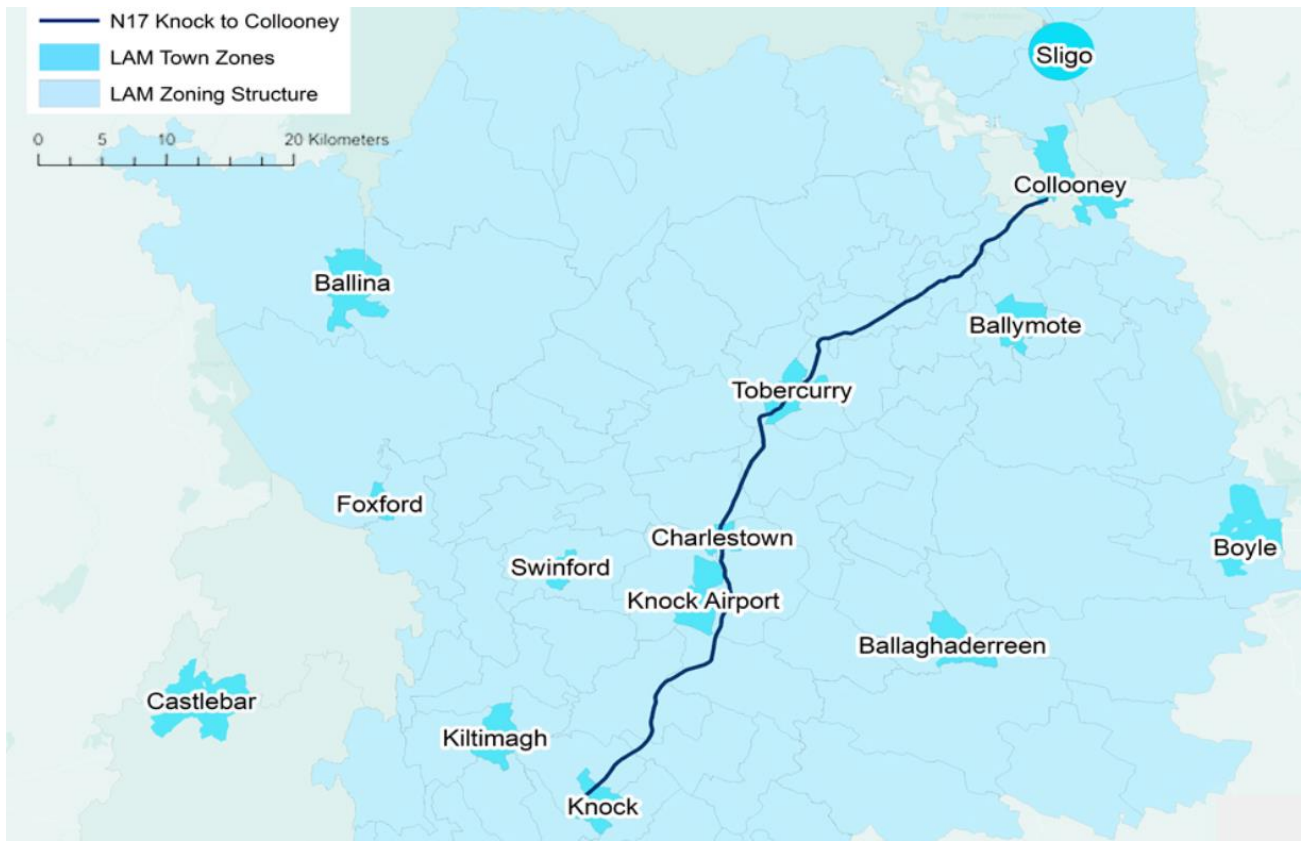


Figure 3.3: N17 Atlantic Economic Corridor – Route

3.4.2 N4 Active Travel – Collooney to Castlebaldwin

The objective of this project, which is funded by Transport Infrastructure Ireland, is to provide continuous Active Travel facilities from Collooney to Castlebaldwin utilising an existing Active Travel facility from Toberbride Business Park to Doorly Td.

This scheme has the potential to link with the proposed Sligo, Leitrim and Northern Counties Railway (SLNCR) Greenway, and the proposed Sligo Greenway – Collooney to Bellaghy, as well as the ongoing Active Travel interventions in Collooney Village.

3.4.3 The Sligo Greenway

Sligo County Council through the Sligo Regional Design Office are in the early stages of planning for a Greenway project entitled, ‘The Sligo Greenway’ from Collooney to Bellaghy. This project which is funded by Transport Infrastructure Ireland will provide a public walking / cycling trail Greenway from Collooney to Bellaghy Co. Sligo. Arup has been appointed by Sligo County Council to provide multi-disciplinary engineering and other specialist consultancy services to progress the project through Phases 1-4 of the Transport Infrastructure Ireland (TII) Project Management Guidelines.

The Project is currently at Phase 2 Options Selection.

This project is to provide a public walking / cycling trail which links Bellaghy with Collooney, County Sligo passing through the townlands of Collooney, Coolaney, Tobercurry and Curry. The project will mainly be for recreational use and will investigate providing links to the National Mountain Bike Centre at Coolaney. The project would also eventually link to Sligo Town and Enniskillen, County Fermanagh via the planned cross border Sligo, Leitrim, Northern Counties Railway (SLNCR) Greenway.

4 PROPOSED DEVELOPMENT

4.1 Description

The proposed development consists of 31 dwellings. The breakdown of units is as follows:

- 3 no. Unit Type A1A 1-Bed Apartment UD
- 3 no. Unit Type A1B 1-Bed Apartment
- 1 no. Unit Type A1C 1-Bed Apartment
- 1 no. Unit Type A1D 1-Bed Apartment
- 1 no. Unit Type A2A 2-Bed Apartment UD
- 1 no. Unit Type A2B 2-Bed Apartment
- 1 no. Unit Type A2C 2-Bed Apartment
- 1 no. Unit Type A2D 2-Bed Apartment
- 6 no. Unit Type H2A 2-Bed House
- 2 no. Unit Type H2B 2-Bed House
- 1 no. Unit Type H2C 2-Bed House UD
- 4 no. Unit Type H3A 3-Bed House
- 1 no. Unit Type H3B 3-Bed House
- 2 no. Unit Type H3C 3-Bed House UD
- 1 no. Unit Type H4A 4-Bed House UD+
- 1 no. Unit Type H5A 5-Bed House
- 1 no. Unit Type H5B 5-Bed House UD+

The land surrounding the immediate site is residential.

The proposed layout for the development has been reproduced in sketch format in **Figure 4.1** and is detailed in the series of drawings as submitted with this application.



Figure 4.1: Proposed Site Layout

4.2 Service and Delivery Trips

Service and delivery trips to and from the development will be via the L76093 Church View Road. It is envisaged that the majority of delivery and service trips will occur during off-peak times.

An AutoTrack swept path analysis for a refuse vehicle type from the entrance junction routed through the development should be carried out.

5 TRIP GENERATION

5.1 General

The purpose of this section is to determine the overall number of trips that will be generated by the proposed development. Following the quantification of the trip generation, these trips will be distributed onto the adjoining roads in order to provide the necessary traffic flows to allow an assessment of the traffic impact by the proposed development to be undertaken.

In order to estimate the likely volumes of traffic that will be generated by the proposed development, trip rates recommended by TRICS (Trip Rate Computer Information System) were extracted from the database and applied pro-rata to the relevant number of dwellings within the development. The estimated peak total number of vehicular trips generated by the proposed developments is shown in **Table 5.1**. Full details of the TRICS analysis are reproduced in **Appendix B**.

Landuse	Number of Trips			
	AM Arrivals	AM Departures	PM Arrivals	PM Departures
Residential	8	25	23	13
TOTAL	8	25	23	13

Table 5.1: Predicted Traffic Generated by Proposed Development using TRICS

Due to the location of the proposed development, it is expected that a number of trips will be by public transport, bicycle and on foot. Therefore, the development's location should encourage non-vehicular trips to/ from the development and alleviate the use of motorised vehicular trips to/ from the development.

6 TRAFFIC FORECASTING

6.1 Future Baseline Traffic Growth

In the absence of any specific local traffic growth information, it was assumed that baseline traffic will continue to grow at the levels recommended by TII in the Project Appraisal Guidelines (PAG) – Unit 5.3 ‘Travel Demand Projections’ publication (PE-PAG-02017). The Project Appraisal Guidelines describe three levels of transport model functionality. The simple model, which reflects traffic volumes on the basis of link flows, is best suited to the proposed development. Such models do not attempt any route assignment, and hence are applicable for networks where no change in traffic flows will result from a proposed scheme. Growth rates recommended in PAG – Unit 5.3 have been used to determine future traffic flows on the road network within the vicinity of the development. We have used figures from it for the Sligo County area which includes Collooney.

The year of opening of the scheme was assumed to be 2026. The central growth factors from the Project Appraisal Guidelines – Unit 5.3 publication were used and are detailed below: -

- TII Link Based Growth Rates: Annual Growth Factor for 2016-2030 = 1.0147 (LVs) and 1.0323 (HVs);
- TII Link Based Growth Rates: Annual Growth Factor for 2030-2040 = 1.0045 (LVs) and 1.0136 (HVs);
- TII Link Based Growth Rates: Annual Growth Factor for 2040-2050 = 1.0041 (LVs) and 1.0171 (HVs).

The annual growth factors for Light Vehicles (LVs) and Heavy Vehicles (HV) were applied to surveyed values of vehicles counted.

With regards to the volume of traffic using the road, the passenger car is adopted as the standard unit and other vehicles are assessed in terms of PCU’s. Cars and Light Goods Vehicles are grouped together as Light Vehicles (LV). All other Goods Vehicles, Buses and Coaches are defined as Heavy Vehicles (HV).

The classification of vehicles in PCU’s is shown below:

Vehicle	PCU
Car	1
Light Goods Vehicle	1
Other Goods Vehicle (2 – 3 axle)	1.5
Other Goods Vehicle (4 – 5 axle)	2.3
Bus	2
Cycle	0.4

Table 6.1: Classification of Passenger Car Units

Estimated future baseline traffic flows on the road network in the vicinity of the proposed development were calculated by applying these factors to the 2024 surveyed flows. The resulting projected flows are detailed in the traffic flow diagrams in **Appendix C**.

7 CONSTRUCTION STAGE TRAFFIC

7.1 Introduction

As with any construction project, the contractor will be obliged to prepare a comprehensive traffic management plan for the construction phase. The purpose of such a plan is to outline the measures to manage the expected construction traffic activity during the construction period. In the interim, however, this section will provide an overview of the likely volume and routing of construction vehicles, based on a most likely scenario of construction.

7.2 Likely Construction Programme

The site as proposed would be expected to require approximately 18 months to complete from occupation of the site. Activities would include:

- Site Clearance;
- Excavation and Spoil Removal;
- Construction of Substructure;
- Construction of Superstructure; and
- Fitting and finishing.

The site will exhibit distinct characteristics during each stage of the construction programme, with varying demands for site deliveries, spoil removal, and car parking by site operatives.

7.3 Parking and Construction Staff

Parking for site operatives will be a requirement throughout the contract. It would be expected that a site of this size would generate a requirement for in the region of 30 site operatives during the peak period of construction, and which would lead to a parking requirement for about 20 vehicles.

It is anticipated that the parking demand will be accommodated within the site.

A Traffic Management Plan for the construction stage would include parking arrangements and be agreed with Sligo County Council prior to commencement of the works on site.

7.4 Deliveries to Site

Material deliveries comprise largely of steel and concrete for the substructure, and concrete/precast concrete units/steel, timber and glazing for the superstructure. It is estimated that a maximum of 4 HGV loads per hour would be required during the busiest times.

Most construction traffic approaching the site will travel via the N4, the L3610 and the L76093 Church View Road. Again, the Traffic Management Plan for the construction stage would identify haulage routes and restrictions as appropriate in discussion with the Local Authority.

7.5 Spoil Removal

The removal of spoil from the site will occur during the early stages of the construction. Spoil removal would be undertaken by rigid HGV's, similar in size to the concrete delivery vehicles. It is expected that most spoil removal activity will have taken place before larger concrete pours commence, and hence there should be limited overlap of the two activities.

7.6 Mitigation Measures

Construction debris (particularly site clearance, spoil removal and dirty water runoff such as dewatering or 'wash' from concreting activities) can have a significant impact on footpaths and roads adjoining a construction site, if not adequately dealt with. There will, therefore, be a requirement for comprehensive measures as part of the construction management, such as:

- Banksmen controlling access and egress from the site;
- All marshalling areas and site offices will be contained within the site boundary and will therefore have little impact on external roads;
- Wheel washers/judder bars to clean off vehicles exiting the site during spoil removal;
- All loads to be properly stowed and secured with a tarpaulin, where appropriate;
- Routine sweeping/cleaning of the road and footpaths in front of the site; and
- No uncontrolled runoff to the public road from dewatering/pumping carried out during construction activity.
- Hoarding will be provided along the site frontage to protect pedestrians using the footpaths.

The mitigation measures will therefore ensure that the presence of construction traffic will not lead to any significant environmental degradation or safety concerns in the vicinity of the proposed works. Furthermore, it is in the interests of the construction programme that deliveries, particularly concrete deliveries, are not unduly hampered by traffic congestion, and as a result continuous review of haulage routes, delivery timings and access arrangements will be undertaken as construction progresses to ensure smooth operation.

8 MODAL SPLIT

The first goal for the site is to achieve a mode split of 45% trips by car drivers (maximum) and 55% trips by walking, cycling and public transport and other sustainable modes (minimum targets) as per Government policy stated in the document published by the Department of Transport entitled, '*Smarter Travel, A Sustainable Transport Future 2009-2020*'.

The Central Statistics Office (CSO) has previously established (in 2016 census) a modal split for people traveling to work, school or college in the locality as shown in **Table 8.1** and **Figure 8.2**. We have obtained data from the Collooney (Sligo) Electoral Division as shown in **Figure 8.1**.

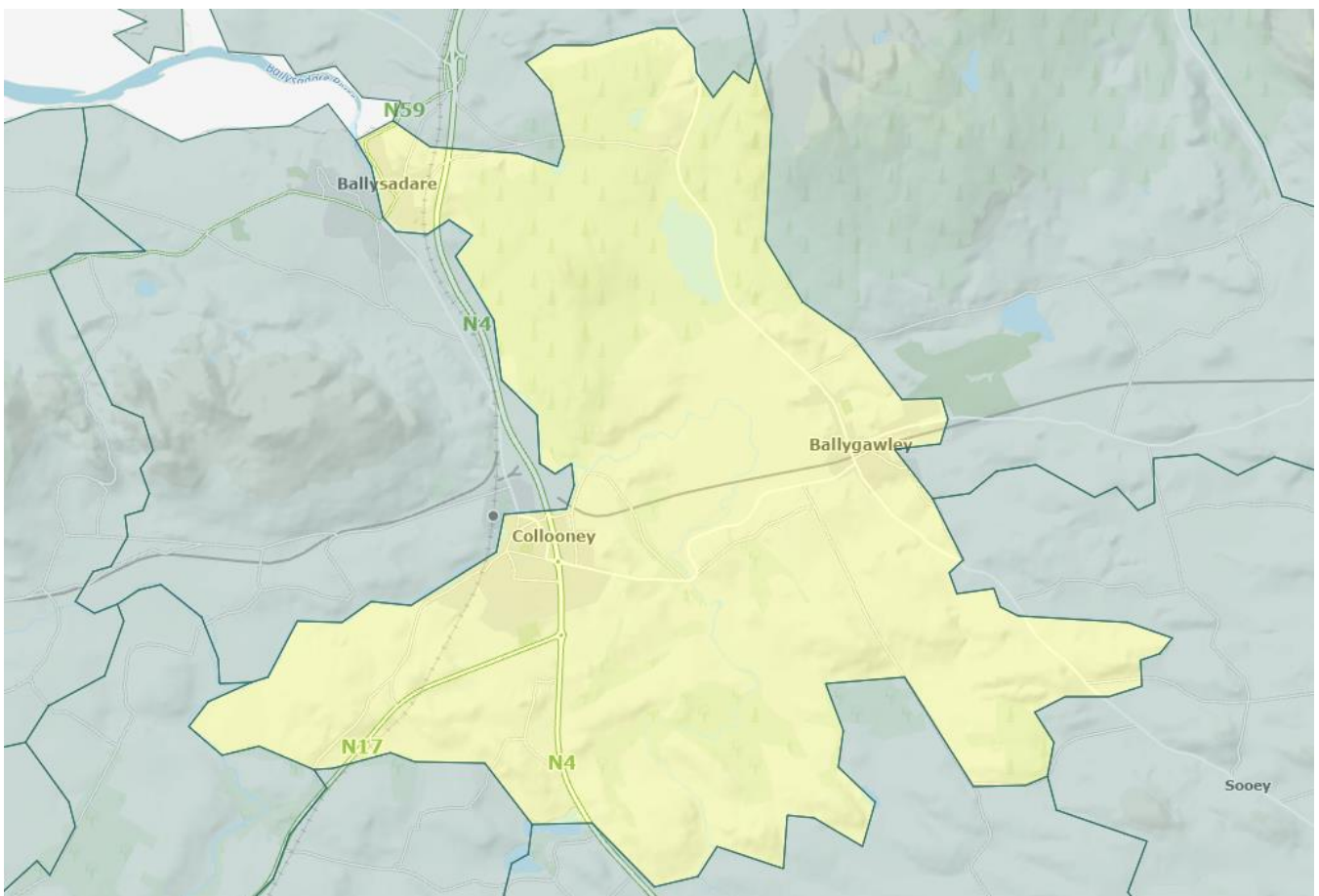


Figure 8.1 – Collooney (Sligo) Electoral Division

Mode	Work	School or College	Total
On foot	55	75	130
Bicycle	10	3	13
Bus, minibus or coach	12	87	99
Train, DART or LUAS	4	2	6
Motorcycle or scooter	3	0	3
Car driver	868	44	912
Car passenger	52	404	456
Van	82	3	85
Other (incl. lorry)	2	0	2
Work mainly at or from home	35	1	36
Not stated	52	43	95
Total	1175	662	1837

Table 8.1: Mode Share by Trip Purpose (Source: SAPMAP CSO.ie]

