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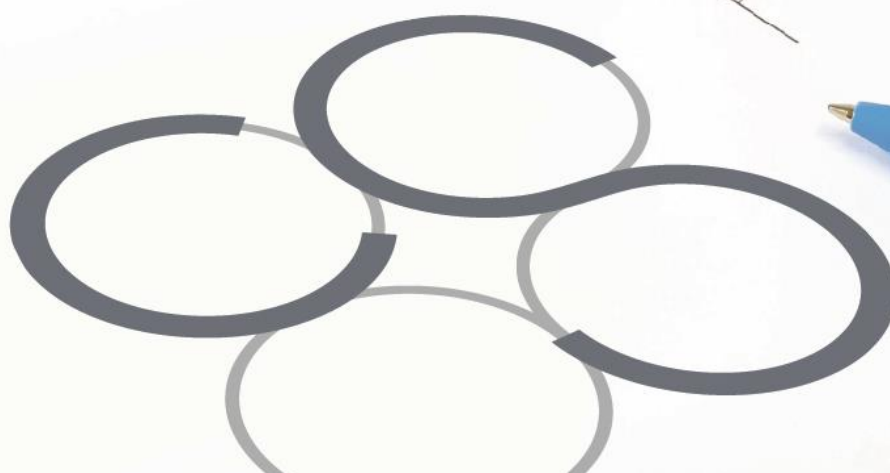
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**Traffic and Transport Assessment**  
**Proposed Residential Development**  
**Drumlark, Co. Cavan**

Client: Drumlark Investments Ltd

Job No. D111

February 2024





## TRAFFIC AND TRANSPORT ASSESSMENT

### PROPOSED RESIDENTIAL DEVELOPMENT, DRUMLARK, CO. CAVAN

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## **1.0 INTRODUCTION**

### **1.1 Scope**

Cronin & Sutton Consulting Engineers (CS Consulting) have been commissioned by Drumlark Investments Ltd to prepare a Traffic and Transport Assessment for a proposed 145-unit Large-scale Residential Development (LRD) at Drumlark, Cavan.

In preparing this report, CS Consulting has made reference to the following:

- Cavan County Development Plan 2022-2028
- The Institute of Highways and Transportation Guidelines for Traffic Impact Assessments
- TII Project Appraisal Guidelines 2011
- TII Traffic and Transport Assessment Guidelines
- Cycle Design Manual 2023
- Design Manual for Urban Roads and Streets 2019

### **1.2 Objective**

The objective of this report is to examine the traffic implications associated with the proposed development, in terms of integration with existing traffic in the area. The report determines the impact of the proposed development on the existing road network, in particular through the operational assessment of 6no. existing junctions and the proposed access junction.

The report also examines the proposed development's vehicular access arrangements, car parking provision, site layout, and facilities for pedestrians and cyclists.

### 1.3 Study Methodology

The assessment methodology adopted for this report is summarised as follows:

- Receiving environment – A desktop study of the area surrounding the development site has been conducted, examining the nature of the surrounding existing transport infrastructure.
- Traffic flow data – A 14-hour classified vehicular traffic count survey was undertaken on Thursday the 09<sup>th</sup> of February 2023 by NDC, on behalf of Drumlark Developments. This survey was conducted between 06:00 and 20:00, at 6no. key junctions on the surrounding road network.
- Trip generation – A development trip generation assessment has been carried out using survey derived trip rates at surveyed junction E2 and junction E3 (See **Figure 3**) from the adjacent residential estate of similar size as proposed development, to determine the potential vehicular trips to and from the proposed development site during peak hours.
- Trip distribution – Based upon existing traffic characteristics and the surrounding road network, an appropriate distribution has been assigned to site development vehicular trips across the road network.
- Operation junction assessment – Baseline year and future year traffic forecasts were derived from TII growth factors and development trip generation figures. These traffic flows were applied to PICADY, ARCADY and TRANSYT computer models comprising 6no. existing junctions and a proposed access junction. The performances of these junctions were assessed for baseline year (2024), the development's proposed year of opening (2026), 5 years after opening (2031), and 15 years after opening (2041; the Design Year assessment).

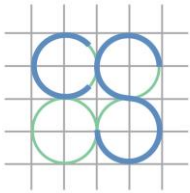
- Parking – Car, motorcycle, and bicycle parking provisions within the proposed development have been assessed with reference to the parking standards set out in the Local Authority development plan.

#### **1.4 Structure of Report**

As outlined above, this report seeks to establish the traffic impact generated by the proposed development on the surrounding road network and subsequently ascertain the future operational performance of the elements of this network with the potential to be affected.

The structure of this report corresponds to the various stages outlined above, and the key tasks summarised below:

- Section 2 describes the proposed development location, the existing land use, and the development proposals.
- Section 3 provides an overview of the existing traffic conditions and the local road network and identifies any existing or predicted issues related to traffic flow or road infrastructure of particular relevance to this transport appraisal.
- Sections 4 and 5 detail the analysis as described in the study methodology above. The analysis examines trip generation, trip distribution, and resulting junction operational performance with the development in place.
- Section 6 assesses the proposed car and bicycle parking provision for the development, with reference to Local Authority standards.
- Section 7 addresses the development's internal layout and access for motor vehicles, pedestrians, cyclists.
- Section 8 presents the mobility management contents and overview of the mobility management plan for the proposed development.



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- Section 9 presents the conclusions of the report.

## 2.0 SITE LOCATION AND PROPOSED DEVELOPMENT

### 2.1 Site Location

The proposed development site is located approx. 3kms north from the Cavan Town Centre. The site is located in the administrative jurisdiction of Cavan County Council and has a development site area of circa 4.62ha.

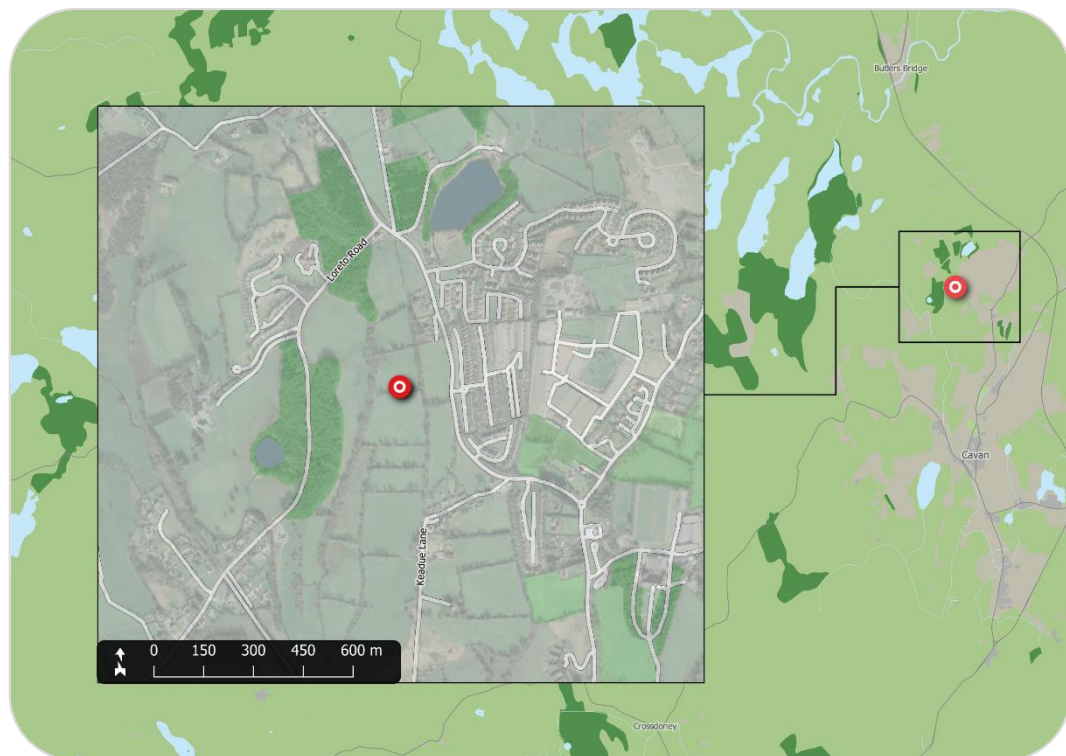


Figure 1 – Location of proposed development site  
(map data & imagery: EPA, NTA, OSM Contributors, Google)

The location of the proposed development site is shown in **Figure 1** above; the indicative extents of the development site, as well as relevant elements of the surrounding road network, are shown in more detail in **Figure 2**.



Figure 2 – Site Extents and elements of surrounding street network  
(map data & imagery: OSM Contributors, Google)

The subject site is bound by greenfield on all the sides. There are a few existing residential developments to the north-east of the development site.

## 2.2 Existing Land Use

The subject site is greenfield and do not generate vehicular traffic.

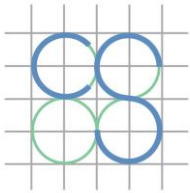
## 2.3 Description of Proposed Development

The development will consist of the provision of a total of 145no. residential units along with provision of a crèche. Particulars of the development comprise as follows:

- a. Site excavation works to facilitate the proposed development to include excavation and general site preparation works.

- b. The reprofiling of ground levels within the site as required.
- c. The provision of a total of 91 no. residential dwellings which will consist of 25no. 2 bed units, 55no. 3 bed units and 11 no. 4 bed units. The dwellings range in height from single storey to two storey.
- d. The provision of a total of 54no. duplex apartment units consisting of 15no.1 bed units and 39no. 2bed units. The duplex apartment blocks range in height from two storey to three storey in height.
- e. Provision of a 2 storey creche with associated parking, bicycle and bin storage.
- f. Provision of associated car parking at surface level via a combination of in-curtilage parking for dwellings and via on-street parking for the creche and duplex apartment units.
- g. Provision of electric vehicle charge points with associated site infrastructure ducting to provide charge points for residents throughout the site.
- h. Provision of associated bicycle storage facilities at surface level throughout the site and bin storage facilities
- i. Creation of a new access point from the public road with associated works to include for a connections to the existing public footpath along with provision of a pedestrian crossing point with a raised table.
- j. The provision of a new shared cycleway and footpath to serve the site.
- k. Provision of internal access roads and footpaths and associated works.
- l. Provision of residential communal open space areas to include formal play areas along with all hard and soft landscape works with public lighting, planting and boundary treatments to include boundary walls, railings & fencing.
- m. Internal site works and attenuation systems which will include for provision of a hydrocarbon and silt interceptor prior to discharge into the surface water network.





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- n. All ancillary site development/construction works to facilitate foul, water and service networks for connection to the existing foul, water and ESB networks.







- E1. L1532/ Loreto Road  
(3-arm priority-controlled junction)
- E2. L1532/ Drumgola Wood  
(3-arm priority-controlled junction)
- E3. L1532 / The Gallops  
(3-arm priority-controlled junction)
- E4. L1532/ Keadue Lane  
(3-arm priority-controlled junction)
- E5. R212/ L1532  
(3-arm roundabout)
- E6. R212/ Athbara/ Church Street/ Cathedral exit/ Keadue Lane  
(6-arm junction)

The raw data from this traffic survey are provided in **Appendix A**. Refer to **Table 1** for existing peak hour traffic flows.

Table 1 – Total Existing Peak Traffic at Surveyed Junctions

Time Period	Total Junction Traffic Movements (Passenger Car Units)					
	E1	E2	E3	E4	E5	E6
AM Peak (08:15-09:15)	1035	896	901	860	1148	1438
PM Peak (15:30-16:30)	701	597	628	637	880	1314

### 3.2 Existing Road Network Characteristics

#### 3.2.1 L1532

- Single carriageway road with a total pavement width of between approx. 6m in the vicinity of the subject site.
- Tertiary road with a north-south alignment connecting to N3 to the north and R212 to the south-east.
- Subject to an 60km/h speed limit.

- Raised footpath is present on one-side of L1532 and advisory cycle lanes are present along both sides of the L1532.
- No on-street parking is present on L1532 in the vicinity of the subject development.



## 4.0 TRAFFIC GENERATION & TRIP DISTRIBUTION

### 4.1 Subject Development Trip Generation – By TRICS Data

The proposed development comprises of 145no. residential units and a crèche with the total GFA of approx. 342.1sqm.

The development's proposed creche facility is intended primarily to cater for residents of the subject development itself, and to a lesser extent also to residents of existing adjacent residential areas. For this reason, it is expected that a significant proportion of trips to and from the crèche shall be made on foot or by bicycle. Of those vehicular trips that are made to and from the crèche during background traffic peak hours, it is expected that a majority shall be pass-by trips by residents (e.g., dropping off children on the way to work), which are already accounted for within the residential trip generation figure. Therefore, only the residential units within the proposed development have been considered when determining the vehicular trip generation to and from the site.

The TRICS sub-category '03 Residential / A – Houses Privately Owned' has been employed. This is described in the TRICS land use category definitions as follows:

*“Housing developments where at least 75% of units are privately owned. Of the total number of units, 75% must also be houses (sum of “non-split” terraced, detached, semi-detached, bungalows, etc), with no more than 25% of the total units being flats. The TRICS definition of a privately owned dwelling is a dwelling at which residents have any degree of equity, or a dwelling that is owned by a private landlord and rented at market rates. Trip rates are calculated by Site Area, Dwellings, Housing Density, or Total Bedrooms.”*

The TRICS trip rates for the proposed development have been selected from the above categories, restricted insofar as possible to similar suburban locations, and further refined with reference to 2022 CSO census data on the basis of:

- the population within 1 mile of the development site (2,300 approx.);
- the population within 5 miles of the development site (12,600 approx.);
- the aggregate mean car ownership rate within 5 miles of the development site (0.72 cars per household).

The trip rates selected are given in **Table 2**.

Table 2 – TRICS Residential Trip Generation Rates

	Arrivals per hour per dwelling	Departures per hour per dwelling
	Dwellings	Dwellings
AM Peak	0.136	0.260
PM Peak	0.204	0.154

Residential trip numbers in this instance have been calculated as a function of the TRICS trip rates given in **Table 2** and the total numbers of dwellings (145no. units) within the proposed development. The resultant TRICS-derived trip generation figures obtained are given in **Table 3**.

Table 3 – Residential Trip Generation from TRICS

	Arrivals	Departures
AM Peak	20	38
PM Peak	30	22

#### 4.2 Subject Development Trip Generation – Survey derived Trip Rates

The proposed development comprises of 145no. residential units and a crèche with the total GFA of approx. 342.1sqm.



The trip generation for the proposed development has been carried out using the survey derived trip rates at surveyed junction E2 and junction E3 (see **Figure 3**). These junctions serve as the vehicular access junctions for the adjacent residential estate of similar size as the proposed development. The survey derived trip rates have been used to determine the potential vehicular trips to and from the proposed development site during peak hours.

The survey derived trip rates are given in **Table 4**.

Table 4 – Residential Trip Generation Rates – Survey Data

	Arrivals per hour per dwelling	Departures per hour per dwelling
	Dwellings	Dwellings
AM Peak	0.356	0.659
PM Peak	0.320	0.302

The proposed development's residential trip generation has been calculated as a function of these survey derived trip rates given in **Table 4** and the total number of units within the development. The resultant trip generation figures are given in **Table 5**.

Table 5 – Residential Trip Generation from Survey Data

	Arrivals	Departures
AM Peak	52	95
PM Peak	46	44

To ensure a robust assessment the vehicular trip generation figure calculated using the survey data (given in **Table 5**) have been applied for the operational assessment.

### 4.3 Subject Development Trip Distribution

The proposed vehicular access to the development shall be located on L1532, at the site's eastern boundary. At this access junction, it has been assumed that vehicular traffic to and from the development shall be distributed north and south along L1532 in accordance with existing splits recorded at surveyed junction E3.

Table 6 –Traffic Splits at Development Access  
L1532 / Development Access

Arrivals TO Development			
From	L1532 South	L1532 North	TOTAL
AM Peak	63%	37%	100%
PM Peak	84%	16%	100%
Departures FROM Development			
To	L1532 South	L1532 North	TOTAL
AM Peak	63%	37%	100%
PM Peak	72%	28%	100%

#### 4.4 Proportional Increases in Traffic

Table 7 – Increases in Traffic at Junction Survey Sites

Junction Survey Site	Baseline Traffic Flows at Junction (Year 2023) <sup>1</sup>		Development-Related Trips Through Junction		Proportional Increase	
	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
E1	1035	701	54	20	5.2%	2.8%
E2	896	597	54	20	6.0%	3.3%
E3	901	628	68	50	7.5%	7.9%
E4	860	637	68	50	7.8%	7.8%
E5	1148	880	65	48	5.6%	5.4%
E6	1483	1314	56	42	3.7%	3.2%
P1	793	544	147	90	18.4%	16.4%

The TII *Traffic and Transport Assessment Guidelines* (PE-PDV-02045) advise that Transport Assessments should generally be applied where traffic to and from a development is predicted to exceed 10% of the existing background traffic on the adjoining road (or 5% at sensitive locations).

As shown in **Table 7**, vehicular traffic generated by the subject development shall not result in an increase of more than 10% in total traffic flows at any of the surveyed junction, in either peak hour period. However, vehicular traffic generated by the subject development shall increase in more than 10% at the proposed development access P1. To ensure a robust assessment operational assessment has been carried out for the 6no.

<sup>1</sup> Total surveyed vehicle movements (PCU/hour), with no additional development traffic.



surveyed junctions (E1 to E6) and the proposed development access junction (P1).

The operational assessment has been carried out using PICADY computer model for existing junctions E1, E2, E3, E4 and proposed development access junction P1, using ARCADY computer model for existing roundabout E5, and using TRANSYT computer model for existing junction E6.

#### 4.5 Future Year Traffic Growth

The operational impact of traffic on the road network within the proposed development's area of influence has been assessed for the following years:

- 2024 Baseline year
- 2026 Proposed opening year;
- 2031 5 years after opening;
- 2041 Design year (15 years after opening).

Unit 5.3 of the TII *Project Appraisal Guidelines (PE-PAG-02017 Travel Demand Projections)* has been used to apply growth factors to the 2023 surveyed background traffic flows, to obtain traffic flows for future year junction assessments. The factors applied are as follow:

Table 8– TII Central Growth Rates (Light Vehicles)

Geographic Area	Background Traffic Growth per Year		
	2016-2030	2030-2040	2040-2050
NTM Zone 126 <sup>2</sup>	+ 0.89%	+ 0.25%	+ 0.04%

<sup>2</sup> NTA/TII National Transport Model

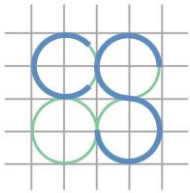


Table 9– Predicted Background Traffic Growth <sup>3</sup>

2024 Baseline year	2026 Year of opening	2031 Opening year +5	2041 Opening year +15
+0.9%	+2.6%	+6.6%	+9.6%

<sup>3</sup> Cumulative percentage increases over 2023 surveyed traffic levels

## 5.0 OPERATIONAL ASSESSMENT

### 5.1 Introduction

To determine the likely traffic impact of the proposed development, operational assessments have been undertaken using PICADY, ARCADY, and TRANSYT computer models, for both the AM peak hour and PM peak hour on the following surveyed junctions;

- E1. L1532/ Loreto Road  
*(3-arm priority-controlled junction)*
- E2. L1532/ Drumgola Wood  
*(3-arm priority-controlled junction)*
- E3. L1532 / The Gallops  
*(3-arm priority-controlled junction)*
- E4. L1532/ Keadue Lane  
*(3-arm priority-controlled junction)*
- E5. R212/ L1532  
*(3-arm roundabout)*
- E6. R212/ Athbara/ Church Street/ Cathedral exit/ Keadue Lane  
*(6-arm junction)*

In addition, operational assessment has also been undertaken using the PICADY computer model for both the AM peak hour and PM peak hour periods on the proposed development access junction (P1) - L1532 (S)/ Development Access (W)/ L1532 (N), a new 3-arm priority junction.

### 5.2 Assessment Scenarios

The performance of all the surveyed junction (E1 – E6) and the proposed development access junction (P1) have been assessed under the following scenarios, using the existing and predicted traffic flows given in **Appendix C:**

- 2024 (base year) – surveyed traffic conditions;



- 2026 (planned opening year) – with & without proposed development;
- 2031 (5 years after opening) – with & without proposed development;
- 2041 (design year) – with & without proposed development.

### 5.3 Definitions

#### Degree of Saturation:

The ratio of flow to capacity (also known as RFC) on a link or traffic stream. When calculating this value, account is taken of blocking effects and oversaturation effects.

#### Mean Maximum Queue:

The highest estimated mean number of Passenger Car Units (PCUs) queued in any lane of a junction approach link, averaged over the entire analysis period.

#### Mean Delay per PCU:

The average delay incurred by a vehicle on a junction approach link or traffic stream, as a result of having to queue at signals or having to give way at a priority junction.

#### Practical Reserve Capacity:

The percentage by which the arrival rate on a traffic stream could increase before the stream would be at practical capacity (i.e. 90% saturation).

### 5.4 Surveyed Junction E1 Assessment Results

**Table 10** gives the PICADY modelling results, for each of the assessment scenarios, at the surveyed junction (E1) on L1532 and Loreto Road.

- Arm A: L1532 South-East
- Arm B: Loreto Road (SW)
- Arm C: L1532 North-West

Table 10 – Existing Surveyed Junction (E1) Assessment Results

Junction Approach Arm	Degree of Saturation (%)		Mean Maximum Queue (PCU)		Mean Delay per PCU (seconds)		Practical Reserve Capacity (%)	
	AM	PM	AM	PM	AM	PM	AM	PM
2024 – base year assessment – surveyed traffic flows								
A	0	0	0	0	0	0	27%	86%
B	52	36	1.1	0.6	17.4	10.9		
C	40	14	0.7	0.2	9.7	6.6		
2026 – opening year assessment – WITHOUT proposed development								
A	0	0	0	0	0	0	25%	83%
B	53	36	1.1	0.6	17.9	11.0		
C	41	14	0.7	0.2	9.9	6.6		
2026 – opening year assessment – WITH proposed development in place								
A	0	0	0	0	0	0	20%	78%
B	56	38	1.3	0.6	19.6	11.3		
C	42	14	0.7	0.2	10.1	6.6		
2031 assessment – WITHOUT proposed development								
A	0	0	0	0	0	0	20%	76%
B	56	38	1.3	0.6	19.5	11.4		
C	43	15	0.8	0.2	10.2	6.7		
2031 assessment – WITH proposed development in place								
A	0	0	0	0	0	0	15%	72%
B	60	39	1.4	0.6	21.4	11.7		
C	44	15	0.8	0.2	10.5	6.7		
2041 – design year assessment – WITHOUT proposed development								
A	0	0	0	0	0	0	17%	73%
B	58	39	1.4	0.6	20.6	11.6		
C	44	15	0.8	0.2	10.5	6.7		
2041 – design year assessment – WITH proposed development in place								
A	0	0	0	0	0	0	13%	68%
B	62	40	1.6	0.7	22.8	11.9		
C	45	15	0.8	0.2	10.8	6.7		

The assessment results show that this junction currently operates well within its effective capacity on all approaches during both the AM and PM peak periods, with no vehicle queues and minimal delays experienced on approaches B and C. All junction approaches are shown to continue operating within their effective capacities past the year 2041. Vehicle



queues and delays on all junction approaches shall remain at levels similar to those currently existing.

In each of the years assessed, the addition of the vehicular traffic generated by the proposed development is shown to have a negligible impact on junction performance, adding no PCU to any mean approach queue, and no more than 2.2 seconds to the mean vehicle delay on any approach.

### 5.5 Surveyed Junction E2 Assessment Results

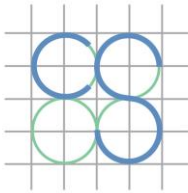
**Table 10** gives the PICADY modelling results, for each of the assessment scenarios, at the surveyed junction (E2) on L1532.

- Arm A: L1532 North
- Arm B: Drumgola Wood (E)
- Arm C: L1532 South

Table 11 – Existing Surveyed Junction (E2) Assessment Results

Junction Approach Arm	Degree of Saturation (%)		Mean Maximum Queue (PCU)		Mean Delay per PCU (seconds)		Practical Reserve Capacity (%)	
	AM	PM	AM	PM	AM	PM	AM	PM
2024 – base year assessment – surveyed traffic flows								
A	0	0	0	0	0	0	65%	219%
B	38	15	0.6	0.2	11.0	7.0		
C	12	12	0.2	0.2	5.9	5.7		
2026 – opening year assessment – WITHOUT proposed development								
A	0	0	0	0	0	0	62%	211%
B	39	15	0.6	0.2	11.2	7.1		
C	13	13	0.2	0.2	5.9	5.7		
2026 – opening year assessment – WITH proposed development in place								
A	0	0	0	0	0	0	58%	205%
B	40	15	0.7	0.2	11.5	7.1		
C	13	13	0.3	0.2	5.7	5.7		
2031 assessment – WITHOUT proposed development								
A	0	0	0	0	0	0	57%	202%
B	41	16	0.7	0.2	11.6	7.1		
C	13	13	0.2	0.2	5.9	5.7		
2031 assessment – WITH proposed development in place								
A	0	0	0	0	0	0	53%	196%
B	42	16	0.7	0.2	12.0	7.2		
C	14	13	0.3	0.2	5.7	5.7		
2041 – design year assessment – WITHOUT proposed development								
A	0	0	0	0	0	0	53%	193%
B	42	16	0.7	0.2	12.0	7.2		
C	14	13	0.3	0.2	5.9	5.7		
2041 – design year assessment – WITH proposed development in place								
A	0	0	0	0	0	0	49%	188%
B	43	16	0.8	0.2	12.4	7.3		
C	14	14	0.3	0.2	5.8	5.7		

The assessment results show that this junction currently operates well within its effective capacity on all approaches during both the AM and PM peak periods, with no vehicle queues and minimal delays experienced on the major junction approaches. All junction approaches are shown to continue operating within their effective capacities past the year 2041. Vehicle



queues and delays on all junction approaches shall remain at levels similar to those currently existing.

In each of the years assessed, the addition of the vehicular traffic generated by the proposed development is shown to have a negligible impact on junction performance, adding no PCU to any mean approach queue, and no more than 0.5 seconds to the mean vehicle delay on any approach.

## 5.6 Surveyed Junction E3 Assessment Results

**Table 10** gives the PICADY modelling results, for each of the assessment scenarios, at the surveyed junction (E3) on L1532.

- Arm A: L1532 North
- Arm B: The Gallops (E)
- Arm C: L1532 South



Table 12 – Existing Surveyed Junction (E3) Assessment Results

Junction Approach Arm	Degree of Saturation (%)		Mean Maximum Queue (PCU)		Mean Delay per PCU (seconds)		Practical Reserve Capacity (%)	
	AM	PM	AM	PM	AM	PM	AM	PM
2024 – base year assessment – surveyed traffic flows								
A	0	0	0	0	0	0	93%	225%
B	23	10	0.3	0.1	9.2	6.7		
C	10	10	0.2	0.2	5.7	5.4		
2026 – opening year assessment – WITHOUT proposed development								
A	0	0	0	0	0	0	89%	220%
B	24	10	0.3	0.1	9.4	6.7		
C	10	11	0.2	0.2	5.7	5.4		
2026 – opening year assessment – WITH proposed development in place								
A	0	0	0	0	0	0	81%	204%
B	25	10	0.3	0.1	9.7	6.8		
C	11	11	0.2	0.2	5.6	5.3		
2031 assessment – WITHOUT proposed development								
A	0	0	0	0	0	0	82%	206%
B	25	11	0.3	0.1	9.7	6.9		
C	11	11	0.2	0.2	5.7	5.4		
2031 assessment – WITH proposed development in place								
A	0	0	0	0	0	0	74%	192%
B	26	11	0.4	0.1	10.1	6.9		
C	12	12	0.2	0.2	5.6	5.3		
2041 – design year assessment – WITHOUT proposed development								
A	0	0	0	0	0	0	78%	202%
B	26	11	0.4	0.1	9.9	6.9		
C	11	12	0.2	0.2	5.7	5.4		
2041 – design year assessment – WITH proposed development in place								
A	0	0	0	0	0	0	70%	187%
B	27	11	0.4	0.1	10.3	7.0		
C	12	12	0.2	0.2	5.6	5.2		

The assessment results show that this junction currently operates well within its effective capacity on all approaches during both the AM and PM peak periods, with no vehicle queues and minimal delays experienced on the major junction approaches. All junction approaches are shown to continue operating within their effective capacities past the year 2041. Vehicle



queues and delays on all junction approaches shall remain at levels similar to those currently existing.