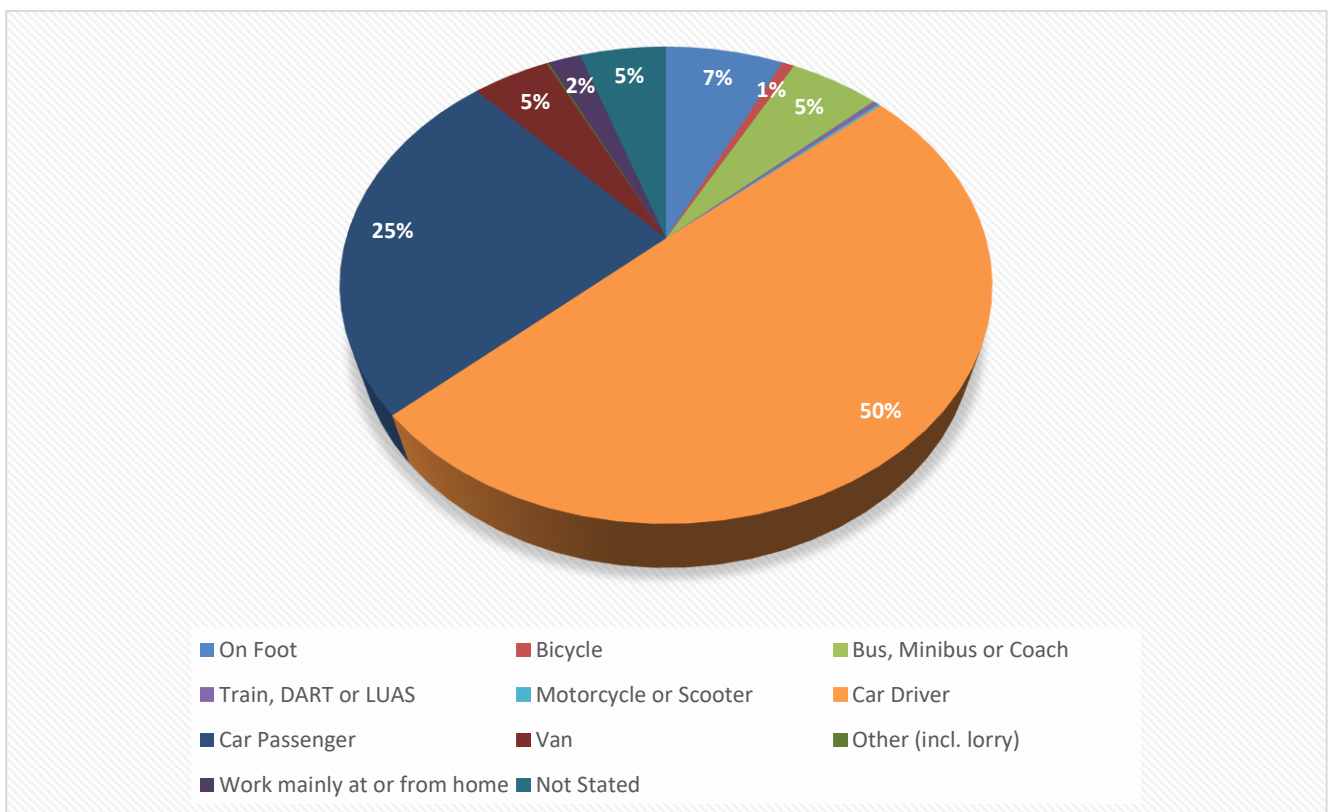


Figure 8.2: Mode Share for all Trip Purposes (Source: SAPMAP CSO.ie]

As can be seen in the chart at **Figure 8.2**, the existing CSO modal split falls just short of the government policy as outlined in the smarter travel document, namely a maximum of 45% of trips by motorcars. 55% of the mode split pertain to car/ van drivers. Walking provides for 7% overall mode share with Bus accounting for 5%.

9 CUMULATIVE IMPACTS

Pre-planning discussions were held with Sligo County Council in relation to the proposed development. During these discussions we were not informed of any potential committed large developments within the vicinity of the proposed development which should be included in our analysis.

10 TRIP ASSIGNMENT AND DISTRIBUTION

The trips generated by the proposed development were distributed on the study area road network using a 90/10 split with 90% of traffic generated arriving and departing from Collooney Town direction. The other 10% arriving and departing is from the south of the site and through Riverwalk road which leads out onto the N17.

The assumed percentage distributions at the existing junctions and proposed junction in the vicinity of the development site and the resulting AM and PM peak hour traffic turning flows generated by the proposed development are detailed in the diagrams presented in **Appendix C**.

11 ASSESSMENT AND ROAD IMPACT

11.1 Description

The impact on the local road network has been assessed by examining the projected traffic flows on the local road network both 'with' and 'without' the proposed development in place. The morning peak period and the evening peak period have been examined in order to assess the busiest case in terms of local traffic on the road network and traffic generated by the proposed development.

11.2 Junction Analysis

Capacity analysis was carried out using the TRL software package PICADY for both junctions.

These 2 junctions are shown in **Figure 11.1**. The existing junction was analysed for the following traffic flow scenarios:

- 2026 Opening Year AM and PM peak hour flows without proposed development in place;
- 2026 Opening Year AM and PM peak hour flows with proposed development in place;
- 2031 Opening Year + 5 Years AM and PM peak hour flows without proposed development in place;
- 2031 Opening Year + 5 Years AM and PM peak hour flows with proposed development in place.
- 2041 Opening Year + 15 Years AM and PM peak hour flows without proposed development in place;
- 2041 Opening Year + 15 Years AM and PM peak hour flows with proposed development in place.

It was also analysed in the current year, 2024, without the development in place.

The Proposed Development T-Junction was analysed for the following traffic flow scenarios:

- 2026 Opening Year AM and PM peak hour flows with proposed development in place;
- 2031 Opening Year + 5 Years AM and PM peak hour flows with proposed development in place.
- 2041 Opening Year + 15 Years AM and PM peak hour flows with proposed development in place.

Estimated turning movements for each of the above scenarios were calculated by summing the predicted generated flows and the expanded baseflows. Total traffic turning flow diagrams for each analysis scenario have been reproduced in the traffic flow diagrams in **Appendix C**. The following sections summarise the findings of the junction capacity modelling for each of the junctions within the study area.

PICADY Analysis Note:

The ratio of flow to capacity (RFC) is an indicator of the likely performance of a junction under design year loading. Due to site-to-site variation, there may be a standard error of prediction of the entry capacity by the formulae of + or - 15% for any site. Thus, queuing should not occur in the various turning movements in the chosen design year peak hour in 5 out of 6 peak hour periods or sites if a maximum RFC of about 85% is used.

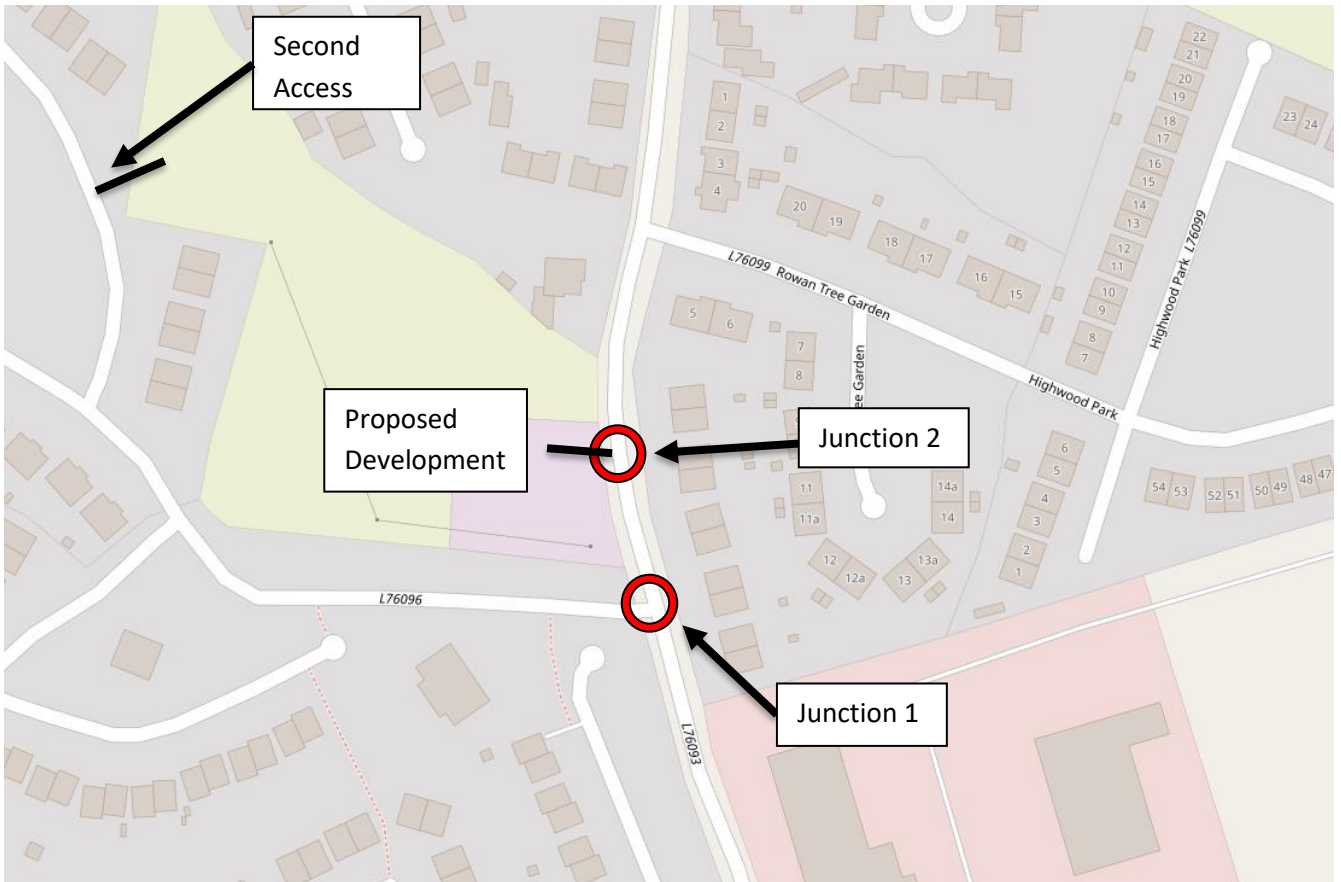


Figure 11.1: Identified Junctions for Analysis (© OpenStreetMap contributor)

11.2.1 Church View/ River Walk/ Radharc na gCaislean T-Junction (Junction 1)

The results of the PICADY analysis for the junction have been summarised in the tables overleaf and are reproduced in full in **Appendix D1**.

Approach Arm/Turning Movement	RFC (%)		Delay (s)		Max. Queue (PCU)	
	Without Dev.		Without Dev.		Without Dev.	
Riverwalk	11		6.59		0.1	
Church View	5		6.01		0.1	

Table 11.1: 2024 AM Peak Period – Church View/ River Walk/ Radharc na gCaislean T-Junction

Approach Arm/Turning Movement	RFC (%)		Delay (s)		Max. Queue (PCU)	
	Without Dev.		Without Dev.		Without Dev.	
Riverwalk	6		6.14		0.1	
Church View	8		6.00		0.1	

Table 11.2: 2024 PM Peak Period – Church View/ River Walk/ Radharc na gCaislean T-Junction

Approach Arm/Turning Movement	RFC (%)		Delay (s)		Max. Queue (PCU)	
	Without Dev.	With Dev.	Without Dev.	With Dev.	Without Dev.	With Dev.
Riverwalk	12	12	6.62	6.64	0.1	0.1
Church View	5	5	6.02	6.04	0.1	0.1

Table 11.3: 2026 AM Peak Period – Church View/ River Walk/ Radharc na gCaislean T-Junction

Approach Arm/Turning Movement	RFC (%)		Delay (s)		Max. Queue (PCU)	
	Without Dev.	With Dev.	Without Dev.	With Dev.	Without Dev.	With Dev.
Riverwalk	6	7	6.16	6.18	0.1	0.1
Church View	8	9	6.01	6.03	0.1	0.1

Table 11.4: 2026 PM Peak Period – Church View/ River Walk/ Radharc na gCaislean T-Junction

Approach Arm/Turning Movement	RFC (%)		Delay (s)		Max. Queue (PCU)	
	Without Dev.	With Dev.	Without Dev.	With Dev.	Without Dev.	With Dev.
Riverwalk	12	13	6.69	6.70	0.1	0.1
Church View	5	6	6.05	6.07	0.1	0.1

Table 11.5: 2031 AM Peak Period – Church View/ River Walk/ Radharc na gCaislean T-Junction

Approach Arm/Turning Movement	RFC (%)		Delay (s)		Max. Queue (PCU)	
	Without Dev.	With Dev.	Without Dev.	With Dev.	Without Dev.	With Dev.
Riverwalk	7	7	6.18	6.21	0.1	0.1
Church View	9	9	6.04	6.05	0.1	0.1

Table 11.6: 2031 PM Peak Period – Church View/ River Walk/ Radharc na gCaislean T-Junction

Approach Arm/Turning Movement	RFC (%)		Delay (s)		Max. Queue (PCU)	
	Without Dev.	With Dev.	Without Dev.	With Dev.	Without Dev.	With Dev.
Riverwalk	13	13	6.74	6.75	0.1	0.2
Church View	5	6	6.06	6.09	0.1	0.1

Table 11.7: 2041 AM Peak Period – Church View/ River Walk/ Radharc na gCaislean T-Junction

Approach Arm/Turning Movement	RFC (%)		Delay (s)		Max. Queue (PCU)	
	Without Dev.	With Dev.	Without Dev.	With Dev.	Without Dev.	With Dev.
Riverwalk	7	7	6.21	6.24	0.1	0.1
Church View	9	10	6.06	6.07	0.1	0.1

Table 11.8: 2041 PM Peak Period – Church View/ River Walk/ Radharc na gCaislean T-Junction

This analysis demonstrates that the existing priority-controlled junction in its current format is predicted to operate well-below recommended capacity (85%) for the proposed development up to 2041. The analysis predicts that by 2041 with development in place the junction could be operating at 13% capacity in the AM peak hour and 10% capacity during the PM peak hour.

11.2.2 Proposed Development T-Junction (Junction 2)

The results of the PICADY analysis for the junction have been summarised in the tables overleaf and are reproduced in full in **Appendix D2**.

Approach Arm/Turning Movement	RFC (%)	Delay (s)	Max. Queue (PCU)
	With Dev.	With Dev.	With Dev.
Development Access	5	7.09	0.1
Church View North	1	5.69	0.0

Table 11.9: 2026 AM Peak Period – Church View/ River Walk/ Radharc na gCaislean T-Junction

Approach Arm/Turning Movement	RFC (%)	Delay (s)	Max. Queue (PCU)
	With Dev.	With Dev.	With Dev.
Development Access	3	6.73	0.0
Church View North	4	5.48	0.1

Table 11.20: 2026 PM Peak Period – Church View/ River Walk/ Radharc na gCaislean T-Junction

Approach Arm/Turning Movement	RFC (%)	Delay (s)	Max. Queue (PCU)
	With Dev.	With Dev.	With Dev.
Development Access	5	7.12	0.1
Church View North	1	5.68	0.0

Table 11.31: 2031 AM Peak Period – Church View/ River Walk/ Radharc na gCaislean T-Junction

Approach Arm/Turning Movement	RFC (%)	Delay (s)	Max. Queue (PCU)
	With Dev.	With Dev.	With Dev.
Development Access	3	6.75	0.0
Church View North	4	5.47	0.1

Table 11.42: 2031 PM Peak Period – Church View/ River Walk/ Radharc na gCaislean T-Junction

Approach Arm/Turning Movement	RFC (%)	Delay (s)	Max. Queue (PCU)
	With Dev.	With Dev.	With Dev.
Development Access	5	7.14	0.1
Church View North	1	5.69	0.0

Table 11.53: 2041 AM Peak Period – Church View/ River Walk/ Radharc na gCaislean T-Junction

Approach Arm/Turning Movement	RFC (%)	Delay (s)	Max. Queue (PCU)
	With Dev.	With Dev.	With Dev.
Development Access	3	6.76	0.0
Church View North	4	5.46	0.1

Table 11.64: 2041 PM Peak Period – Church View/ River Walk/ Radharc na gCaislean T-Junction

This analysis demonstrates that the proposed priority-controlled junction is predicted to operate well-below recommended capacity (85%) for the proposed development up to 2041. The analysis predicts that by 2041 with development in place the junction could be operating at 5% capacity in the AM peak hour and 4% capacity during the PM peak hour.

12 ROAD SAFETY

The only change to the network proposed are the new access junctions.

The design team will ensure adequate sightlines are achieved and pedestrian and vulnerable users are adequately catered for.

A Road Safety Audit was carried out as part of this planning application. Recommendations made as part of this Road Safety Audit should be included within the design submitted with this application.

13 INTERNAL LAYOUT

The development is accessed off two separate access/ egress junctions as it is split into two sections in which traffic cannot drive from one to the other. However, cyclists and pedestrians can travel from one to the other via a shared cycleway. One access is via a proposed T-Junction onto the L76093 Church View Road. The second access is a proposed T-Junction onto the Riverwalk Road. The development is a cul-de-sac development. Turning heads are provided. There are raised table traffic calming measures provided to slow traffic throughout the site.

Typically, there is footpath provision throughout the development as well as a proposed shared cycle way.

There are 51 car parking spaces provided.

There are public open spaces dispersed throughout the site.

14 PARKING

14.1 Car Parking

The Sligo County Development Plan 2024-2030 outlines that the car parking provision in Collooney, in which the site is located. As such it sets out the following minimum/ maximum Car Parking Standards:

Type of Development	Car Parking Standard	No. of Res. Units within Dev.	Min./ Max Parking Permitted	Provision
House	1 - 2 spaces per dwelling	19 Units	19-38	51
Apartment	1 - 1.5 spaces per apartment	12 Units	12-18	
TOTAL			31-56	51

Table 14.1: Sligo County Development Plan 2024-2030 Car Parking Standards for Residential Development

The parking proposal for the proposed development is in line with the requirements of the Sligo County Development Plan 2024-2030. It is noted that 4 of these spaces will be allocated for wheelchair accessible use in accordance with the Sligo County Development Plan 2024-2030.

14.2 Bicycle Parking

The Sligo County Development Plan 2024-2030 sets out the following Cycle Parking Standards for Collooney:

Type of Development	Bicycle Parking Standard	No. of Res. Units/ Bed Spaces within Dev.	Parking Standard
Housing	1 per bed space (min 2 per unit)	53 bed spaces 19 units	53
Housing (visitors)	1 per 2 Units	19 units	10
Apartments	1 per bed space (min 2 per unit)	16 bed spaces 12 units	16
Apartments (visitors)	1 per 2 Units	12 units	6
TOTAL			85

Table 14.2: Sligo County Development Plan 2024-2030 Bicycle Parking Standards for Residential Development

Sligo County Development Plan 2024-2030 requires that 85 spaces should be provided for cyclists as shown in **Table 14.2** above.

15 PUBLIC TRANSPORT

To ensure future transport sustainability and to endeavour to make new developments as accessible as possible to travel by other modes of transport, an assessment has been made of the proposed and existing public transport facilities.

15.1 Public Transport

High frequency public transport is available in the area of the development, as described below.

15.1.1 Train Services

Collooney Train Station is very accessible from the site and there are regular train services from Collooney to Sligo Town, Ballymote, Boyle, Carrick-on-Shannon, Dromod, Longford, Edgeworthstown, Mullingar, Enfield, Kilcock, Maynooth, Broombridge, Drumcondra and Dublin Connolly.

The site is located approx. 1.4km from Collooney Train Station making it 5 minutes by bike, a 19 -minute walk and is accessible by public transport and non-car-based transport. Irish Rail connects Collooney to the rest of the country and is a reliable and efficient service running throughout Ireland.

15.1.2 Bus Services

The local area surrounding the development is served by existing bus services. The following bus routes serve Collooney:

- Bus Route 462 – Sligo to Carrigallen via Dromahair
- Bus Route 471 – Sligo to Riverstown via Ballymote
- Bus Route 964 – ATU Sligo to Galway Cathedral
- Bus Route Expressway 23 – Dublin to Sligo
- Bus Route Expressway 64 – Galway to Derry

Other bus routes (by private operators) may be available at other stops in the vicinity of the site. The site is in a prime location within Collooney for availing of frequent and regular bus services.

15.1.3 Taxi Services

There are taxi services that facilitate Collooney collecting and depositing passengers. This will facilitate taxi use by providing a safe and convenient means of accessing this form of transport. The objective is to encourage lift sharing in taxis to help reduce the demand on parking and congestion at peak times.

16 PEDESTRIANS/ CYCLISTS

16.1 Pedestrians

As the potential for pedestrian trips to and from the development is low to moderate, it is important that the development is properly integrated into the existing footpath network. There is footpath provision on the roads in the vicinity of the site providing pedestrian linkage from the site to Collooney Town Centre, nearby bus stops and Collooney Train Station.

16.2 Cycling

There are currently no cycle lanes and designated routes for the use of cyclists in the vicinity of the site. However, there are proposed cycle facilities provided throughout the site which will ultimately connect to future Active Travel Schemes for Collooney.

17 ACCESS FOR PEOPLE WITH DISABILITIES

Parking facilities for disabled users are provided within the development and in line with the Sligo County Development Plan 2024-2030. Disabled friendly accesses to the proposed development are designed to the Technical Guidance Document M of the Building Regulations.

18 MITIGATION

No mitigation required.

19 SUMMARY AND CONCLUSION

- Planning permission is being sought for a Residential Development at Owenmore Crescent, Collooney, Co Sligo.
- A manual classified traffic count was carried out on the following junction:
 - Junction 1: Church View/ River Walk/ Radharc na gCaislean T-Junction
- The surveys found that the mean morning peak hour traffic flow occurred between 07:45am and 08:45am and the evening peak hour occurred between 4:15pm and 5:15pm.
- In order to estimate the likely volumes of traffic that will be generated by the proposed development, trip rates recommended by TRICS (Trip Rate Computer Information System) were extracted from the database and applied pro-rata to the relevant number of dwellings within the development.
- Capacity analysis was carried out on the following junctions:
 - Junction 1: Church View/ River Walk/ Radharc na gCaislean T-Junction
 - Junction 2: Proposed Development T-Junction
- Predicted development traffic was added to the existing flows at the junctions as well as traffic growth figures up to a design year of 2041.
- This analysis demonstrates that the existing priority-controlled junction in its current format is predicted to operate well-below capacity both with and without proposed development up to 2041. The analysis predicts that by 2041 with development in place the junction could be operating at 13% capacity in the AM peak hour and 10% during the PM peak hour.

The Proposed Development T-Junction is predicted to operate well-below capacity with development in place up to 2041. The analysis predicts that by 2041 with development in place the junction could be operating at 5% capacity in the AM peak hour and 4% during the PM peak hour.

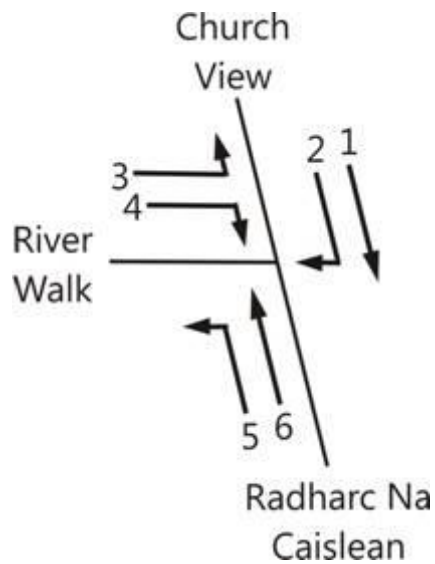
APPENDIX A



TRAFFIC SURVEY RESULTS

Site Location



Movement Numbering



	Job number: TRA/24/195	Job Date: 26 th November 2024	Drawing No: TRA/24/195-01	
	Client: CST Group	Job Day: Tuesday	Author: SPW	

TRAFFINOMICS LIMITED

**OWENMORE CRESCENT TRAFFIC COUNT
MANUAL CLASSIFIED JUNCTION TURNING COUNT**

**NOVEMBER 2024
TRA/24/195**

SITE: 01

DATE: 26th November 2024

LOCATION: Church View/River Walk/Radharc na gCaislean

DAY: Tuesday

TIME	MOVEMENT 1					TOT	PCU	MOVEMENT 2					TOT	PCU	MOVEMENT 3					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3
07:15	0	0	0	0	0	0	0	1	0	0	0	0	1	1	7	2	0	0	0	9	9
07:30	1	0	0	0	0	1	1	2	0	0	0	0	2	2	10	1	0	0	0	11	11
07:45	3	0	0	0	0	3	3	5	2	0	0	1	8	9	11	0	0	0	1	12	13
H/TOT	4	0	0	0	0	4	4	8	2	0	0	1	11	12	31	3	0	0	1	35	36
08:00	4	1	0	0	0	5	5	7	0	0	0	0	7	7	16	0	0	0	0	16	16
08:15	1	0	0	0	0	1	1	2	1	0	0	0	3	3	13	1	0	0	0	14	14
08:30	5	0	0	0	1	6	7	7	0	0	0	0	7	7	16	2	0	0	0	18	18
08:45	3	1	0	0	0	4	4	4	0	0	0	0	4	4	6	0	0	0	0	6	6
H/TOT	13	2	0	0	1	16	17	20	1	0	0	0	21	21	51	3	0	0	0	54	54
09:00	3	0	0	0	0	3	3	8	0	0	0	0	8	8	6	1	0	0	0	7	7
09:15	7	1	0	0	0	8	8	11	0	0	0	0	11	11	7	0	0	0	0	7	7
09:30	6	0	0	0	0	6	6	8	0	0	0	0	8	8	13	1	0	0	0	14	14
09:45	3	0	1	0	0	4	5	4	0	0	0	0	4	4	5	0	0	0	0	5	5
H/TOT	19	1	1	0	0	21	22	31	0	0	0	0	31	31	31	2	0	0	0	33	33
10:00	3	0	0	0	0	3	3	3	2	1	0	0	6	7	2	0	0	0	0	2	2
10:15	1	0	0	0	0	1	1	4	0	0	0	0	4	4	3	0	1	0	0	4	5
10:30	3	1	0	0	1	5	6	2	0	0	0	0	2	2	4	1	0	0	0	5	5
10:45	6	1	0	0	0	7	7	2	2	0	0	0	4	4	5	0	0	0	0	5	5
H/TOT	13	2	0	0	1	16	17	11	4	1	0	0	16	17	14	1	1	0	0	16	17
11:00	7	0	0	0	0	7	7	3	0	0	0	0	3	3	3	1	0	0	0	4	4
11:15	3	0	0	0	0	3	3	2	0	0	0	0	2	2	2	0	0	0	0	2	2
11:30	5	1	0	0	0	6	6	2	0	0	0	0	2	2	1	0	0	0	0	1	1
11:45	7	0	0	0	0	7	7	1	0	0	0	0	1	1	1	1	0	0	0	2	2
H/TOT	22	1	0	0	0	23	23	8	0	0	0	0	8	8	7	2	0	0	0	9	9
12:00	4	0	0	0	1	5	6	2	0	0	0	0	2	2	4	0	0	0	0	4	4
12:15	3	1	0	0	0	4	4	9	0	0	0	0	9	9	5	0	0	0	0	5	5
12:30	5	0	0	0	0	5	5	0	0	0	0	0	0	0	5	1	0	0	0	6	6
12:45	8	0	0	0	0	8	8	3	0	0	0	0	3	3	4	1	0	0	0	5	5
H/TOT	20	1	0	0	1	22	23	14	0	0	0	0	14	14	18	2	0	0	0	20	20

TRAFFINOMICS LIMITED

**OWENMORE CRESCENT TRAFFIC COUNT
MANUAL CLASSIFIED JUNCTION TURNING COUNT**

**NOVEMBER 2024
TRA/24/195**

SITE: 01

DATE: 26th November 2024

LOCATION: Church View/River Walk/Radharc na gCaislean

DAY: Tuesday

TIME	MOVEMENT 1					TOT	PCU	MOVEMENT 2					TOT	PCU	MOVEMENT 3					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
13:00	3	0	0	0	0	3	3	3	1	1	0	0	5	6	4	0	1	0	0	5	6
13:15	5	1	0	0	0	6	6	2	0	0	0	0	2	2	4	0	0	0	0	4	4
13:30	0	1	0	0	0	1	1	2	1	0	0	0	3	3	2	1	0	0	0	3	3
13:45	9	0	0	0	0	9	9	8	0	0	0	0	8	8	4	0	0	0	0	4	4
H/TOT	17	2	0	0	0	19	19	15	2	1	0	0	18	19	14	1	1	0	0	16	17
14:00	8	1	0	0	0	9	9	3	0	0	0	0	3	3	4	0	0	0	0	4	4
14:15	0	1	0	0	0	1	1	7	0	0	0	0	7	7	3	0	0	0	0	3	3
14:30	6	0	0	0	0	6	6	5	0	0	0	0	5	5	5	0	0	0	0	5	5
14:45	6	1	0	0	0	7	7	4	1	1	0	0	6	7	4	0	1	0	1	6	8
H/TOT	20	3	0	0	0	23	23	19	1	1	0	0	21	22	16	0	1	0	1	18	20
15:00	8	0	0	0	0	8	8	9	0	0	0	0	9	9	7	0	0	0	0	7	7
15:15	5	0	0	0	0	5	5	2	0	0	0	0	2	2	0	0	0	0	0	0	0
15:30	1	0	0	0	0	1	1	4	1	0	0	0	5	5	8	0	0	0	0	8	8
15:45	6	1	0	0	0	7	7	5	2	0	0	0	7	7	2	0	0	0	0	2	2
H/TOT	20	1	0	0	0	21	21	20	3	0	0	0	23	23	17	0	0	0	0	17	17
16:00	7	1	0	0	0	8	8	6	1	0	0	0	7	7	7	0	0	0	0	7	7
16:15	14	0	0	0	1	15	16	7	1	0	0	1	9	10	5	2	0	0	1	8	9
16:30	6	1	0	0	0	7	7	10	1	0	0	0	11	11	4	0	0	0	0	4	4
16:45	7	1	0	0	0	8	8	12	3	0	0	0	15	15	12	2	0	0	0	14	14
H/TOT	34	3	0	0	1	38	39	35	6	0	0	1	42	43	28	4	0	0	1	33	34
17:00	6	2	0	0	0	8	8	9	0	0	0	0	9	9	5	1	0	0	0	6	6
17:15	10	2	0	0	0	12	12	9	1	0	0	0	10	10	1	1	0	0	0	2	2
17:30	4	1	0	0	0	5	5	8	1	0	0	0	9	9	5	0	0	0	0	5	5
17:45	6	2	0	0	0	8	8	9	1	0	0	0	10	10	6	1	0	0	0	7	7
H/TOT	26	7	0	0	0	33	33	35	3	0	0	0	38	38	17	3	0	0	0	20	20
18:00	7	2	0	0	0	9	9	11	1	0	0	0	12	12	6	0	0	0	0	6	6
18:15	8	1	0	0	0	9	9	8	0	0	0	0	8	8	4	0	0	0	0	4	4
18:30	8	1	0	0	0	9	9	8	0	0	0	0	8	8	2	0	0	0	0	2	2
18:45	5	0	0	0	0	5	5	8	0	0	0	0	8	8	5	1	0	0	0	6	6
H/TOT	28	4	0	0	0	32	32	35	1	0	0	0	36	36	17	1	0	0	0	18	18
P/TOT	236	27	1	0	4	268	273	251	23	3	0	2	279	283	261	22	3	0	3	289	294

TRAFFINOMICS LIMITED

**OWENMORE CRESCENT TRAFFIC COUNT
MANUAL CLASSIFIED JUNCTION TURNING COUNT**

**NOVEMBER 2024
TRA/24/195**

SITE: 01

DATE: 26th November 2024

LOCATION: Church View/River Walk/Radharc na gCaislean

DAY: Tuesday

TIME	MOVEMENT 4					TOT	PCU	MOVEMENT 5					TOT	PCU	MOVEMENT 6					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	1	1	0	0	9	10
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	3	0	0	0	10	10
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	1	0	3	0	11	15
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	5	1	3	0	33	37
08:00	1	0	0	0	0	1	1	0	0	0	0	0	0	0	13	2	0	0	0	15	15
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	2	0	0	0	11	11
08:30	0	1	0	0	0	1	1	0	0	0	0	0	0	0	6	3	0	0	1	10	11
08:45	0	0	0	0	0	0	0	1	0	0	0	0	1	1	7	0	0	0	0	7	7
H/TOT	1	1	0	0	0	2	2	1	0	0	0	0	1	1	35	7	0	0	1	43	44
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	1	0	0	1	12	13
09:15	0	0	0	0	0	0	0	1	0	0	0	0	1	1	12	0	0	0	0	12	12
09:30	4	0	0	0	0	4	4	1	1	0	0	0	2	2	1	0	0	0	0	1	1
09:45	1	0	0	0	0	1	1	0	0	0	0	0	0	0	9	1	0	0	0	10	10
H/TOT	5	0	0	0	0	5	5	2	1	0	0	0	3	3	32	2	0	0	1	35	36
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4
10:15	0	1	0	0	0	1	1	0	0	0	0	0	0	0	3	1	0	0	0	4	4
10:30	0	0	0	0	0	0	0	0	1	0	0	0	1	1	2	0	0	0	1	3	4
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	4	5
H/TOT	0	1	0	0	0	1	1	0	1	0	0	0	1	1	12	1	0	0	2	15	17
11:00	0	0	0	0	0	0	0	1	0	0	0	0	1	1	6	1	1	0	1	9	11
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8	8
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
11:45	0	0	0	0	0	0	0	0	1	0	0	0	1	1	4	0	0	0	0	4	4
H/TOT	0	0	0	0	0	0	0	1	1	0	0	0	2	2	20	1	1	0	1	23	25
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3
12:15	4	0	0	0	0	4	4	4	0	0	0	0	4	4	6	0	0	0	0	6	6
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	5
H/TOT	4	0	0	0	0	4	4	4	0	0	0	0	4	4	15	2	0	0	0	17	17

TRAFFINOMICS LIMITED

**OWENMORE CRESCENT TRAFFIC COUNT
MANUAL CLASSIFIED JUNCTION TURNING COUNT**

**NOVEMBER 2024
TRA/24/195**

SITE: 01

DATE: 26th November 2024

LOCATION: Church View/River Walk/Radharc na gCaislean

DAY: Tuesday

TIME	MOVEMENT 4					TOT	PCU	MOVEMENT 5					TOT	PCU	MOVEMENT 6					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
13:00	1	0	0	0	0	1	1	0	0	0	0	0	0	0	3	0	0	0	0	3	3
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8	8
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4
H/TOT	1	0	0	0	0	1	1	0	0	0	0	0	0	0	21	0	0	0	0	21	21
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	7	7
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6
14:45	0	0	0	0	0	0	0	1	0	0	0	0	1	1	6	0	0	0	0	6	6
H/TOT	0	0	0	0	0	0	0	1	0	0	0	0	1	1	21	2	0	0	0	23	23
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3
15:15	0	0	0	0	0	0	0	1	0	0	0	0	1	1	5	0	0	0	0	5	5
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	1	10	11
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	4	4
H/TOT	0	0	0	0	0	0	0	1	0	0	0	0	1	1	19	2	0	0	1	22	23
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	1	8	9
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6
16:45	1	0	0	0	0	1	1	0	0	0	0	0	0	0	4	1	0	0	0	5	5
H/TOT	1	0	0	0	0	1	1	0	0	0	0	0	0	0	21	1	0	0	1	23	24
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4
17:15	0	0	0	0	0	0	0	1	0	0	0	0	1	1	6	1	0	0	0	7	7
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6
17:45	1	0	0	0	0	1	1	0	0	0	0	0	0	0	3	1	0	0	0	4	4
H/TOT	1	0	0	0	0	1	1	1	0	0	0	0	1	1	18	3	0	0	0	21	21
18:00	1	0	0	0	0	1	1	0	0	0	0	0	0	0	1	1	0	0	0	2	2
18:15	1	0	0	0	0	1	1	0	0	0	0	0	0	0	7	0	0	0	0	7	7
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
18:45	0	1	0	0	0	1	1	0	0	0	0	0	0	0	6	0	0	0	0	6	6
H/TOT	2	1	0	0	0	3	3	0	0	0	0	0	0	0	16	1	0	0	0	17	17
P/TOT	15	3	0	0	0	18	18	11	3	0	0	0	14	14	254	27	2	3	7	293	305

PCU's Through Junction
6
20
24
40
89
44
29
44
22
139
31
39
35
25
130
16
15
18
21
69
26
15
11
15
67
15
32
14
21
82