In each of the years assessed, the addition of the vehicular traffic generated by the proposed development is shown to have a negligible impact on junction performance, adding no PCU to any mean approach queue, and no more than 0.4 seconds to the mean vehicle delay on any approach.

### 5.7 Surveyed Junction E4 Assessment Results

**Table 10** gives the PICADY modelling results, for each of the assessment scenarios, at the surveyed junction (E4) on L1532 and Keadue Lane.

- Arm A: L1532 East
- Arm B: Keadue Lane (S)
- Arm C: L1532 West

Table 13 – Existing Surveyed Junction (E4) Assessment Results

Junction Approach Arm	Degree of Saturation (%)		Mean Maximum Queue (PCU)		Mean Delay per PCU (seconds)		Practical Reserve Capacity (%)	
	AM	PM	AM	PM	AM	PM	AM	PM
2024 – base year assessment – surveyed traffic flows								
A	0	0	0	0	0	0	170%	240%
B	5	4	0.1	0.0	7.6	8.0		
C	2	2	0.0	0.0	4.3	5.0		
2026 – opening year assessment – WITHOUT proposed development								
A	0	0	0	0	0	0	166%	235%
B	5	4	0.1	0.0	7.6	8.0		
C	2	2	0.0	0.0	4.2	5.0		
2026 – opening year assessment – WITH proposed development in place								
A	0	0	0	0	0	0	150%	212%
B	5	4	0.1	0.0	7.7	8.1		
C	3	2	0.0	0.0	4.2	5.0		
2031 assessment – WITHOUT proposed development								
A	0	0	0	0	0	0	155%	219%
B	5	4	0.1	0.0	7.6	8.2		
C	3	3	0.0	0.0	4.2	4.9		
2031 assessment – WITH proposed development in place								
A	0	0	0	0	0	0	140%	198%
B	5	5	0.1	0.1	7.8	8.3		
C	3	3	0.0	0.0	4.2	4.9		
2041 – design year assessment – WITHOUT proposed development								
A	0	0	0	0	0	0	149%	214%
B	5	5	0.1	0.1	7.8	8.2		
C	3	3	0.0	0.0	4.2	4.9		
2041 – design year assessment – WITH proposed development in place								
A	0	0	0	0	0	0	135%	193%
B	6	5	0.1	0.1	7.9	8.3		
C	3	3	0.0	0.0	4.1	4.9		

The assessment results show that this junction currently operates well within its effective capacity on all approaches during both the AM and PM peak periods, with no vehicle queues and minimal delays experienced on the major junction approaches. All junction approaches are shown to continue operating within their effective capacities past the year 2041. Vehicle



queues and delays on all junction approaches shall remain at levels similar to those currently existing.

In each of the years assessed, the addition of the vehicular traffic generated by the proposed development is shown to have a negligible impact on junction performance, adding no PCU to any mean approach queue, and no more than 0.3 seconds to the mean vehicle delay on any approach.

### 5.8 Surveyed Roundabout E5 Assessment Results

**Table 10** gives the ARCADY modelling results, for each of the assessment scenarios, at the surveyed roundabout (E5) on L1532 and R212.

- Arm A: R212 South
- Arm B: L1532 (W)
- Arm C: R212 North

Table 14 – Existing Surveyed Roundabout (E5) Assessment Results

Junction Approach Arm	Degree of Saturation (%)		Mean Maximum Queue (PCU)		Mean Delay per PCU (seconds)		Practical Reserve Capacity (%)	
	AM	PM	AM	PM	AM	PM	AM	PM
2024 – base year assessment – surveyed traffic flows								
A	33	46	0.5	0.9	5.7	7.1	29%	89%
B	67	39	2.0	0.6	11.4	6.5		
C	56	26	1.2	0.4	13.9	7.0		
2026 – opening year assessment – WITHOUT proposed development								
A	33	47	0.5	0.9	5.8	7.2	27%	86%
B	68	40	2.1	0.7	11.8	6.6		
C	57	26	1.3	0.4	14.5	7.1		
2026 – opening year assessment – WITH proposed development in place								
A	36	51	0.6	1.0	6.1	7.8	22%	72%
B	72	41	2.5	0.7	13.5	6.7		
C	60	27	1.5	0.4	15.8	7.3		
2031 assessment – WITHOUT proposed development								
A	35	49	0.5	1.0	5.9	7.5	22%	79%
B	71	41	2.4	0.7	13.0	6.8		
C	60	28	1.5	0.4	15.9	7.3		
2031 assessment – WITH proposed development in place								
A	38	53	0.6	1.1	6.2	8.1	18%	66%
B	75	43	2.9	0.8	15.0	7.0		
C	63	29	1.7	0.4	17.5	7.4		
2041 – design year assessment – WITHOUT proposed development								
A	35	50	0.5	1.0	6.0	7.7	19%	75%
B	73	43	2.6	0.7	13.7	6.9		
C	62	28	1.6	0.4	16.8	7.4		
2041 – design year assessment – WITH proposed development in place								
A	38	54	0.6	1.2	6.3	8.3	15%	63%
B	77	44	3.2	0.8	16.0	7.1		
C	65	29	1.8	0.4	18.6	7.5		

The assessment results show that this junction currently operates within its effective capacity on all approaches during both the AM and PM peak periods, with negligible vehicle queues and minimal delays experienced on the major junction approaches. All junction approaches are shown to continue operating within their effective capacities past the year 2041.



Vehicle queues and delays on all junction approaches shall remain at levels similar to those currently existing.

In each of the years assessed, the addition of the vehicular traffic generated by the proposed development is shown to have a negligible impact on junction performance, adding no more than 1 PCU to any mean approach queue, and no more than 2.3 seconds to the mean vehicle delay on any approach.

### 5.9 Surveyed Junction E6 Assessment Results

**Table 10** gives the TRANSYT modelling results, for each of the assessment scenarios, at the surveyed roundabout (E5) on R212, Cathedral Road, Cootehill Road and Church Road.

- Arm A: R212 North
- Arm B: Athbara (NE)
- Arm C: R901 (SE)
- Arm D: R212 South
- Arm E: Cathedral Exit (W)
- Arm F: Keadue Lane (NW)

Table 15 – Existing Surveyed Junction (E6) Assessment Results

Junction Approach Arm	Degree of Saturation (%)		Mean Maximum Queue (PCU)		Mean Delay per PCU (seconds)		Practical Reserve Capacity (%)	
	AM	PM	AM	PM	AM	PM	AM	PM
2024 – base year assessment – surveyed traffic flows								
A	46	35	0.2	0.1	0.9	0.5	95	158
B	11	4	0.0	0.0	0.7	0.2	735	2447
C	0	0	0.0	0.0	0.0	0.0	-100	-100
D	33	36	0.1	0.2	2.6	2.7	173	153
E	0	0	0.0	0.0	0.0	0.0	-100	62844
F	13	10	0.0	0.0	1.0	0.7	577	802
2026 – opening year assessment – WITHOUT proposed development								
A	47	36	0.2	0.1	0.9	0.6	92	154
B	11	4	0.0	0.0	0.7	0.2	713	2299
C	0	0	0.0	0.0	0.0	0.0	-100	-100
D	34	36	0.1	0.2	2.8	2.8	166	147
E	0	0	0.0	0.0	0.0	0.0	-100	62645
F	14	10	0.0	0.0	1.0	0.7	563	796
2026 – opening year assessment – WITH proposed development in place								
A	49	36	0.2	0.1	0.9	0.6	85	150
B	11	4	0.0	0.0	0.8	0.2	701	2285
C	0	0	0.0	0.0	0.0	0.0	-100	-100
D	34	37	0.1	0.2	2.9	2.8	163	146
E	0	0	0.0	0.0	0.0	0.0	-100	61873
F	14	10	0.0	0.0	1.1	0.8	540	764
2031 assessment – WITHOUT proposed development								
A	49	37	0.2	0.1	1.0	0.6	85	144
B	12	4	0.0	0.0	0.8	0.2	670	2271
C	0	0	0.0	0.0	0.0	0.0	-100	-100
D	36	38	0.2	0.2	3.1	3.1	151	135
E	0	0	0.0	0.0	0.0	0.0	-100	62197
F	14	11	0.0	0.0	1.1	0.8	523	743
2031 assessment – WITH proposed development								
A	50	37	0.3	0.1	1.0	0.6	79	141
B	12	4	0.0	0.0	0.8	0.2	659	2256
C	0	0	0.0	0.0	0.0	0.0	-100	-100
D	36	38	0.2	0.2	3.2	3.1	148	134
E	0	0	0.0	0.0	0.0	0.0	-100	61426
F	15	11	0.0	0.0	1.2	0.8	501	714

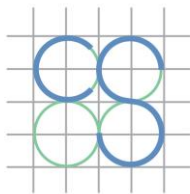


Table 16 – Existing Surveyed Junction (E6) Assessment Results

Junction Approach Arm	Degree of Saturation (%)		Mean Maximum Queue (PCU)		Mean Delay per PCU (seconds)		Practical Reserve Capacity (%)	
	AM	PM	AM	PM	AM	PM	AM	PM
2041 – design year assessment – WITHOUT proposed development								
A	50	38	0.3	0.1	1.0	0.6	81	139
B	12	4	0.0	0.0	0.8	0.2	635	2253
C	0	0	0.0	0.0	0.0	0.0	-100	-100
D	37	39	0.2	0.2	3.3	3.2	143	129
E	0	0	0.0	0.0	0.0	0.0	-100	61948
F	15	11	0.0	0.0	1.2	0.8	496	713
2041 – design year assessment – WITH proposed development								
A	52	38	0.3	0.1	1.1	0.6	75	135
B	12	4	0.0	0.0	0.9	0.2	624	2238
C	0	0	0.0	0.0	0.0	0.0	-100	-100
D	38	39	0.2	0.2	3.4	3.2	140	128
E	0	0	0.0	0.0	0.0	0.0	-100	61177
F	16	11	0.0	0.0	1.3	0.9	475	684

The assessment results show that this junction currently operates well within its effective capacity on all approaches during both the AM and PM peak periods, with no vehicle queues and minimal delays experienced on the major junction approaches. All junction approaches are shown to continue operating within their effective capacities past the year 2041. Vehicle queues and delays on all junction approaches shall remain at levels similar to those currently existing.

In each of the years assessed, the addition of the vehicular traffic generated by the proposed development is shown to have a negligible impact on junction performance, adding no PCU to any mean approach queue, and no more than 0.2 seconds to the mean vehicle delay on any approach.



## 5.10 Proposed Development Access Junction P1 Assessment Results

**Table 10** gives the PICADY modelling results, for each of the assessment scenarios, at the proposed development access junction (P1) on L1532.

- Arm A: L1532 South
- Arm B: Development Site (W)
- Arm C: L1532 North

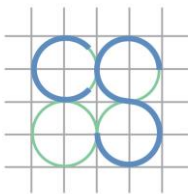


Table 17 – Proposed Development Access (P1) Assessment Results

Junction Approach Arm	Degree of Saturation (%)		Mean Maximum Queue (PCU)		Mean Delay per PCU (seconds)		Practical Reserve Capacity (%)	
	AM	PM	AM	PM	AM	PM	AM	PM
2024 – base year assessment – surveyed traffic flows								
A	0	0	0	0	0	0	900%	900%
B	0	0	0	0	0	0		
C	0	0	0	0	0	0		
2026 – opening year assessment – WITHOUT proposed development								
A	0	0	0	0	0	0	900%	900%
B	0	0	0	0	0	0		
C	0	0	0	0	0	0		
2026 – opening year assessment – WITH proposed development in place								
A	0	0	0	0	0	0	97%	206%
B	26	11	0.4	0.1	12.0	9.4		
C	6	2	0.1	0.0	4.5	5.1		
2031 assessment – WITHOUT proposed development								
A	0	0	0	0	0	0	900%	900%
B	0	0	0	0	0	0		
C	0	0	0	0	0	0		
2031 assessment – WITH proposed development in place								
A	0	0	0	0	0	0	93%	198%
B	26	11	0.4	0.1	12.3	9.5		
C	6	2	0.1	0.0	4.5	5.1		
2041 – design year assessment – WITHOUT proposed development								
A	0	0	0	0	0	0	900%	900%
B	0	0	0	0	0	0		
C	0	0	0	0	0	0		
2041 – design year assessment – WITH proposed development in place								
A	0	0	0	0	0	0	90%	194%
B	27	11	0.4	0.1	12.4	9.6		
C	6	2	0.1	0.0	4.4	5.1		

The assessment results show that the proposed development's access junction currently operates within its effective capacity on all approaches during both the AM and PM peak periods, with no vehicle queues and minimal delays experienced on the major junction approaches. All junction approaches are shown to continue operating within their effective

capacities past the year 2041. Vehicle queues and delays on all junction approaches shall remain at levels similar to those currently existing.

In each of the years assessed, the addition of the vehicular traffic generated by the proposed development is shown to have a negligible impact on junction performance, adding no PCU to any mean approach queue, and no more than 12.4 seconds to the mean vehicle delay on any approach.

## 6.0 PARKING

### 6.1 Overall Car Parking Provision

The proposed development comprises a total of 145no. residential units and 342.1sqm crèche.

Of the 145no. residential units;

- 81no. units shall be houses,
- 10no. units shall be terraced houses (divided into 2 blocks); and
- 54no. units shall be duplex units (apartments) (divided into 7 blocks)

The subject development shall include;

- 73no. houses shall be provided with 2no. in-curtilage car parking spaces, equating to 146no. in-curtilage car parking spaces.
- 8no. houses shall be provided with 2no. on-street car parking spaces, equating to 16no. on-street car parking spaces.
- 20no. on-street parking spaces shall be provided for 10no. terraced house (2no. spaces for each terraced house); and
- 54no. residents on-street car parking spaces shall be provided for apartment units;
- 16no. visitor car parking spaces shall be provided for apartments.
- 6no. car parking spaces for crèche, and a set-down area is also provided to facilitate the crèche.

This proposed car parking provision has been assessed with respect to the *Cavan County Development Plan 2022–2028*, which defines the requirements for car parking provision in new residential developments. **Table 18** shows the maximum car parking standards applicable to the proposed development.

Table 18 – Car Parking Provision

Use Class	Car Parking Standard	Quantum	Maximum Provision	Proposed Provision
Houses	2 spaces per unit	81 Units	162 spaces	162 spaces
Terraced Houses	2 spaces per unit	10 Units	20 Spaces	20 spaces
Apartment Long-Stay	1 space per unit	54 units	54 spaces	54 spaces
Apartment Short-stay	25% of the car parking spaces	54 spaces	14 spaces	14 spaces
Crèche	1 space per 4 children and 1 per staff	37no. children and 7no. staff <sup>4</sup>	15 spaces	6 spaces
Totals			265 spaces	256 spaces

The car parking spaces provided for the residential units of the proposed development is in accordance with the Cavan County Council Development Plan.

As mentioned earlier crèche shall only serve the proposed development and residents of the surrounding area, therefore reduced car parking spaces for the crèche is considered appropriate.

## 6.2 Disabled-Accessible Car Parking Requirements

No standards for disabled-accessible car parking spaces have been given in the *Cavan County Development Plan 2022-2028*. However, Cavan County Development Plan notes – “*The Planning Authority will specify, in*

<sup>4</sup> Assumed numbers – 37no. children, and 7no. staff



certain developments, the requirement for a number of disabled car parking spaces and a number of parent and child spaces”.

A total of 5no. on-street car parking spaces shall be disabled-accessible car parking spaces, which represents a total of 5% of the on-street car parking spaces.

### 6.3 Bicycle Parking Provision

The bicycle parking provision of the proposed development has been assessed with respect to *Cavan County Development Plan 2022-2028*, which defines the standard bicycle parking provision for new developments by land use type. **Table 19** shows the standards applicable to the proposed development according to the *Cavan County Development Plan 2022-2028*. It should be noted that there are no bicycle standards for houses and terraced houses mentioned in the development plan. However, each house can accommodate 2no. cycle spaces within the curtilage of the house.

Table 19 – Bicycle Parking Provision (Cavan County Development Plan)

Use	Cycle Parking Minimum	Quantum	Minimum Provision	Proposed Provision
Residential Apartments	1 stand per 10 units <sup>5</sup>	54 units	54 spaces	60 spaces
Crèche	1 stand per unit	1 unit	10 spaces	10 spaces
TOTALS			64 spaces	70 spaces

A total of 242no. residential bicycle spaces and 10no. crèche bicycle spaces are to be provided within the development.

<sup>5</sup> A bicycle stand comprises of a shelter with a minimum of 5 racks per stand.

- 192no. bicycle spaces shall be allocated to the dwelling houses and terraced houses,
- 60no. spaces shall be allocated to the apartments which shall be secured and sheltered and located in the close proximity of the apartment blocks; and
- 10no. creche bicycle spaces shall be located in the close proximity of the creche.

#### **6.4 Electric Vehicle Charging Provision**

The *Cavan County Development Plan 2022–2028* requires that facilities for the charging of battery electric vehicles (BEVs) be provided in new residential developments on the following basis:

*“Require proposed car parks to include the provision of necessary wiring and ducting to be capable of accommodating future Electric Vehicle charging points, at a rate of 10% of total space numbers.”*

The proposed development shall include a total of 84no. EV Charging spaces.

Each house shall accommodate 1no. EV car parking spaces within the curtilage of the house, equating to 73no. EV spaces.

Of the 112no. on-street car parking spaces provided for the remaining houses, terraced houses and apartment units, 11no. spaces shall be accommodated with EV Charging facilities. The remaining on-street car parking spaces shall be 'future-proofed' by the inclusion of ducting and/or cabling to permit the rapid future installation of additional BEV charging points.

## **7.0 ACCESS, LAYOUT, SERVICING, PEDESTRIANS & CYCLISTS, PUBLIC TRANSPORT**

### **7.1 Development Access**

It is proposed to provide a priority-controlled access along L1532 to the east of the development site.

The minor arm of the proposed development access junction shall have a carriageway width of 6.0m, allowing 2-way traffic flow into and out from the development.

An unobstructed sight distance of 59m in both directions of L1532 shall be achieved at the development access, as measured from a set-back of 2.4m in accordance with DMURS, the sightline envelope shall remain free of any obstructions.

An uncontrolled pedestrian crossing shall be provided across the development access, with buff-coloured tactile paving and dropped kerbs to either side. 'STOP' road markings shall be placed at the exit from the development, and kerb radii at the development access junction shall be restricted to a maximum of 6.0m, to discourage high vehicle speeds on entrance or exit to/from the development.

For further detail of the development's proposed internal road network, refer to CS Consulting drawing no. **D111-CSC-ZZ-XX-DR-C-0001** (Proposed Road Layout) and **D111-CSC-ZZ-XX-DR-C-0010** (Proposed Sightlines) for further details.

### **7.2 Internal Site Layout and Road Hierarchy**

The internal road layout of the proposed development is designed in accordance with the guidance provided in the Design Manual for Urban Roads and Streets (DMURS).



All internal roads have a carriageway width of 5.5m with 2.0m wide footpath along the road, kerb radii at the internal road junctions have been restricted to a maximum of 4.5m. This serves to discourage high vehicle speeds, while also allowing for the occasional circulation of large vehicles such as refuse collection trucks and fire tenders.

The internal road network also provides access to a total of 112no. on-street car parking spaces. The on-street car parking spaces shall be placed parallel and perpendicular to the road. Where the car parking spaces is perpendicular to the road a minimum of 6.0m clearance width provided.

The proposed development shall cater for the possibility of a future link road to development lands along the northern and southern boundaries of the development site.

The provision of good permeability for pedestrians and cyclists, as well as efficient access to public transport, are all key objectives of the proposed site layout.

The objectives of the site layout design are:

- to keep vehicle speeds low;
- to minimise the intrusion of vehicle traffic;
- to ensure ease of access for emergency services;
- to encourage walking and cycling;
- to create a safe, secure, and pleasant environment for people, particularly vulnerable road users (VRUs).

Traffic calming and VRU protection measures to be implemented in the design include:

- designated and marked pedestrian crossing points;
- horizontal alignment constraints to restrict vehicle speeds).



### **7.3 Pedestrians & Cyclists**

Pedestrian and cyclist access to the development shall be accommodated via the main access on L1532. Footpaths with a minimum width of 2.0m shall be provided along the extents of all internal roads. No on road cycle lanes have been provided within the development; cyclists will share the use of the internal access road with vehicles.

In addition, as part of this application it is proposed to provide a new 3.25m wide shared surface to cater for both pedestrian and cyclists in accordance with Cycle Design Manual 2023. This shared surface will provide greater connectivity from the internal road layout to the existing public L1532 road. It is also proposed to provide a new zebra crossing over the existing L1532 road where the shared surface connects to allow pedestrians to cross safely on to the existing footpath. The zebra crossing shall have a width of 4m to allow for two-way crossing of both pedestrians and cyclists in accordance with the Cycle Design Manual 2023.

A full extent of 2m wide footpath from the development access junction to the proposed zebra crossing is proposed as part of the application along the development site boundary of the L1532.

60no. secure and sheltered long-term bicycle parking spaces for the residents of the apartment units shall be provided within a safe and secure area.

A further 10no. cycle parking spaces (in the form of 5no. Sheffield stands) shall be provided to serve the crèche.

### **7.4 Servicing and Waste Collection**

All servicing of the residential units shall be conducted on the internal road network of the proposed development. Non-recyclable, recyclable, and

organic waste (black, green, and brown bins) generated by dwellings within the development shall be collected directly by an authorised waste collector.

## **7.5 Swept Path Analyses**

Swept path analyses have been conducted of fire tenders and refuse collection vehicles accessing the development and manoeuvring within it. These analyses, provided on CS Consulting drawings **D111-CSC-XX-XX-DR-C-0011** and **D111-CSC-XX-XX-DR-C-0012** indicate that the development access design and internal roads layout can accommodate these vehicle movements where required, and that any vehicle accessing the site shall be able to turn within it and exit in a forward direction.

## **8.0 MOBILITY MANAGEMENT PLAN**

### **8.1 Content of Mobility Management Plan**

The Mobility Management Plan is a management tool that brings together transport, development occupants' and site management issues in a coordinated manner. This report sets out the objectives and specific measures required to establish an effective Mobility Management Plan.

This Plan's aim is to provide more sustainable transport choices that will support the elimination of the use of private cars by residents.

The Plan sets out specific targets and objectives, including measures to be implemented to establish an effective modal shift in transport to and from the development. The Plan will require regular monitoring to develop an effective implementation of mobility management measures.

Within Ireland, travel demand management is becoming well established through the initiatives and strategies identified in the document *A Platform for Change*, which was published by the Dublin Transportation Office (DTO) in 2001. Within this document, the first steps for travel demand management in Ireland are described as seeking "*to reduce the growth in the demand for travel while maintaining economic progress, [through measures] designed to encourage a transfer of trips to sustainable modes*".

Building on the policies set forth in *A Platform for Change*, further progress in the Irish context was made with the publication of the document *Smarter Travel: A Sustainable Future – A New Transport Policy for Ireland 2009-2020* and, more recently, the publication of the *Transport Strategy for the Greater Dublin Area 2016-2035*. Within these documents, numerous actions have been proposed which aim to foster improved sustainable travel habits for Ireland.

An effective Mobility Management Plan should be informed by and founded upon the following:

- A travel survey of development users, to establish the origins and destinations of trips to and from the development;
- An outline of specific schemes/measures implemented to discourage car-dependent transport to and from the site;
- Any comments/suggestions on travel that have been offered by development users;
- A set of targets, to be set out in accordance with approved guideline documents;
- An outline of the specific schemes that the development plans to make available to its users, in order to encourage the desired travel patterns to and from the site. These might include, for example: cycle facilities, public transport subsidies, walking groups, cycle groups, communication and consultation, etc.

It is intended that the Mobility Management Plan for the proposed development will follow the above guidelines. The success of the Plan depends on the co-operation of all parties; the appointment of a co-ordinator and a steering group is vital for the success of the Plan. This Mobility Management Plan will need to be reviewed on a regular basis by the steering group, with updates implemented as improvements to the transport network in the vicinity of the development site are carried out.

## **8.2 Objectives of Mobility Management Plan**

The objectives of the Mobility Management Plan for the proposed development are as follows:



- To promote and increase the use of public transport, walking, and cycling for development occupants and visitors, and to facilitate travel by bicycle, bus, rail, and light rail;
- To integrate mobility management into the development's operational decisions, policies and practices; to work closely with governing bodies on matters of access to – and use of – transport services around the vicinity of the development site;
- To provide information on sustainable modes of travel and to have resources readily available to increase awareness of these amongst development occupants and visitors.

### **8.3 Mobility Management Measures**

The measures identified are a mixture of policies and incentives designed to encourage changes in travel behaviour and eliminate single-occupant car use. The measures are designed to be implemented over a period of time, allowing costs to be spread and ensuring that policies and incentives are implemented together.

While little may be observed in terms of travel behaviour in the short term, as implementation gains momentum so will the impact in terms of travel behaviour. The mobility management measures in the Mobility Management Plan can be grouped under the following headings:

- Marketing and Communications
- Walking & Cycling
- Public Transport
- Implementation / Consultation / Monitoring

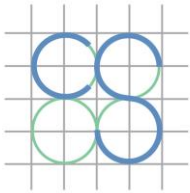
## 9.0 SUMMARY & CONCLUSIONS

This report examines the impact of a proposed residential development at Drumlark, Cavan on the performance of the surrounding road network, and assesses the development's internal layout; car, bicycle, and motorcycle parking provision; cyclist and pedestrian facilities; and servicing arrangements.

The main observations and conclusions of this study are as follows:

- The proposed development shall not generate excessive vehicular traffic flows. Total vehicle trips (arrivals and departures combined) of 147 PCU are predicted during the AM peak hour, and total vehicle trips of 90 PCU in the PM peak hour.
- All the surveyed junctions (E1-E6) and the proposed development access junction (P1) have been modelled. All the junctions are shown to continue operating within their effective capacities past the design year 2041.
- The proposed provision of car, motorcycle, and bicycle parking within the development (including disabled-accessible car parking spaces) complies with Local Authority development plan standards.
- The proposed development's internal layout has been designed to facilitate pedestrian and cyclist movement and to avoid excessive vehicle speeds, in accordance with the principles of the *Design Manual for Urban Roads and Streets*.
- Swept path analyses have been conducted for a fire tender and a refuse vehicle. These indicate that the design of the development's internal layout can accommodate these vehicle movements where required.

In summary, the assessment indicates that the proposed development can be supported by the existing road infrastructure, that the parking provision

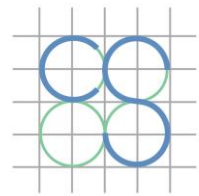


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for the proposed development confirms to the relevant standards, and that the development access design and internal layout are fit for purpose and comply with the *Design Manual for Urban Roads and Streets*.