PCU's Through Junction
18
18
15
25
76
23
15
22
28
88
27
13
25
20
85
26
44
28
43
141
27
32
25
30
114
30
29
21
26
106
1185

APPENDIX B

TRICS ANALYSIS

Calculation Reference: AUDIT-363901-241107-1100

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

12 CONNAUGHT
CS SLIGO 2 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 30 to 63 (units:)
Range Selected by User: 4 to 290 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 12/10/21

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:

Thursday 2 days

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

Selected survey types:

Manual count 2 days
Directional ATC Count 0 days

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

Selected Locations:

Neighbourhood Centre (PPS6 Local Centre) 2

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:

Village 2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 6 days - Selected
Servicing vehicles Excluded 10 days - Selected

Secondary Filtering selection:

Use Class:

C3 2 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less 2 days

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

Population within 5 miles:

5,000 or Less 2 days

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

Car ownership within 5 miles:

1.6 to 2.0 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 2 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 2 days

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

LIST OF SITES relevant to selection parameters

1	CS-03-A-03 TOP ROAD STRANDHILL STRANDHILL Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 30 <i>Survey date: THURSDAY 27/10/16</i>	MIXED HOUSES	SLIGO	<i>Survey Type: MANUAL</i>
2	CS-03-A-04 R292 STRANDHILL Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 63 <i>Survey date: THURSDAY 27/10/16</i>	DETACHED & SEMI -DETACHED	SLIGO	<i>Survey Type: MANUAL</i>

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	2	47	0.065	2	47	0.129	2	47	0.194
08:00 - 09:00	2	47	0.183	2	47	0.806	2	47	0.989
09:00 - 10:00	2	47	0.226	2	47	0.355	2	47	0.581
10:00 - 11:00	2	47	0.204	2	47	0.172	2	47	0.376
11:00 - 12:00	2	47	0.247	2	47	0.280	2	47	0.527
12:00 - 13:00	2	47	0.323	2	47	0.430	2	47	0.753
13:00 - 14:00	2	47	0.387	2	47	0.290	2	47	0.677
14:00 - 15:00	2	47	0.387	2	47	0.323	2	47	0.710
15:00 - 16:00	2	47	0.312	2	47	0.398	2	47	0.710
16:00 - 17:00	2	47	0.452	2	47	0.355	2	47	0.807
17:00 - 18:00	2	47	0.753	2	47	0.387	2	47	1.140
18:00 - 19:00	2	47	0.516	2	47	0.409	2	47	0.925
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.055			4.334			8.389

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

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

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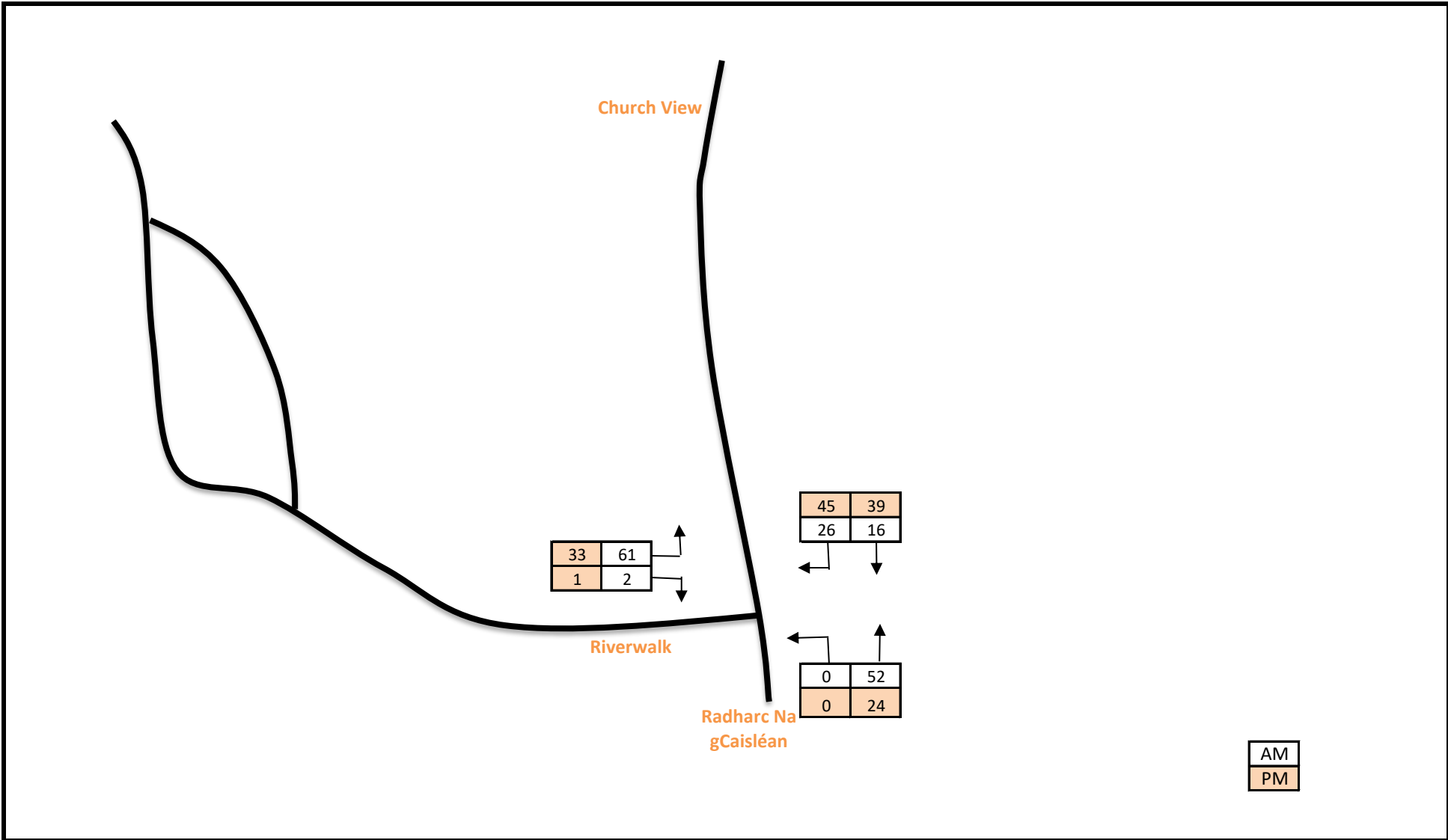
Parameter summary

Trip rate parameter range selected: 30 - 63 (units:)
 Survey date range: 01/01/16 - 12/10/21
 Number of weekdays (Monday-Friday): 2
 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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

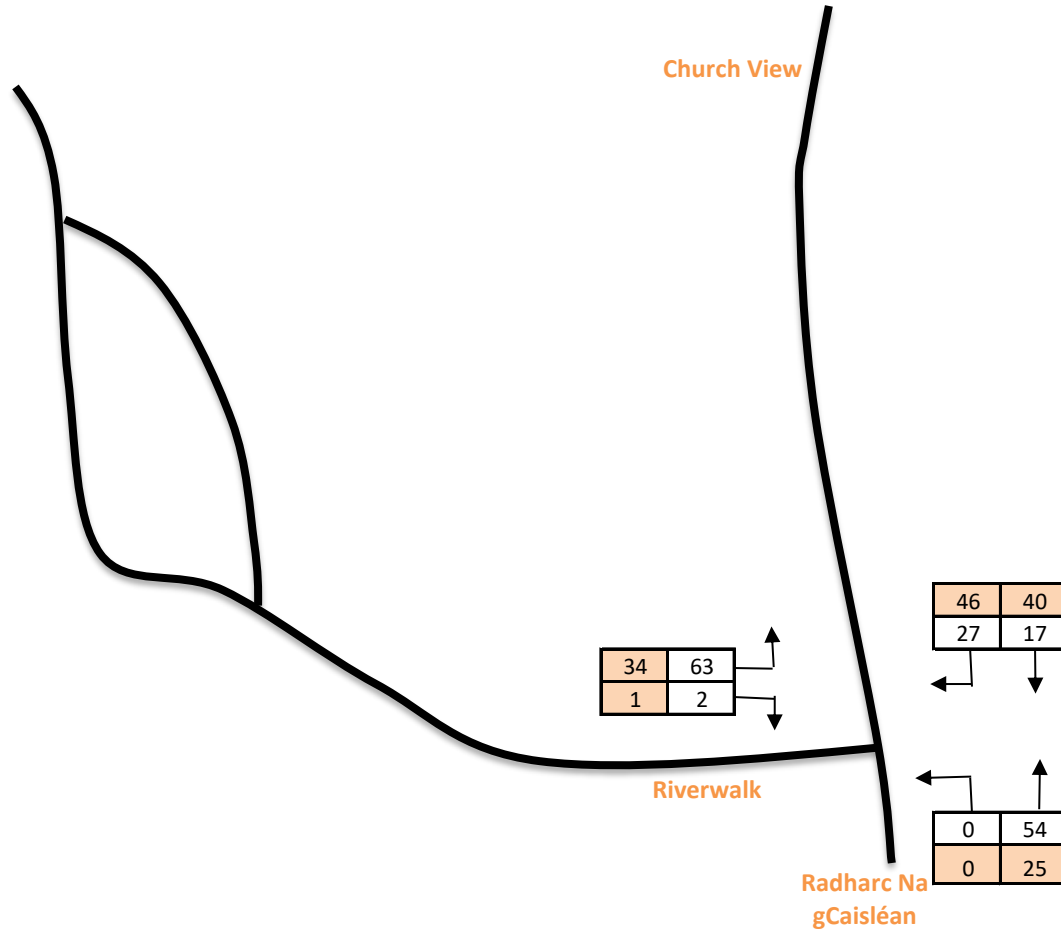
APPENDIX C

TRAFFIC FLOW CALCULATIONS



Job No: 124386
Job Title: TTA for Proposed Residential Development at Owenmore Crescent, Collooney, Co Sligo

2024 SURVEYED PEAK HOUR TRAFFIC FLOWS



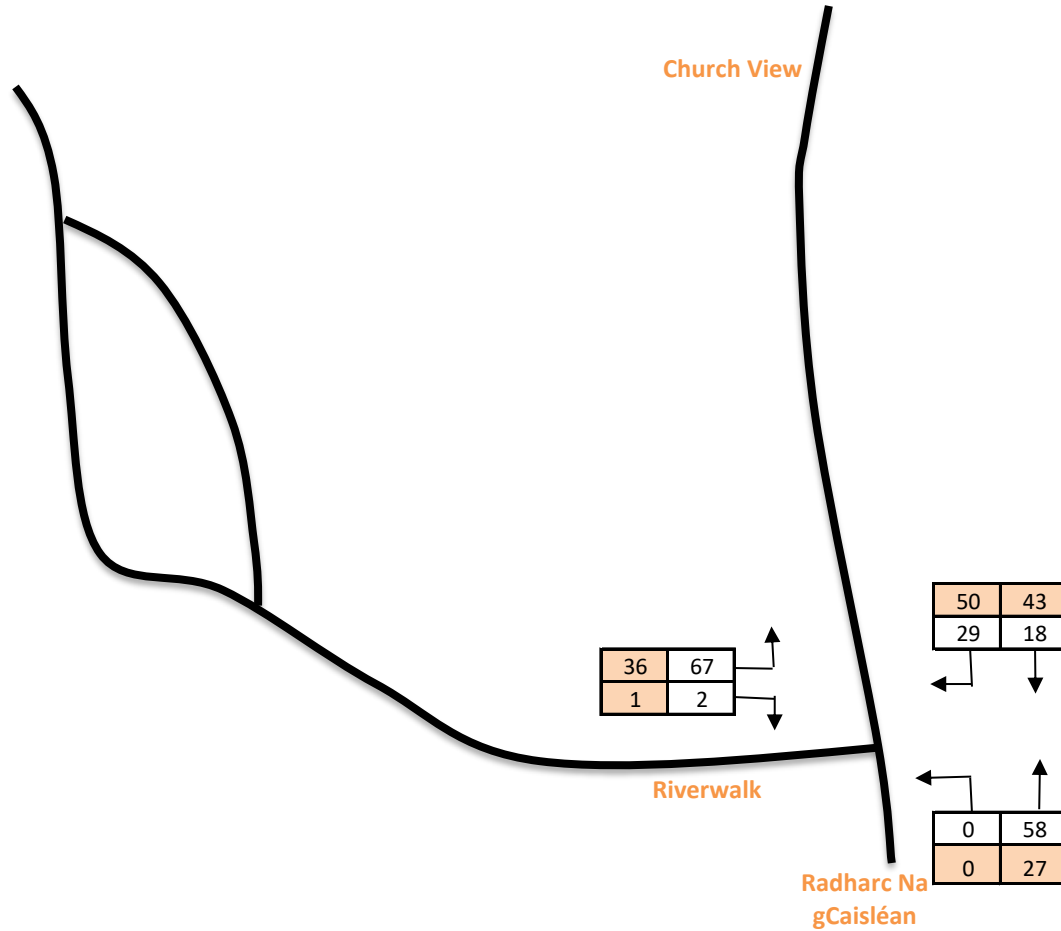
AM
PM

TII Link Based Growth Rates: Annual Growth Factors (2024 - 2026) LV: 1.03
 TII Link Based Growth Rates: Annual Growth Factors (2024 - 2026) HV: 1.07



Job No: 124386
 Job Title: TTA for Proposed Residential Development at Owenmore Crescent, Collooney, Co Sligo

2026 OPENING YEAR PEAK HOUR TRAFFIC FLOWS WITHOUT DEVELOPMENT



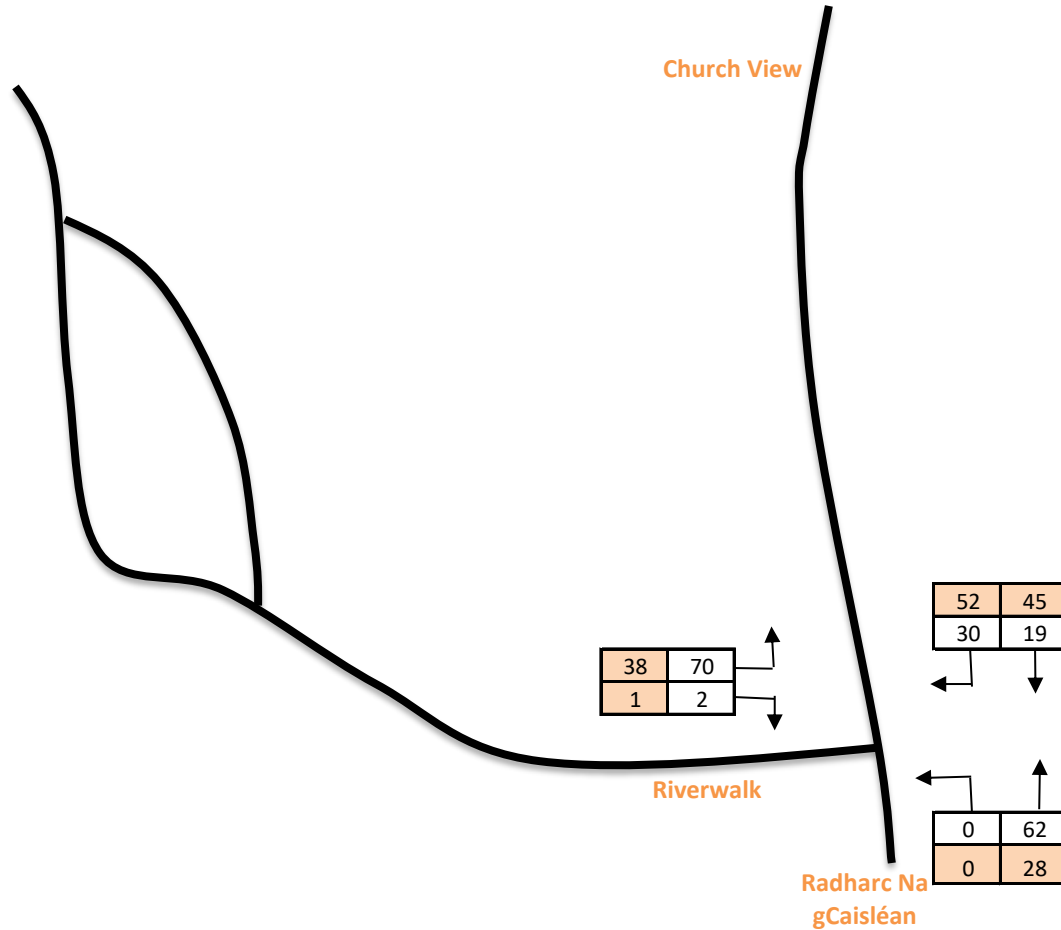
AM
PM

TII Link Based Growth Rates: Annual Growth Factors (2024 - 2031) LV: 1.10
 TII Link Based Growth Rates: Annual Growth Factors (2024 - 2031) HV: 1.23



Job No: 124386
Job Title: TTA for Proposed Residential Development at Owenmore Crescent, Collooney, Co Sligo

2031 OPENING YEAR +5 YEARS PEAK HOUR TRAFFIC FLOWS WITHOUT DEVELOPMENT



AM
PM

TII Link Based Growth Rates: Annual Growth Factors (2024 - 2041) LV: 1.15
 TII Link Based Growth Rates: Annual Growth Factors (2024 - 2041) HV: 1.41



Job No: 124386
 Job Title: TTA for Proposed Residential Development at Owenmore Crescent, Collooney, Co Sligo

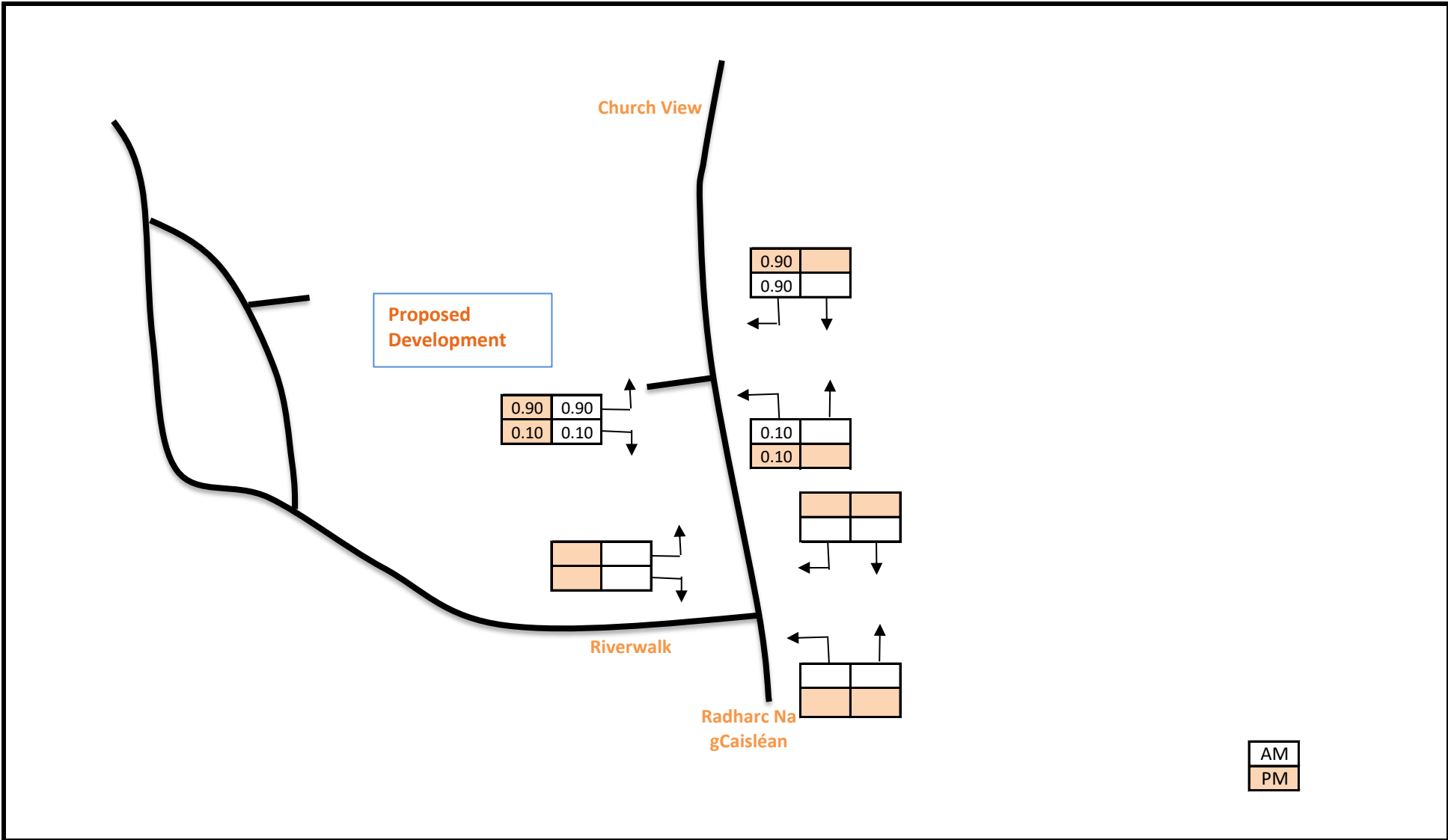
2041 OPENING YEAR +15 YEARS PEAK HOUR TRAFFIC FLOWS WITHOUT DEVELOPMENT

	Calculation Factor	Trip Rate per 100sqm.				Number of Trips			
	Number of Dwellings	AM Arrivals	AM Departures	PM Arrivals	PM Departures	AM Arrivals	AM Departures	PM Arrivals	PM Departures
Landuse									
Residential	31	0.247	0.806	0.753	0.430	8	25	23	13
Total						8	25	23	13



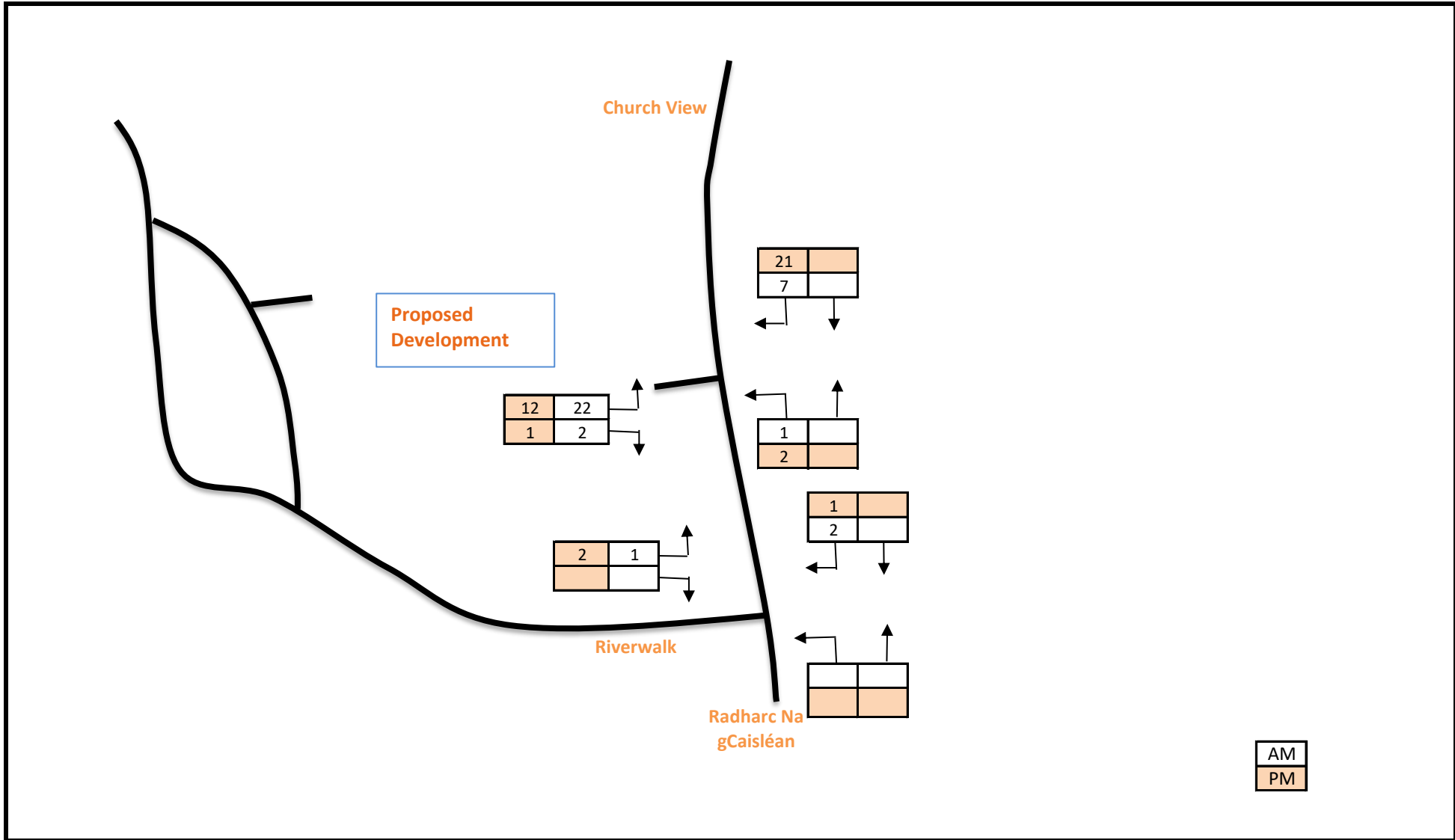
Job No: 124386
Job Title: TTA for Proposed Residential Development at Owenmore Crescent, Collooney, Co Sligo

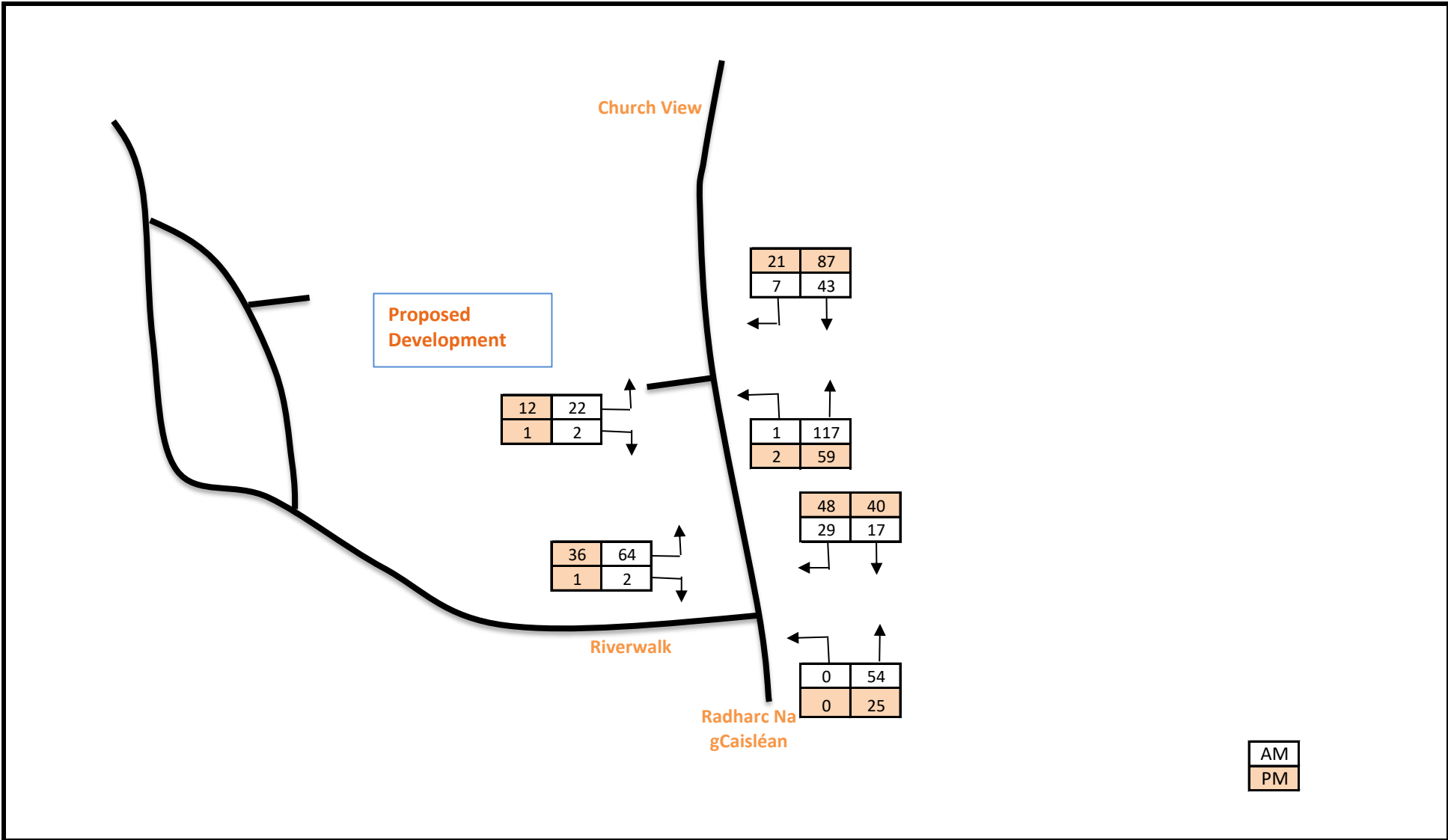
PROPOSED DEVELOPMENT TRAFFIC GENERATION



Job No: 124386
Job Title: TTA for Proposed Residential Development at Owenmore Crescent, Collooney, Co Sligo

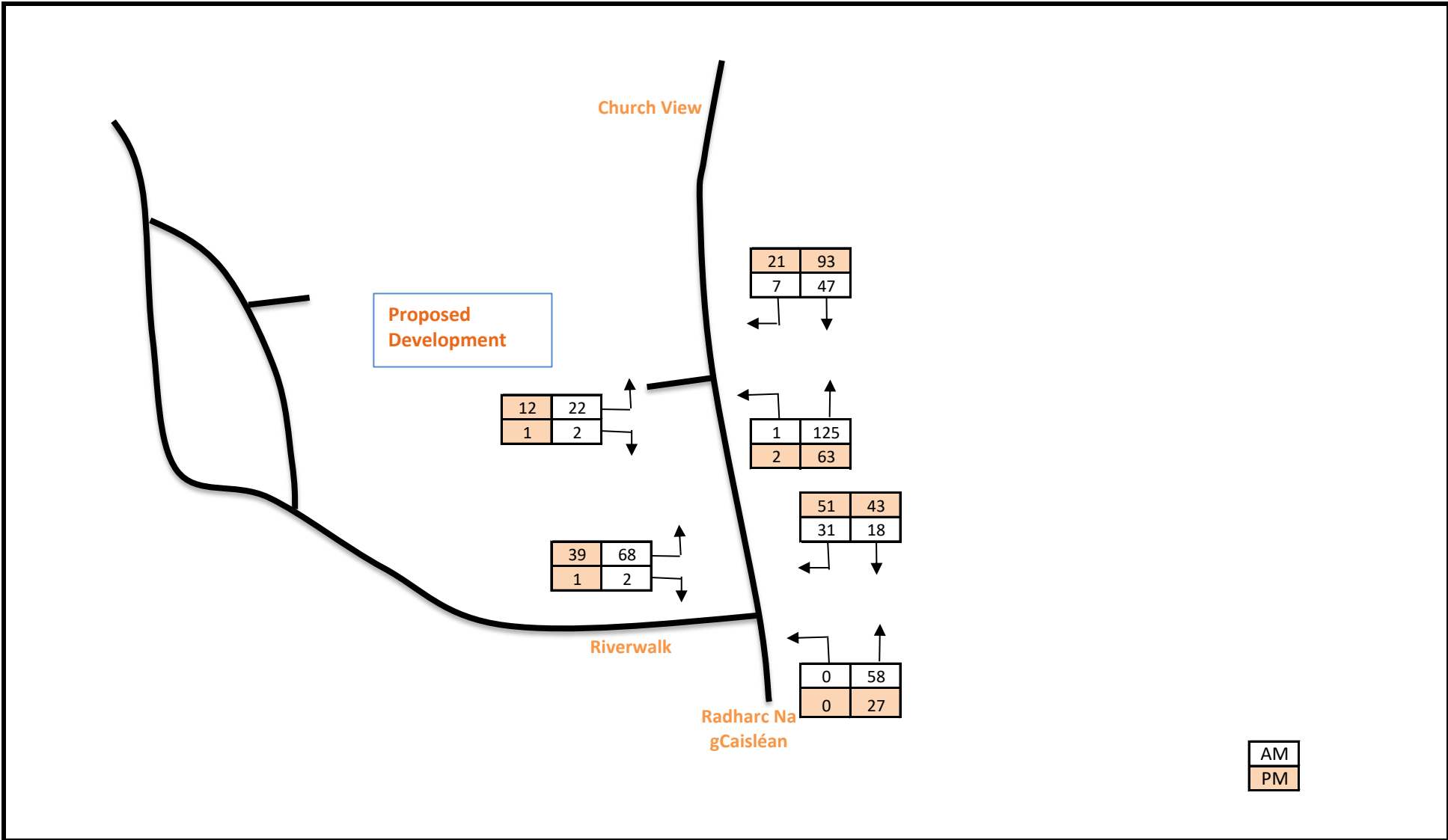
PROPOSED DEVELOPMENT GENERATED TRAFFIC DISTRIBUTION





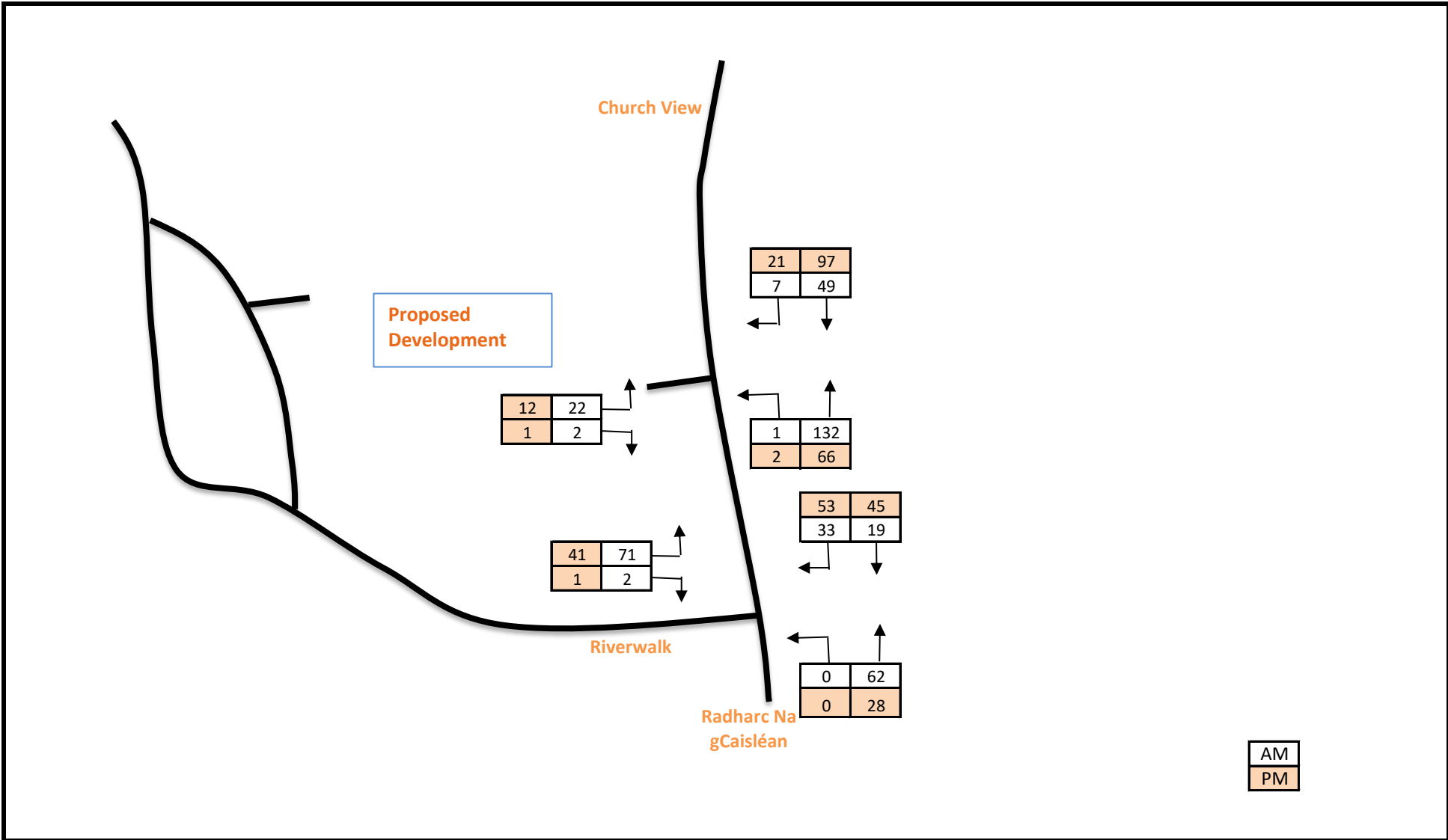
Job No: 124386
Job Title: TTA for Proposed Residential Development at Owenmore Crescent, Collooney, Co Sligo