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## Appendix A

### Traffic Survey Data



Site No. 1  
Location Drumalee Manor(N) / Local Rd / Drumalee Manor(S)  
Date Thursday 9 February 2023

Time	A to C - Drumalee Manor(N) to Drumalee Manor(S)							Veh. Total	A to B - Drumalee Manor(N) to Local Rd							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
06:00	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1
06:15	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
06:30	2	0	0	0	0	0	0	2	3	0	0	1	0	0	0	4
06:45	5	0	0	0	0	0	0	5	10	0	0	0	0	0	0	10
Hour	12	0	0	0	0	0	0	12	16	0	0	1	0	0	0	17
07:00	6	5	0	0	0	0	0	11	9	2	0	0	1	0	0	12
07:15	5	0	0	0	1	0	0	6	18	0	0	1	0	0	0	19
07:30	10	1	1	0	0	0	0	12	33	2	2	1	0	0	0	38
07:45	18	2	0	0	0	0	0	20	35	5	0	1	0	0	0	41
Hour	39	8	1	0	1	0	0	49	95	9	2	3	1	0	0	110
08:00	12	1	1	0	0	0	0	14	27	6	0	1	1	0	0	35
08:15	45	4	0	0	1	0	0	50	53	4	0	0	3	0	0	60
08:30	38	5	0	0	2	0	0	45	58	5	2	1	0	0	0	66
08:45	81	3	0	0	0	0	0	84	58	5	0	0	0	0	0	63
Hour	176	13	1	0	3	0	0	193	196	20	2	2	4	0	0	224
09:00	52	2	0	0	0	0	0	54	25	3	1	1	0	0	0	30
09:15	37	2	1	0	0	0	0	40	16	6	0	0	1	0	0	23
09:30	32	0	0	0	0	0	0	32	14	0	0	0	0	0	0	14
09:45	22	2	0	0	0	0	0	24	11	2	0	1	0	0	0	14
Hour	143	6	1	0	0	0	0	150	66	11	1	2	1	0	0	81
10:00	10	0	0	0	1	0	0	11	9	1	0	0	0	0	0	10
10:15	11	2	2	0	1	0	1	17	11	0	0	0	0	0	0	11
10:30	17	3	0	0	2	0	0	22	15	1	2	0	0	0	0	18
10:45	16	4	0	0	0	1	0	21	18	3	0	0	0	0	0	21
Hour	54	9	2	0	4	1	1	71	53	5	2	0	0	0	0	60
11:00	18	3	1	0	0	0	0	22	9	1	1	1	0	0	0	12
11:15	20	2	0	0	1	0	0	23	15	2	0	0	0	0	0	17
11:30	18	6	0	0	0	0	0	24	9	3	0	0	0	0	0	12
11:45	17	3	0	0	1	0	0	21	17	2	0	0	0	0	0	19
Hour	73	14	1	0	2	0	0	90	50	8	1	1	0	0	0	60
12:00	19	1	1	0	0	0	0	21	9	2	4	0	0	0	0	15
12:15	30	1	1	0	0	0	0	32	14	1	0	0	0	0	0	15
12:30	24	3	1	0	0	0	0	28	13	0	1	0	0	0	0	14
12:45	17	1	0	0	0	0	0	18	17	0	2	0	0	0	0	19
Hour	90	6	3	0	0	0	0	99	53	3	7	0	0	0	0	63
13:00	18	1	0	0	0	1	0	20	8	5	0	1	0	0	0	14
13:15	15	1	0	0	0	2	0	18	11	0	0	0	0	0	0	11
13:30	27	1	0	0	2	1	0	31	14	3	0	1	0	0	0	18
13:45	33	3	1	0	0	0	0	37	21	3	0	0	0	0	0	24
Hour	93	6	1	0	2	4	0	106	54	11	0	2	0	0	0	67
14:00	17	2	0	0	0	0	0	19	9	1	1	0	0	0	0	11
14:15	16	6	1	0	0	0	0	23	13	3	0	0	0	0	0	16
14:30	25	3	0	0	0	0	0	28	15	0	1	0	0	0	0	16
14:45	31	5	0	0	1	1	0	38	11	1	0	0	0	0	0	12
Hour	89	16	1	0	1	1	0	108	48	5	2	0	0	0	0	55
15:00	17	1	0	0	3	0	0	21	12	3	0	2	2	0	0	19
15:15	20	1	0	0	1	0	0	22	9	3	2	0	1	0	0	15
15:30	16	1	1	0	0	0	0	18	18	0	0	0	0	0	0	18
15:45	25	2	0	0	0	0	0	27	24	1	0	0	4	0	0	29
Hour	78	5	1	0	4	0	0	88	63	7	2	2	7	0	0	81
16:00	24	0	0	0	0	0	0	24	12	3	0	0	1	0	0	16
16:15	24	0	0	0	0	0	0	24	11	1	0	0	0	0	0	12
16:30	22	1	0	0	1	0	0	24	12	3	0	0	0	0	0	15
16:45	23	2	1	1	1	0	0	28	8	4	0	0	0	0	0	12
Hour	93	3	1	1	2	0	0	100	43	11	0	0	1	0	0	55
17:00	15	4	0	0	0	0	0	19	5	1	0	0	0	0	0	6
17:15	24	1	0	0	0	0	0	25	17	7	1	3	0	0	0	28
17:30	13	3	0	0	0	0	0	16	12	0	0	0	0	0	0	12
17:45	22	2	0	0	1	0	0	25	10	1	0	0	0	0	0	11
Hour	74	10	0	0	1	0	0	85	44	9	1	3	0	0	0	57
18:00	15	2	0	0	1	0	0	18	20	2	0	0	0	0	0	22
18:15	16	0	0	0	0	0	0	16	18	2	0	0	0	0	0	20
18:30	11	4	0	0	0	0	0	15	10	0	0	0	0	0	0	10
18:45	23	3	0	0	0	0	0	26	7	3	0	1	0	0	0	11
Hour	65	9	0	0	1	0	0	75	55	7	0	1	0	0	0	63
19:00	16	4	0	0	0	0	0	20	7	5	0	0	0	0	0	12
19:15	20	1	0	0	2	0	0	23	16	2	0	1	0	0	0	19
19:30	11	2	1	0	0	0	0	14	7	1	0	0	0	0	0	8
19:45	17	1	0	0	0	0	0	18	13	1	0	0	0	0	0	14
Hour	64	8	1	0	2	0	0	75	43	9	0	1	0	0	0	53
Total	1143	113	14	1	23	6	1	1301	879	115	20	18	14	0	0	1046

Site No. 1  
Location Drumalee Manor(N) / Local Rd / Drumalee Manor(S)  
Date Thursday 9 February 2023

Time	B to A - Local Rd to Drumalee Manor(N)							Veh. Total	B to C - Local Rd to Drumalee Manor(S)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
06:00	2	2	0	0	0	0	0	4	0	0	1	0	0	0	0	1
06:15	4	0	1	0	0	0	0	5	0	1	0	0	0	0	0	1
06:30	5	4	0	0	0	0	0	9	1	0	0	0	0	0	0	1
06:45	1	0	1	0	0	0	0	2	3	1	0	0	0	0	0	4
Hour	12	6	2	0	0	0	0	20	4	2	1	0	0	0	0	7
07:00	3	3	0	0	0	0	0	6	1	0	0	0	0	0	0	1
07:15	2	1	0	1	0	0	0	4	1	1	0	0	0	0	0	2
07:30	8	0	0	0	0	0	0	8	7	0	0	0	0	0	0	7
07:45	9	1	0	0	0	0	0	10	8	0	1	0	2	0	0	11
Hour	22	5	0	1	0	0	0	28	17	1	1	0	2	0	0	21
08:00	18	1	0	0	0	0	0	19	31	2	0	0	6	0	0	39
08:15	11	1	0	2	1	0	0	15	49	3	0	0	8	0	0	60
08:30	29	2	0	0	1	0	0	32	68	3	0	0	2	0	0	73
08:45	16	1	0	1	0	0	0	18	42	1	0	0	0	0	0	43
Hour	74	5	0	3	2	0	0	84	190	9	0	0	16	0	0	215
09:00	7	1	0	0	1	0	0	9	15	1	0	0	0	0	0	16
09:15	13	0	1	0	0	0	0	14	4	3	0	0	0	0	0	7
09:30	7	2	2	1	0	0	0	12	8	1	0	0	0	0	0	9
09:45	13	0	0	0	0	0	0	13	12	1	0	0	0	0	1	14
Hour	40	3	3	1	1	0	0	48	39	6	0	0	0	0	1	46
10:00	7	4	2	1	0	0	0	14	7	2	0	0	0	0	1	10
10:15	10	1	0	0	0	0	0	11	5	0	0	0	0	0	0	5
10:30	10	3	0	0	0	0	0	13	12	1	0	0	0	0	0	13
10:45	10	1	2	0	0	0	0	13	13	4	0	0	0	0	0	17
Hour	37	9	4	1	0	0	0	51	37	7	0	0	0	0	1	45
11:00	18	2	0	0	0	0	0	20	19	1	0	0	0	0	0	20
11:15	7	2	0	0	0	0	0	9	8	0	0	0	0	0	0	8
11:30	14	3	1	0	0	0	0	18	15	2	0	0	0	0	0	17
11:45	18	2	0	0	0	0	0	20	13	1	0	0	0	0	0	14
Hour	57	9	1	0	0	0	0	67	55	4	0	0	0	0	0	59
12:00	21	3	0	1	0	0	0	25	21	2	3	0	0	0	0	26
12:15	17	1	0	0	0	0	0	18	12	1	0	0	0	0	0	13
12:30	7	4	0	0	0	0	0	11	14	0	0	0	0	0	0	14
12:45	18	4	2	1	0	0	0	25	13	1	0	0	0	0	0	14
Hour	63	12	2	2	0	0	0	79	60	4	3	0	0	0	0	67
13:00	16	1	1	0	0	0	0	18	16	2	0	0	1	0	1	20
13:15	17	10	1	0	0	0	0	28	15	5	0	0	0	0	0	20
13:30	23	1	0	0	0	0	0	24	20	3	0	0	0	0	0	23
13:45	6	2	0	1	0	0	0	9	15	3	0	0	1	0	1	20
Hour	62	14	2	1	0	0	0	79	66	13	0	0	2	0	2	83
14:00	12	2	0	1	0	0	0	15	16	4	0	0	0	0	0	20
14:15	11	4	0	0	0	0	0	15	16	1	0	0	0	0	0	17
14:30	16	2	0	0	0	0	0	18	31	0	1	0	1	0	0	33
14:45	20	1	0	0	0	0	0	21	25	5	0	0	0	0	0	30
Hour	59	9	0	1	0	0	0	69	88	10	1	0	1	0	0	100
15:00	8	2	0	0	0	0	0	10	12	2	0	0	0	0	1	15
15:15	12	2	0	0	0	1	0	15	18	1	0	0	1	0	0	20
15:30	22	1	1	0	0	0	0	24	27	1	0	0	0	0	0	28
15:45	24	4	1	0	1	0	0	30	41	2	0	0	10	0	0	53
Hour	66	9	2	0	1	1	0	79	98	6	0	0	11	0	1	116
16:00	43	2	0	0	2	0	0	47	35	2	0	0	6	0	0	43
16:15	26	4	0	0	0	0	0	30	23	2	0	0	0	0	1	26
16:30	32	5	0	0	0	0	0	37	23	1	0	0	0	0	0	24
16:45	31	3	0	0	0	0	0	34	19	2	0	0	1	0	0	22
Hour	132	14	0	0	2	0	0	148	100	7	0	0	7	0	1	115
17:00	36	3	0	2	1	0	0	42	28	5	0	0	0	0	0	33
17:15	26	5	1	0	0	0	0	32	14	1	0	0	0	0	0	15
17:30	30	1	0	0	0	0	0	31	13	1	0	0	0	0	0	14
17:45	22	1	0	0	0	0	0	23	4	5	0	0	0	0	0	9
Hour	114	10	1	2	1	0	0	128	59	12	0	0	0	0	0	71
18:00	24	0	0	0	0	0	0	24	13	1	0	0	0	0	0	14
18:15	26	2	0	0	0	0	0	28	9	1	0	0	0	0	0	10
18:30	10	1	0	0	0	0	0	11	12	2	0	0	0	1	0	15
18:45	8	1	0	0	0	0	0	9	9	1	0	0	0	0	0	10
Hour	68	4	0	0	0	0	0	72	43	5	0	0	0	1	0	49
19:00	16	1	0	0	0	0	0	17	10	1	0	0	0	0	0	11
19:15	14	1	0	0	0	0	0	15	9	0	0	0	0	0	0	9
19:30	13	2	0	0	0	0	0	15	4	2	0	0	0	0	0	6
19:45	13	2	0	0	0	0	0	15	9	1	0	0	0	0	0	10
Hour	56	6	0	0	0	0	0	62	32	4	0	0	0	0	0	36
Total	862	115	17	12	7	1	0	1014	888	90	6	0	39	1	6	1030

Site No. 1  
Location Drumalee Manor(N) / Local Rd / Drumalee Manor(S)  
Date Thursday 9 February 2023

Time	C to B - Drumalee Manor(S) to Local Rd							Veh. Total	C to A - Drumalee Manor(S) to Drumalee Manor(N)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
06:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
06:15	2	0	0	0	0	0	0	2	5	0	0	0	0	0	0	5
06:30	3	2	0	0	0	0	0	5	3	1	0	0	0	0	0	4
06:45	6	0	0	0	1	0	0	7	6	1	1	0	0	0	0	8
Hour	12	2	0	0	1	0	0	15	15	2	1	0	0	0	0	18
07:00	5	0	0	0	0	0	0	5	0	1	0	0	0	0	0	1
07:15	7	0	0	0	0	0	0	7	2	0	0	0	0	0	0	2
07:30	14	2	0	0	0	0	0	16	4	1	0	0	0	0	0	5
07:45	20	2	0	0	2	0	0	24	6	3	0	0	0	0	0	9
Hour	46	4	0	0	2	0	0	52	12	5	0	0	0	0	0	17
08:00	31	2	1	0	3	0	0	37	8	0	0	0	0	0	0	8
08:15	53	1	0	0	2	0	0	56	17	1	0	0	0	0	0	18
08:30	54	5	0	0	0	0	0	59	32	3	0	0	0	0	0	35
08:45	37	2	0	1	1	0	0	41	31	2	0	0	3	0	0	36
Hour	175	10	1	1	6	0	0	193	88	6	0	0	3	0	0	97
09:00	19	0	0	0	1	0	1	21	12	2	0	0	1	0	0	15
09:15	13	2	1	0	0	0	0	16	17	0	0	0	1	0	0	18
09:30	10	0	0	0	0	0	0	10	7	2	0	0	0	0	0	9
09:45	7	2	0	0	0	0	0	9	5	2	0	0	0	0	0	7
Hour	49	4	1	0	1	0	1	56	41	6	0	0	2	0	0	49
10:00	5	1	1	0	0	0	1	8	2	2	2	0	0	0	0	6
10:15	14	1	0	0	0	0	0	15	10	1	1	0	0	0	0	12
10:30	11	1	0	1	0	0	0	13	13	0	0	0	2	0	0	15
10:45	17	0	0	0	1	0	0	18	9	0	0	0	0	0	0	9
Hour	47	3	1	1	1	0	1	54	34	3	3	0	2	0	0	42
11:00	9	0	0	0	0	0	0	9	9	3	1	0	0	1	0	14
11:15	11	2	1	0	0	0	0	14	5	2	2	0	0	0	0	9
11:30	6	3	2	0	1	0	0	12	9	1	0	0	1	0	0	11
11:45	8	1	1	0	0	0	0	10	13	0	0	0	2	0	0	15
Hour	34	6	4	0	1	0	0	45	36	6	3	0	3	1	0	49
12:00	10	0	0	0	0	0	0	10	13	1	0	0	0	0	0	14
12:15	7	1	0	0	0	0	0	8	18	0	0	1	0	0	0	19
12:30	8	1	0	0	0	0	0	9	21	3	0	0	1	0	0	25
12:45	8	4	0	0	2	0	1	15	17	3	0	0	0	0	0	20
Hour	33	6	0	0	2	0	1	42	69	7	0	1	1	0	0	78
13:00	12	1	0	0	0	0	0	13	21	1	0	0	0	0	0	22
13:15	16	0	0	0	0	0	0	16	24	3	0	0	1	0	0	28
13:30	15	2	0	0	0	0	1	18	18	1	0	0	0	0	0	19
13:45	17	1	0	0	0	0	0	18	14	2	1	0	0	0	0	17
Hour	60	4	0	0	0	0	1	65	77	7	1	0	1	0	0	86
14:00	17	4	1	0	0	0	0	22	21	0	2	0	0	0	0	23
14:15	14	3	1	0	1	0	0	19	22	3	0	0	1	0	0	26
14:30	21	0	0	0	0	0	0	21	21	5	0	0	0	0	0	26
14:45	24	2	0	0	0	0	0	26	18	1	1	0	1	1	1	23
Hour	76	9	2	0	1	0	0	88	82	9	3	0	2	1	1	98
15:00	20	1	0	0	2	0	0	23	10	1	0	0	0	0	0	11
15:15	12	2	0	0	0	1	0	15	8	1	0	0	0	0	0	9
15:30	20	2	0	0	3	0	0	25	21	6	0	0	0	0	0	27
15:45	29	1	1	0	4	0	0	35	27	2	1	0	1	0	1	32
Hour	81	6	1	0	9	1	0	98	66	10	1	0	1	0	1	79
16:00	25	0	0	0	3	0	0	28	22	1	0	0	1	0	0	24
16:15	14	2	1	0	0	0	0	17	21	0	1	0	2	0	0	24
16:30	8	1	0	0	0	0	0	9	19	4	0	0	0	0	0	23
16:45	13	3	0	0	0	0	0	16	26	3	0	0	1	0	0	30
Hour	60	6	1	0	3	0	0	70	88	8	1	0	4	0	0	101
17:00	14	0	0	0	0	0	0	14	35	2	1	0	0	0	0	38
17:15	13	3	0	0	0	0	1	17	31	4	0	0	0	0	0	35
17:30	13	1	0	0	0	0	0	14	22	2	0	0	1	0	0	25
17:45	5	0	0	0	0	0	0	5	27	7	0	1	0	0	0	35
Hour	45	4	0	0	0	0	1	50	115	15	1	1	1	0	0	133
18:00	6	0	0	0	0	0	0	6	28	1	0	0	0	0	0	29
18:15	4	0	0	0	0	0	0	4	25	0	0	0	1	0	0	26
18:30	8	2	0	0	0	0	0	10	18	2	0	0	1	0	0	21
18:45	7	0	0	0	1	0	0	8	6	1	0	0	0	0	0	7
Hour	25	2	0	0	1	0	0	28	77	4	0	0	2	0	0	83
19:00	4	1	0	0	0	0	0	5	18	0	0	0	0	0	0	18
19:15	8	0	0	0	0	0	0	8	12	1	0	0	0	0	0	13
19:30	6	1	0	0	0	0	0	7	15	0	0	0	0	0	0	15
19:45	11	0	0	0	0	0	0	11	18	1	1	1	1	0	0	22
Hour	29	2	0	0	0	0	0	31	63	2	1	1	1	0	0	68
Total	772	68	11	2	28	1	5	887	863	90	15	3	23	2	2	998

Site No. 1  
Location Drumalee Manor(N) / Local Rd / Drumalee Manor(S)  
Date Thursday 9 February 2023

Time	To Arm A - Drumalee Manor(N)							Veh. Total	From Arm A - Drumalee Manor(N)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
06:00	3	2	0	0	0	0	0	5	4	0	0	0	0	0	0	4
06:15	9	0	1	0	0	0	0	10	4	0	0	0	0	0	0	4
06:30	8	5	0	0	0	0	0	13	5	0	0	1	0	0	0	6
06:45	7	1	2	0	0	0	0	10	15	0	0	0	0	0	0	15
Hour	27	8	3	0	0	0	0	38	28	0	0	1	0	0	0	29
07:00	3	4	0	0	0	0	0	7	15	7	0	0	1	0	0	23
07:15	4	1	0	1	0	0	0	6	23	0	0	1	1	0	0	25
07:30	12	1	0	0	0	0	0	13	43	3	3	1	0	0	0	50
07:45	15	4	0	0	0	0	0	19	53	7	0	1	0	0	0	61
Hour	34	10	0	1	0	0	0	45	134	17	3	3	2	0	0	159
08:00	26	1	0	0	0	0	0	27	39	7	1	1	1	0	0	49
08:15	28	2	0	2	1	0	0	33	98	8	0	0	4	0	0	110
08:30	61	5	0	0	1	0	0	67	96	10	2	1	2	0	0	111
08:45	47	3	0	1	3	0	0	54	139	8	0	0	0	0	0	147
Hour	162	11	0	3	5	0	0	181	372	33	3	2	7	0	0	417
09:00	19	3	0	0	2	0	0	24	77	5	1	1	0	0	0	84
09:15	30	0	1	0	1	0	0	32	53	8	1	0	1	0	0	63
09:30	14	4	2	1	0	0	0	21	46	0	0	0	0	0	0	46
09:45	18	2	0	0	0	0	0	20	33	4	0	1	0	0	0	38
Hour	81	9	3	1	3	0	0	97	209	17	2	2	1	0	0	231
10:00	9	6	4	1	0	0	0	20	19	1	0	0	1	0	0	21
10:15	20	2	1	0	0	0	0	23	22	2	2	0	1	0	1	28
10:30	23	3	0	0	2	0	0	28	32	4	2	0	2	0	0	40
10:45	19	1	2	0	0	0	0	22	34	7	0	0	0	1	0	42
Hour	71	12	7	1	2	0	0	93	107	14	4	0	4	1	1	131
11:00	27	5	1	0	0	1	0	34	27	4	2	1	0	0	0	34
11:15	12	4	2	0	0	0	0	18	35	4	0	0	1	0	0	40
11:30	23	4	1	0	1	0	0	29	27	9	0	0	0	0	0	36
11:45	31	2	0	0	2	0	0	35	34	5	0	0	1	0	0	40
Hour	93	15	4	0	3	1	0	116	123	22	2	1	2	0	0	150
12:00	34	4	0	1	0	0	0	39	28	3	5	0	0	0	0	36
12:15	35	1	0	1	0	0	0	37	44	2	1	0	0	0	0	47
12:30	28	7	0	0	1	0	0	36	37	3	2	0	0	0	0	42
12:45	35	7	2	1	0	0	0	45	34	1	2	0	0	0	0	37
Hour	132	19	2	3	1	0	0	157	143	9	10	0	0	0	0	162
13:00	37	2	1	0	0	0	0	40	26	6	0	1	0	1	0	34
13:15	41	13	1	0	1	0	0	56	26	1	0	0	0	2	0	29
13:30	41	2	0	0	0	0	0	43	41	4	0	1	2	1	0	49
13:45	20	4	1	1	0	0	0	26	54	6	1	0	0	0	0	61
Hour	139	21	3	1	1	0	0	165	147	17	1	2	2	4	0	173
14:00	33	2	2	1	0	0	0	38	26	3	1	0	0	0	0	30
14:15	33	7	0	0	1	0	0	41	29	9	1	0	0	0	0	39
14:30	37	7	0	0	0	0	0	44	40	3	1	0	0	0	0	44
14:45	38	2	1	0	1	1	1	44	42	6	0	0	1	1	0	50
Hour	141	18	3	1	2	1	1	167	137	21	3	0	1	1	0	163
15:00	18	3	0	0	0	0	0	21	29	4	0	2	5	0	0	40
15:15	20	3	0	0	0	1	0	24	29	4	2	0	2	0	0	37
15:30	43	7	1	0	0	0	0	51	34	1	1	0	0	0	0	36
15:45	51	6	2	0	2	0	1	62	49	3	0	0	4	0	0	56
Hour	132	19	3	0	2	1	1	158	141	12	3	2	11	0	0	169
16:00	65	3	0	0	3	0	0	71	36	3	0	0	1	0	0	40
16:15	47	4	1	0	2	0	0	54	35	1	0	0	0	0	0	36
16:30	51	9	0	0	0	0	0	60	34	4	0	0	1	0	0	39
16:45	57	6	0	0	1	0	0	64	31	6	1	1	1	0	0	40
Hour	220	22	1	0	6	0	0	249	136	14	1	1	3	0	0	155
17:00	71	5	1	2	1	0	0	80	20	5	0	0	0	0	0	25
17:15	57	9	1	0	0	0	0	67	41	8	1	3	0	0	0	53
17:30	52	3	0	0	1	0	0	56	25	3	0	0	0	0	0	28
17:45	49	8	0	1	0	0	0	58	32	3	0	0	1	0	0	36
Hour	229	25	2	3	2	0	0	261	118	19	1	3	1	0	0	142
18:00	52	1	0	0	0	0	0	53	35	4	0	0	1	0	0	40
18:15	51	2	0	0	1	0	0	54	34	2	0	0	0	0	0	36
18:30	28	3	0	0	1	0	0	32	21	4	0	0	0	0	0	25
18:45	14	2	0	0	0	0	0	16	30	6	0	1	0	0	0	37
Hour	145	8	0	0	2	0	0	155	120	16	0	1	1	0	0	138
19:00	34	1	0	0	0	0	0	35	23	9	0	0	0	0	0	32
19:15	26	2	0	0	0	0	0	28	36	3	0	1	2	0	0	42
19:30	28	2	0	0	0	0	0	30	18	3	1	0	0	0	0	22
19:45	31	3	1	1	1	0	0	37	30	2	0	0	0	0	0	32
Hour	119	8	1	1	1	0	0	130	107	17	1	1	2	0	0	128
Total	1725	205	32	15	30	3	2	2012	2022	228	34	19	37	6	1	2347

Site No. 1  
Location Drumalee Manor(N) / Local Rd / Drumalee Manor(S)  
Date Thursday 9 February 2023

Time	To Arm B - Local Rd							Veh. Total	From Arm B - Local Rd							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
06:00	2	0	0	0	0	0	0	2	2	2	1	0	0	0	0	5
06:15	4	0	0	0	0	0	0	4	4	1	1	0	0	0	0	6
06:30	6	2	0	1	0	0	0	9	6	4	0	0	0	0	0	10
06:45	16	0	0	0	1	0	0	17	4	1	1	0	0	0	0	6
Hour	28	2	0	1	1	0	0	32	16	8	3	0	0	0	0	27
07:00	14	2	0	0	1	0	0	17	4	3	0	0	0	0	0	7
07:15	25	0	0	1	0	0	0	26	3	2	0	1	0	0	0	6
07:30	47	4	2	1	0	0	0	54	15	0	0	0	0	0	0	15
07:45	55	7	0	1	2	0	0	65	17	1	1	0	2	0	0	21
Hour	141	13	2	3	3	0	0	162	39	6	1	1	2	0	0	49
08:00	58	8	1	1	4	0	0	72	49	3	0	0	6	0	0	58
08:15	106	5	0	0	5	0	0	116	60	4	0	2	9	0	0	75
08:30	112	10	2	1	0	0	0	125	97	5	0	0	3	0	0	105
08:45	95	7	0	1	1	0	0	104	58	2	0	1	0	0	0	61
Hour	371	30	3	3	10	0	0	417	264	14	0	3	18	0	0	299
09:00	44	3	1	1	1	0	1	51	22	2	0	0	1	0	0	25
09:15	29	8	1	0	1	0	0	39	17	3	1	0	0	0	0	21
09:30	24	0	0	0	0	0	0	24	15	3	2	1	0	0	0	21
09:45	18	4	0	1	0	0	0	23	25	1	0	0	0	0	1	27
Hour	115	15	2	2	2	0	1	137	79	9	3	1	1	0	1	94
10:00	14	2	1	0	0	0	1	18	14	6	2	1	0	0	1	24
10:15	25	1	0	0	0	0	0	26	15	1	0	0	0	0	0	16
10:30	26	2	2	1	0	0	0	31	22	4	0	0	0	0	0	26
10:45	35	3	0	0	1	0	0	39	23	5	2	0	0	0	0	30
Hour	100	8	3	1	1	0	1	114	74	16	4	1	0	0	1	96
11:00	18	1	1	1	0	0	0	21	37	3	0	0	0	0	0	40
11:15	26	4	1	0	0	0	0	31	15	2	0	0	0	0	0	17
11:30	15	6	2	0	1	0	0	24	29	5	1	0	0	0	0	35
11:45	25	3	1	0	0	0	0	29	31	3	0	0	0	0	0	34
Hour	84	14	5	1	1	0	0	105	112	13	1	0	0	0	0	126
12:00	19	2	4	0	0	0	0	25	42	5	3	1	0	0	0	51
12:15	21	2	0	0	0	0	0	23	29	2	0	0	0	0	0	31
12:30	21	1	1	0	0	0	0	23	21	4	0	0	0	0	0	25
12:45	25	4	2	0	2	0	1	34	31	5	2	1	0	0	0	39
Hour	86	9	7	0	2	0	1	105	123	16	5	2	0	0	0	146
13:00	20	6	0	1	0	0	0	27	32	3	1	0	1	0	1	38
13:15	27	0	0	0	0	0	0	27	32	15	1	0	0	0	0	48
13:30	29	5	0	1	0	0	1	36	43	4	0	0	0	0	0	47
13:45	38	4	0	0	0	0	0	42	21	5	0	1	1	0	1	29
Hour	114	15	0	2	0	0	1	132	128	27	2	1	2	0	2	162
14:00	26	5	2	0	0	0	0	33	28	6	0	1	0	0	0	35
14:15	27	6	1	0	1	0	0	35	27	5	0	0	0	0	0	32
14:30	36	0	1	0	0	0	0	37	47	2	1	0	1	0	0	51
14:45	35	3	0	0	0	0	0	38	45	6	0	0	0	0	0	51
Hour	124	14	4	0	1	0	0	143	147	19	1	1	1	0	0	169
15:00	32	4	0	2	4	0	0	42	20	4	0	0	0	0	1	25
15:15	21	5	2	0	1	1	0	30	30	3	0	0	1	1	0	35
15:30	38	2	0	0	3	0	0	43	49	2	1	0	0	0	0	52
15:45	53	2	1	0	8	0	0	64	65	6	1	0	11	0	0	83
Hour	144	13	3	2	16	1	0	179	164	15	2	0	12	1	1	195
16:00	37	3	0	0	4	0	0	44	78	4	0	0	8	0	0	90
16:15	25	3	1	0	0	0	0	29	49	6	0	0	0	0	1	56
16:30	20	4	0	0	0	0	0	24	55	6	0	0	0	0	0	61
16:45	21	7	0	0	0	0	0	28	50	5	0	0	1	0	0	56
Hour	103	17	1	0	4	0	0	125	232	21	0	0	9	0	1	263
17:00	19	1	0	0	0	0	0	20	64	8	0	2	1	0	0	75
17:15	30	10	1	3	0	0	1	45	40	6	1	0	0	0	0	47
17:30	25	1	0	0	0	0	0	26	43	2	0	0	0	0	0	45
17:45	15	1	0	0	0	0	0	16	26	6	0	0	0	0	0	32
Hour	89	13	1	3	0	0	1	107	173	22	1	2	1	0	0	199
18:00	26	2	0	0	0	0	0	28	37	1	0	0	0	0	0	38
18:15	22	2	0	0	0	0	0	24	35	3	0	0	0	0	0	38
18:30	18	2	0	0	0	0	0	20	22	3	0	0	0	1	0	26
18:45	14	3	0	1	1	0	0	19	17	2	0	0	0	0	0	19
Hour	80	9	0	1	1	0	0	91	111	9	0	0	0	1	0	121
19:00	11	6	0	0	0	0	0	17	26	2	0	0	0	0	0	28
19:15	24	2	0	1	0	0	0	27	23	1	0	0	0	0	0	24
19:30	13	2	0	0	0	0	0	15	17	4	0	0	0	0	0	21
19:45	24	1	0	0	0	0	0	25	22	3	0	0	0	0	0	25
Hour	72	11	0	1	0	0	0	84	88	10	0	0	0	0	0	98
Total	1651	183	31	20	42	1	5	1933	1750	205	23	12	46	2	6	2044