2026 OPENING YEAR PEAK HOUR TRAFFIC FLOWS WITH DEVELOPMENT



Job No: 124386
Job Title: TTA for Proposed Residential Development at Owenmore Crescent, Collooney, Co Sligo

2031 OPENING YEAR +5 YEARS PEAK HOUR TRAFFIC FLOWS WITH DEVELOPMENT



Job No: 124386
Job Title: TTA for Proposed Residential Development at Owenmore Crescent, Collooney, Co Sligo

2041 OPENING YEAR +15 YEARS PEAK HOUR TRAFFIC FLOWS WITH DEVELOPMENT

APPENDIX D1: CHURCH VIEW/ RIVER WALK/ RADHARC NA gCAISLEAN T-JUNCTION EXISTING JUNCTION (PICADY OUTPUTS)

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.5.2.1013 © Copyright TRL Limited, 2019
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Filename: 124386 - Church View-Riverwalk-Radharc na gCaislean T-Junction 2024 12 02.j9
Path: I:\CST\124\351-400\124386\calcs\PICADY
Report generation date: 02/12/2024 17:06:30

- »2024 Survey Year, AM
- »2024 Survey Year, PM
- »2026 Without Dev, AM
- »2026 Without Dev, PM
- »2031 Without Dev, AM
- »2031 Without Dev, PM
- »2041 Without Dev, AM
- »2041 Without Dev, PM
- »2026 With Dev, AM
- »2026 With Dev, PM
- »2031 With Dev, AM
- »2031 With Dev, PM
- »2041 With Dev, AM
- »2041 With Dev, PM

Summary of junction performance

	AM									PM								
	Set ID	Queue (PCU)	95% Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Set ID	Queue (PCU)	95% Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
2024 Survey Year																		
Stream B-AC	D1	0.1	0.5	6.59	0.11	A	3.66	A	529 % [Stream B-AC]	D2	0.1	0.5	6.14	0.06	A	3.49	A	716 % [Stream C-AB]
Stream C-AB		0.1	0.5	6.01	0.05	A					0.1	0.5	6.00	0.08	A			
2026 Without Dev																		
Stream B-AC	D3	0.1	0.5	6.62	0.12	A	3.66	A	510 % [Stream B-AC]	D4	0.1	0.5	6.16	0.06	A	3.49	A	697 % [Stream C-AB]
Stream C-AB		0.1	0.5	6.02	0.05	A					0.1	0.5	6.01	0.08	A			
2031 Without Dev																		
Stream B-AC	D5	0.1	0.5	6.69	0.12	A	3.69	A	474 % [Stream B-AC]	D6	0.1	0.5	6.18	0.07	A	3.51	A	635 % [Stream C-AB]
Stream C-AB		0.1	0.5	6.05	0.05	A					0.1	0.5	6.04	0.09	A			
2041 Without Dev																		
Stream B-AC	D7	0.1	0.5	6.74	0.13	A	3.67	A	448 % [Stream B-AC]	D8	0.1	0.5	6.21	0.07	A	3.53	A	606 % [Stream C-AB]
Stream C-AB		0.1	0.5	6.06	0.05	A					0.1	0.5	6.06	0.09	A			
2026 With Dev																		
Stream B-AC	D9	0.1	0.5	6.64	0.12	A	3.72	A	502 % [Stream B-AC]	D10	0.1	0.5	6.18	0.07	A	3.57	A	671 % [Stream C-AB]
Stream C-AB		0.1	0.5	6.04	0.05	A					0.1	0.5	6.03	0.09	A			
2031 With Dev																		
Stream B-AC	D11	0.1	0.5	6.70	0.13	A	3.74	A	467 % [Stream B-AC]	D12	0.1	0.5	6.21	0.07	A	3.59	A	624 % [Stream C-AB]
Stream C-AB		0.1	0.5	6.07	0.06	A					0.1	0.5	6.05	0.09	A			
2041 With Dev																		
Stream B-AC	D13	0.2	0.5	6.75	0.13	A	3.74	A	441 % [Stream B-AC]	D14	0.1	0.5	6.24	0.07	A	3.61	A	596 % [Stream C-AB]
Stream C-AB		0.1	0.5	6.09	0.06	A					0.1	0.5	6.07	0.10	A			

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	
Location	
Site number	
Date	02/12/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CSTGROUP\Donal
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024 Survey Year	AM	ONE HOUR	07:30	09:00	15	✓
D2	2024 Survey Year	PM	ONE HOUR	16:00	17:30	15	✓
D3	2026 Without Dev	AM	ONE HOUR	07:30	09:00	15	✓
D4	2026 Without Dev	PM	ONE HOUR	16:00	17:30	15	✓
D5	2031 Without Dev	AM	ONE HOUR	07:30	09:00	15	✓
D6	2031 Without Dev	PM	ONE HOUR	16:00	17:30	15	✓
D7	2041 Without Dev	AM	ONE HOUR	07:30	09:00	15	✓
D8	2041 Without Dev	PM	ONE HOUR	16:00	17:30	15	✓
D9	2026 With Dev	AM	ONE HOUR	07:30	09:00	15	✓
D10	2026 With Dev	PM	ONE HOUR	16:00	17:30	15	✓
D11	2031 With Dev	AM	ONE HOUR	07:30	09:00	15	✓
D12	2031 With Dev	PM	ONE HOUR	16:00	17:30	15	✓
D13	2041 With Dev	AM	ONE HOUR	07:30	09:00	15	✓
D14	2041 With Dev	PM	ONE HOUR	16:00	17:30	15	✓

Analysis Set Details

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

2024 Survey Year, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.66	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	529	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm type
A	Radharc Na gCaislean		Major
B	Riverwalk		Minor
C	Church View		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	5.00			100.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.00	25	20

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	496	0.094	0.238	0.150	0.340
B-C	637	0.102	0.257	-	-
C-B	632	0.255	0.255	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024 Survey Year	AM	ONE HOUR	07:30	09:00	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 (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	52	100.000
B		ONE HOUR	✓	63	100.000
C		ONE HOUR	✓	42	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	52
	B	2	0	61
	C	16	26	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.11	6.59	0.1	0.5	A	58	87
C-AB	0.05	6.01	0.1	0.5	A	24	37
C-A						14	21
A-B						0	0
A-C						48	72

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	47	12	620	0.076	47	0.0	0.1	6.278	A
C-AB	20	5	630	0.032	20	0.0	0.0	5.900	A
C-A	12	3			12				
A-B	0	0			0				
A-C	39	10			39				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	57	14	618	0.092	57	0.1	0.1	6.409	A
C-AB	24	6	629	0.038	24	0.0	0.0	5.945	A
C-A	14	3			14				
A-B	0	0			0				
A-C	47	12			47				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	69	17	615	0.113	69	0.1	0.1	6.591	A
C-AB	29	7	629	0.047	29	0.0	0.1	6.005	A
C-A	17	4			17				
A-B	0	0			0				
A-C	57	14			57				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	69	17	615	0.113	69	0.1	0.1	6.591	A
C-AB	29	7	629	0.047	29	0.1	0.1	6.008	A
C-A	17	4			17				
A-B	0	0			0				
A-C	57	14			57				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	57	14	618	0.092	57	0.1	0.1	6.413	A
C-AB	24	6	629	0.038	24	0.1	0.0	5.946	A
C-A	14	3			14				
A-B	0	0			0				
A-C	47	12			47				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	47	12	620	0.076	48	0.1	0.1	6.284	A
C-AB	20	5	630	0.032	20	0.0	0.0	5.905	A
C-A	12	3			12				
A-B	0	0			0				
A-C	39	10			39				

Queue Variation Results for each time segment

07:30 - 07:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.08	0.00	0.00	0.08	0.08			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

07:45 - 08:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.10	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.04	0.03	0.25	0.45	0.48			N/A	N/A

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.13	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.05	0.03	0.26	0.46	0.49			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.13	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.10	0.00	0.00	0.10	0.10			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.08	0.00	0.00	0.08	0.08			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

2024 Survey Year, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.49	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	716	Stream C-AB

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2024 Survey Year	PM	ONE HOUR	16:00	17:30	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 (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	24	100.000
B		ONE HOUR	✓	34	100.000
C		ONE HOUR	✓	84	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	24
	B	1	0	33
	C	39	45	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.06	6.14	0.1	0.5	A	31	47
C-AB	0.08	6.00	0.1	0.5	A	44	66
C-A						33	50
A-B						0	0
A-C						22	33

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	26	6	626	0.041	25	0.0	0.0	5.994	A
C-AB	35	9	646	0.055	35	0.0	0.1	5.890	A
C-A	28	7			28				
A-B	0	0			0				
A-C	18	5			18				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	31	8	625	0.049	31	0.0	0.1	6.058	A
C-AB	43	11	649	0.066	43	0.1	0.1	5.935	A
C-A	33	8			33				
A-B	0	0			0				
A-C	22	5			22				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	37	9	623	0.060	37	0.1	0.1	6.144	A
C-AB	53	13	653	0.081	53	0.1	0.1	5.998	A
C-A	39	10			39				
A-B	0	0			0				
A-C	26	7			26				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	37	9	623	0.060	37	0.1	0.1	6.144	A
C-AB	53	13	653	0.081	53	0.1	0.1	5.998	A
C-A	39	10			39				
A-B	0	0			0				
A-C	26	7			26				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	31	8	625	0.049	31	0.1	0.1	6.061	A
C-AB	43	11	649	0.066	43	0.1	0.1	5.939	A
C-A	33	8			33				
A-B	0	0			0				
A-C	22	5			22				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	26	6	626	0.041	26	0.1	0.0	6.000	A
C-AB	36	9	646	0.055	36	0.1	0.1	5.893	A
C-A	28	7			28				
A-B	0	0			0				
A-C	18	5			18				

Queue Variation Results for each time segment

16:00 - 16:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.06	0.00	0.00	0.06	0.06			N/A	N/A

16:15 - 16:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.08	0.03	0.25	0.45	0.48			N/A	N/A

16:30 - 16:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.06	0.03	0.26	0.47	0.49			N/A	N/A
C-AB	0.10	0.03	0.26	0.47	0.49			N/A	N/A

16:45 - 17:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C-AB	0.10	0.00	0.00	0.10	0.10			N/A	N/A

17:00 - 17:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.08	0.00	0.00	0.08	0.08			N/A	N/A

17:15 - 17:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.06	0.00	0.00	0.06	0.06			N/A	N/A

2026 Without Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.66	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	510	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2026 Without Dev	AM	ONE HOUR	07:30	09:00	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 (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	54	100.000
B		ONE HOUR	✓	65	100.000
C		ONE HOUR	✓	44	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	54
	B	2	0	63
	C	17	27	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.12	6.62	0.1	0.5	A	60	89
C-AB	0.05	6.02	0.1	0.5	A	25	38
C-A						15	22
A-B						0	0
A-C						50	74

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	49	12	620	0.079	49	0.0	0.1	6.294	A
C-AB	21	5	630	0.033	21	0.0	0.0	5.907	A
C-A	12	3			12				
A-B	0	0			0				
A-C	41	10			41				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	58	15	618	0.095	58	0.1	0.1	6.433	A
C-AB	25	6	629	0.040	25	0.0	0.0	5.953	A
C-A	15	4			15				
A-B	0	0			0				
A-C	49	12			49				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	72	18	615	0.116	71	0.1	0.1	6.620	A
C-AB	31	8	629	0.049	31	0.0	0.1	6.015	A
C-A	18	4			18				
A-B	0	0			0				
A-C	59	15			59				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	72	18	615	0.116	72	0.1	0.1	6.623	A
C-AB	31	8	629	0.049	31	0.1	0.1	6.018	A
C-A	18	4			18				
A-B	0	0			0				
A-C	59	15			59				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	58	15	618	0.095	59	0.1	0.1	6.435	A
C-AB	25	6	629	0.040	25	0.1	0.0	5.954	A
C-A	15	4			15				
A-B	0	0			0				
A-C	49	12			49				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	49	12	620	0.079	49	0.1	0.1	6.303	A
C-AB	21	5	630	0.033	21	0.0	0.0	5.910	A
C-A	12	3			12				
A-B	0	0			0				
A-C	41	10			41				

Queue Variation Results for each time segment

07:30 - 07:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.09	0.00	0.00	0.09	0.09			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

07:45 - 08:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.10	0.00	0.00	0.10	0.10			N/A	N/A
C-AB	0.04	0.03	0.25	0.45	0.48			N/A	N/A

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.13	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.05	0.03	0.26	0.46	0.49			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.13	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.11	0.00	0.00	0.11	0.11			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.09	0.00	0.00	0.09	0.09			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

2026 Without Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.49	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	697	Stream C-AB

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2026 Without Dev	PM	ONE HOUR	16:00	17:30	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 (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	25	100.000
B		ONE HOUR	✓	35	100.000
C		ONE HOUR	✓	86	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	25
	B	1	0	34
	C	40	46	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.06	6.16	0.1	0.5	A	32	48
C-AB	0.08	6.01	0.1	0.5	A	45	67
C-A						34	51
A-B						0	0
A-C						23	34

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	26	7	626	0.042	26	0.0	0.0	6.002	A
C-AB	36	9	647	0.056	36	0.0	0.1	5.896	A
C-A	28	7			28				
A-B	0	0			0				
A-C	19	5			19				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	31	8	625	0.050	31	0.0	0.1	6.068	A
C-AB	44	11	650	0.067	44	0.1	0.1	5.941	A
C-A	34	8			34				
A-B	0	0			0				
A-C	22	6			22				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	39	10	623	0.062	38	0.1	0.1	6.157	A
C-AB	54	14	654	0.083	54	0.1	0.1	6.006	A
C-A	40	10			40				
A-B	0	0			0				
A-C	28	7			28				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	39	10	623	0.062	39	0.1	0.1	6.157	A
C-AB	54	14	654	0.083	54	0.1	0.1	6.007	A
C-A	40	10			40				
A-B	0	0			0				
A-C	28	7			28				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	31	8	625	0.050	32	0.1	0.1	6.071	A
C-AB	44	11	650	0.067	44	0.1	0.1	5.946	A
C-A	34	8			34				
A-B	0	0			0				
A-C	22	6			22				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	26	7	626	0.042	26	0.1	0.0	6.008	A
C-AB	36	9	647	0.056	36	0.1	0.1	5.901	A
C-A	28	7			28				
A-B	0	0			0				
A-C	19	5			19				

Queue Variation Results for each time segment

16:00 - 16:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.06	0.00	0.00	0.06	0.06			N/A	N/A

16:15 - 16:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.08	0.03	0.25	0.45	0.48			N/A	N/A

16:30 - 16:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.07	0.03	0.26	0.47	0.49			N/A	N/A
C-AB	0.10	0.03	0.26	0.47	0.49			N/A	N/A

16:45 - 17:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.07	0.00	0.00	0.07	0.07			N/A	N/A
C-AB	0.10	0.00	0.00	0.10	0.10			N/A	N/A

17:00 - 17:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.08	0.00	0.00	0.08	0.08			N/A	N/A

17:15 - 17:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.06	0.00	0.00	0.06	0.06			N/A	N/A

2031 Without Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.69	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	474	Stream B-AC

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	2031 Without Dev	AM	ONE HOUR	07:30	09:00	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 (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	58	100.000
B		ONE HOUR	✓	69	100.000
C		ONE HOUR	✓	47	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	58
	B	2	0	67
	C	18	29	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.12	6.69	0.1	0.5	A	63	95
C-AB	0.05	6.05	0.1	0.5	A	27	41
C-A						16	24
A-B						0	0
A-C						53	80

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	52	13	620	0.084	52	0.0	0.1	6.333	A
C-AB	22	6	630	0.035	22	0.0	0.0	5.925	A
C-A	13	3			13				
A-B	0	0			0				
A-C	44	11			44				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	62	16	617	0.100	62	0.1	0.1	6.481	A
C-AB	27	7	629	0.043	27	0.0	0.0	5.975	A
C-A	15	4			15				
A-B	0	0			0				
A-C	52	13			52				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	76	19	614	0.124	76	0.1	0.1	6.684	A
C-AB	33	8	629	0.052	33	0.0	0.1	6.043	A
C-A	19	5			19				
A-B	0	0			0				
A-C	64	16			64				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	76	19	614	0.124	76	0.1	0.1	6.687	A
C-AB	33	8	629	0.052	33	0.1	0.1	6.045	A
C-A	19	5			19				
A-B	0	0			0				
A-C	64	16			64				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	62	16	617	0.100	62	0.1	0.1	6.484	A
C-AB	27	7	629	0.043	27	0.1	0.0	5.976	A
C-A	15	4			15				
A-B	0	0			0				
A-C	52	13			52				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	52	13	620	0.084	52	0.1	0.1	6.342	A
C-AB	22	6	630	0.035	22	0.0	0.0	5.930	A
C-A	13	3			13				
A-B	0	0			0				
A-C	44	11			44				

Queue Variation Results for each time segment

07:30 - 07:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.09	0.00	0.00	0.09	0.09			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

07:45 - 08:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.11	0.00	0.00	0.11	0.11			N/A	N/A
C-AB	0.05	0.03	0.25	0.45	0.48			N/A	N/A

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.14	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.06	0.03	0.26	0.46	0.49			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.14	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.06	0.00	0.00	0.06	0.06			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.11	0.00	0.00	0.11	0.11			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.09	0.00	0.00	0.09	0.09			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

2031 Without Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.51	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	635	Stream C-AB

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	2031 Without Dev	PM	ONE HOUR	16:00	17:30	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 (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	27	100.000
B		ONE HOUR	✓	37	100.000
C		ONE HOUR	✓	93	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	27
	B	1	0	36
	C	43	50	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.07	6.18	0.1	0.5	A	34	51
C-AB	0.09	6.04	0.1	0.5	A	49	73
C-A						36	55
A-B						0	0
A-C						25	37