Site No. 1  
Location Drumalee Manor(N) / Local Rd / Drumalee Manor(S)  
Date Thursday 9 February 2023

Time	To Arm C - Drumalee Manor(S)							Veh. Total	From Arm C - Drumalee Manor(S)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
06:00	3	0	1	0	0	0	0	4	2	0	0	0	0	0	0	2
06:15	2	1	0	0	0	0	0	3	7	0	0	0	0	0	0	7
06:30	3	0	0	0	0	0	0	3	6	3	0	0	0	0	0	9
06:45	8	1	0	0	0	0	0	9	12	1	1	0	1	0	0	15
Hour	16	2	1	0	0	0	0	19	27	4	1	0	1	0	0	33
07:00	7	5	0	0	0	0	0	12	5	1	0	0	0	0	0	6
07:15	6	1	0	0	1	0	0	8	9	0	0	0	0	0	0	9
07:30	17	1	1	0	0	0	0	19	18	3	0	0	0	0	0	21
07:45	26	2	1	0	2	0	0	31	26	5	0	0	2	0	0	33
Hour	56	9	2	0	3	0	0	70	58	9	0	0	2	0	0	69
08:00	43	3	1	0	6	0	0	53	39	2	1	0	3	0	0	45
08:15	94	7	0	0	9	0	0	110	70	2	0	0	2	0	0	74
08:30	106	8	0	0	4	0	0	118	86	8	0	0	0	0	0	94
08:45	123	4	0	0	0	0	0	127	68	4	0	1	4	0	0	77
Hour	366	22	1	0	19	0	0	408	263	16	1	1	9	0	0	290
09:00	67	3	0	0	0	0	0	70	31	2	0	0	2	0	1	36
09:15	41	5	1	0	0	0	0	47	30	2	1	0	1	0	0	34
09:30	40	1	0	0	0	0	0	41	17	2	0	0	0	0	0	19
09:45	34	3	0	0	0	0	1	38	12	4	0	0	0	0	0	16
Hour	182	12	1	0	0	0	1	196	90	10	1	0	3	0	1	105
10:00	17	2	0	0	1	0	1	21	7	3	3	0	0	0	1	14
10:15	16	2	2	0	1	0	1	22	24	2	1	0	0	0	0	27
10:30	29	4	0	0	2	0	0	35	24	1	0	1	2	0	0	28
10:45	29	8	0	0	0	1	0	38	26	0	0	0	1	0	0	27
Hour	91	16	2	0	4	1	2	116	81	6	4	1	3	0	1	96
11:00	37	4	1	0	0	0	0	42	18	3	1	0	0	1	0	23
11:15	28	2	0	0	1	0	0	31	16	4	3	0	0	0	0	23
11:30	33	8	0	0	0	0	0	41	15	4	2	0	2	0	0	23
11:45	30	4	0	0	1	0	0	35	21	1	1	0	2	0	0	25
Hour	128	18	1	0	2	0	0	149	70	12	7	0	4	1	0	94
12:00	40	3	4	0	0	0	0	47	23	1	0	0	0	0	0	24
12:15	42	2	1	0	0	0	0	45	25	1	0	1	0	0	0	27
12:30	38	3	1	0	0	0	0	42	29	4	0	0	1	0	0	34
12:45	30	2	0	0	0	0	0	32	25	7	0	0	2	0	1	35
Hour	150	10	6	0	0	0	0	166	102	13	0	1	3	0	1	120
13:00	34	3	0	0	1	1	1	40	33	2	0	0	0	0	0	35
13:15	30	6	0	0	0	2	0	38	40	3	0	0	1	0	0	44
13:30	47	4	0	0	2	1	0	54	33	3	0	0	0	0	1	37
13:45	48	6	1	0	1	0	1	57	31	3	1	0	0	0	0	35
Hour	159	19	1	0	4	4	2	189	137	11	1	0	1	0	1	151
14:00	33	6	0	0	0	0	0	39	38	4	3	0	0	0	0	45
14:15	32	7	1	0	0	0	0	40	36	6	1	0	2	0	0	45
14:30	56	3	1	0	1	0	0	61	42	5	0	0	0	0	0	47
14:45	56	10	0	0	1	1	0	68	42	3	1	0	1	1	1	49
Hour	177	26	2	0	2	1	0	208	158	18	5	0	3	1	1	186
15:00	29	3	0	0	3	0	1	36	30	2	0	0	2	0	0	34
15:15	38	2	0	0	2	0	0	42	20	3	0	0	0	1	0	24
15:30	43	2	1	0	0	0	0	46	41	8	0	0	3	0	0	52
15:45	66	4	0	0	10	0	0	80	56	3	2	0	5	0	1	67
Hour	176	11	1	0	15	0	1	204	147	16	2	0	10	1	1	177
16:00	59	2	0	0	6	0	0	67	47	1	0	0	4	0	0	52
16:15	47	2	0	0	0	0	1	50	35	2	2	0	2	0	0	41
16:30	45	2	0	0	1	0	0	48	27	5	0	0	0	0	0	32
16:45	42	4	1	1	2	0	0	50	39	6	0	0	1	0	0	46
Hour	193	10	1	1	9	0	1	215	148	14	2	0	7	0	0	171
17:00	43	9	0	0	0	0	0	52	49	2	1	0	0	0	0	52
17:15	38	2	0	0	0	0	0	40	44	7	0	0	0	0	1	52
17:30	26	4	0	0	0	0	0	30	35	3	0	0	1	0	0	39
17:45	26	7	0	0	1	0	0	34	32	7	0	1	0	0	0	40
Hour	133	22	0	0	1	0	0	156	160	19	1	1	1	0	1	183
18:00	28	3	0	0	1	0	0	32	34	1	0	0	0	0	0	35
18:15	25	1	0	0	0	0	0	26	29	0	0	0	1	0	0	30
18:30	23	6	0	0	0	1	0	30	26	4	0	0	1	0	0	31
18:45	32	4	0	0	0	0	0	36	13	1	0	0	1	0	0	15
Hour	108	14	0	0	1	1	0	124	102	6	0	0	3	0	0	111
19:00	26	5	0	0	0	0	0	31	22	1	0	0	0	0	0	23
19:15	29	1	0	0	2	0	0	32	20	1	0	0	0	0	0	21
19:30	15	4	1	0	0	0	0	20	21	1	0	0	0	0	0	22
19:45	26	2	0	0	0	0	0	28	29	1	1	1	1	0	0	33
Hour	96	12	1	0	2	0	0	111	92	4	1	1	1	0	0	99
Total	2031	203	20	1	62	7	7	2331	1635	158	26	5	51	3	7	1885



Site No. 2  
Location Drumalee Manor(N) / Drumalee Manor(S) / Lake View  
Date Thursday 9 February 2023

Time	A to C - Drumalee Manor(N) to Lake View							Veh. Total	A to B - Drumalee Manor(N) to Drumalee Manor(S)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
06:00	2	0	0	0	0	0	0	2	1	0	1	0	0	0	0	2
06:15	0	1	0	0	0	0	0	1	2	0	0	0	0	0	0	2
06:30	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
06:45	1	0	0	0	0	0	0	1	7	1	0	0	0	0	0	8
Hour	4	1	0	0	0	0	0	5	12	1	1	0	0	0	0	14
07:00	0	0	0	0	0	0	0	0	7	5	0	0	0	0	0	12
07:15	1	0	0	0	0	0	0	1	4	1	0	0	1	0	0	6
07:30	1	0	0	0	0	0	0	1	17	1	1	0	0	0	0	19
07:45	2	0	0	0	0	0	0	2	24	3	0	0	2	0	0	29
Hour	4	0	0	0	0	0	0	4	52	10	1	0	3	0	0	66
08:00	7	0	0	0	0	0	0	7	37	4	2	0	5	0	0	48
08:15	5	2	0	0	0	0	0	7	88	4	0	0	9	0	0	101
08:30	9	2	0	0	0	0	0	11	96	6	0	0	4	0	0	106
08:45	17	0	0	0	0	0	0	17	103	5	0	0	0	0	0	108
Hour	38	4	0	0	0	0	0	42	324	19	2	0	18	0	0	363
09:00	9	0	0	0	0	0	0	9	59	3	0	0	0	0	0	62
09:15	4	1	0	0	0	0	0	5	40	4	1	0	0	0	0	45
09:30	1	0	0	0	0	0	0	1	41	1	0	0	0	0	0	42
09:45	2	1	0	0	0	0	0	3	33	2	0	0	0	0	1	36
Hour	16	2	0	0	0	0	0	18	173	10	1	0	0	0	1	185
10:00	0	0	0	0	0	0	0	0	19	2	0	0	1	0	2	24
10:15	0	0	0	0	0	0	0	0	16	2	1	0	1	0	1	21
10:30	3	0	0	0	0	0	0	3	26	4	1	0	2	0	0	33
10:45	1	2	0	0	0	0	0	3	28	6	0	0	0	1	0	35
Hour	4	2	0	0	0	0	0	6	89	14	2	0	4	1	3	113
11:00	1	0	0	0	0	0	0	1	36	2	1	0	0	0	0	39
11:15	3	0	0	0	0	0	0	3	25	3	0	0	1	0	1	30
11:30	1	0	0	0	0	0	0	1	33	6	0	0	0	0	0	39
11:45	4	0	0	0	0	0	0	4	27	4	0	0	1	0	0	32
Hour	9	0	0	0	0	0	0	9	121	15	1	0	2	0	1	140
12:00	2	0	1	0	0	0	0	3	35	3	3	0	0	0	0	41
12:15	3	0	0	0	0	0	0	3	42	3	0	0	0	0	0	45
12:30	1	0	0	0	0	0	0	1	36	4	1	0	0	0	0	41
12:45	3	0	0	0	0	0	0	3	27	2	0	0	0	0	0	29
Hour	9	0	1	0	0	0	0	10	140	12	4	0	0	0	0	156
13:00	4	0	0	0	0	0	0	4	30	2	0	0	1	1	1	35
13:15	2	2	0	0	0	0	0	4	24	4	0	0	0	0	0	28
13:30	9	0	0	0	0	0	0	9	41	3	0	0	2	3	0	49
13:45	12	1	0	0	0	0	1	14	36	5	1	0	1	0	0	43
Hour	27	3	0	0	0	0	1	31	131	14	1	0	4	4	1	155
14:00	7	0	0	0	0	0	0	7	25	7	0	0	0	0	0	32
14:15	6	1	0	0	0	0	0	7	28	4	1	0	0	0	0	33
14:30	7	1	0	0	0	0	0	8	49	3	1	0	1	0	0	54
14:45	9	0	0	0	0	0	0	9	49	8	0	0	1	1	0	59
Hour	29	2	0	0	0	0	0	31	151	22	2	0	2	1	0	178
15:00	5	0	0	0	0	0	0	5	23	3	0	0	3	0	1	30
15:15	7	0	0	0	0	0	0	7	31	2	0	0	2	0	0	35
15:30	5	0	1	0	0	0	0	6	37	1	0	0	0	0	0	38
15:45	3	2	0	0	0	0	0	5	58	2	0	0	10	0	0	70
Hour	20	2	1	0	0	0	0	23	149	8	0	0	15	0	1	173
16:00	11	0	0	0	0	0	0	11	54	2	0	0	6	0	0	62
16:15	9	0	0	0	0	0	0	9	37	2	0	0	0	0	0	39
16:30	10	1	0	0	0	0	0	11	38	0	0	0	1	0	0	39
16:45	3	1	0	0	0	0	0	4	38	3	1	1	1	0	1	45
Hour	33	2	0	0	0	0	0	35	167	7	1	1	8	0	1	185
17:00	7	0	0	0	0	0	0	7	35	9	0	0	0	0	0	44
17:15	10	0	0	0	0	0	0	10	32	2	0	0	0	0	0	34
17:30	5	1	0	0	0	0	0	6	21	3	0	0	0	1	0	25
17:45	6	0	0	0	0	0	0	6	22	3	0	0	1	0	0	26
Hour	28	1	0	0	0	0	0	29	110	17	0	0	1	1	0	129
18:00	3	1	0	0	0	0	0	4	24	4	0	0	1	0	0	29
18:15	4	1	0	0	0	0	0	5	21	2	0	0	0	0	0	23
18:30	3	3	0	0	0	0	0	6	20	2	0	0	0	0	0	22
18:45	5	2	0	0	0	0	0	7	26	3	0	0	0	0	0	29
Hour	15	7	0	0	0	0	0	22	91	11	0	0	1	0	0	103
19:00	8	2	0	0	0	0	0	10	20	2	0	0	0	0	0	22
19:15	5	0	0	0	0	0	0	5	24	1	0	0	2	0	0	27
19:30	4	1	0	0	0	0	0	5	11	3	1	0	0	0	0	15
19:45	6	1	0	0	0	0	0	7	20	0	0	0	0	0	0	20
Hour	23	4	0	0	0	0	0	27	75	6	1	0	2	0	0	84
Total	259	30	2	0	0	0	1	292	1785	166	17	1	60	7	8	2044

Site No. 2  
Location Drumalee Manor(N) / Drumalee Manor(S) / Lake View  
Date Thursday 9 February 2023

Time	B to A - Drumalee Manor(S) to Drumalee Manor(N)							Veh. Total	B to C - Drumalee Manor(S) to Lake View							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
06:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
06:15	4	1	0	0	0	0	0	5	1	0	0	0	0	0	0	1
06:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
06:45	9	1	1	0	0	0	0	11	3	0	0	0	0	0	0	3
Hour	16	2	1	0	0	0	0	19	5	0	0	0	0	0	0	5
07:00	3	1	0	0	0	0	0	4	2	0	0	0	0	0	0	2
07:15	6	0	0	0	0	0	0	6	2	0	0	0	0	0	0	2
07:30	18	1	0	0	0	0	0	19	2	0	0	0	0	0	0	2
07:45	19	4	0	0	2	0	0	25	6	2	0	0	0	0	0	8
Hour	46	6	0	0	2	0	0	54	12	2	0	0	0	0	0	14
08:00	34	2	1	0	3	0	0	40	9	1	0	0	0	0	0	10
08:15	62	3	0	0	2	0	0	67	12	1	0	0	0	0	0	13
08:30	67	4	0	0	0	0	0	71	15	0	0	0	0	0	0	15
08:45	46	3	0	1	4	0	0	54	16	1	0	0	0	0	0	17
Hour	209	12	1	1	9	0	0	232	52	3	0	0	0	0	0	55
09:00	22	3	0	0	2	0	0	27	5	0	0	0	0	0	0	5
09:15	28	1	1	0	1	0	0	31	9	1	0	0	0	0	0	10
09:30	13	2	0	0	0	0	0	15	5	0	0	0	0	0	0	5
09:45	11	4	0	0	0	0	0	15	5	1	1	0	0	0	0	7
Hour	74	10	1	0	3	0	0	88	24	2	1	0	0	0	0	27
10:00	8	2	3	0	0	0	2	15	5	0	1	0	0	0	0	6
10:15	23	2	0	0	0	0	0	25	3	0	0	0	0	0	0	3
10:30	20	1	0	1	2	0	0	24	6	0	0	0	0	0	0	6
10:45	25	0	0	0	1	0	0	26	0	0	0	0	0	0	0	0
Hour	76	5	3	1	3	0	2	90	14	0	1	0	0	0	0	15
11:00	15	3	1	0	0	1	0	20	2	3	0	0	0	0	0	5
11:15	14	3	3	0	0	0	0	20	9	2	0	0	0	0	0	11
11:30	14	4	2	0	2	0	0	22	6	0	0	0	0	0	0	6
11:45	19	1	1	0	2	0	0	23	5	0	0	0	0	0	0	5
Hour	62	11	7	0	4	1	0	85	22	5	0	0	0	0	0	27
12:00	20	2	0	0	0	0	0	22	9	1	0	0	0	0	0	10
12:15	24	1	0	1	0	0	0	26	8	1	0	0	0	0	0	9
12:30	28	4	0	0	1	0	0	33	13	2	0	0	0	0	0	15
12:45	26	7	0	0	2	0	1	36	4	1	0	0	0	0	0	5
Hour	98	14	0	1	3	0	1	117	34	5	0	0	0	0	0	39
13:00	27	2	0	0	0	0	0	29	14	2	0	0	0	0	0	16
13:15	32	2	0	0	1	0	0	35	10	0	0	0	0	0	0	10
13:30	28	3	0	0	0	0	1	32	12	1	0	0	0	0	0	13
13:45	27	4	1	0	0	0	0	32	7	0	0	0	0	0	0	7
Hour	114	11	1	0	1	0	1	128	43	3	0	0	0	0	0	46
14:00	30	4	3	0	1	0	0	38	12	0	0	0	0	0	0	12
14:15	30	5	1	0	1	0	0	37	5	1	0	0	0	0	0	6
14:30	38	3	0	0	0	0	0	41	6	1	0	0	0	1	0	8
14:45	38	2	1	0	1	0	1	43	22	2	0	0	0	0	0	24
Hour	136	14	5	0	3	0	1	159	45	4	0	0	0	1	0	50
15:00	27	2	0	0	2	0	0	31	5	1	0	0	0	0	0	6
15:15	20	3	0	0	0	1	0	24	9	0	0	0	0	0	0	9
15:30	39	8	0	0	3	0	0	50	4	0	0	0	0	0	0	4
15:45	54	2	1	0	4	0	1	62	17	0	0	0	0	0	0	17
Hour	140	15	1	0	9	1	1	167	35	1	0	0	0	0	0	36
16:00	38	1	0	0	4	0	0	43	19	0	1	0	0	0	0	20
16:15	33	2	1	0	2	0	0	38	11	2	0	0	0	0	0	13
16:30	25	5	0	0	0	0	0	30	11	3	0	0	0	0	0	14
16:45	36	3	0	0	1	0	0	40	13	1	0	0	0	0	0	14
Hour	132	11	1	0	7	0	0	151	54	6	1	0	0	0	0	61
17:00	41	2	1	0	0	0	0	44	23	1	0	0	0	0	0	24
17:15	45	5	0	0	0	0	1	51	20	3	0	0	0	0	0	23
17:30	33	4	0	0	1	0	0	38	12	1	0	0	0	0	0	13
17:45	29	5	0	1	0	0	0	35	14	4	0	0	0	0	0	18
Hour	148	16	1	1	1	0	1	168	69	9	0	0	0	0	0	78
18:00	31	0	0	0	0	0	0	31	19	1	0	0	0	0	0	20
18:15	27	1	0	0	1	0	0	29	10	4	0	0	0	0	0	14
18:30	20	3	0	0	1	0	0	24	19	0	0	0	0	0	0	19
18:45	12	0	0	0	1	0	0	13	9	0	0	0	0	0	0	9
Hour	90	4	0	0	3	0	0	97	57	5	0	0	0	0	0	62
19:00	21	1	0	0	0	0	0	22	12	0	0	0	0	0	0	12
19:15	17	1	0	0	0	0	0	18	8	0	0	0	0	0	0	8
19:30	15	1	0	0	0	0	0	16	11	3	0	0	0	0	0	14
19:45	27	0	1	1	1	0	0	30	10	1	0	0	0	0	0	11
Hour	80	3	1	1	1	0	0	86	41	4	0	0	0	0	0	45
Total	1421	134	23	5	49	2	7	1641	507	49	3	0	0	1	0	560

Site No. 2  
Location Drumalee Manor(N) / Drumalee Manor(S) / Lake View  
Date Thursday 9 February 2023

Time	C to B - Lake View to Drumalee Manor(S)							Veh. Total	C to A - Lake View to Drumalee Manor(N)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
06:00	1	1	1	0	0	0	0	3	0	1	0	0	0	0	0	1
06:15	2	1	0	0	0	0	0	3	1	1	0	0	0	0	0	2
06:30	4	1	0	0	0	0	0	5	4	3	0	0	0	0	0	7
06:45	8	3	0	0	0	0	0	11	3	0	0	0	0	0	0	3
Hour	15	6	1	0	0	0	0	22	8	5	0	0	0	0	0	13
07:00	4	0	0	0	0	0	0	4	1	1	0	0	0	0	0	2
07:15	5	1	0	0	0	0	0	6	3	0	0	0	0	0	0	3
07:30	7	0	0	0	0	0	0	7	3	0	0	0	0	0	0	3
07:45	12	0	0	0	0	0	0	12	6	1	0	0	0	0	0	7
Hour	28	1	0	0	0	0	0	29	13	2	0	0	0	0	0	15
08:00	14	4	0	0	0	0	0	18	7	0	0	0	0	0	0	7
08:15	40	7	0	0	0	0	0	47	10	0	0	0	0	0	0	10
08:30	47	2	0	0	0	0	0	49	20	3	0	0	0	0	0	23
08:45	16	0	0	0	0	0	0	16	19	1	0	0	0	0	0	20
Hour	117	13	0	0	0	0	0	130	56	4	0	0	0	0	0	60
09:00	10	1	0	0	0	0	0	11	7	0	0	0	0	0	1	8
09:15	8	0	0	0	0	0	0	8	3	1	0	0	0	0	0	4
09:30	8	1	0	0	0	0	0	9	3	0	0	0	0	0	0	3
09:45	4	2	0	0	0	0	0	6	1	0	0	0	0	0	0	1
Hour	30	4	0	0	0	0	0	34	14	1	0	0	0	0	1	16
10:00	5	0	1	0	0	0	0	6	0	1	0	0	0	0	0	1
10:15	3	0	0	0	0	0	0	3	2	0	1	0	0	0	0	3
10:30	10	0	0	0	0	0	0	10	4	0	0	0	0	0	0	4
10:45	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
Hour	25	0	1	0	0	0	0	26	6	1	1	0	0	0	0	8
11:00	4	1	0	0	0	0	0	5	2	1	0	0	0	0	0	3
11:15	10	2	0	0	0	0	0	12	0	0	0	0	0	0	0	0
11:30	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
11:45	7	0	0	0	0	0	0	7	1	1	0	0	0	0	0	2
Hour	23	4	0	0	0	0	0	27	3	2	0	0	0	0	0	5
12:00	11	0	0	0	0	0	0	11	3	0	0	0	0	0	0	3
12:15	12	1	0	0	0	0	0	13	4	0	0	0	0	0	0	4
12:30	8	0	0	0	0	0	0	8	2	0	0	0	0	0	0	2
12:45	7	2	0	0	0	0	0	9	1	0	0	0	0	0	0	1
Hour	38	3	0	0	0	0	0	41	10	0	0	0	0	0	0	10
13:00	9	1	0	0	0	0	0	10	7	0	0	0	0	0	0	7
13:15	8	1	0	0	0	0	0	9	8	0	0	0	0	0	0	8
13:30	16	1	0	0	0	0	0	17	5	0	0	0	0	0	0	5
13:45	7	4	0	0	0	0	0	11	3	0	0	0	0	0	0	3
Hour	40	7	0	0	0	0	0	47	23	0	0	0	0	0	0	23
14:00	17	0	0	0	0	0	0	17	6	0	0	0	0	0	0	6
14:15	10	0	0	0	0	0	0	10	6	0	0	0	0	0	0	6
14:30	9	1	0	0	0	0	0	10	5	1	0	0	0	0	0	6
14:45	8	1	0	0	0	0	0	9	5	0	0	0	0	1	0	6
Hour	44	2	0	0	0	0	0	46	22	1	0	0	0	1	0	24
15:00	9	1	0	0	0	0	0	10	4	0	0	0	0	0	0	4
15:15	8	0	0	0	0	0	0	8	1	0	0	0	0	0	0	1
15:30	16	0	0	0	0	0	0	16	1	0	0	0	0	0	0	1
15:45	15	1	0	0	0	0	0	16	4	0	1	0	0	0	0	5
Hour	48	2	0	0	0	0	0	50	10	0	1	0	0	0	0	11
16:00	15	1	0	0	0	0	0	16	9	0	0	0	0	0	0	9
16:15	12	1	0	0	0	0	0	13	2	0	1	0	0	0	0	3
16:30	15	2	0	0	0	0	0	17	2	0	0	0	0	0	0	2
16:45	13	0	0	0	0	0	0	13	7	2	0	0	0	0	0	9
Hour	55	4	0	0	0	0	0	59	20	2	1	0	0	0	0	23
17:00	8	2	0	0	0	0	0	10	6	0	0	0	0	0	0	6
17:15	16	0	0	0	0	0	0	16	3	0	0	0	0	0	0	3
17:30	13	1	0	0	0	0	0	14	2	0	0	0	0	0	0	2
17:45	13	2	0	0	0	0	0	15	3	1	0	0	0	0	0	4
Hour	50	5	0	0	0	0	0	55	14	1	0	0	0	0	0	15
18:00	13	1	0	0	0	0	0	14	4	1	0	0	0	0	0	5
18:15	9	1	0	0	0	0	0	10	3	0	0	0	0	0	0	3
18:30	10	2	0	0	0	0	0	12	4	2	0	0	0	0	0	6
18:45	6	1	0	0	0	0	0	7	2	0	0	0	0	0	0	2
Hour	38	5	0	0	0	0	0	43	13	3	0	0	0	0	0	16
19:00	10	0	0	0	0	0	0	10	1	0	0	0	0	0	0	1
19:15	9	1	0	0	0	0	0	10	3	0	0	0	0	0	0	3
19:30	7	1	0	0	0	0	0	8	6	0	0	0	0	0	0	6
19:45	9	0	0	0	0	0	0	9	3	1	0	0	0	0	0	4
Hour	35	2	0	0	0	0	0	37	13	1	0	0	0	0	0	14
Total	586	58	2	0	0	0	0	646	225	23	3	0	0	1	1	253

Site No. 2  
Location Drumalee Manor(N) / Drumalee Manor(S) / Lake View  
Date Thursday 9 February 2023

Time	To Arm A - Drumalee Manor(N)							Veh. Total	From Arm A - Drumalee Manor(N)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
06:00	1	1	0	0	0	0	0	2	3	0	1	0	0	0	0	4
06:15	5	2	0	0	0	0	0	7	2	1	0	0	0	0	0	3
06:30	6	3	0	0	0	0	0	9	3	0	0	0	0	0	0	3
06:45	12	1	1	0	0	0	0	14	8	1	0	0	0	0	0	9
Hour	24	7	1	0	0	0	0	32	16	2	1	0	0	0	0	19
07:00	4	2	0	0	0	0	0	6	7	5	0	0	0	0	0	12
07:15	9	0	0	0	0	0	0	9	5	1	0	0	1	0	0	7
07:30	21	1	0	0	0	0	0	22	18	1	1	0	0	0	0	20
07:45	25	5	0	0	2	0	0	32	26	3	0	0	2	0	0	31
Hour	59	8	0	0	2	0	0	69	56	10	1	0	3	0	0	70
08:00	41	2	1	0	3	0	0	47	44	4	2	0	5	0	0	55
08:15	72	3	0	0	2	0	0	77	93	6	0	0	9	0	0	108
08:30	87	7	0	0	0	0	0	94	105	8	0	0	4	0	0	117
08:45	65	4	0	1	4	0	0	74	120	5	0	0	0	0	0	125
Hour	265	16	1	1	9	0	0	292	362	23	2	0	18	0	0	405
09:00	29	3	0	0	2	0	1	35	68	3	0	0	0	0	0	71
09:15	31	2	1	0	1	0	0	35	44	5	1	0	0	0	0	50
09:30	16	2	0	0	0	0	0	18	42	1	0	0	0	0	0	43
09:45	12	4	0	0	0	0	0	16	35	3	0	0	0	0	1	39
Hour	88	11	1	0	3	0	1	104	189	12	1	0	0	0	1	203
10:00	8	3	3	0	0	0	2	16	19	2	0	0	1	0	2	24
10:15	25	2	1	0	0	0	0	28	16	2	1	0	1	0	1	21
10:30	24	1	0	1	2	0	0	28	29	4	1	0	2	0	0	36
10:45	25	0	0	0	1	0	0	26	29	8	0	0	0	1	0	38
Hour	82	6	4	1	3	0	2	98	93	16	2	0	4	1	3	119
11:00	17	4	1	0	0	1	0	23	37	2	1	0	0	0	0	40
11:15	14	3	3	0	0	0	0	20	28	3	0	0	1	0	1	33
11:30	14	4	2	0	2	0	0	22	34	6	0	0	0	0	0	40
11:45	20	2	1	0	2	0	0	25	31	4	0	0	1	0	0	36
Hour	65	13	7	0	4	1	0	90	130	15	1	0	2	0	1	149
12:00	23	2	0	0	0	0	0	25	37	3	4	0	0	0	0	44
12:15	28	1	0	1	0	0	0	30	45	3	0	0	0	0	0	48
12:30	30	4	0	0	1	0	0	35	37	4	1	0	0	0	0	42
12:45	27	7	0	0	2	0	1	37	30	2	0	0	0	0	0	32
Hour	108	14	0	1	3	0	1	127	149	12	5	0	0	0	0	166
13:00	34	2	0	0	0	0	0	36	34	2	0	0	1	1	1	39
13:15	40	2	0	0	1	0	0	43	26	6	0	0	0	0	0	32
13:30	33	3	0	0	0	0	1	37	50	3	0	0	2	3	0	58
13:45	30	4	1	0	0	0	0	35	48	6	1	0	1	0	1	57
Hour	137	11	1	0	1	0	1	151	158	17	1	0	4	4	2	186
14:00	36	4	3	0	1	0	0	44	32	7	0	0	0	0	0	39
14:15	36	5	1	0	1	0	0	43	34	5	1	0	0	0	0	40
14:30	43	4	0	0	0	0	0	47	56	4	1	0	1	0	0	62
14:45	43	2	1	0	1	1	1	49	58	8	0	0	1	1	0	68
Hour	158	15	5	0	3	1	1	183	180	24	2	0	2	1	0	209
15:00	31	2	0	0	2	0	0	35	28	3	0	0	3	0	1	35
15:15	21	3	0	0	0	1	0	25	38	2	0	0	2	0	0	42
15:30	40	8	0	0	3	0	0	51	42	1	1	0	0	0	0	44
15:45	58	2	2	0	4	0	1	67	61	4	0	0	10	0	0	75
Hour	150	15	2	0	9	1	1	178	169	10	1	0	15	0	1	196
16:00	47	1	0	0	4	0	0	52	65	2	0	0	6	0	0	73
16:15	35	2	2	0	2	0	0	41	46	2	0	0	0	0	0	48
16:30	27	5	0	0	0	0	0	32	48	1	0	0	1	0	0	50
16:45	43	5	0	0	1	0	0	49	41	4	1	1	1	0	1	49
Hour	152	13	2	0	7	0	0	174	200	9	1	1	8	0	1	220
17:00	47	2	1	0	0	0	0	50	42	9	0	0	0	0	0	51
17:15	48	5	0	0	0	0	1	54	42	2	0	0	0	0	0	44
17:30	35	4	0	0	1	0	0	40	26	4	0	0	0	1	0	31
17:45	32	6	0	1	0	0	0	39	28	3	0	0	1	0	0	32
Hour	162	17	1	1	1	0	1	183	138	18	0	0	1	1	0	158
18:00	35	1	0	0	0	0	0	36	27	5	0	0	1	0	0	33
18:15	30	1	0	0	1	0	0	32	25	3	0	0	0	0	0	28
18:30	24	5	0	0	1	0	0	30	23	5	0	0	0	0	0	28
18:45	14	0	0	0	1	0	0	15	31	5	0	0	0	0	0	36
Hour	103	7	0	0	3	0	0	113	106	18	0	0	1	0	0	125
19:00	22	1	0	0	0	0	0	23	28	4	0	0	0	0	0	32
19:15	20	1	0	0	0	0	0	21	29	1	0	0	2	0	0	32
19:30	21	1	0	0	0	0	0	22	15	4	1	0	0	0	0	20
19:45	30	1	1	1	1	0	0	34	26	1	0	0	0	0	0	27
Hour	93	4	1	1	1	0	0	100	98	10	1	0	2	0	0	111
Total	1646	157	26	5	49	3	8	1894	2044	196	19	1	60	7	9	2336

Site No. 2  
Location Drumalee Manor(N) / Drumalee Manor(S) / Lake View  
Date Thursday 9 February 2023

Time	To Arm B - Drumalee Manor(S)							Veh. Total	From Arm B - Drumalee Manor(S)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
06:00	2	1	2	0	0	0	0	5	2	0	0	0	0	0	0	2
06:15	4	1	0	0	0	0	0	5	5	1	0	0	0	0	0	6
06:30	6	1	0	0	0	0	0	7	2	0	0	0	0	0	2	
06:45	15	4	0	0	0	0	0	19	12	1	1	0	0	0	14	
Hour	27	7	2	0	0	0	0	36	21	2	1	0	0	0	24	
07:00	11	5	0	0	0	0	0	16	5	1	0	0	0	0	6	
07:15	9	2	0	0	1	0	0	12	8	0	0	0	0	0	8	
07:30	24	1	1	0	0	0	0	26	20	1	0	0	0	0	21	
07:45	36	3	0	0	2	0	0	41	25	6	0	0	2	0	33	
Hour	80	11	1	0	3	0	0	95	58	8	0	0	2	0	68	
08:00	51	8	2	0	5	0	0	66	43	3	1	0	3	0	50	
08:15	128	11	0	0	9	0	0	148	74	4	0	0	2	0	80	
08:30	143	8	0	0	4	0	0	155	82	4	0	0	0	0	86	
08:45	119	5	0	0	0	0	0	124	62	4	0	1	4	0	71	
Hour	441	32	2	0	18	0	0	493	261	15	1	1	9	0	287	
09:00	69	4	0	0	0	0	0	73	27	3	0	0	2	0	32	
09:15	48	4	1	0	0	0	0	53	37	2	1	0	1	0	41	
09:30	49	2	0	0	0	0	0	51	18	2	0	0	0	0	20	
09:45	37	4	0	0	0	0	1	42	16	5	1	0	0	0	22	
Hour	203	14	1	0	0	0	1	219	98	12	2	0	3	0	115	
10:00	24	2	1	0	1	0	2	30	13	2	4	0	0	0	21	
10:15	19	2	1	0	1	0	1	24	26	2	0	0	0	0	28	
10:30	36	4	1	0	2	0	0	43	26	1	0	1	2	0	30	
10:45	35	6	0	0	0	1	0	42	25	0	0	0	1	0	26	
Hour	114	14	3	0	4	1	3	139	90	5	4	1	3	0	105	
11:00	40	3	1	0	0	0	0	44	17	6	1	0	0	1	25	
11:15	35	5	0	0	1	0	1	42	23	5	3	0	0	0	31	
11:30	35	7	0	0	0	0	0	42	20	4	2	0	2	0	28	
11:45	34	4	0	0	1	0	0	39	24	1	1	0	2	0	28	
Hour	144	19	1	0	2	0	1	167	84	16	7	0	4	1	112	
12:00	46	3	3	0	0	0	0	52	29	3	0	0	0	0	32	
12:15	54	4	0	0	0	0	0	58	32	2	0	1	0	0	35	
12:30	44	4	1	0	0	0	0	49	41	6	0	0	1	0	48	
12:45	34	4	0	0	0	0	0	38	30	8	0	0	2	0	41	
Hour	178	15	4	0	0	0	0	197	132	19	0	1	3	0	156	
13:00	39	3	0	0	1	1	1	45	41	4	0	0	0	0	45	
13:15	32	5	0	0	0	0	0	37	42	2	0	0	1	0	45	
13:30	57	4	0	0	2	3	0	66	40	4	0	0	0	0	45	
13:45	43	9	1	0	1	0	0	54	34	4	1	0	0	0	39	
Hour	171	21	1	0	4	4	1	202	157	14	1	0	1	0	174	
14:00	42	7	0	0	0	0	0	49	42	4	3	0	1	0	50	
14:15	38	4	1	0	0	0	0	43	35	6	1	0	1	0	43	
14:30	58	4	1	0	1	0	0	64	44	4	0	0	0	1	49	
14:45	57	9	0	0	1	1	0	68	60	4	1	0	1	0	67	
Hour	195	24	2	0	2	1	0	224	181	18	5	0	3	1	209	
15:00	32	4	0	0	3	0	1	40	32	3	0	0	2	0	37	
15:15	39	2	0	0	2	0	0	43	29	3	0	0	0	1	33	
15:30	53	1	0	0	0	0	0	54	43	8	0	0	3	0	54	
15:45	73	3	0	0	10	0	0	86	71	2	1	0	4	0	79	
Hour	197	10	0	0	15	0	1	223	175	16	1	0	9	1	203	
16:00	69	3	0	0	6	0	0	78	57	1	1	0	4	0	63	
16:15	49	3	0	0	0	0	0	52	44	4	1	0	2	0	51	
16:30	53	2	0	0	1	0	0	56	36	8	0	0	0	0	44	
16:45	51	3	1	1	1	0	1	58	49	4	0	0	1	0	54	
Hour	222	11	1	1	8	0	1	244	186	17	2	0	7	0	212	
17:00	43	11	0	0	0	0	0	54	64	3	1	0	0	0	68	
17:15	48	2	0	0	0	0	0	50	65	8	0	0	0	0	74	
17:30	34	4	0	0	0	1	0	39	45	5	0	0	1	0	51	
17:45	35	5	0	0	1	0	0	41	43	9	0	1	0	0	53	
Hour	160	22	0	0	1	1	0	184	217	25	1	1	0	0	246	
18:00	37	5	0	0	1	0	0	43	50	1	0	0	0	0	51	
18:15	30	3	0	0	0	0	0	33	37	5	0	0	1	0	43	
18:30	30	4	0	0	0	0	0	34	39	3	0	0	1	0	43	
18:45	32	4	0	0	0	0	0	36	21	0	0	0	1	0	22	
Hour	129	16	0	0	1	0	0	146	147	9	0	0	3	0	159	
19:00	30	2	0	0	0	0	0	32	33	1	0	0	0	0	34	
19:15	33	2	0	0	2	0	0	37	25	1	0	0	0	0	26	
19:30	18	4	1	0	0	0	0	23	26	4	0	0	0	0	30	
19:45	29	0	0	0	0	0	0	29	37	1	1	1	0	0	41	
Hour	110	8	1	0	2	0	0	121	121	7	1	1	1	0	131	
Total	2371	224	19	1	60	7	8	2690	1928	183	26	5	49	3	7	2201

Site No. 2  
Location Drumalee Manor(N) / Drumalee Manor(S) / Lake View  
Date Thursday 9 February 2023

Time	To Arm C - Lake View							Veh. Total	From Arm C - Lake View							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
06:00	3	0	0	0	0	0	0	3	1	2	1	0	0	0	0	4
06:15	1	1	0	0	0	0	0	2	3	2	0	0	0	0	0	5
06:30	1	0	0	0	0	0	0	1	8	4	0	0	0	0	0	12
06:45	4	0	0	0	0	0	0	4	11	3	0	0	0	0	0	14
Hour	9	1	0	0	0	0	0	10	23	11	1	0	0	0	0	35
07:00	2	0	0	0	0	0	0	2	5	1	0	0	0	0	0	6
07:15	3	0	0	0	0	0	0	3	8	1	0	0	0	0	0	9
07:30	3	0	0	0	0	0	0	3	10	0	0	0	0	0	0	10
07:45	8	2	0	0	0	0	0	10	18	1	0	0	0	0	0	19
Hour	16	2	0	0	0	0	0	18	41	3	0	0	0	0	0	44
08:00	16	1	0	0	0	0	0	17	21	4	0	0	0	0	0	25
08:15	17	3	0	0	0	0	0	20	50	7	0	0	0	0	0	57
08:30	24	2	0	0	0	0	0	26	67	5	0	0	0	0	0	72
08:45	33	1	0	0	0	0	0	34	35	1	0	0	0	0	0	36
Hour	90	7	0	0	0	0	0	97	173	17	0	0	0	0	0	190
09:00	14	0	0	0	0	0	0	14	17	1	0	0	0	0	1	19
09:15	13	2	0	0	0	0	0	15	11	1	0	0	0	0	0	12
09:30	6	0	0	0	0	0	0	6	11	1	0	0	0	0	0	12
09:45	7	2	1	0	0	0	0	10	5	2	0	0	0	0	0	7
Hour	40	4	1	0	0	0	0	45	44	5	0	0	0	0	1	50
10:00	5	0	1	0	0	0	0	6	5	1	1	0	0	0	0	7
10:15	3	0	0	0	0	0	0	3	5	0	1	0	0	0	0	6
10:30	9	0	0	0	0	0	0	9	14	0	0	0	0	0	0	14
10:45	1	2	0	0	0	0	0	3	7	0	0	0	0	0	0	7
Hour	18	2	1	0	0	0	0	21	31	1	2	0	0	0	0	34
11:00	3	3	0	0	0	0	0	6	6	2	0	0	0	0	0	8
11:15	12	2	0	0	0	0	0	14	10	2	0	0	0	0	0	12
11:30	7	0	0	0	0	0	0	7	2	1	0	0	0	0	0	3
11:45	9	0	0	0	0	0	0	9	8	1	0	0	0	0	0	9
Hour	31	5	0	0	0	0	0	36	26	6	0	0	0	0	0	32
12:00	11	1	1	0	0	0	0	13	14	0	0	0	0	0	0	14
12:15	11	1	0	0	0	0	0	12	16	1	0	0	0	0	0	17
12:30	14	2	0	0	0	0	0	16	10	0	0	0	0	0	0	10
12:45	7	1	0	0	0	0	0	8	8	2	0	0	0	0	0	10
Hour	43	5	1	0	0	0	0	49	48	3	0	0	0	0	0	51
13:00	18	2	0	0	0	0	0	20	16	1	0	0	0	0	0	17
13:15	12	2	0	0	0	0	0	14	16	1	0	0	0	0	0	17
13:30	21	1	0	0	0	0	0	22	21	1	0	0	0	0	0	22
13:45	19	1	0	0	0	0	1	21	10	4	0	0	0	0	0	14
Hour	70	6	0	0	0	0	1	77	63	7	0	0	0	0	0	70
14:00	19	0	0	0	0	0	0	19	23	0	0	0	0	0	0	23
14:15	11	2	0	0	0	0	0	13	16	0	0	0	0	0	0	16
14:30	13	2	0	0	0	1	0	16	14	2	0	0	0	0	0	16
14:45	31	2	0	0	0	0	0	33	13	1	0	0	0	1	0	15
Hour	74	6	0	0	0	1	0	81	66	3	0	0	0	1	0	70
15:00	10	1	0	0	0	0	0	11	13	1	0	0	0	0	0	14
15:15	16	0	0	0	0	0	0	16	9	0	0	0	0	0	0	9
15:30	9	0	1	0	0	0	0	10	17	0	0	0	0	0	0	17
15:45	20	2	0	0	0	0	0	22	19	1	1	0	0	0	0	21
Hour	55	3	1	0	0	0	0	59	58	2	1	0	0	0	0	61
16:00	30	0	1	0	0	0	0	31	24	1	0	0	0	0	0	25
16:15	20	2	0	0	0	0	0	22	14	1	1	0	0	0	0	16
16:30	21	4	0	0	0	0	0	25	17	2	0	0	0	0	0	19
16:45	16	2	0	0	0	0	0	18	20	2	0	0	0	0	0	22
Hour	87	8	1	0	0	0	0	96	75	6	1	0	0	0	0	82
17:00	30	1	0	0	0	0	0	31	14	2	0	0	0	0	0	16
17:15	30	3	0	0	0	0	0	33	19	0	0	0	0	0	0	19
17:30	17	2	0	0	0	0	0	19	15	1	0	0	0	0	0	16
17:45	20	4	0	0	0	0	0	24	16	3	0	0	0	0	0	19
Hour	97	10	0	0	0	0	0	107	64	6	0	0	0	0	0	70
18:00	22	2	0	0	0	0	0	24	17	2	0	0	0	0	0	19
18:15	14	5	0	0	0	0	0	19	12	1	0	0	0	0	0	13
18:30	22	3	0	0	0	0	0	25	14	4	0	0	0	0	0	18
18:45	14	2	0	0	0	0	0	16	8	1	0	0	0	0	0	9
Hour	72	12	0	0	0	0	0	84	51	8	0	0	0	0	0	59
19:00	20	2	0	0	0	0	0	22	11	0	0	0	0	0	0	11
19:15	13	0	0	0	0	0	0	13	12	1	0	0	0	0	0	13
19:30	15	4	0	0	0	0	0	19	13	1	0	0	0	0	0	14
19:45	16	2	0	0	0	0	0	18	12	1	0	0	0	0	0	13
Hour	64	8	0	0	0	0	0	72	48	3	0	0	0	0	0	51
Total	766	79	5	0	0	1	1	852	811	81	5	0	0	1	1	899

Site No. 3  
Location Drumalee Manor(N) / Drumalee Manor(S) / Willows Access  
Date Thursday 9 February 2023

Time	A to C - Drumalee Manor(N) to Willows Access							Veh. Total	A to B - Drumalee Manor(N) to Drumalee Manor(S)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
06:00	0	0	0	0	0	0	0	0	2	1	2	0	0	0	0	5
06:15	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5
06:30	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7
06:45	0	0	0	0	0	0	0	0	15	4	0	0	0	0	0	19
Hour	0	0	0	0	0	0	0	0	27	7	2	0	0	0	0	36
07:00	1	0	0	0	0	0	0	1	10	5	0	0	0	0	0	15
07:15	1	0	0	0	0	0	0	1	8	2	0	0	1	0	0	11
07:30	2	0	0	0	0	0	0	2	20	1	1	0	0	0	0	22
07:45	1	0	0	0	0	0	0	1	34	3	0	0	2	0	0	39
Hour	5	0	0	0	0	0	0	5	72	11	1	0	3	0	0	87
08:00	3	0	0	0	0	0	0	3	49	8	2	0	5	0	0	64
08:15	6	0	0	0	0	0	0	6	118	11	0	0	9	0	0	138
08:30	3	0	0	0	0	0	0	3	146	8	0	0	4	0	0	158
08:45	5	0	0	0	0	0	0	5	110	5	0	0	0	0	0	115
Hour	17	0	0	0	0	0	0	17	423	32	2	0	18	0	0	475
09:00	9	0	0	0	0	0	0	9	61	4	0	0	0	0	0	65
09:15	4	0	0	0	0	0	0	4	42	4	1	0	0	0	0	47
09:30	0	0	0	0	0	0	0	0	54	2	0	0	0	0	0	56
09:45	2	0	0	0	0	0	0	2	36	4	0	0	0	0	0	40
Hour	15	0	0	0	0	0	0	15	193	14	1	0	0	0	0	208
10:00	4	0	0	0	0	0	0	4	21	2	1	0	1	0	2	27
10:15	1	0	0	0	0	0	0	1	18	2	1	0	1	0	1	23
10:30	1	0	0	0	0	0	0	1	33	4	0	0	2	0	0	39
10:45	0	0	0	0	0	0	0	0	38	2	1	0	0	1	0	42
Hour	6	0	0	0	0	0	0	6	110	10	3	0	4	1	3	131
11:00	0	2	0	0	0	0	0	2	40	4	1	0	0	0	0	45
11:15	2	0	0	0	0	0	0	2	34	4	0	0	1	0	1	40
11:30	1	0	0	0	0	0	0	1	33	9	0	0	0	0	0	42
11:45	2	0	0	0	0	0	0	2	32	6	0	0	1	0	0	39
Hour	5	2	0	0	0	0	0	7	139	23	1	0	2	0	1	166
12:00	2	0	0	0	0	0	0	2	45	3	3	0	0	0	0	51
12:15	5	0	0	0	0	0	0	5	49	3	0	0	0	0	0	52
12:30	3	0	0	0	0	0	0	3	44	4	1	0	0	0	0	49
12:45	3	0	0	0	0	0	0	3	29	4	0	0	0	0	0	33
Hour	13	0	0	0	0	0	0	13	167	14	4	0	0	0	0	185
13:00	2	0	0	0	0	0	0	2	39	3	0	0	1	1	1	45
13:15	1	0	0	0	0	0	0	1	31	4	0	0	0	0	0	35
13:30	7	0	0	0	0	0	0	7	50	4	0	0	2	3	0	59
13:45	5	0	0	0	0	0	0	5	39	9	1	0	1	0	0	50
Hour	15	0	0	0	0	0	0	15	159	20	1	0	4	4	1	189
14:00	2	0	0	0	0	0	0	2	41	5	0	0	0	0	0	46
14:15	1	0	0	0	0	0	0	1	38	5	1	0	0	0	0	44
14:30	6	1	0	0	0	0	0	7	52	4	1	0	1	0	0	58
14:45	7	1	0	0	0	0	0	8	48	8	0	0	1	1	0	58
Hour	16	2	0	0	0	0	0	18	179	22	2	0	2	1	0	206
15:00	3	1	0	0	0	0	0	4	28	3	0	0	3	0	1	35
15:15	0	0	0	0	0	0	0	0	40	2	0	0	2	0	0	44
15:30	1	0	0	0	0	0	0	1	50	1	0	0	0	0	0	51
15:45	3	0	0	0	0	0	0	3	70	3	0	0	9	0	0	82
Hour	7	1	0	0	0	0	0	8	188	9	0	0	14	0	1	212
16:00	1	0	0	0	0	0	0	1	66	3	0	0	7	0	0	76
16:15	4	0	0	0	0	0	0	4	48	2	0	0	0	0	1	51
16:30	3	1	0	0	0	0	0	4	50	2	0	0	1	0	0	53
16:45	5	1	0	0	0	0	0	6	47	2	1	1	1	0	0	52
Hour	13	2	0	0	0	0	0	15	211	9	1	1	9	0	1	232
17:00	2	1	0	0	0	0	0	3	39	10	0	0	0	0	0	49
17:15	2	0	0	0	0	0	0	2	46	2	0	0	0	0	0	48
17:30	2	0	0	0	0	0	0	2	31	4	0	0	0	1	0	36
17:45	2	2	0	0	0	0	0	4	34	4	0	0	1	0	0	39
Hour	8	3	0	0	0	0	0	11	150	20	0	0	1	1	0	172
18:00	3	0	0	0	0	0	0	3	33	5	0	0	1	0	0	39
18:15	3	0	0	0	0	0	0	3	29	3	0	0	0	0	0	32
18:30	3	1	0	0	0	0	0	4	26	3	0	0	0	0	0	29
18:45	2	0	0	0	0	0	0	2	31	4	0	0	0	0	0	35
Hour	11	1	0	0	0	0	0	12	119	15	0	0	1	0	0	135
19:00	4	0	0	0	0	0	0	4	25	2	0	0	0	0	0	27
19:15	2	0	0	0	0	0	0	2	32	2	0	0	2	0	0	36
19:30	1	0	0	0	0	0	0	1	18	3	1	0	0	0	0	22
19:45	1	1	0	0	0	0	0	2	28	0	0	0	0	0	0	28
Hour	8	1	0	0	0	0	0	9	103	7	1	0	2	0	0	113
Total	139	12	0	0	0	0	0	151	2240	213	19	1	60	7	7	2547

Site No. 3  
Location Drumalee Manor(N) / Drumalee Manor(S) / Willows Access  
Date Thursday 9 February 2023