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	28	7	626	0.045	28	0.0	0.0	6.019	A
C-AB	40	10	648	0.061	39	0.0	0.1	5.914	A
C-A	30	8			30				
A-B	0	0			0				
A-C	20	5			20				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	33	8	624	0.053	33	0.0	0.1	6.088	A
C-AB	48	12	651	0.073	48	0.1	0.1	5.968	A
C-A	36	9			36				
A-B	0	0			0				
A-C	24	6			24				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	41	10	623	0.065	41	0.1	0.1	6.183	A
C-AB	59	15	655	0.091	59	0.1	0.1	6.041	A
C-A	43	11			43				
A-B	0	0			0				
A-C	30	7			30				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	41	10	623	0.065	41	0.1	0.1	6.183	A
C-AB	59	15	655	0.091	59	0.1	0.1	6.041	A
C-A	43	11			43				
A-B	0	0			0				
A-C	30	7			30				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	33	8	624	0.053	33	0.1	0.1	6.092	A
C-AB	48	12	651	0.073	48	0.1	0.1	5.973	A
C-A	36	9			36				
A-B	0	0			0				
A-C	24	6			24				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	28	7	626	0.045	28	0.1	0.0	6.024	A
C-AB	40	10	648	0.061	40	0.1	0.1	5.922	A
C-A	30	8			30				
A-B	0	0			0				
A-C	20	5			20				

Queue Variation Results for each time segment

16:00 - 16:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.07	0.00	0.00	0.07	0.07			N/A	N/A

16:15 - 16:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.06	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.08	0.03	0.25	0.46	0.48			N/A	N/A

16:30 - 16:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.07	0.03	0.26	0.47	0.49			N/A	N/A
C-AB	0.11	0.03	0.26	0.47	0.49			N/A	N/A

16:45 - 17:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.07	0.00	0.00	0.07	0.07			N/A	N/A
C-AB	0.11	0.00	0.00	0.11	0.11			N/A	N/A

17:00 - 17:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C-AB	0.09	0.00	0.00	0.09	0.09			N/A	N/A

17:15 - 17:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.07	0.00	0.00	0.07	0.07			N/A	N/A

2041 Without Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

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	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	448	Stream B-AC

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	2041 Without Dev	AM	ONE HOUR	07:30	09:00	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 (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	62	100.000
B		ONE HOUR	✓	72	100.000
C		ONE HOUR	✓	49	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	62
	B	2	0	70
	C	19	30	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.13	6.74	0.1	0.5	A	66	99
C-AB	0.05	6.06	0.1	0.5	A	28	43
C-A						17	25
A-B						0	0
A-C						57	85

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	54	14	619	0.088	54	0.0	0.1	6.364	A
C-AB	23	6	629	0.037	23	0.0	0.0	5.935	A
C-A	14	3			14				
A-B	0	0			0				
A-C	47	12			47				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	65	16	617	0.105	65	0.1	0.1	6.521	A
C-AB	28	7	629	0.044	28	0.0	0.0	5.988	A
C-A	16	4			16				
A-B	0	0			0				
A-C	56	14			56				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	79	20	613	0.129	79	0.1	0.1	6.737	A
C-AB	34	9	628	0.054	34	0.0	0.1	6.059	A
C-A	20	5			20				
A-B	0	0			0				
A-C	68	17			68				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	79	20	613	0.129	79	0.1	0.1	6.740	A
C-AB	34	9	628	0.054	34	0.1	0.1	6.062	A
C-A	20	5			20				
A-B	0	0			0				
A-C	68	17			68				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	65	16	617	0.105	65	0.1	0.1	6.524	A
C-AB	28	7	629	0.044	28	0.1	0.0	5.989	A
C-A	16	4			16				
A-B	0	0			0				
A-C	56	14			56				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	54	14	619	0.088	54	0.1	0.1	6.374	A
C-AB	23	6	629	0.037	23	0.0	0.0	5.938	A
C-A	14	3			14				
A-B	0	0			0				
A-C	47	12			47				

Queue Variation Results for each time segment

07:30 - 07:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.10	0.00	0.00	0.10	0.10			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

07:45 - 08:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.12	0.00	0.00	0.12	0.12			N/A	N/A
C-AB	0.05	0.03	0.25	0.45	0.48			N/A	N/A

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.15	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.06	0.03	0.26	0.46	0.49			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.15	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.06	0.00	0.00	0.06	0.06			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.12	0.00	0.00	0.12	0.12			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.10	0.00	0.00	0.10	0.10			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

2041 Without Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.53	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	606	Stream C-AB

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	2041 Without Dev	PM	ONE HOUR	16:00	17:30	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 (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	28	100.000
B		ONE HOUR	✓	39	100.000
C		ONE HOUR	✓	97	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	28
	B	1	0	38
	C	45	52	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.07	6.21	0.1	0.5	A	36	54
C-AB	0.09	6.06	0.1	0.5	A	51	77
C-A						38	57
A-B						0	0
A-C						26	39

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	29	7	626	0.047	29	0.0	0.0	6.033	A
C-AB	41	10	649	0.064	41	0.0	0.1	5.922	A
C-A	32	8			32				
A-B	0	0			0				
A-C	21	5			21				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	35	9	624	0.056	35	0.0	0.1	6.107	A
C-AB	50	12	652	0.076	50	0.1	0.1	5.979	A
C-A	37	9			37				
A-B	0	0			0				
A-C	25	6			25				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	43	11	623	0.069	43	0.1	0.1	6.207	A
C-AB	62	15	656	0.094	62	0.1	0.1	6.055	A
C-A	45	11			45				
A-B	0	0			0				
A-C	31	8			31				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	43	11	623	0.069	43	0.1	0.1	6.207	A
C-AB	62	15	656	0.094	62	0.1	0.1	6.058	A
C-A	45	11			45				
A-B	0	0			0				
A-C	31	8			31				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	35	9	624	0.056	35	0.1	0.1	6.108	A
C-AB	50	12	652	0.077	50	0.1	0.1	5.984	A
C-A	37	9			37				
A-B	0	0			0				
A-C	25	6			25				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	29	7	626	0.047	29	0.1	0.0	6.039	A
C-AB	41	10	649	0.064	41	0.1	0.1	5.931	A
C-A	32	8			32				
A-B	0	0			0				
A-C	21	5			21				

Queue Variation Results for each time segment

16:00 - 16:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.07	0.00	0.00	0.07	0.07			N/A	N/A

16:15 - 16:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.06	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.09	0.03	0.26	0.46	0.49			N/A	N/A

16:30 - 16:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.07	0.03	0.26	0.47	0.49			N/A	N/A
C-AB	0.11	0.03	0.26	0.47	0.49			N/A	N/A

16:45 - 17:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.07	0.00	0.00	0.07	0.07			N/A	N/A
C-AB	0.11	0.00	0.00	0.11	0.11			N/A	N/A

17:00 - 17:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C-AB	0.09	0.00	0.00	0.09	0.09			N/A	N/A

17:15 - 17:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.07	0.00	0.00	0.07	0.07			N/A	N/A

2026 With Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.72	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	502	Stream B-AC

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	2026 With Dev	AM	ONE HOUR	07:30	09:00	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 (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	54	100.000
B		ONE HOUR	✓	66	100.000
C		ONE HOUR	✓	46	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	54
	B	2	0	64
	C	17	29	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.12	6.64	0.1	0.5	A	61	91
C-AB	0.05	6.04	0.1	0.5	A	27	41
C-A						15	22
A-B						0	0
A-C						50	74

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	50	12	620	0.080	49	0.0	0.1	6.302	A
C-AB	22	6	630	0.035	22	0.0	0.0	5.922	A
C-A	12	3			12				
A-B	0	0			0				
A-C	41	10			41				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	59	15	618	0.096	59	0.1	0.1	6.442	A
C-AB	27	7	629	0.042	27	0.0	0.0	5.971	A
C-A	15	4			15				
A-B	0	0			0				
A-C	49	12			49				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	73	18	615	0.118	73	0.1	0.1	6.633	A
C-AB	33	8	629	0.052	33	0.0	0.1	6.038	A
C-A	18	4			18				
A-B	0	0			0				
A-C	59	15			59				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	73	18	615	0.118	73	0.1	0.1	6.635	A
C-AB	33	8	629	0.052	33	0.1	0.1	6.041	A
C-A	18	4			18				
A-B	0	0			0				
A-C	59	15			59				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	59	15	618	0.096	59	0.1	0.1	6.447	A
C-AB	27	7	630	0.042	27	0.1	0.0	5.972	A
C-A	15	4			15				
A-B	0	0			0				
A-C	49	12			49				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	50	12	620	0.080	50	0.1	0.1	6.311	A
C-AB	22	6	630	0.035	22	0.0	0.0	5.925	A
C-A	12	3			12				
A-B	0	0			0				
A-C	41	10			41				

Queue Variation Results for each time segment

07:30 - 07:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.09	0.00	0.00	0.09	0.09			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

07:45 - 08:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.11	0.00	0.00	0.11	0.11			N/A	N/A
C-AB	0.05	0.03	0.25	0.45	0.48			N/A	N/A

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.13	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.06	0.03	0.26	0.46	0.49			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.13	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.06	0.00	0.00	0.06	0.06			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.11	0.00	0.00	0.11	0.11			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.09	0.00	0.00	0.09	0.09			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

2026 With Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.57	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	671	Stream C-AB

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	2026 With Dev	PM	ONE HOUR	16:00	17:30	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 (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	25	100.000
B		ONE HOUR	✓	37	100.000
C		ONE HOUR	✓	88	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	25
	B	1	0	36
	C	40	48	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.07	6.18	0.1	0.5	A	34	51
C-AB	0.09	6.03	0.1	0.5	A	47	70
C-A						34	51
A-B						0	0
A-C						23	34

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	28	7	626	0.044	28	0.0	0.0	6.014	A
C-AB	38	9	647	0.059	38	0.0	0.1	5.908	A
C-A	28	7			28				
A-B	0	0			0				
A-C	19	5			19				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	33	8	625	0.053	33	0.0	0.1	6.083	A
C-AB	46	11	650	0.070	46	0.1	0.1	5.960	A
C-A	33	8			33				
A-B	0	0			0				
A-C	22	6			22				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	41	10	623	0.065	41	0.1	0.1	6.177	A
C-AB	57	14	654	0.087	57	0.1	0.1	6.030	A
C-A	40	10			40				
A-B	0	0			0				
A-C	28	7			28				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	41	10	623	0.065	41	0.1	0.1	6.177	A
C-AB	57	14	654	0.087	57	0.1	0.1	6.033	A
C-A	40	10			40				
A-B	0	0			0				
A-C	28	7			28				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	33	8	625	0.053	33	0.1	0.1	6.084	A
C-AB	46	11	650	0.070	46	0.1	0.1	5.965	A
C-A	33	8			33				
A-B	0	0			0				
A-C	22	6			22				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	28	7	626	0.044	28	0.1	0.0	6.018	A
C-AB	38	9	647	0.059	38	0.1	0.1	5.916	A
C-A	28	7			28				
A-B	0	0			0				
A-C	19	5			19				

Queue Variation Results for each time segment

16:00 - 16:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.07	0.00	0.00	0.07	0.07			N/A	N/A

16:15 - 16:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.06	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.08	0.03	0.25	0.45	0.48			N/A	N/A

16:30 - 16:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.07	0.03	0.26	0.47	0.49			N/A	N/A
C-AB	0.10	0.03	0.26	0.47	0.49			N/A	N/A

16:45 - 17:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.07	0.00	0.00	0.07	0.07			N/A	N/A
C-AB	0.10	0.00	0.00	0.10	0.10			N/A	N/A

17:00 - 17:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C-AB	0.08	0.00	0.00	0.08	0.08			N/A	N/A

17:15 - 17:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.07	0.00	0.00	0.07	0.07			N/A	N/A

2031 With Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

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	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	467	Stream B-AC

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	2031 With Dev	AM	ONE HOUR	07:30	09:00	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 (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	58	100.000
B		ONE HOUR	✓	70	100.000
C		ONE HOUR	✓	49	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	58
	B	2	0	68
	C	18	31	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.13	6.70	0.1	0.5	A	64	96
C-AB	0.06	6.07	0.1	0.5	A	29	44
C-A						16	24
A-B						0	0
A-C						53	80

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	53	13	620	0.085	52	0.0	0.1	6.341	A
C-AB	24	6	630	0.038	24	0.0	0.0	5.940	A
C-A	13	3			13				
A-B	0	0			0				
A-C	44	11			44				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	63	16	617	0.102	63	0.1	0.1	6.491	A
C-AB	29	7	629	0.045	29	0.0	0.0	5.993	A
C-A	15	4			15				
A-B	0	0			0				
A-C	52	13			52				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	77	19	614	0.125	77	0.1	0.1	6.697	A
C-AB	35	9	629	0.056	35	0.0	0.1	6.066	A
C-A	19	5			19				
A-B	0	0			0				
A-C	64	16			64				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	77	19	614	0.125	77	0.1	0.1	6.700	A
C-AB	35	9	629	0.056	35	0.1	0.1	6.066	A
C-A	19	5			19				
A-B	0	0			0				
A-C	64	16			64				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	63	16	617	0.102	63	0.1	0.1	6.494	A
C-AB	29	7	629	0.045	29	0.1	0.0	5.994	A
C-A	15	4			15				
A-B	0	0			0				
A-C	52	13			52				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	53	13	620	0.085	53	0.1	0.1	6.350	A
C-AB	24	6	630	0.038	24	0.0	0.0	5.943	A
C-A	13	3			13				
A-B	0	0			0				
A-C	44	11			44				

Queue Variation Results for each time segment

07:30 - 07:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.09	0.00	0.00	0.09	0.09			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

07:45 - 08:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.11	0.00	0.00	0.11	0.11			N/A	N/A
C-AB	0.05	0.03	0.25	0.45	0.48			N/A	N/A

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.14	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.06	0.03	0.26	0.47	0.49			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.14	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.06	0.00	0.00	0.06	0.06			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.11	0.00	0.00	0.11	0.11			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.09	0.00	0.00	0.09	0.09			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

2031 With Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.59	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	624	Stream C-AB

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	2031 With Dev	PM	ONE HOUR	16:00	17:30	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 (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	27	100.000
B		ONE HOUR	✓	40	100.000
C		ONE HOUR	✓	94	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	27
	B	1	0	39
	C	43	51	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.07	6.21	0.1	0.5	A	37	55
C-AB	0.09	6.05	0.1	0.5	A	50	75
C-A						36	55
A-B						0	0
A-C						25	37

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	30	8	626	0.048	30	0.0	0.1	6.037	A
C-AB	40	10	648	0.062	40	0.0	0.1	5.921	A
C-A	30	8			30				
A-B	0	0			0				
A-C	20	5			20				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	36	9	625	0.058	36	0.1	0.1	6.112	A
C-AB	49	12	651	0.075	49	0.1	0.1	5.977	A
C-A	36	9			36				
A-B	0	0			0				
A-C	24	6			24				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	44	11	623	0.071	44	0.1	0.1	6.214	A
C-AB	61	15	655	0.092	60	0.1	0.1	6.053	A
C-A	43	11			43				
A-B	0	0			0				
A-C	30	7			30				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	44	11	623	0.071	44	0.1	0.1	6.214	A
C-AB	61	15	655	0.092	61	0.1	0.1	6.053	A
C-A	43	11			43				
A-B	0	0			0				
A-C	30	7			30				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	36	9	625	0.058	36	0.1	0.1	6.113	A
C-AB	49	12	651	0.075	49	0.1	0.1	5.980	A
C-A	36	9			36				
A-B	0	0			0				
A-C	24	6			24				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	30	8	626	0.048	30	0.1	0.1	6.041	A
C-AB	40	10	648	0.062	40	0.1	0.1	5.928	A
C-A	30	8			30				
A-B	0	0			0				
A-C	20	5			20				

Queue Variation Results for each time segment

16:00 - 16:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.07	0.00	0.00	0.07	0.07			N/A	N/A

16:15 - 16:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.06	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.09	0.03	0.25	0.46	0.48			N/A	N/A

16:30 - 16:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.08	0.03	0.26	0.47	0.49			N/A	N/A
C-AB	0.11	0.03	0.26	0.47	0.49			N/A	N/A

16:45 - 17:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.08	0.00	0.00	0.08	0.08			N/A	N/A
C-AB	0.11	0.00	0.00	0.11	0.11			N/A	N/A

17:00 - 17:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C-AB	0.09	0.00	0.00	0.09	0.09			N/A	N/A

17:15 - 17:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.07	0.00	0.00	0.07	0.07			N/A	N/A

2041 With Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

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	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	441	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2041 With Dev	AM	ONE HOUR	07:30	09:00	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 (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	62	100.000
B		ONE HOUR	✓	73	100.000
C		ONE HOUR	✓	52	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	62
	B	2	0	71
	C	19	33	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.13	6.75	0.2	0.5	A	67	100
C-AB	0.06	6.09	0.1	0.5	A	31	47
C-A						17	25
A-B						0	0
A-C						57	85

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	55	14	619	0.089	55	0.0	0.1	6.372	A
C-AB	25	6	629	0.040	25	0.0	0.0	5.958	A
C-A	14	3			14				
A-B	0	0			0				
A-C	47	12			47				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	66	16	617	0.106	66	0.1	0.1	6.532	A
C-AB	30	8	629	0.049	30	0.0	0.1	6.015	A
C-A	16	4			16				
A-B	0	0			0				
A-C	56	14			56				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	80	20	613	0.131	80	0.1	0.1	6.751	A
C-AB	38	9	628	0.060	38	0.1	0.1	6.094	A
C-A	20	5			20				
A-B	0	0			0				
A-C	68	17			68				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	80	20	613	0.131	80	0.1	0.2	6.753	A
C-AB	38	9	628	0.060	38	0.1	0.1	6.094	A
C-A	20	5			20				
A-B	0	0			0				
A-C	68	17			68				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	66	16	617	0.106	66	0.2	0.1	6.537	A
C-AB	31	8	629	0.049	31	0.1	0.1	6.019	A
C-A	16	4			16				
A-B	0	0			0				
A-C	56	14			56				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	55	14	619	0.089	55	0.1	0.1	6.384	A
C-AB	25	6	629	0.040	25	0.1	0.0	5.961	A
C-A	14	3			14				
A-B	0	0			0				
A-C	47	12			47				