Time	B to A - Drumalee Manor(S) to Drumalee Manor(N)							Veh. Total	B to C - Drumalee Manor(S) to Willows Access							Veh. Total	
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		
06:00	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0
06:15	3	1	0	0	0	0	0	4	1	0	1	0	0	0	0	0	2
06:30	2	0	0	0	0	0	0	2	4	0	0	0	0	0	0	0	4
06:45	10	1	1	0	0	0	0	12	1	0	0	0	0	0	0	0	1
Hour	19	2	1	0	0	0	0	22	6	0	1	0	0	0	0	0	7
07:00	3	0	0	0	0	0	0	3	5	0	0	0	0	0	0	0	5
07:15	7	0	0	0	0	0	0	7	1	0	0	0	0	0	0	0	1
07:30	14	1	0	0	0	0	0	15	2	0	0	0	0	0	0	0	2
07:45	22	5	0	0	2	0	0	29	3	0	0	0	0	0	0	0	3
Hour	46	6	0	0	2	0	0	54	11	0	0	0	0	0	0	0	11
08:00	40	3	1	0	3	0	0	47	8	0	0	0	0	0	0	0	8
08:15	69	4	0	0	2	0	0	75	6	1	0	0	0	0	0	0	7
08:30	65	4	0	0	0	0	0	69	10	0	0	0	0	0	0	0	10
08:45	53	2	0	1	4	0	0	60	13	0	0	0	0	0	0	0	13
Hour	227	13	1	1	9	0	0	251	37	1	0	0	0	0	0	0	38
09:00	24	2	0	0	2	0	0	28	8	0	0	0	1	0	0	0	9
09:15	33	3	1	0	0	0	0	37	10	1	0	0	0	0	0	0	11
09:30	17	2	0	0	0	0	0	19	3	1	0	0	0	0	0	0	4
09:45	15	4	2	0	0	0	0	21	3	0	0	0	0	0	0	0	3
Hour	89	11	3	0	2	0	0	105	24	2	0	0	1	0	0	0	27
10:00	11	2	3	0	0	0	1	17	6	1	0	0	0	0	0	0	7
10:15	26	1	0	0	0	0	0	27	1	0	0	0	0	0	0	0	1
10:30	23	1	0	1	1	0	0	26	4	0	0	0	1	0	0	0	5
10:45	22	1	0	0	1	0	0	24	2	0	0	0	0	0	0	0	2
Hour	82	5	3	1	2	0	1	94	13	1	0	0	1	0	0	0	15
11:00	17	7	1	0	0	1	0	26	4	0	0	0	0	0	0	0	4
11:15	23	4	3	0	0	0	0	30	2	1	0	0	0	0	0	0	3
11:30	20	5	2	0	2	0	0	29	3	0	0	0	0	0	0	0	3
11:45	23	2	1	0	1	0	0	27	3	0	0	0	1	0	0	0	4
Hour	83	18	7	0	3	1	0	112	12	1	0	0	1	0	0	0	14
12:00	29	3	0	0	0	0	0	32	3	0	0	0	0	0	0	0	3
12:15	32	2	0	1	0	0	0	35	6	0	0	0	0	0	0	0	6
12:30	39	6	0	0	1	0	1	47	4	1	0	0	0	0	0	0	5
12:45	29	7	0	0	2	0	0	38	4	0	0	0	0	0	0	0	4
Hour	129	18	0	1	3	0	1	152	17	1	0	0	0	0	0	0	18
13:00	41	4	0	0	0	0	0	45	6	0	0	0	0	0	0	0	6
13:15	40	1	0	0	1	0	1	43	9	0	0	0	0	0	0	0	9
13:30	33	4	0	0	0	0	0	37	11	0	0	0	0	0	0	0	11
13:45	33	3	1	0	0	0	0	37	8	0	0	0	0	0	0	0	8
Hour	147	12	1	0	1	0	1	162	34	0	0	0	0	0	0	0	34
14:00	41	4	4	0	0	0	0	49	6	0	0	0	1	0	0	0	7
14:15	32	6	0	0	1	0	0	39	6	0	0	0	0	0	0	0	6
14:30	42	4	0	0	0	1	0	47	6	0	0	0	0	0	0	0	6
14:45	56	4	1	0	1	0	1	63	11	0	0	0	0	0	0	0	11
Hour	171	18	5	0	2	1	1	198	29	0	0	0	1	0	0	0	30
15:00	33	3	0	0	2	0	0	38	7	0	1	0	0	0	0	0	8
15:15	24	4	0	0	0	1	0	29	11	1	0	0	0	0	0	0	12
15:30	39	7	0	0	2	0	0	48	4	0	0	0	2	0	0	0	6
15:45	69	2	1	0	3	0	1	76	10	1	0	0	0	0	0	0	11
Hour	165	16	1	0	7	1	1	191	32	2	1	0	2	0	0	0	37
16:00	54	2	1	0	4	0	0	61	19	0	0	0	0	0	0	0	19
16:15	43	2	1	0	2	0	0	48	7	1	0	0	0	0	0	0	8
16:30	35	6	0	0	0	0	0	41	5	1	0	0	0	0	0	0	6
16:45	49	3	0	0	1	0	0	53	7	0	0	0	0	0	0	0	7
Hour	181	13	2	0	7	0	0	203	38	2	0	0	0	0	0	0	40
17:00	64	3	1	0	0	0	0	68	17	1	0	0	0	0	0	0	18
17:15	58	8	0	0	0	0	1	67	8	1	0	0	0	0	0	0	9
17:30	44	4	0	0	0	0	0	48	12	3	0	0	1	0	0	0	16
17:45	44	9	0	1	0	0	0	54	18	1	0	0	0	0	0	0	19
Hour	210	24	1	1	0	0	1	237	55	6	0	0	1	0	0	0	62
18:00	50	1	0	0	0	0	0	51	9	0	0	0	0	0	0	0	9
18:15	35	5	0	0	1	0	1	42	10	0	1	0	0	0	0	0	11
18:30	40	3	0	0	0	0	0	43	15	1	0	0	1	0	0	0	17
18:45	20	0	0	0	1	0	0	21	6	1	0	0	0	0	0	0	7
Hour	145	9	0	0	2	0	1	157	40	2	1	0	1	0	0	0	44
19:00	30	2	0	0	0	0	0	32	12	2	0	0	0	0	0	0	14
19:15	23	1	0	0	0	0	0	24	6	1	0	0	0	0	0	0	7
19:30	24	4	0	0	0	0	0	28	6	1	0	0	0	0	0	0	7
19:45	35	1	1	1	1	0	0	39	6	3	0	0	0	0	0	0	9
Hour	112	8	1	1	1	0	0	123	30	7	0	0	0	0	0	0	37
Total	1806	173	26	5	41	3	7	2061	378	25	3	0	8	0	0	0	414



Site No. 3  
Location Drumalee Manor(N) / Drumalee Manor(S) / Willows Access  
Date Thursday 9 February 2023

Time	C to B - Willows Access to Drumalee Manor(S)							Veh. Total	C to A - Willows Access to Drumalee Manor(N)							Veh. Total	
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		
06:00	1	2	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0
06:15	3	0	0	0	1	0	0	4	0	0	0	0	0	0	0	0	0
06:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
06:45	7	1	0	0	0	0	0	8	4	0	0	0	0	0	0	0	4
Hour	12	3	0	0	1	0	0	16	4	0	0	0	0	0	0	0	4
07:00	1	1	0	0	0	0	0	2	2	1	0	0	0	0	0	0	3
07:15	9	1	0	0	0	0	0	10	2	0	0	0	0	0	0	0	2
07:30	4	0	0	0	0	0	0	4	5	0	0	0	0	0	0	0	5
07:45	6	1	0	0	0	0	0	7	3	1	0	0	0	0	0	0	4
Hour	20	3	0	0	0	0	0	23	12	2	0	0	0	0	0	0	14
08:00	13	0	0	0	0	0	0	13	3	0	0	0	0	0	0	0	3
08:15	19	2	0	0	0	0	1	22	9	0	0	0	0	0	0	0	9
08:30	27	0	0	0	0	0	0	27	15	1	0	0	0	0	0	0	16
08:45	12	1	0	0	0	0	0	13	11	1	0	0	0	0	0	0	12
Hour	71	3	0	0	0	0	1	75	38	2	0	0	0	0	0	0	40
09:00	5	1	0	0	0	0	0	6	1	0	0	0	1	0	0	0	2
09:15	6	1	0	0	0	0	0	7	5	0	0	0	0	0	0	0	5
09:30	10	0	0	0	0	0	0	10	3	0	0	0	0	0	0	0	3
09:45	7	0	0	0	0	0	0	7	0	1	0	0	0	0	0	0	1
Hour	28	2	0	0	0	0	0	30	9	1	0	0	1	0	0	0	11
10:00	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	1
10:15	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	1
10:30	1	1	0	0	0	0	0	2	2	0	0	0	1	0	0	0	3
10:45	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	2
Hour	9	1	0	0	0	0	0	10	6	0	0	0	1	0	0	0	7
11:00	6	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0
11:15	5	0	0	0	0	0	0	5	1	1	0	0	0	0	0	0	2
11:30	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	1
11:45	6	1	0	0	0	0	0	7	0	0	0	0	1	0	0	0	1
Hour	21	2	0	0	0	0	0	23	2	1	0	0	1	0	0	0	4
12:00	5	0	0	0	0	0	0	5	1	0	0	0	0	0	0	0	1
12:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
12:30	8	0	0	0	0	0	0	8	1	0	0	0	0	0	0	0	1
12:45	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	1
Hour	17	0	0	0	0	0	0	17	3	0	0	0	0	0	0	0	3
13:00	8	0	0	0	0	0	0	8	1	0	0	0	0	0	0	0	1
13:15	10	2	0	0	0	0	0	12	5	0	0	0	0	0	0	0	5
13:30	7	0	0	0	0	0	0	7	5	0	0	0	0	0	0	0	5
13:45	11	0	0	0	0	0	0	11	2	0	0	0	0	0	0	0	2
Hour	36	2	0	0	0	0	0	38	13	0	0	0	0	0	0	0	13
14:00	12	0	0	0	0	0	0	12	3	0	0	0	1	0	0	0	4
14:15	6	0	0	0	0	0	0	6	3	0	0	0	0	0	0	0	3
14:30	7	0	0	0	0	0	0	7	3	1	0	0	0	0	0	0	4
14:45	7	1	0	0	0	0	0	8	1	0	0	0	0	0	0	0	1
Hour	32	1	0	0	0	0	0	33	10	1	0	0	1	0	0	0	12
15:00	5	1	0	0	0	0	0	6	2	0	0	0	0	0	0	0	2
15:15	7	1	1	0	0	0	0	9	4	0	0	0	0	0	0	0	4
15:30	5	0	0	0	0	0	0	5	4	1	0	0	1	0	0	0	6
15:45	16	0	0	0	0	0	0	16	1	0	0	0	1	0	0	0	2
Hour	33	2	1	0	0	0	0	36	11	1	0	0	2	0	0	0	14
16:00	8	0	0	0	0	0	0	8	1	0	0	0	0	0	0	0	1
16:15	9	0	0	0	0	0	0	9	3	1	0	0	0	0	0	0	4
16:30	5	0	0	0	0	0	0	5	0	2	0	0	0	0	0	0	2
16:45	10	0	0	0	0	0	0	10	1	1	0	0	0	0	0	0	2
Hour	32	0	0	0	0	0	0	32	5	4	0	0	0	0	0	0	9
17:00	7	2	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0
17:15	8	1	0	0	0	0	0	9	5	0	0	0	0	0	0	0	5
17:30	12	1	0	0	0	0	0	13	2	0	0	0	1	0	0	0	3
17:45	12	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0	0
Hour	39	4	0	0	0	0	0	43	7	0	0	0	1	0	0	0	8
18:00	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0
18:15	8	1	1	0	0	0	0	10	1	0	0	0	0	0	0	0	1
18:30	9	1	0	0	0	0	0	10	1	0	0	0	1	0	0	0	2
18:45	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0
Hour	35	2	1	0	0	0	0	38	2	0	0	0	1	0	0	0	3
19:00	5	0	0	0	0	0	0	5	2	0	0	0	0	0	0	0	2
19:15	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	2
19:30	6	1	0	0	0	0	0	7	1	1	0	0	0	0	0	0	2
19:45	1	3	0	0	0	0	0	4	2	0	0	0	0	0	0	0	2
Hour	13	4	0	0	0	0	0	17	7	1	0	0	0	0	0	0	8
Total	398	29	2	0	1	0	1	431	129	13	0	0	8	0	0	0	150

Site No. 3  
Location Drumalee Manor(N) / Drumalee Manor(S) / Willows Access  
Date Thursday 9 February 2023

Site No. 3  
Location Drumal  
Date Thursdc

Time	To Arm A - Drumalee Manor(N)							Veh. Total	From Arm A - Drumalee Manor(N)							Veh. Total	Time	Drumal	
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C			CAR	LGV
06:00	4	0	0	0	0	0	0	4	2	1	2	0	0	0	0	5	06:00	3	3
06:15	3	1	0	0	0	0	0	4	4	1	0	0	0	0	0	5	06:15	7	1
06:30	2	0	0	0	0	0	0	2	6	1	0	0	0	0	7	06:30	7	1	
06:45	14	1	1	0	0	0	0	16	15	4	0	0	0	0	19	06:45	22	5	
Hour	23	2	1	0	0	0	0	26	27	7	2	0	0	0	36	Hour	39	10	
07:00	5	1	0	0	0	0	0	6	11	5	0	0	0	0	16	07:00	11	6	
07:15	9	0	0	0	0	0	0	9	9	2	0	0	1	0	12	07:15	17	3	
07:30	19	1	0	0	0	0	0	20	22	1	1	0	0	0	24	07:30	24	1	
07:45	25	6	0	0	2	0	0	33	35	3	0	0	2	0	40	07:45	40	4	
Hour	58	8	0	0	2	0	0	68	77	11	1	0	3	0	92	Hour	92	14	
08:00	43	3	1	0	3	0	0	50	52	8	2	0	5	0	67	08:00	62	8	
08:15	78	4	0	0	2	0	0	84	124	11	0	0	9	0	144	08:15	137	13	
08:30	80	5	0	0	0	0	0	85	149	8	0	0	4	0	161	08:30	173	8	
08:45	64	3	0	1	4	0	0	72	115	5	0	0	0	0	120	08:45	122	6	
Hour	265	15	1	1	9	0	0	291	440	32	2	0	18	0	492	Hour	494	35	
09:00	25	2	0	0	3	0	0	30	70	4	0	0	0	0	74	09:00	66	5	
09:15	38	3	1	0	0	0	0	42	46	4	1	0	0	0	51	09:15	48	5	
09:30	20	2	0	0	0	0	0	22	54	2	0	0	0	0	56	09:30	64	2	
09:45	15	5	2	0	0	0	0	22	38	4	0	0	0	0	42	09:45	43	4	
Hour	98	12	3	0	3	0	0	116	208	14	1	0	0	0	223	Hour	221	16	
10:00	12	2	3	0	0	0	1	18	25	2	1	0	1	0	31	10:00	25	2	
10:15	27	1	0	0	0	0	0	28	19	2	1	0	1	0	24	10:15	20	2	
10:30	25	1	0	1	2	0	0	29	34	4	0	0	2	0	40	10:30	34	5	
10:45	24	1	0	0	1	0	0	26	38	2	1	0	0	1	42	10:45	40	2	
Hour	88	5	3	1	3	0	1	101	116	10	3	0	4	1	137	Hour	119	11	
11:00	17	7	1	0	0	1	0	26	40	6	1	0	0	0	47	11:00	46	5	
11:15	24	5	3	0	0	0	0	32	36	4	0	0	1	0	42	11:15	39	4	
11:30	21	5	2	0	2	0	0	30	34	9	0	0	0	0	43	11:30	37	9	
11:45	23	2	1	0	2	0	0	28	34	6	0	0	1	0	41	11:45	38	7	
Hour	85	19	7	0	4	1	0	116	144	25	1	0	2	0	173	Hour	160	25	
12:00	30	3	0	0	0	0	0	33	47	3	3	0	0	0	53	12:00	50	3	
12:15	32	2	0	1	0	0	0	35	54	3	0	0	0	0	57	12:15	51	3	
12:30	40	6	0	0	1	0	1	48	47	4	1	0	0	0	52	12:30	52	4	
12:45	30	7	0	0	2	0	0	39	32	4	0	0	0	0	36	12:45	31	4	
Hour	132	18	0	1	3	0	1	155	180	14	4	0	0	0	198	Hour	184	14	
13:00	42	4	0	0	0	0	0	46	41	3	0	0	1	1	47	13:00	47	3	
13:15	45	1	0	0	1	0	1	48	32	4	0	0	0	0	36	13:15	41	6	
13:30	38	4	0	0	0	0	0	42	57	4	0	0	2	3	66	13:30	57	4	
13:45	35	3	1	0	0	0	0	39	44	9	1	0	1	0	55	13:45	50	9	
Hour	160	12	1	0	1	0	1	175	174	20	1	0	4	4	204	Hour	195	22	
14:00	44	4	4	0	1	0	0	53	43	5	0	0	0	0	48	14:00	53	5	
14:15	35	6	0	0	1	0	0	42	39	5	1	0	0	0	45	14:15	44	5	
14:30	45	5	0	0	0	1	0	51	58	5	1	0	1	0	65	14:30	59	4	
14:45	57	4	1	0	1	0	1	64	55	9	0	0	1	1	66	14:45	55	9	
Hour	181	19	5	0	3	1	1	210	195	24	2	0	2	1	224	Hour	211	23	
15:00	35	3	0	0	2	0	0	40	31	4	0	0	3	0	39	15:00	33	4	
15:15	28	4	0	0	0	1	0	33	40	2	0	0	2	0	44	15:15	47	3	
15:30	43	8	0	0	3	0	0	54	51	1	0	0	0	0	52	15:30	55	1	
15:45	70	2	1	0	4	0	1	78	73	3	0	0	9	0	85	15:45	86	3	
Hour	176	17	1	0	9	1	1	205	195	10	0	0	14	0	220	Hour	221	11	
16:00	55	2	1	0	4	0	0	62	67	3	0	0	7	0	77	16:00	74	3	
16:15	46	3	1	0	2	0	0	52	52	2	0	0	0	0	55	16:15	57	2	
16:30	35	8	0	0	0	0	0	43	53	3	0	0	1	0	57	16:30	55	2	
16:45	50	4	0	0	1	0	0	55	52	3	1	1	1	0	58	16:45	57	2	
Hour	186	17	2	0	7	0	0	212	224	11	1	1	9	0	247	Hour	243	9	
17:00	64	3	1	0	0	0	0	68	41	11	0	0	0	0	52	17:00	46	12	
17:15	63	8	0	0	0	0	1	72	48	2	0	0	0	0	50	17:15	54	3	
17:30	46	4	0	0	1	0	0	51	33	4	0	0	0	1	38	17:30	43	5	
17:45	44	9	0	1	0	0	0	54	36	6	0	0	1	0	43	17:45	46	4	
Hour	217	24	1	1	1	0	1	245	158	23	0	0	1	1	183	Hour	189	24	
18:00	50	1	0	0	0	0	0	51	36	5	0	0	1	0	42	18:00	41	5	
18:15	36	5	0	0	1	0	1	43	32	3	0	0	0	0	35	18:15	37	4	
18:30	41	3	0	0	1	0	0	45	29	4	0	0	0	0	33	18:30	35	4	
18:45	20	0	0	0	1	0	0	21	33	4	0	0	0	0	37	18:45	41	4	
Hour	147	9	0	0	3	0	1	160	130	16	0	0	1	0	147	Hour	154	17	
19:00	32	2	0	0	0	0	0	34	29	2	0	0	0	0	31	19:00	30	2	
19:15	25	1	0	0	0	0	0	26	34	2	0	0	2	0	38	19:15	33	2	
19:30	25	5	0	0	0	0	0	30	19	3	1	0	0	0	23	19:30	24	4	
19:45	37	1	1	1	1	0	0	41	29	1	0	0	0	0	30	19:45	29	3	
Hour	119	9	1	1	1	0	0	131	111	8	1	0	2	0	122	Hour	116	11	
Total	1935	186	26	5	49	3	7	2211	2379	225	19	1	60	7	2698	Total	2638	242	

ee Manor(N) / Drumalee Manor(S) / Willows Access  
 y 9 February 2023

to Arm B - Drumalee Manor(S)					Veh. Total	From Arm B - Drumalee Manor(S)						Veh. Total	
OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C		P/C
2	0	0	0	0	8	4	0	0	0	0	0	0	4
0	0	1	0	0	9	4	1	1	0	0	0	0	6
0	0	0	0	0	8	6	0	0	0	0	0	0	6
0	0	0	0	0	27	11	1	1	0	0	0	0	13
2	0	1	0	0	52	25	2	2	0	0	0	0	29
0	0	0	0	0	17	8	0	0	0	0	0	0	8
0	0	1	0	0	21	8	0	0	0	0	0	0	8
1	0	0	0	0	26	16	1	0	0	0	0	0	17
0	0	2	0	0	46	25	5	0	0	2	0	0	32
1	0	3	0	0	110	57	6	0	0	2	0	0	65
2	0	5	0	0	77	48	3	1	0	3	0	0	55
0	0	9	0	1	160	75	5	0	0	2	0	0	82
0	0	4	0	0	185	75	4	0	0	0	0	0	79
0	0	0	0	0	128	66	2	0	1	4	0	0	73
2	0	18	0	1	550	264	14	1	1	9	0	0	289
0	0	0	0	0	71	32	2	0	0	3	0	0	37
1	0	0	0	0	54	43	4	1	0	0	0	0	48
0	0	0	0	0	66	20	3	0	0	0	0	0	23
0	0	0	0	0	47	18	4	2	0	0	0	0	24
1	0	0	0	0	238	113	13	3	0	3	0	0	132
1	0	1	0	2	31	17	3	3	0	0	0	1	24
1	0	1	0	1	25	27	1	0	0	0	0	0	28
0	0	2	0	0	41	27	1	0	1	2	0	0	31
1	0	0	1	0	44	24	1	0	0	1	0	0	26
3	0	4	1	3	141	95	6	3	1	3	0	1	109
1	0	0	0	0	52	21	7	1	0	0	1	0	30
0	0	1	0	1	45	25	5	3	0	0	0	0	33
0	0	0	0	0	46	23	5	2	0	2	0	0	32
0	0	1	0	0	46	26	2	1	0	2	0	0	31
1	0	2	0	1	189	95	19	7	0	4	1	0	126
3	0	0	0	0	56	32	3	0	0	0	0	0	35
0	0	0	0	0	54	38	2	0	1	0	0	0	41
1	0	0	0	0	57	43	7	0	0	1	0	1	52
0	0	0	0	0	35	33	7	0	0	2	0	0	42
4	0	0	0	0	202	146	19	0	1	3	0	1	170
0	0	1	1	1	53	47	4	0	0	0	0	0	51
0	0	0	0	0	47	49	1	0	0	1	0	1	52
0	0	2	3	0	66	44	4	0	0	0	0	0	48
1	0	1	0	0	61	41	3	1	0	0	0	0	45
1	0	4	4	1	227	181	12	1	0	1	0	1	196
0	0	0	0	0	58	47	4	4	0	1	0	0	56
1	0	0	0	0	50	38	6	0	0	1	0	0	45
1	0	1	0	0	65	48	4	0	0	0	1	0	53
0	0	1	1	0	66	67	4	1	0	1	0	1	74
2	0	2	1	0	239	200	18	5	0	3	1	1	228
0	0	3	0	1	41	40	3	1	0	2	0	0	46
1	0	2	0	0	53	35	5	0	0	0	1	0	41
0	0	0	0	0	56	43	7	0	0	4	0	0	54
0	0	9	0	0	98	79	3	1	0	3	0	1	87
1	0	14	0	1	248	197	18	2	0	9	1	1	228
0	0	7	0	0	84	73	2	1	0	4	0	0	80
0	0	0	0	1	60	50	3	1	0	2	0	0	56
0	0	1	0	0	58	40	7	0	0	0	0	0	47
1	1	1	0	0	62	56	3	0	0	1	0	0	60
1	1	9	0	1	264	219	15	2	0	7	0	0	243
0	0	0	0	0	58	81	4	1	0	0	0	0	86
0	0	0	0	0	57	66	9	0	0	0	0	1	76
0	0	0	1	0	49	56	7	0	0	1	0	0	64
0	0	1	0	0	51	62	10	0	1	0	0	0	73
0	0	1	1	0	215	265	30	1	1	1	0	1	299
0	0	1	0	0	47	59	1	0	0	0	0	0	60
1	0	0	0	0	42	45	5	1	0	1	0	1	53
0	0	0	0	0	39	55	4	0	0	1	0	0	60
0	0	0	0	0	45	26	1	0	0	1	0	0	28
1	0	1	0	0	173	185	11	1	0	3	0	1	201
0	0	0	0	0	32	42	4	0	0	0	0	0	46
0	0	2	0	0	37	29	2	0	0	0	0	0	31
1	0	0	0	0	29	30	5	0	0	0	0	0	35
0	0	0	0	0	32	41	4	1	1	1	0	0	48
1	0	2	0	0	130	142	15	1	1	1	0	0	160
21	1	61	7	8	2978	2184	198	29	5	49	3	7	2475

Site No. 3  
Location Drumalee Manor(N) / Drumalee Manor(S) / Willows Access  
Date Thursday 9 February 2023

Time	To Arm C - Willows Access							Veh. Total	From Arm C - Willows Access							Veh. Total	
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		
06:00	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	3
06:15	1	0	1	0	0	0	0	2	3	0	0	0	1	0	0	0	4
06:30	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	1
06:45	1	0	0	0	0	0	0	1	11	1	0	0	0	0	0	0	12
Hour	6	0	1	0	0	0	0	7	16	3	0	0	1	0	0	0	20
07:00	6	0	0	0	0	0	0	6	3	2	0	0	0	0	0	0	5
07:15	2	0	0	0	0	0	0	2	11	1	0	0	0	0	0	0	12
07:30	4	0	0	0	0	0	0	4	9	0	0	0	0	0	0	0	9
07:45	4	0	0	0	0	0	0	4	9	2	0	0	0	0	0	0	11
Hour	16	0	0	0	0	0	0	16	32	5	0	0	0	0	0	0	37
08:00	11	0	0	0	0	0	0	11	16	0	0	0	0	0	0	0	16
08:15	12	1	0	0	0	0	0	13	28	2	0	0	0	0	1	0	31
08:30	13	0	0	0	0	0	0	13	42	1	0	0	0	0	0	0	43
08:45	18	0	0	0	0	0	0	18	23	2	0	0	0	0	0	0	25
Hour	54	1	0	0	0	0	0	55	109	5	0	0	0	0	1	0	115
09:00	17	0	0	0	1	0	0	18	6	1	0	0	1	0	0	0	8
09:15	14	1	0	0	0	0	0	15	11	1	0	0	0	0	0	0	12
09:30	3	1	0	0	0	0	0	4	13	0	0	0	0	0	0	0	13
09:45	5	0	0	0	0	0	0	5	7	1	0	0	0	0	0	0	8
Hour	39	2	0	0	1	0	0	42	37	3	0	0	1	0	0	0	41
10:00	10	1	0	0	0	0	0	11	5	0	0	0	0	0	0	0	5
10:15	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	3
10:30	5	0	0	0	1	0	0	6	3	1	0	0	1	0	0	0	5
10:45	2	0	0	0	0	0	0	2	4	0	0	0	0	0	0	0	4
Hour	19	1	0	0	1	0	0	21	15	1	0	0	1	0	0	0	17
11:00	4	2	0	0	0	0	0	6	6	1	0	0	0	0	0	0	7
11:15	4	1	0	0	0	0	0	5	6	1	0	0	0	0	0	0	7
11:30	4	0	0	0	0	0	0	4	5	0	0	0	0	0	0	0	5
11:45	5	0	0	0	1	0	0	6	6	1	0	0	1	0	0	0	8
Hour	17	3	0	0	1	0	0	21	23	3	0	0	1	0	0	0	27
12:00	5	0	0	0	0	0	0	5	6	0	0	0	0	0	0	0	6
12:15	11	0	0	0	0	0	0	11	2	0	0	0	0	0	0	0	2
12:30	7	1	0	0	0	0	0	8	9	0	0	0	0	0	0	0	9
12:45	7	0	0	0	0	0	0	7	3	0	0	0	0	0	0	0	3
Hour	30	1	0	0	0	0	0	31	20	0	0	0	0	0	0	0	20
13:00	8	0	0	0	0	0	0	8	9	0	0	0	0	0	0	0	9
13:15	10	0	0	0	0	0	0	10	15	2	0	0	0	0	0	0	17
13:30	18	0	0	0	0	0	0	18	12	0	0	0	0	0	0	0	12
13:45	13	0	0	0	0	0	0	13	13	0	0	0	0	0	0	0	13
Hour	49	0	0	0	0	0	0	49	49	2	0	0	0	0	0	0	51
14:00	8	0	0	0	1	0	0	9	15	0	0	0	1	0	0	0	16
14:15	7	0	0	0	0	0	0	7	9	0	0	0	0	0	0	0	9
14:30	12	1	0	0	0	0	0	13	10	1	0	0	0	0	0	0	11
14:45	18	1	0	0	0	0	0	19	8	1	0	0	0	0	0	0	9
Hour	45	2	0	0	1	0	0	48	42	2	0	0	1	0	0	0	45
15:00	10	1	1	0	0	0	0	12	7	1	0	0	0	0	0	0	8
15:15	11	1	0	0	0	0	0	12	11	1	1	0	0	0	0	0	13
15:30	5	0	0	0	2	0	0	7	9	1	0	0	1	0	0	0	11
15:45	13	1	0	0	0	0	0	14	17	0	0	0	1	0	0	0	18
Hour	39	3	1	0	2	0	0	45	44	3	1	0	2	0	0	0	50
16:00	20	0	0	0	0	0	0	20	9	0	0	0	0	0	0	0	9
16:15	11	1	0	0	0	0	0	12	12	1	0	0	0	0	0	0	13
16:30	8	2	0	0	0	0	0	10	5	2	0	0	0	0	0	0	7
16:45	12	1	0	0	0	0	0	13	11	1	0	0	0	0	0	0	12
Hour	51	4	0	0	0	0	0	55	37	4	0	0	0	0	0	0	41
17:00	19	2	0	0	0	0	0	21	7	2	0	0	0	0	0	0	9
17:15	10	1	0	0	0	0	0	11	13	1	0	0	0	0	0	0	14
17:30	14	3	0	0	1	0	0	18	14	1	0	0	1	0	0	0	16
17:45	20	3	0	0	0	0	0	23	12	0	0	0	0	0	0	0	12
Hour	63	9	0	0	1	0	0	73	46	4	0	0	1	0	0	0	51
18:00	12	0	0	0	0	0	0	12	8	0	0	0	0	0	0	0	8
18:15	13	0	1	0	0	0	0	14	9	1	1	0	0	0	0	0	11
18:30	18	2	0	0	1	0	0	21	10	1	0	0	1	0	0	0	12
18:45	8	1	0	0	0	0	0	9	10	0	0	0	0	0	0	0	10
Hour	51	3	1	0	1	0	0	56	37	2	1	0	1	0	0	0	41
19:00	16	2	0	0	0	0	0	18	7	0	0	0	0	0	0	0	7
19:15	8	1	0	0	0	0	0	9	3	0	0	0	0	0	0	0	3
19:30	7	1	0	0	0	0	0	8	7	2	0	0	0	0	0	0	9
19:45	7	4	0	0	0	0	0	11	3	3	0	0	0	0	0	0	6
Hour	38	8	0	0	0	0	0	46	20	5	0	0	0	0	0	0	25
Total	517	37	3	0	8	0	0	565	527	42	2	0	9	0	1	0	581

Site No. 4  
Location Drumalee Manor(N) / Keadue Ln / Drumalee Manor(S)  
Date Thursday 9 February 2023

Time	A to C - Drumalee Manor(N) to Drumalee Manor(S)							Veh. Total	A to B - Drumalee Manor(N) to Keadue Ln							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
06:00	5	3	2	0	0	0	0	10	0	0	0	0	0	0	0	0
06:15	7	1	0	0	1	0	0	9	0	0	0	0	0	0	0	0
06:30	9	1	0	0	0	0	0	10	0	0	0	0	0	0	0	0
06:45	24	4	0	0	0	0	0	28	0	0	0	0	0	0	0	0
Hour	45	9	2	0	1	0	0	57	0	0	0	0	0	0	0	0
07:00	11	8	0	0	0	0	0	19	1	0	0	0	0	0	0	1
07:15	17	2	0	0	1	0	0	20	0	0	0	0	0	0	0	0
07:30	25	2	1	0	0	0	0	28	0	0	0	0	0	0	0	0
07:45	39	2	0	0	2	0	0	43	0	1	0	0	0	0	0	1
Hour	92	14	1	0	3	0	0	110	1	1	0	0	0	0	0	2
08:00	64	7	2	0	5	0	0	78	0	0	0	0	0	0	0	0
08:15	137	11	0	0	9	0	1	158	1	0	0	0	0	0	0	1
08:30	178	6	0	0	4	0	0	188	4	0	0	0	0	0	0	4
08:45	128	4	0	0	0	0	0	132	3	0	0	0	0	0	0	3
Hour	507	28	2	0	18	0	1	556	8	0	0	0	0	0	0	8
09:00	64	2	0	0	0	0	0	66	1	0	0	0	0	0	0	1
09:15	53	5	0	0	0	0	1	59	0	0	0	0	0	0	0	0
09:30	61	3	2	0	0	0	0	66	1	0	0	0	0	0	0	1
09:45	47	3	0	0	0	0	0	50	0	0	0	0	0	0	0	0
Hour	225	13	2	0	0	0	1	241	2	0	0	0	0	0	0	2
10:00	26	2	1	0	1	0	2	32	0	0	0	0	0	0	0	0
10:15	21	2	1	0	1	0	1	26	0	1	0	0	0	0	0	1
10:30	35	3	0	0	2	0	0	40	0	0	0	0	0	0	0	0
10:45	40	2	0	0	0	1	0	43	2	0	0	0	0	0	0	2
Hour	122	9	2	0	4	1	3	141	2	1	0	0	0	0	0	3
11:00	49	3	1	0	0	0	0	53	0	0	0	0	0	0	0	0
11:15	36	4	1	0	1	0	1	43	1	1	0	0	0	0	0	2
11:30	37	8	0	0	0	0	0	45	1	0	0	0	0	0	0	1
11:45	38	6	0	0	1	0	0	45	2	1	0	0	0	0	0	3
Hour	160	21	2	0	2	0	1	186	4	2	0	0	0	0	0	6
12:00	44	2	2	0	0	0	0	48	1	0	1	0	0	0	0	2
12:15	56	4	0	0	0	0	0	60	1	0	0	0	0	0	0	1
12:30	54	2	0	0	0	0	0	56	1	0	1	0	0	0	0	2
12:45	32	4	0	0	0	0	0	36	2	0	0	0	0	0	0	2
Hour	186	12	2	0	0	0	0	200	5	0	2	0	0	0	0	7
13:00	51	3	0	0	1	1	1	57	0	0	0	0	0	0	0	0
13:15	42	3	0	0	0	0	0	45	0	2	0	0	0	0	0	2
13:30	55	4	0	0	2	3	0	64	2	0	0	0	0	0	0	2
13:45	49	9	1	0	1	0	0	60	1	0	0	0	0	0	0	1
Hour	197	19	1	0	4	4	1	226	3	2	0	0	0	0	0	5
14:00	51	6	0	0	0	0	0	57	3	0	0	0	0	0	0	3
14:15	39	1	1	0	0	0	0	41	4	1	0	0	0	0	0	5
14:30	61	3	1	0	1	0	0	66	2	1	0	0	0	0	0	3
14:45	53	8	0	0	1	1	0	63	2	1	0	0	0	0	0	3
Hour	204	18	2	0	2	1	0	227	11	3	0	0	0	0	0	14
15:00	31	4	0	0	2	0	1	38	0	0	0	0	0	0	0	0
15:15	51	2	1	0	3	0	0	57	1	1	0	0	0	0	0	2
15:30	55	1	0	0	0	0	0	56	2	0	0	0	0	0	0	2
15:45	84	3	0	0	9	0	0	96	1	1	0	0	0	0	0	2
Hour	221	10	1	0	14	0	1	247	4	2	0	0	0	0	0	6
16:00	71	3	0	0	7	0	1	82	3	0	0	0	0	0	0	3
16:15	58	2	0	0	0	0	0	60	3	0	0	0	0	0	0	3
16:30	51	3	1	0	1	0	0	56	3	0	0	0	0	0	0	3
16:45	55	3	1	1	1	0	0	61	1	0	0	0	0	0	0	1
Hour	235	11	2	1	9	0	1	259	10	0	0	0	0	0	0	10
17:00	43	12	0	0	0	0	0	55	3	0	0	0	0	0	0	3
17:15	54	2	0	0	0	0	0	56	0	2	0	0	0	0	0	2
17:30	45	4	0	0	0	1	0	50	0	0	0	0	0	0	0	0
17:45	47	3	0	0	1	0	0	51	0	0	0	0	0	0	0	0
Hour	189	21	0	0	1	1	0	212	3	2	0	0	0	0	0	5
18:00	43	4	0	0	1	0	0	48	2	0	0	0	0	0	0	2
18:15	37	3	1	0	0	0	0	41	2	0	0	0	0	0	0	2
18:30	34	4	0	0	0	0	0	38	0	1	0	0	0	0	0	1
18:45	40	3	0	0	0	0	0	43	1	0	0	0	0	0	0	1
Hour	154	14	1	0	1	0	0	170	5	1	0	0	0	0	0	6
19:00	30	4	0	0	0	0	0	34	0	0	0	0	0	0	0	0
19:15	33	2	0	0	2	0	0	37	1	0	0	0	0	0	0	1
19:30	24	4	1	0	0	0	0	29	0	0	0	0	0	0	0	0
19:45	28	2	0	0	0	0	0	30	1	1	0	0	0	0	0	2
Hour	115	12	1	0	2	0	0	130	2	1	0	0	0	0	0	3
Total	2652	211	21	1	61	7	9	2962	60	15	2	0	0	0	0	77

Site No. 4  
Location Drumalee Manor(N) / Keadue Ln / Drumalee Manor(S)  
Date Thursday 9 February 2023

Time	B to A - Keadue Ln to Drumalee Manor(N)							Veh. Total	B to C - Keadue Ln to Drumalee Manor(S)							Veh. Total	
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	1	2	0	0	0	0	0	3	0	1	0	0	0	0	0	0	1
Hour	1	2	0	0	0	0	0	3	0	1	0	0	0	0	0	0	1
08:00	2	2	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0
08:15	6	1	0	0	0	0	0	7	2	0	0	0	0	0	0	0	2
08:30	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	2
08:45	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	2
Hour	13	3	0	0	0	0	0	16	6	0	0	0	0	0	0	0	6
09:00	1	1	0	0	0	0	0	2	1	0	0	0	0	0	0	0	1
09:15	0	1	0	0	0	0	0	1	1	1	0	0	0	0	0	0	2
09:30	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
09:45	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2
Hour	2	2	0	0	0	0	0	4	3	2	0	1	0	0	0	0	6
10:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
10:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
10:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
10:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
Hour	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	1
11:00	1	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	3
11:15	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	1	0	1	0	0	0	0	2	6	1	0	0	0	0	0	0	7
Hour	3	1	1	0	0	0	0	5	7	3	0	0	0	0	0	0	10
12:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	2
12:45	1	2	0	0	0	0	0	3	2	0	1	0	0	0	0	0	3
Hour	2	4	0	0	0	0	0	6	4	0	1	0	0	0	0	0	5
13:00	2	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	2
13:15	3	0	0	0	0	0	0	3	0	2	0	0	0	0	0	0	2
13:30	2	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	2
13:45	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
Hour	8	0	0	0	0	0	0	8	2	5	0	0	0	0	0	0	7
14:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
14:15	2	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	1
14:30	2	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	3
14:45	2	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	2
Hour	7	0	0	0	0	0	0	7	4	3	0	0	0	0	0	0	7
15:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
15:15	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
15:30	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
15:45	4	0	0	0	0	0	0	4	5	0	0	0	0	0	0	0	5
Hour	7	1	0	0	0	0	0	8	6	1	0	0	0	0	0	0	7
16:00	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	2
16:15	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	2
16:30	1	1	0	0	0	0	0	2	1	0	0	0	0	0	0	0	1
16:45	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
Hour	4	1	0	0	0	0	0	5	4	2	0	0	0	0	0	0	6
17:00	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	2
17:15	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0
17:30	1	1	0	0	0	0	0	2	0	2	0	0	0	0	0	0	2
17:45	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
Hour	5	3	0	0	0	0	0	8	2	2	0	0	0	0	0	0	4
18:00	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	2
18:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3
18:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
18:45	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
Hour	3	1	0	0	0	0	0	4	4	1	0	0	0	0	0	0	5
19:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
19:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
Hour	2	1	0	0	0	0	0	3	3	0	0	0	0	0	0	0	3
Total	62	19	1	0	0	0	0	82	46	20	1	1	0	0	0	0	68

Site No. 4  
Location Drumalee Manor(N) / Keadue Ln / Drumalee Manor(S)  
Date Thursday 9 February 2023

Time	C to B - Drumalee Manor(S) to Keadue Ln							Veh. Total	C to A - Drumalee Manor(S) to Drumalee Manor(N)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
06:00	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6
06:15	0	0	0	0	0	0	0	0	4	0	1	0	0	0	0	5
06:30	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
06:45	0	0	0	0	0	0	0	0	12	1	1	0	0	0	0	14
Hour	0	0	0	0	0	0	0	0	27	1	2	0	0	0	0	30
07:00	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8
07:15	1	1	0	0	0	0	0	2	9	0	0	0	0	0	0	9
07:30	0	0	0	0	0	0	0	0	15	1	0	0	0	0	0	16
07:45	0	0	0	0	0	0	0	0	24	5	0	0	2	0	0	31
Hour	1	1	0	0	0	0	0	2	56	6	0	0	2	0	0	64
08:00	0	0	0	0	0	0	0	0	43	3	1	0	3	0	0	50
08:15	0	0	0	0	0	0	0	0	68	3	0	0	2	0	0	73
08:30	1	1	0	0	0	0	0	2	72	4	0	0	1	0	0	77
08:45	1	0	0	0	0	0	0	1	64	1	0	1	3	0	0	69
Hour	2	1	0	0	0	0	0	3	247	11	1	1	9	0	0	269
09:00	2	0	0	1	0	0	0	3	33	1	0	0	3	0	0	37
09:15	1	0	0	0	0	0	0	1	45	2	1	0	0	0	0	48
09:30	0	1	0	0	0	0	0	1	17	4	1	0	0	0	0	22
09:45	2	0	1	0	0	0	0	3	18	4	2	0	0	0	0	24
Hour	5	1	1	1	0	0	0	8	113	11	4	0	3	0	0	131
10:00	2	0	0	0	0	0	0	2	20	2	3	0	0	0	1	26
10:15	0	0	0	0	0	0	0	0	28	2	0	0	0	0	0	30
10:30	0	1	0	0	0	0	0	1	27	1	0	1	2	0	0	31
10:45	0	0	0	0	0	0	0	0	25	2	0	0	1	0	0	28
Hour	2	1	0	0	0	0	0	3	100	7	3	1	3	0	1	115
11:00	2	2	0	0	0	0	0	4	22	5	1	0	0	1	1	30
11:15	0	0	0	0	0	0	0	0	25	5	2	0	0	0	0	32
11:30	2	0	0	0	0	0	0	2	24	5	2	0	2	0	0	33
11:45	1	0	0	0	0	0	0	1	26	2	0	0	2	0	0	30
Hour	5	2	0	0	0	0	0	7	97	17	5	0	4	1	1	125
12:00	4	0	0	0	0	0	0	4	29	3	0	0	0	0	0	32
12:15	0	0	0	0	0	0	0	0	39	2	0	1	0	0	0	42
12:30	1	0	0	0	0	0	0	1	47	3	0	0	1	0	1	52
12:45	0	1	0	0	0	0	0	1	31	6	0	0	2	0	0	39
Hour	5	1	0	0	0	0	0	6	146	14	0	1	3	0	1	165
13:00	0	1	0	0	0	0	0	1	43	4	0	0	0	0	0	47
13:15	1	0	0	0	0	0	0	1	47	2	0	0	1	0	1	51
13:30	1	0	0	0	0	0	0	1	44	3	0	0	0	0	0	47
13:45	1	0	0	0	0	0	0	1	44	5	1	0	0	0	0	50
Hour	3	1	0	0	0	0	0	4	178	14	1	0	1	0	1	195
14:00	0	0	0	0	0	0	0	0	45	4	4	0	1	0	0	54
14:15	4	1	0	0	0	0	0	5	36	5	0	0	1	0	0	42
14:30	1	0	0	0	0	0	0	1	49	4	0	0	0	1	0	54
14:45	1	2	0	0	0	0	0	3	69	3	1	0	1	0	1	75
Hour	6	3	0	0	0	0	0	9	199	16	5	0	3	1	1	225
15:00	1	0	0	0	0	0	0	1	40	4	1	0	2	0	0	47
15:15	0	0	0	0	0	0	0	0	33	5	0	0	0	1	0	39
15:30	1	0	0	0	0	0	0	1	44	6	0	0	4	0	0	54
15:45	1	1	0	0	0	0	0	2	80	1	1	0	3	0	1	86
Hour	3	1	0	0	0	0	0	4	197	16	2	0	9	1	1	226
16:00	4	0	0	0	0	0	0	4	72	3	1	0	4	0	0	80
16:15	0	0	0	0	0	0	0	0	53	3	2	0	2	0	0	60
16:30	2	1	0	0	0	0	0	3	39	8	0	0	0	0	0	47
16:45	1	0	0	0	0	0	0	1	60	3	0	0	1	0	0	64
Hour	7	1	0	0	0	0	0	8	224	17	3	0	7	0	0	251
17:00	1	0	0	0	0	0	0	1	79	4	1	0	0	0	0	84
17:15	1	0	0	0	0	0	0	1	60	10	0	0	0	0	1	71
17:30	0	0	0	0	0	0	0	0	56	6	0	0	1	0	0	63
17:45	0	0	0	0	0	0	0	0	61	11	0	1	0	0	0	73
Hour	2	0	0	0	0	0	0	2	256	31	1	1	1	0	1	291
18:00	0	0	0	0	0	0	0	0	61	2	0	0	0	0	0	63
18:15	0	1	0	0	0	0	0	1	54	5	1	0	1	0	1	62
18:30	0	0	0	0	0	0	0	0	49	5	0	0	1	0	0	55
18:45	1	0	0	0	0	0	0	1	23	3	0	0	1	0	0	27
Hour	1	1	0	0	0	0	0	2	187	15	1	0	3	0	1	207
19:00	1	0	0	0	0	0	0	1	42	3	0	0	0	0	0	45
19:15	1	0	0	0	0	0	0	1	29	2	0	0	0	0	0	31
19:30	1	0	0	0	0	0	0	1	33	5	0	0	0	0	0	38
19:45	1	0	0	0	0	0	0	1	39	3	1	1	1	0	0	45
Hour	4	0	0	0	0	0	0	4	143	13	1	1	1	0	0	159
Total	46	14	1	1	0	0	0	62	2170	189	29	5	49	3	8	2453

Site No. 4  
Location Drumalee Manor(N) / Keadue Ln / Drumalee Manor(S)  
Date Thursday 9 February 2023

Time	To Arm A - Drumalee Manor(N)							Veh. Total	From Arm A - Drumalee Manor(N)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
06:00	6	0	0	0	0	0	0	6	5	3	2	0	0	0	0	10
06:15	5	0	1	0	0	0	0	6	7	1	0	0	1	0	0	9
06:30	5	0	0	0	0	0	0	5	9	1	0	0	0	0	0	10
06:45	12	1	1	0	0	0	0	14	24	4	0	0	0	0	0	28
Hour	28	1	2	0	0	0	0	31	45	9	2	0	1	0	0	57
07:00	8	0	0	0	0	0	0	8	12	8	0	0	0	0	0	20
07:15	9	0	0	0	0	0	0	9	17	2	0	0	1	0	0	20
07:30	15	1	0	0	0	0	0	16	25	2	1	0	0	0	0	28
07:45	25	7	0	0	2	0	0	34	39	3	0	0	2	0	0	44
Hour	57	8	0	0	2	0	0	67	93	15	1	0	3	0	0	112
08:00	45	5	1	0	3	0	0	54	64	7	2	0	5	0	0	78
08:15	74	4	0	0	2	0	0	80	138	11	0	0	9	0	1	159
08:30	75	4	0	0	1	0	0	80	182	6	0	0	4	0	0	192
08:45	66	1	0	1	3	0	0	71	131	4	0	0	0	0	0	135
Hour	260	14	1	1	9	0	0	285	515	28	2	0	18	0	1	564
09:00	34	2	0	0	3	0	0	39	65	2	0	0	0	0	0	67
09:15	45	3	1	0	0	0	0	49	53	5	0	0	0	0	1	59
09:30	18	4	1	0	0	0	0	23	62	3	2	0	0	0	0	67
09:45	18	4	2	0	0	0	0	24	47	3	0	0	0	0	0	50
Hour	115	13	4	0	3	0	0	135	227	13	2	0	0	0	1	243
10:00	21	2	3	0	0	0	1	27	26	2	1	0	1	0	2	32
10:15	29	2	0	0	0	0	0	31	21	3	1	0	1	0	1	27
10:30	28	1	0	1	2	0	0	32	35	3	0	0	2	0	0	40
10:45	26	2	0	0	1	0	0	29	42	2	0	0	0	1	0	45
Hour	104	7	3	1	3	0	1	119	124	10	2	0	4	1	3	144
11:00	23	5	1	0	0	1	1	31	49	3	1	0	0	0	0	53
11:15	26	6	2	0	0	0	0	34	37	5	1	0	1	0	1	45
11:30	24	5	2	0	2	0	0	33	38	8	0	0	0	0	0	46
11:45	27	2	1	0	2	0	0	32	40	7	0	0	1	0	0	48
Hour	100	18	6	0	4	1	1	130	164	23	2	0	2	0	1	192
12:00	30	3	0	0	0	0	0	33	45	2	3	0	0	0	0	50
12:15	39	2	0	1	0	0	0	42	57	4	0	0	0	0	0	61
12:30	47	5	0	0	1	0	1	54	55	2	1	0	0	0	0	58
12:45	32	8	0	0	2	0	0	42	34	4	0	0	0	0	0	38
Hour	148	18	0	1	3	0	1	171	191	12	4	0	0	0	0	207
13:00	45	4	0	0	0	0	0	49	51	3	0	0	1	1	1	57
13:15	50	2	0	0	1	0	1	54	42	5	0	0	0	0	0	47
13:30	46	3	0	0	0	0	0	49	57	4	0	0	2	3	0	66
13:45	45	5	1	0	0	0	0	51	50	9	1	0	1	0	0	61
Hour	186	14	1	0	1	0	1	203	200	21	1	0	4	4	1	231
14:00	46	4	4	0	1	0	0	55	54	6	0	0	0	0	0	60
14:15	38	5	0	0	1	0	0	44	43	2	1	0	0	0	0	46
14:30	51	4	0	0	0	1	0	56	63	4	1	0	1	0	0	69
14:45	71	3	1	0	1	0	1	77	55	9	0	0	1	1	0	66
Hour	206	16	5	0	3	1	1	232	215	21	2	0	2	1	0	241
15:00	42	4	1	0	2	0	0	49	31	4	0	0	2	0	1	38
15:15	33	6	0	0	0	1	0	40	52	3	1	0	3	0	0	59
15:30	45	6	0	0	4	0	0	55	57	1	0	0	0	0	0	58
15:45	84	1	1	0	3	0	1	90	85	4	0	0	9	0	0	98
Hour	204	17	2	0	9	1	1	234	225	12	1	0	14	0	1	253
16:00	73	3	1	0	4	0	0	81	74	3	0	0	7	0	1	85
16:15	54	3	2	0	2	0	0	61	61	2	0	0	0	0	0	63
16:30	40	9	0	0	0	0	0	49	54	3	1	0	1	0	0	59
16:45	61	3	0	0	1	0	0	65	56	3	1	1	1	0	0	62
Hour	228	18	3	0	7	0	0	256	245	11	2	1	9	0	1	269
17:00	81	4	1	0	0	0	0	86	46	12	0	0	0	0	0	58
17:15	62	11	0	0	0	0	1	74	54	4	0	0	0	0	0	58
17:30	57	7	0	0	1	0	0	65	45	4	0	0	0	1	0	50
17:45	61	12	0	1	0	0	0	74	47	3	0	0	1	0	0	51
Hour	261	34	1	1	1	0	1	299	192	23	0	0	1	1	0	217
18:00	62	2	0	0	0	0	0	64	45	4	0	0	1	0	0	50
18:15	54	5	1	0	1	0	1	62	39	3	1	0	0	0	0	43
18:30	50	5	0	0	1	0	0	56	34	5	0	0	0	0	0	39
18:45	24	4	0	0	1	0	0	29	41	3	0	0	0	0	0	44
Hour	190	16	1	0	3	0	1	211	159	15	1	0	1	0	0	176
19:00	42	3	0	0	0	0	0	45	30	4	0	0	0	0	0	34
19:15	29	2	0	0	0	0	0	31	34	2	0	0	2	0	0	38
19:30	33	6	0	0	0	0	0	39	24	4	1	0	0	0	0	29
19:45	41	3	1	1	1	0	0	47	29	3	0	0	0	0	0	32
Hour	145	14	1	1	1	0	0	162	117	13	1	0	2	0	0	133
Total	2232	208	30	5	49	3	8	2535	2712	226	23	1	61	7	9	3039



Site No. 4  
Location Drumalee Manor(N) / Keadue Ln / Drumalee Manor(S)  
Date Thursday 9 February 2023

Time	To Arm B - Keadue Ln							Veh. Total	From Arm B - Keadue Ln							Veh. Total	
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
07:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
07:15	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	1	0	0	0	0	0	1	1	3	0	0	0	0	0	0	4
Hour	2	2	0	0	0	0	0	4	1	3	0	0	0	0	0	0	4
08:00	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	4
08:15	1	0	0	0	0	0	0	1	8	1	0	0	0	0	0	0	9
08:30	5	1	0	0	0	0	0	6	5	0	0	0	0	0	0	0	5
08:45	4	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	4
Hour	10	1	0	0	0	0	0	11	19	3	0	0	0	0	0	0	22
09:00	3	0	0	1	0	0	0	4	2	1	0	0	0	0	0	0	3
09:15	1	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	3
09:30	1	1	0	0	0	0	0	2	2	0	0	0	0	0	0	0	2
09:45	2	0	1	0	0	0	0	3	0	1	0	1	0	0	0	0	2
Hour	7	1	1	1	0	0	0	10	5	4	0	1	0	0	0	0	10
10:00	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	1
10:15	0	1	0	0	0	0	0	1	2	0	0	0	0	0	0	0	2
10:30	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
10:45	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	1
Hour	4	2	0	0	0	0	0	6	5	0	0	0	0	0	0	0	5
11:00	2	2	0	0	0	0	0	4	2	2	0	0	0	0	0	0	4
11:15	1	1	0	0	0	0	0	2	1	1	0	0	0	0	0	0	2
11:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0
11:45	3	1	0	0	0	0	0	4	7	1	1	0	0	0	0	0	9
Hour	9	4	0	0	0	0	0	13	10	4	1	0	0	0	0	0	15
12:00	5	0	1	0	0	0	0	6	1	0	0	0	0	0	0	0	1
12:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
12:30	2	0	1	0	0	0	0	3	2	2	0	0	0	0	0	0	4
12:45	2	1	0	0	0	0	0	3	3	2	1	0	0	0	0	0	6
Hour	10	1	2	0	0	0	0	13	6	4	1	0	0	0	0	0	11
13:00	0	1	0	0	0	0	0	1	2	2	0	0	0	0	0	0	4
13:15	1	2	0	0	0	0	0	3	3	2	0	0	0	0	0	0	5
13:30	3	0	0	0	0	0	0	3	3	1	0	0	0	0	0	0	4
13:45	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	2
Hour	6	3	0	0	0	0	0	9	10	5	0	0	0	0	0	0	15
14:00	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	2
14:15	8	2	0	0	0	0	0	10	2	1	0	0	0	0	0	0	3
14:30	3	1	0	0	0	0	0	4	4	1	0	0	0	0	0	0	5
14:45	3	3	0	0	0	0	0	6	3	1	0	0	0	0	0	0	4
Hour	17	6	0	0	0	0	0	23	11	3	0	0	0	0	0	0	14
15:00	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	2
15:15	1	1	0	0	0	0	0	2	1	1	0	0	0	0	0	0	2
15:30	3	0	0	0	0	0	0	3	1	1	0	0	0	0	0	0	2
15:45	2	2	0	0	0	0	0	4	9	0	0	0	0	0	0	0	9
Hour	7	3	0	0	0	0	0	10	13	2	0	0	0	0	0	0	15
16:00	7	0	0	0	0	0	0	7	3	0	0	0	0	0	0	0	3
16:15	3	0	0	0	0	0	0	3	2	1	0	0	0	0	0	0	3
16:30	5	1	0	0	0	0	0	6	2	1	0	0	0	0	0	0	3
16:45	2	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	2
Hour	17	1	0	0	0	0	0	18	8	3	0	0	0	0	0	0	11
17:00	4	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	4
17:15	1	2	0	0	0	0	0	3	2	1	0	0	0	0	0	0	3
17:30	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	4
17:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
Hour	5	2	0	0	0	0	0	7	7	5	0	0	0	0	0	0	12
18:00	2	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	3
18:15	2	1	0	0	0	0	0	3	3	0	0	0	0	0	0	0	3
18:30	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
18:45	2	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	2
Hour	6	2	0	0	0	0	0	8	7	2	0	0	0	0	0	0	9
19:00	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	2
19:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
19:30	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	2
19:45	2	1	0	0	0	0	0	3	2	0	0	0	0	0	0	0	2
Hour	6	1	0	0	0	0	0	7	5	1	0	0	0	0	0	0	6
Total	106	29	3	1	0	0	0	139	108	39	2	1	0	0	0	0	150

Site No. 4  
Location Drumalee Manor(N) / Keadue Ln / Drumalee Manor(S)  
Date Thursday 9 February 2023