Queue Variation Results for each time segment

07:30 - 07:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.10	0.00	0.00	0.10	0.10			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

07:45 - 08:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.12	0.00	0.00	0.12	0.12			N/A	N/A
C-AB	0.05	0.03	0.25	0.45	0.48			N/A	N/A

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.15	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.07	0.03	0.26	0.47	0.49			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.15	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.07	0.00	0.00	0.07	0.07			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.12	0.00	0.00	0.12	0.12			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.10	0.00	0.00	0.10	0.10			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

2041 With Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.61	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	596	Stream C-AB

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2041 With Dev	PM	ONE HOUR	16:00	17:30	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 (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	28	100.000
B		ONE HOUR	✓	42	100.000
C		ONE HOUR	✓	98	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	28
	B	1	0	41
	C	45	53	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.07	6.24	0.1	0.5	A	39	58
C-AB	0.10	6.07	0.1	0.5	A	52	78
C-A						38	57
A-B						0	0
A-C						26	39

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	32	8	626	0.051	31	0.0	0.1	6.052	A
C-AB	42	11	649	0.065	42	0.0	0.1	5.930	A
C-A	32	8			32				
A-B	0	0			0				
A-C	21	5			21				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	38	9	625	0.060	38	0.1	0.1	6.131	A
C-AB	51	13	652	0.078	51	0.1	0.1	5.989	A
C-A	37	9			37				
A-B	0	0			0				
A-C	25	6			25				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	46	12	623	0.074	46	0.1	0.1	6.239	A
C-AB	63	16	656	0.096	63	0.1	0.1	6.067	A
C-A	45	11			45				
A-B	0	0			0				
A-C	31	8			31				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	46	12	623	0.074	46	0.1	0.1	6.239	A
C-AB	63	16	656	0.096	63	0.1	0.1	6.070	A
C-A	45	11			45				
A-B	0	0			0				
A-C	31	8			31				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	38	9	625	0.060	38	0.1	0.1	6.132	A
C-AB	51	13	652	0.078	51	0.1	0.1	5.993	A
C-A	37	9			37				
A-B	0	0			0				
A-C	25	6			25				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	32	8	626	0.051	32	0.1	0.1	6.058	A
C-AB	42	11	649	0.065	42	0.1	0.1	5.937	A
C-A	32	8			32				
A-B	0	0			0				
A-C	21	5			21				

Queue Variation Results for each time segment

16:00 - 16:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.07	0.00	0.00	0.07	0.07			N/A	N/A

16:15 - 16:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.06	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.09	0.03	0.26	0.47	0.49			N/A	N/A

16:30 - 16:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.08	0.03	0.26	0.47	0.49			N/A	N/A
C-AB	0.12	0.03	0.26	0.47	0.49			N/A	N/A

16:45 - 17:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.08	0.00	0.00	0.08	0.08			N/A	N/A
C-AB	0.12	0.03	0.25	0.45	0.48			N/A	N/A

17:00 - 17:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C-AB	0.09	0.00	0.00	0.09	0.09			N/A	N/A

17:15 - 17:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.08	0.00	0.00	0.08	0.08			N/A	N/A

APPENDIX D2: PROPOSED DEVELOPMENT T- JUNCTION

PROPOSED ACCESS JUNCTION (PICADY OUTPUTS)

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.5.2.1013 © Copyright TRL Limited, 2019
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: 124386 - Proposed Development T-Junction 2024 12 02.j9
 Path: I:\CST\124\351-400\124386\calcs\PICADY
 Report generation date: 02/12/2024 16:59:20

- »2026 With Dev, AM
- »2026 With Dev, PM
- »2031 With Dev, AM
- »2031 With Dev, PM
- »2041 With Dev, AM
- »2041 With Dev, PM

Summary of junction performance

	AM									PM								
	Set ID	Queue (PCU)	95% Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Set ID	Queue (PCU)	95% Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
2026 With Dev																		
Stream B-AC	D1	0.1	0.5	7.09	0.05	A	1.11	A	695 %	D2	0.0	0.5	6.73	0.03	A	1.20	A	824 %
Stream C-AB		0.0	0.5	5.69	0.01	A			[Stream B-AC]		0.1	0.5	5.48	0.04	A			[Stream C-AB]
2031 With Dev																		
Stream B-AC	D3	0.1	0.5	7.12	0.05	A	1.05	A	665 %	D4	0.0	0.5	6.75	0.03	A	1.14	A	789 %
Stream C-AB		0.0	0.5	5.68	0.01	A			[Stream B-AC]		0.1	0.5	5.47	0.04	A			[Stream C-AB]
2041 With Dev																		
Stream B-AC	D5	0.1	0.5	7.14	0.05	A	1.01	A	641 %	D6	0.0	0.5	6.76	0.03	A	1.11	A	767 %
Stream C-AB		0.0	0.5	5.69	0.01	A			[Stream B-AC]		0.1	0.5	5.46	0.04	A			[Stream C-AB]

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	
Location	
Site number	
Date	02/12/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CSTGROUP\Donal
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75	✓		✓	Delay	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	2026 With Dev	AM	ONE HOUR	07:30	09:00	15	✓
D2	2026 With Dev	PM	ONE HOUR	16:00	17:30	15	✓
D3	2031 With Dev	AM	ONE HOUR	07:30	09:00	15	✓
D4	2031 With Dev	PM	ONE HOUR	16:00	17:30	15	✓
D5	2041 With Dev	AM	ONE HOUR	07:30	09:00	15	✓
D6	2041 With Dev	PM	ONE HOUR	16:00	17:30	15	✓

Analysis Set Details

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

2026 With Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.11	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	695	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm type
A	Church View South		Major
B	Development Access		Minor
C	Church View North		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	5.00			120.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	2.20	10	10

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	447	0.085	0.215	0.135	0.307
B-C	580	0.093	0.234	-	-
C-B	643	0.260	0.260	-	-

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	2026 With Dev	AM	ONE HOUR	07:30	09:00	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 (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	118	100.000
B		ONE HOUR	✓	24	100.000
C		ONE HOUR	✓	50	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To		
	A	B	C
A	0	1	117
B	2	0	22
C	43	7	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A	B	C
A	0	0	0
B	0	0	0
C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.05	7.09	0.1	0.5	A	22	33
C-AB	0.01	5.69	0.0	0.5	A	7	10
C-A						39	59
A-B						0.92	1
A-C						107	161

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	18	5	544	0.033	18	0.0	0.0	6.837	A
C-AB	6	1	642	0.009	6	0.0	0.0	5.659	A
C-A	32	8			32				
A-B	0.75	0.19			0.75				
A-C	88	22			88				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22	5	540	0.040	22	0.0	0.0	6.941	A
C-AB	7	2	641	0.010	7	0.0	0.0	5.672	A
C-A	38	10			38				
A-B	0.90	0.22			0.90				
A-C	105	26			105				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	26	7	534	0.049	26	0.0	0.1	7.086	A
C-AB	8	2	641	0.013	8	0.0	0.0	5.689	A
C-A	47	12			47				
A-B	1	0.28			1				
A-C	129	32			129				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	26	7	534	0.049	26	0.1	0.1	7.086	A
C-AB	8	2	641	0.013	8	0.0	0.0	5.692	A
C-A	47	12			47				
A-B	1	0.28			1				
A-C	129	32			129				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22	5	540	0.040	22	0.1	0.0	6.945	A
C-AB	7	2	641	0.010	7	0.0	0.0	5.674	A
C-A	38	10			38				
A-B	0.90	0.22			0.90				
A-C	105	26			105				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	18	5	544	0.033	18	0.0	0.0	6.841	A
C-AB	6	1	642	0.009	6	0.0	0.0	5.659	A
C-A	32	8			32				
A-B	0.75	0.19			0.75				
A-C	88	22			88				

Queue Variation Results for each time segment

07:30 - 07:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

07:45 - 08:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.01	0.01	0.25	0.45	0.48			N/A	N/A

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

2026 With Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.20	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	824	Stream C-AB

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	2026 With Dev	PM	ONE HOUR	16:00	17:30	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 (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	61	100.000
B		ONE HOUR	✓	13	100.000
C		ONE HOUR	✓	108	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	2	59
	B	1	0	12
	C	87	21	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.03	6.73	0.0	0.5	A	12	18
C-AB	0.04	5.48	0.1	0.5	A	22	33
C-A						77	116
A-B						2	3
A-C						54	81

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	2	555	0.018	10	0.0	0.0	6.607	A
C-AB	18	4	674	0.026	17	0.0	0.0	5.482	A
C-A	64	16			64				
A-B	2	0.38			2				
A-C	44	11			44				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12	3	552	0.021	12	0.0	0.0	6.660	A
C-AB	21	5	680	0.031	21	0.0	0.0	5.464	A
C-A	76	19			76				
A-B	2	0.45			2				
A-C	53	13			53				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	4	549	0.026	14	0.0	0.0	6.734	A
C-AB	27	7	688	0.039	27	0.0	0.1	5.440	A
C-A	92	23			92				
A-B	2	0.55			2				
A-C	65	16			65				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	4	549	0.026	14	0.0	0.0	6.734	A
C-AB	27	7	688	0.039	27	0.1	0.1	5.441	A
C-A	92	23			92				
A-B	2	0.55			2				
A-C	65	16			65				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12	3	552	0.021	12	0.0	0.0	6.663	A
C-AB	21	5	680	0.031	21	0.1	0.0	5.465	A
C-A	76	19			76				
A-B	2	0.45			2				
A-C	53	13			53				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	2	555	0.018	10	0.0	0.0	6.608	A
C-AB	18	4	674	0.026	18	0.0	0.0	5.483	A
C-A	64	16			64				
A-B	2	0.38			2				
A-C	44	11			44				

Queue Variation Results for each time segment

16:00 - 16:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

16:15 - 16:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.02	0.25	0.45	0.48			N/A	N/A
C-AB	0.04	0.03	0.25	0.45	0.48			N/A	N/A

16:30 - 16:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.05	0.03	0.25	0.45	0.48			N/A	N/A

16:45 - 17:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

17:00 - 17:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

17:15 - 17:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

2031 With Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.05	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	665	Stream B-AC

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	2031 With Dev	AM	ONE HOUR	07:30	09:00	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 (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	126	100.000
B		ONE HOUR	✓	24	100.000
C		ONE HOUR	✓	54	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	1	125
	B	2	0	22
	C	47	7	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.05	7.12	0.1	0.5	A	22	33
C-AB	0.01	5.68	0.0	0.5	A	7	10
C-A						43	64
A-B						0.92	1
A-C						115	172

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	18	5	543	0.033	18	0.0	0.0	6.856	A
C-AB	6	1	642	0.009	6	0.0	0.0	5.656	A
C-A	35	9			35				
A-B	0.75	0.19			0.75				
A-C	94	24			94				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22	5	538	0.040	22	0.0	0.0	6.964	A
C-AB	7	2	642	0.011	7	0.0	0.0	5.667	A
C-A	42	10			42				
A-B	0.90	0.22			0.90				
A-C	112	28			112				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	26	7	532	0.050	26	0.0	0.1	7.116	A
C-AB	8	2	642	0.013	8	0.0	0.0	5.684	A
C-A	51	13			51				
A-B	1	0.28			1				
A-C	138	34			138				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	26	7	532	0.050	26	0.1	0.1	7.116	A
C-AB	8	2	642	0.013	8	0.0	0.0	5.684	A
C-A	51	13			51				
A-B	1	0.28			1				
A-C	138	34			138				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22	5	538	0.040	22	0.1	0.0	6.968	A
C-AB	7	2	642	0.011	7	0.0	0.0	5.670	A
C-A	42	10			42				
A-B	0.90	0.22			0.90				
A-C	112	28			112				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	18	5	543	0.033	18	0.0	0.0	6.860	A
C-AB	6	1	642	0.009	6	0.0	0.0	5.656	A
C-A	35	9			35				
A-B	0.75	0.19			0.75				
A-C	94	24			94				

Queue Variation Results for each time segment

07:30 - 07:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

07:45 - 08:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.01	0.01	0.25	0.45	0.48			N/A	N/A

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

2031 With Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.14	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	789	Stream C-AB

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	2031 With Dev	PM	ONE HOUR	16:00	17:30	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 (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	65	100.000
B		ONE HOUR	✓	13	100.000
C		ONE HOUR	✓	114	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	2	63
	B	1	0	12
	C	93	21	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.03	6.75	0.0	0.5	A	12	18
C-AB	0.04	5.47	0.1	0.5	A	22	33
C-A						82	124
A-B						2	3
A-C						58	87

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	2	554	0.018	10	0.0	0.0	6.617	A
C-AB	18	4	676	0.026	18	0.0	0.0	5.465	A
C-A	68	17			68				
A-B	2	0.38			2				
A-C	47	12			47				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12	3	551	0.021	12	0.0	0.0	6.671	A
C-AB	22	5	683	0.032	21	0.0	0.0	5.444	A
C-A	81	20			81				
A-B	2	0.45			2				
A-C	57	14			57				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	4	548	0.026	14	0.0	0.0	6.748	A
C-AB	27	7	692	0.039	27	0.0	0.1	5.416	A
C-A	98	25			98				
A-B	2	0.55			2				
A-C	69	17			69				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	4	548	0.026	14	0.0	0.0	6.748	A
C-AB	27	7	692	0.039	27	0.1	0.1	5.419	A
C-A	98	25			98				
A-B	2	0.55			2				
A-C	69	17			69				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12	3	551	0.021	12	0.0	0.0	6.672	A
C-AB	22	5	683	0.032	22	0.1	0.0	5.447	A
C-A	81	20			81				
A-B	2	0.45			2				
A-C	57	14			57				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	2	554	0.018	10	0.0	0.0	6.620	A
C-AB	18	4	676	0.026	18	0.0	0.0	5.466	A
C-A	68	17			68				
A-B	2	0.38			2				
A-C	47	12			47				

Queue Variation Results for each time segment

16:00 - 16:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

16:15 - 16:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.02	0.25	0.45	0.48			N/A	N/A
C-AB	0.04	0.03	0.25	0.45	0.48			N/A	N/A

16:30 - 16:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.05	0.03	0.25	0.45	0.48			N/A	N/A

16:45 - 17:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

17:00 - 17:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

17:15 - 17:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

2041 With Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

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

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	641	Stream B-AC

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	2041 With Dev	AM	ONE HOUR	07:30	09:00	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 (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	133	100.000
B		ONE HOUR	✓	24	100.000
C		ONE HOUR	✓	56	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	1	132
	B	2	0	22
	C	49	7	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.05	7.14	0.1	0.5	A	22	33
C-AB	0.01	5.69	0.0	0.5	A	7	10
C-A						44	67
A-B						0.92	1
A-C						121	182

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	18	5	542	0.033	18	0.0	0.0	6.873	A
C-AB	6	1	642	0.009	6	0.0	0.0	5.659	A
C-A	37	9			37				
A-B	0.75	0.19			0.75				
A-C	99	25			99				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22	5	537	0.040	22	0.0	0.0	6.985	A
C-AB	7	2	641	0.011	7	0.0	0.0	5.671	A
C-A	44	11			44				
A-B	0.90	0.22			0.90				
A-C	119	30			119				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	26	7	530	0.050	26	0.0	0.1	7.142	A
C-AB	8	2	641	0.013	8	0.0	0.0	5.688	A
C-A	53	13			53				
A-B	1	0.28			1				
A-C	145	36			145				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	26	7	530	0.050	26	0.1	0.1	7.142	A
C-AB	8	2	641	0.013	8	0.0	0.0	5.688	A
C-A	53	13			53				
A-B	1	0.28			1				
A-C	145	36			145				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22	5	537	0.040	22	0.1	0.0	6.989	A
C-AB	7	2	641	0.011	7	0.0	0.0	5.674	A
C-A	44	11			44				
A-B	0.90	0.22			0.90				
A-C	119	30			119				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	18	5	542	0.033	18	0.0	0.0	6.876	A
C-AB	6	1	642	0.009	6	0.0	0.0	5.661	A
C-A	37	9			37				
A-B	0.75	0.19			0.75				
A-C	99	25			99				

Queue Variation Results for each time segment

07:30 - 07:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

07:45 - 08:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.01	0.01	0.25	0.45	0.48			N/A	N/A

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

2041 With Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.11	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	767	Stream C-AB

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	2041 With Dev	PM	ONE HOUR	16:00	17:30	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 (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	68	100.000
B		ONE HOUR	✓	13	100.000
C		ONE HOUR	✓	118	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	2	66
	B	1	0	12
	C	97	21	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.03	6.76	0.0	0.5	A	12	18
C-AB	0.04	5.46	0.1	0.5	A	22	33
C-A						86	129
A-B						2	3
A-C						61	91

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	2	553	0.018	10	0.0	0.0	6.624	A
C-AB	18	4	678	0.026	18	0.0	0.0	5.454	A
C-A	71	18			71				
A-B	2	0.38			2				
A-C	50	12			50				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12	3	551	0.021	12	0.0	0.0	6.680	A
C-AB	22	5	684	0.032	22	0.0	0.0	5.431	A
C-A	84	21			84				
A-B	2	0.45			2				
A-C	59	15			59				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	4	547	0.026	14	0.0	0.0	6.759	A
C-AB	27	7	694	0.039	27	0.0	0.1	5.401	A
C-A	103	26			103				
A-B	2	0.55			2				
A-C	73	18			73				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	4	547	0.026	14	0.0	0.0	6.759	A
C-AB	27	7	694	0.039	27	0.1	0.1	5.402	A
C-A	103	26			103				
A-B	2	0.55			2				
A-C	73	18			73				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12	3	551	0.021	12	0.0	0.0	6.683	A
C-AB	22	5	684	0.032	22	0.1	0.0	5.435	A
C-A	84	21			84				
A-B	2	0.45			2				
A-C	59	15			59				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	2	553	0.018	10	0.0	0.0	6.627	A
C-AB	18	4	678	0.026	18	0.0	0.0	5.455	A
C-A	71	18			71				
A-B	2	0.38			2				
A-C	50	12			50				

Queue Variation Results for each time segment

16:00 - 16:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

16:15 - 16:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.02	0.25	0.45	0.48			N/A	N/A
C-AB	0.04	0.03	0.25	0.45	0.48			N/A	N/A

16:30 - 16:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.05	0.03	0.25	0.45	0.48			N/A	N/A

16:45 - 17:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

17:00 - 17:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

17:15 - 17:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A