Time	To Arm C - Drumalee Manor(S)							Veh. Total	From Arm C - Drumalee Manor(S)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
06:00	5	3	2	0	0	0	0	10	6	0	0	0	0	0	0	6
06:15	7	1	0	0	1	0	0	9	4	0	1	0	0	0	0	5
06:30	9	1	0	0	0	0	0	10	5	0	0	0	0	0	0	5
06:45	24	4	0	0	0	0	0	28	12	1	1	0	0	0	0	14
Hour	45	9	2	0	1	0	0	57	27	1	2	0	0	0	0	30
07:00	11	8	0	0	0	0	0	19	8	0	0	0	0	0	0	8
07:15	17	2	0	0	1	0	0	20	10	1	0	0	0	0	0	11
07:30	25	2	1	0	0	0	0	28	15	1	0	0	0	0	0	16
07:45	39	3	0	0	2	0	0	44	24	5	0	0	2	0	0	31
Hour	92	15	1	0	3	0	0	111	57	7	0	0	2	0	0	66
08:00	64	7	2	0	5	0	0	78	43	3	1	0	3	0	0	50
08:15	139	11	0	0	9	0	1	160	68	3	0	0	2	0	0	73
08:30	180	6	0	0	4	0	0	190	73	5	0	0	1	0	0	79
08:45	130	4	0	0	0	0	0	134	65	1	0	1	3	0	0	70
Hour	513	28	2	0	18	0	1	562	249	12	1	1	9	0	0	272
09:00	65	2	0	0	0	0	0	67	35	1	0	1	3	0	0	40
09:15	54	6	0	0	0	0	1	61	46	2	1	0	0	0	0	49
09:30	62	3	2	0	0	0	0	67	17	5	1	0	0	0	0	23
09:45	47	4	0	1	0	0	0	52	20	4	3	0	0	0	0	27
Hour	228	15	2	1	0	0	1	247	118	12	5	1	3	0	0	139
10:00	26	2	1	0	1	0	2	32	22	2	3	0	0	0	1	28
10:15	22	2	1	0	1	0	1	27	28	2	0	0	0	0	0	30
10:30	35	3	0	0	2	0	0	40	27	2	0	1	2	0	0	32
10:45	40	2	0	0	0	1	0	43	25	2	0	0	1	0	0	28
Hour	123	9	2	0	4	1	3	142	102	8	3	1	3	0	1	118
11:00	50	5	1	0	0	0	0	56	24	7	1	0	0	1	1	34
11:15	36	4	1	0	1	0	1	43	25	5	2	0	0	0	0	32
11:30	37	8	0	0	0	0	0	45	26	5	2	0	2	0	0	35
11:45	44	7	0	0	1	0	0	52	27	2	0	0	2	0	0	31
Hour	167	24	2	0	2	0	1	196	102	19	5	0	4	1	1	132
12:00	44	2	2	0	0	0	0	48	33	3	0	0	0	0	0	36
12:15	56	4	0	0	0	0	0	60	39	2	0	1	0	0	0	42
12:30	56	2	0	0	0	0	0	58	48	3	0	0	1	0	1	53
12:45	34	4	1	0	0	0	0	39	31	7	0	0	2	0	0	40
Hour	190	12	3	0	0	0	0	205	151	15	0	1	3	0	1	171
13:00	51	5	0	0	1	1	1	59	43	5	0	0	0	0	0	48
13:15	42	5	0	0	0	0	0	47	48	2	0	0	1	0	1	52
13:30	56	5	0	0	2	3	0	66	45	3	0	0	0	0	0	48
13:45	50	9	1	0	1	0	0	61	45	5	1	0	0	0	0	51
Hour	199	24	1	0	4	4	1	233	181	15	1	0	1	0	1	199
14:00	52	6	0	0	0	0	0	58	45	4	4	0	1	0	0	54
14:15	39	2	1	0	0	0	0	42	40	6	0	0	1	0	0	47
14:30	63	4	1	0	1	0	0	69	50	4	0	0	0	1	0	55
14:45	54	9	0	0	1	1	0	65	70	5	1	0	1	0	1	78
Hour	208	21	2	0	2	1	0	234	205	19	5	0	3	1	1	234
15:00	31	4	0	0	2	0	1	38	41	4	1	0	2	0	0	48
15:15	52	2	1	0	3	0	0	58	33	5	0	0	0	1	0	39
15:30	55	2	0	0	0	0	0	57	45	6	0	0	4	0	0	55
15:45	89	3	0	0	9	0	0	101	81	2	1	0	3	0	1	88
Hour	227	11	1	0	14	0	1	254	200	17	2	0	9	1	1	230
16:00	73	3	0	0	7	0	1	84	76	3	1	0	4	0	0	84
16:15	59	3	0	0	0	0	0	62	53	3	2	0	2	0	0	60
16:30	52	3	1	0	1	0	0	57	41	9	0	0	0	0	0	50
16:45	55	4	1	1	1	0	0	62	61	3	0	0	1	0	0	65
Hour	239	13	2	1	9	0	1	265	231	18	3	0	7	0	0	259
17:00	45	12	0	0	0	0	0	57	80	4	1	0	0	0	0	85
17:15	54	2	0	0	0	0	0	56	61	10	0	0	0	0	1	72
17:30	45	6	0	0	0	1	0	52	56	6	0	0	1	0	0	63
17:45	47	3	0	0	1	0	0	51	61	11	0	1	0	0	0	73
Hour	191	23	0	0	1	1	0	216	258	31	1	1	1	0	1	293
18:00	44	5	0	0	1	0	0	50	61	2	0	0	0	0	0	63
18:15	40	3	1	0	0	0	0	44	54	6	1	0	1	0	1	63
18:30	34	4	0	0	0	0	0	38	49	5	0	0	1	0	0	55
18:45	40	3	0	0	0	0	0	43	24	3	0	0	1	0	0	28
Hour	158	15	1	0	1	0	0	175	188	16	1	0	3	0	1	209
19:00	32	4	0	0	0	0	0	36	43	3	0	0	0	0	0	46
19:15	33	2	0	0	2	0	0	37	30	2	0	0	0	0	0	32
19:30	25	4	1	0	0	0	0	30	34	5	0	0	0	0	0	39
19:45	28	2	0	0	0	0	0	30	40	3	1	1	1	0	0	46
Hour	118	12	1	0	2	0	0	133	147	13	1	1	1	0	0	163
Total	2698	231	22	2	61	7	9	3030	2216	203	30	6	49	3	8	2515

Site No. 5  
Location R212(N) / Drumalee Manor / R212(S)  
Date Thursday 9 February 2023

Time	A to C - R212(N) to R212(S)							Veh. Total	A to B - R212(N) to Drumalee Manor							Veh. Total	
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		
06:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
06:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
06:30	3	1	0	0	0	0	0	4	2	0	0	0	0	0	0	0	2
06:45	7	2	0	0	1	0	0	10	3	0	0	0	0	0	0	0	3
Hour	12	3	0	0	1	0	0	16	5	0	0	0	0	0	0	0	5
07:00	7	3	0	0	0	0	0	10	1	0	0	0	0	0	0	0	1
07:15	7	0	0	1	0	0	0	8	3	0	0	0	0	0	0	0	3
07:30	6	0	0	0	0	0	0	6	6	0	0	0	0	0	0	0	6
07:45	13	3	0	1	0	0	0	17	9	2	0	0	1	0	0	0	12
Hour	33	6	0	2	0	0	0	41	19	2	0	0	1	0	0	0	22
08:00	20	2	0	0	0	0	0	22	6	0	0	0	0	0	0	0	6
08:15	40	3	0	1	0	0	0	44	19	3	0	0	0	0	0	0	22
08:30	72	4	0	0	3	0	0	79	12	0	0	0	0	0	0	0	12
08:45	54	2	0	0	1	0	0	57	15	0	0	0	0	0	0	0	15
Hour	186	11	0	1	4	0	0	202	52	3	0	0	0	0	0	0	55
09:00	35	4	2	0	0	0	0	41	14	0	0	1	0	0	0	0	15
09:15	28	7	0	1	0	0	0	36	8	1	0	0	0	0	0	0	9
09:30	27	4	1	0	0	0	0	32	3	2	0	0	0	0	0	0	5
09:45	18	2	1	0	0	0	0	21	3	0	0	0	0	0	0	0	3
Hour	108	17	4	1	0	0	0	130	28	3	0	1	0	0	0	0	32
10:00	16	2	0	0	1	0	0	19	5	0	0	0	0	0	0	0	5
10:15	16	1	0	0	0	0	0	17	6	0	0	0	0	0	0	0	6
10:30	21	1	2	0	1	0	1	26	3	3	0	0	0	0	0	0	6
10:45	13	1	0	0	0	0	0	14	4	1	0	0	0	0	0	0	5
Hour	66	5	2	0	2	0	1	76	18	4	0	0	0	0	0	0	22
11:00	14	3	0	1	0	0	0	18	4	0	0	0	0	0	0	0	4
11:15	19	2	0	0	0	0	0	21	7	2	1	0	0	0	0	0	10
11:30	16	2	2	0	0	0	0	20	4	1	1	0	0	0	0	0	6
11:45	34	4	1	0	0	0	0	39	2	1	0	0	0	0	0	0	3
Hour	83	11	3	1	0	0	0	98	17	4	2	0	0	0	0	0	23
12:00	23	2	0	1	0	0	0	26	1	1	0	0	0	0	0	0	2
12:15	23	0	0	0	1	0	0	24	4	0	0	0	0	0	0	0	4
12:30	26	3	0	0	0	0	0	29	6	1	0	0	0	0	0	0	7
12:45	35	2	0	0	1	1	0	39	5	3	0	0	0	0	0	0	8
Hour	107	7	0	1	2	1	0	118	16	5	0	0	0	0	0	0	21
13:00	26	3	1	0	0	0	0	30	6	2	0	0	0	0	0	0	8
13:15	21	4	0	0	1	0	0	26	8	0	0	0	0	0	0	0	8
13:30	6	2	0	0	0	0	0	8	6	0	0	0	0	0	0	0	6
13:45	20	2	0	0	0	0	0	22	7	1	0	0	0	0	0	0	8
Hour	73	11	1	0	1	0	0	86	27	3	0	0	0	0	0	0	30
14:00	13	0	0	0	0	0	0	13	6	1	2	0	0	0	0	0	9
14:15	20	0	0	0	0	0	0	20	9	3	0	0	0	0	0	0	12
14:30	15	2	1	0	1	0	0	19	10	1	0	0	0	0	0	0	11
14:45	23	1	0	0	0	0	0	24	12	2	1	0	0	0	0	0	15
Hour	71	3	1	0	1	0	0	76	37	7	3	0	0	0	0	0	47
15:00	18	6	0	0	1	0	0	25	7	0	0	0	0	0	0	0	7
15:15	21	1	0	0	1	0	0	23	10	2	0	0	0	0	0	0	12
15:30	30	3	1	0	0	0	0	34	7	1	0	0	1	0	0	0	9
15:45	26	3	0	0	1	0	0	30	11	1	0	0	0	0	0	0	12
Hour	95	13	1	0	3	0	0	112	35	4	0	0	1	0	0	0	40
16:00	27	3	0	0	1	0	0	31	13	1	1	0	0	0	0	0	15
16:15	15	4	0	0	0	0	0	19	5	0	1	0	0	0	0	0	6
16:30	16	5	0	0	0	0	0	21	5	2	0	0	0	0	0	0	7
16:45	14	0	0	0	1	0	0	15	7	1	0	0	0	0	0	0	8
Hour	72	12	0	0	2	0	0	86	30	4	2	0	0	0	0	0	36
17:00	22	4	0	0	1	0	0	27	12	2	1	0	0	0	0	0	15
17:15	29	3	0	0	0	0	0	32	5	3	0	0	0	0	0	0	8
17:30	17	4	0	0	0	0	0	21	9	1	0	0	0	0	0	0	10
17:45	10	1	1	0	1	0	0	13	12	2	0	0	0	0	0	0	14
Hour	78	12	1	0	2	0	0	93	38	8	1	0	0	0	0	0	47
18:00	16	8	0	0	0	0	0	24	8	2	0	0	0	0	0	0	10
18:15	15	0	0	0	0	0	0	15	5	1	1	0	1	0	0	0	8
18:30	19	3	0	1	0	0	0	23	9	1	0	0	0	0	0	0	10
18:45	8	0	0	0	1	0	0	9	1	0	0	0	0	0	0	0	1
Hour	58	11	0	1	1	0	0	71	23	4	1	0	1	0	0	0	29
19:00	12	0	0	0	1	0	0	13	4	2	0	0	0	0	0	0	6
19:15	11	0	1	0	0	0	0	12	5	2	0	0	0	0	0	0	7
19:30	13	0	0	0	0	0	0	13	5	1	0	0	0	0	0	0	6
19:45	14	3	0	0	0	0	0	17	4	0	0	1	0	0	0	0	5
Hour	50	3	1	0	1	0	0	55	18	5	0	1	0	0	0	0	24
Total	1092	125	14	7	20	1	1	1260	363	56	9	2	3	0	0	0	433

Site No. 5  
Location R212(N) / Drumalee Manor / R212(S)  
Date Thursday 9 February 2023

Time	A to A - R212(N) to R212(N)							Veh. Total	B to A - Drumalee Manor to R212(N)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
06:00	0	0	0	0	0	0	0	0	2	3	2	0	0	0	0	7
06:15	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
06:30	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8
06:45	0	0	0	0	0	0	0	0	4	3	0	0	0	0	0	7
Hour	0	0	0	0	0	0	0	0	14	7	2	0	1	0	0	24
07:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
07:30	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9
07:45	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10
Hour	0	0	0	0	0	0	0	0	20	3	0	0	0	0	0	23
08:00	0	0	0	0	0	0	0	0	16	3	0	0	1	0	0	20
08:15	0	1	0	0	0	0	0	1	15	3	0	0	0	0	0	18
08:30	0	0	0	0	0	0	0	0	25	2	0	0	0	0	0	27
08:45	0	0	0	0	0	0	0	0	19	0	0	0	0	0	0	19
Hour	0	1	0	0	0	0	0	1	75	8	0	0	1	0	0	84
09:00	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6
09:15	0	0	0	0	0	0	0	0	5	2	0	0	0	0	0	7
09:30	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
09:45	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2
Hour	0	0	0	0	0	0	0	0	15	3	0	1	0	0	0	19
10:00	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6
10:15	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
10:30	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6
10:45	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
Hour	0	0	0	0	0	0	0	0	21	0	0	0	0	0	0	21
11:00	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4
11:15	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
11:30	0	0	0	0	0	0	0	0	8	2	1	0	0	0	0	11
11:45	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	6
Hour	0	0	0	0	0	0	0	0	15	7	1	0	0	0	0	23
12:00	0	0	0	0	0	0	0	0	4	1	1	0	0	0	0	6
12:15	0	0	0	0	0	0	0	0	6	0	1	0	0	0	0	7
12:30	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8
12:45	0	0	0	0	0	0	0	0	8	2	0	0	0	0	0	10
Hour	0	0	0	0	0	0	0	0	26	3	2	0	0	0	0	31
13:00	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9
13:15	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10
13:30	0	0	0	0	0	0	0	0	7	3	0	0	0	0	0	10
13:45	0	0	0	0	0	0	0	0	6	2	0	0	0	0	0	8
Hour	0	0	0	0	0	0	0	0	32	5	0	0	0	0	0	37
14:00	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7
14:15	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
14:30	0	0	0	0	0	0	0	0	8	1	1	0	1	0	0	11
14:45	0	0	0	0	0	0	0	0	7	2	0	0	0	0	0	9
Hour	0	0	0	0	0	0	0	0	26	3	1	0	1	0	0	31
15:00	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4
15:15	0	0	0	0	0	0	0	0	5	0	0	0	1	0	0	6
15:30	0	0	0	0	0	0	0	0	11	1	0	0	0	0	0	12
15:45	0	0	0	0	0	0	0	0	10	1	0	0	0	0	0	11
Hour	0	0	0	0	0	0	0	0	29	3	0	0	1	0	0	33
16:00	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	11
16:15	0	0	0	0	0	0	0	0	13	1	0	0	0	0	0	14
16:30	0	0	0	0	0	0	0	0	14	1	0	0	0	0	0	15
16:45	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9
Hour	0	0	0	0	0	0	0	0	46	3	0	0	0	0	0	49
17:00	0	0	0	0	0	0	0	0	13	2	0	0	0	0	0	15
17:15	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7
17:30	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7
17:45	0	0	0	0	0	0	0	0	6	2	0	0	0	0	0	8
Hour	0	0	0	0	0	0	0	0	33	4	0	0	0	0	0	37
18:00	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
18:15	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4
18:30	0	0	0	0	0	0	0	0	5	2	0	0	0	0	0	7
18:45	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6
Hour	0	0	0	0	0	0	0	0	19	3	0	0	0	0	0	22
19:00	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6
19:15	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7
19:30	0	0	0	0	0	0	0	0	5	2	0	0	0	0	0	7
19:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
Hour	0	0	0	0	0	0	0	0	19	3	0	0	0	0	0	22
Total	0	1	0	0	0	0	0	1	390	55	6	1	4	0	0	456

Site No. 5  
Location R212(N) / Drumalee Manor / R212(S)  
Date Thursday 9 February 2023

Time	B to C - Drumalee Manor to R212(S)							Veh. Total	B to B - Drumalee Manor to Drumalee Manor							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
06:00	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
06:15	6	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0
06:30	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
06:45	18	2	0	0	0	0	0	20	0	0	0	0	0	0	0	0
Hour	34	3	0	0	0	0	0	37	0	0	0	0	0	0	0	0
07:00	13	7	0	0	0	0	0	20	0	0	0	0	0	0	0	0
07:15	17	1	0	0	1	0	0	19	0	0	0	0	0	0	0	0
07:30	18	1	1	0	0	0	0	20	0	0	0	0	0	0	0	0
07:45	29	4	0	0	1	0	0	34	0	0	0	0	0	0	0	0
Hour	77	13	1	0	2	0	0	93	0	0	0	0	0	0	0	0
08:00	46	5	2	0	5	0	0	58	0	0	0	0	0	0	0	0
08:15	122	9	0	0	9	0	0	140	1	0	0	0	0	0	0	1
08:30	161	5	0	0	4	0	0	170	0	0	0	0	0	0	0	0
08:45	112	5	0	0	0	0	0	117	1	0	0	0	0	0	0	1
Hour	441	24	2	0	18	0	0	485	2	0	0	0	0	0	0	2
09:00	63	4	0	0	0	0	0	67	0	0	0	0	0	0	0	0
09:15	57	3	0	0	0	0	0	60	1	0	0	0	0	0	0	1
09:30	63	2	2	0	0	0	0	67	0	0	0	0	0	0	0	0
09:45	49	4	0	0	0	0	0	53	0	0	0	0	0	0	0	0
Hour	232	13	2	0	0	0	0	247	1	0	0	0	0	0	0	1
10:00	19	2	1	0	1	0	1	24	0	0	0	0	0	0	0	0
10:15	17	2	1	0	1	0	2	23	0	0	0	0	0	0	0	0
10:30	28	6	0	0	2	0	0	36	0	0	0	0	0	0	0	0
10:45	37	3	0	0	0	1	0	41	0	0	0	0	0	0	0	0
Hour	101	13	2	0	4	1	3	124	0	0	0	0	0	0	0	0
11:00	47	6	1	0	0	0	0	54	0	0	0	0	0	0	0	0
11:15	38	2	0	0	1	0	1	42	0	0	0	0	0	0	0	0
11:30	28	7	0	0	0	0	0	35	0	0	0	0	0	0	0	0
11:45	37	7	0	0	1	0	0	45	0	0	0	0	0	0	0	0
Hour	150	22	1	0	2	0	1	176	0	0	0	0	0	0	0	0
12:00	41	2	0	0	0	0	0	43	0	0	0	0	0	0	0	0
12:15	46	4	0	0	0	0	0	50	0	0	0	0	0	0	0	0
12:30	46	4	0	0	0	0	0	50	0	0	0	0	0	0	0	0
12:45	34	1	1	0	0	0	0	36	0	0	0	0	0	0	0	0
Hour	167	11	1	0	0	0	0	179	0	0	0	0	0	0	0	0
13:00	38	3	0	0	1	1	1	44	0	0	0	0	0	0	0	0
13:15	38	4	0	0	0	0	0	42	0	0	0	0	0	0	0	0
13:30	46	4	0	0	2	3	0	55	0	0	0	0	0	0	0	0
13:45	46	7	1	0	0	0	0	54	1	0	0	0	0	0	0	1
Hour	168	18	1	0	3	4	1	195	1	0	0	0	0	0	0	1
14:00	49	5	0	0	1	0	0	55	1	0	0	0	0	0	0	1
14:15	38	3	1	0	0	0	0	42	0	0	0	0	0	0	0	0
14:30	50	6	0	0	0	0	0	56	1	0	0	0	0	0	0	1
14:45	47	6	0	0	1	1	0	55	0	0	0	0	0	0	0	0
Hour	184	20	1	0	2	1	0	208	2	0	0	0	0	0	0	2
15:00	30	5	0	0	1	0	1	37	0	0	0	0	1	0	0	1
15:15	46	2	1	0	2	0	0	51	0	1	0	0	0	0	0	1
15:30	46	0	0	0	0	0	0	46	1	0	0	0	0	0	0	1
15:45	73	2	0	0	8	0	0	83	0	0	0	0	0	0	0	0
Hour	195	9	1	0	11	0	1	217	1	1	0	0	1	0	0	3
16:00	69	4	0	0	8	0	0	81	0	0	0	0	0	0	0	0
16:15	44	2	0	0	0	0	1	47	0	0	0	0	0	0	0	0
16:30	40	1	1	0	1	0	0	43	0	0	0	0	0	0	0	0
16:45	55	4	1	1	1	0	0	62	0	0	0	0	0	0	0	0
Hour	208	11	2	1	10	0	1	233	0	0	0	0	0	0	0	0
17:00	31	10	0	0	0	0	0	41	0	0	0	0	0	0	0	0
17:15	44	2	0	0	0	0	0	46	1	0	0	0	0	0	0	1
17:30	40	5	0	0	0	1	0	46	0	0	0	0	0	0	0	0
17:45	42	3	0	0	1	0	0	46	0	0	0	0	0	0	0	0
Hour	157	20	0	0	1	1	0	179	1	0	0	0	0	0	0	1
18:00	38	6	0	0	1	0	0	45	0	0	0	0	0	0	0	0
18:15	37	5	1	0	0	0	0	43	0	0	0	0	0	0	0	0
18:30	34	2	0	0	0	0	0	36	0	0	0	0	0	0	0	0
18:45	39	3	0	0	0	0	0	42	0	0	0	0	0	0	0	0
Hour	148	16	1	0	1	0	0	166	0	0	0	0	0	0	0	0
19:00	30	3	0	0	0	0	0	33	0	0	0	0	0	0	0	0
19:15	27	2	0	0	2	0	0	31	0	0	0	0	0	0	0	0
19:30	22	3	1	0	0	0	0	26	0	0	0	0	0	0	0	0
19:45	27	2	0	0	0	0	0	29	0	0	0	0	0	0	0	0
Hour	106	10	1	0	2	0	0	119	0	0	0	0	0	0	0	0
Total	2368	203	16	1	56	7	7	2658	8	1	0	0	1	0	0	10

Site No. 5  
Location R212(N) / Drumalee Manor / R212(S)  
Date Thursday 9 February 2023

Time	C to B - R212(S) to Drumalee Manor							Veh. Total	C to A - R212(S) to R212(N)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
06:00	5	0	0	0	0	0	0	5	2	1	0	0	0	0	0	3
06:15	3	1	1	0	0	0	0	5	0	0	0	0	0	0	0	0
06:30	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
06:45	11	0	1	0	0	0	0	12	2	0	0	0	0	0	0	2
Hour	21	1	2	0	0	0	0	24	5	1	0	0	0	0	0	6
07:00	6	0	0	0	0	0	0	6	5	1	0	0	0	0	0	6
07:15	7	1	0	0	0	0	0	8	1	0	0	0	2	0	0	3
07:30	6	1	0	0	0	0	0	7	4	0	0	0	0	0	0	4
07:45	17	3	0	0	1	0	0	21	7	3	0	1	0	0	0	11
Hour	36	5	0	0	1	0	0	42	17	4	0	1	2	0	0	24
08:00	38	2	1	0	3	0	0	44	5	1	0	0	0	0	0	6
08:15	51	1	0	0	2	0	0	54	10	5	0	0	0	0	0	15
08:30	58	5	0	1	2	0	0	66	20	5	0	0	0	0	0	25
08:45	49	1	0	0	3	0	0	53	9	3	1	0	0	0	0	13
Hour	196	9	1	1	10	0	0	217	44	14	1	0	0	0	0	59
09:00	26	1	1	0	2	0	0	30	8	0	0	0	0	0	0	8
09:15	36	1	0	0	0	0	0	37	6	3	1	0	0	0	0	10
09:30	15	2	1	0	0	0	0	18	4	0	0	0	1	0	0	5
09:45	18	3	3	0	0	0	0	24	9	0	0	0	1	0	0	10
Hour	95	7	5	0	2	0	0	109	27	3	1	0	2	0	0	33
10:00	18	3	3	0	0	0	1	25	10	3	1	0	0	0	0	14
10:15	24	2	0	0	0	0	0	26	10	3	0	1	0	0	0	14
10:30	27	1	0	1	2	0	0	31	7	1	0	0	0	0	0	8
10:45	21	1	0	0	1	0	0	23	8	1	0	0	0	0	0	9
Hour	90	7	3	1	3	0	1	105	35	8	1	1	0	0	0	45
11:00	19	7	1	0	0	1	1	29	11	2	1	0	0	0	0	14
11:15	18	3	2	0	0	0	0	23	10	2	0	1	0	0	0	13
11:30	23	4	0	0	3	0	0	30	11	1	0	0	1	0	0	13
11:45	27	0	0	0	1	0	0	28	10	1	0	0	0	0	0	11
Hour	87	14	3	0	4	1	1	110	42	6	1	1	1	0	0	51
12:00	30	2	0	0	0	0	0	32	22	2	0	0	0	0	0	24
12:15	39	2	0	1	0	0	0	42	35	5	0	0	0	1	0	41
12:30	39	4	0	0	1	0	1	45	12	0	0	0	0	0	0	12
12:45	28	3	0	0	2	0	0	33	21	1	0	0	0	0	0	22
Hour	136	11	0	1	3	0	1	152	90	8	0	0	0	1	0	99
13:00	40	3	0	0	0	0	0	43	25	2	0	0	0	0	0	27
13:15	42	2	0	0	1	0	1	46	16	4	0	0	0	0	0	20
13:30	37	4	0	0	0	0	0	41	12	1	1	0	0	0	0	14
13:45	42	3	1	0	0	0	0	46	22	1	2	0	0	0	0	25
Hour	161	12	1	0	1	0	1	176	75	8	3	0	0	0	0	86
14:00	43	2	2	0	1	0	0	48	16	2	1	0	0	0	0	19
14:15	32	3	0	0	1	0	0	36	10	0	0	0	0	0	0	10
14:30	39	3	0	0	1	1	0	44	12	2	0	0	0	0	0	14
14:45	65	4	1	0	0	0	1	71	15	1	1	0	0	0	0	17
Hour	179	12	3	0	3	1	1	199	53	5	2	0	0	0	0	60
15:00	36	3	0	0	1	0	0	40	15	1	1	0	0	0	0	17
15:15	25	2	0	0	0	1	0	28	14	1	0	0	0	0	0	15
15:30	39	5	0	0	3	0	0	47	16	1	0	0	0	0	0	17
15:45	70	3	1	0	3	0	1	78	34	3	0	0	1	0	0	38
Hour	170	13	1	0	7	1	1	193	79	6	1	0	1	0	0	87
16:00	63	2	0	0	5	0	0	70	39	1	0	0	3	0	0	43
16:15	46	2	1	0	1	0	0	50	27	3	2	0	3	0	0	35
16:30	38	6	0	0	0	0	0	44	12	3	0	0	0	0	0	15
16:45	58	3	0	0	1	0	0	62	15	4	0	0	0	0	0	19
Hour	205	13	1	0	7	0	0	226	93	11	2	0	6	0	0	112
17:00	70	2	0	0	0	0	0	72	21	2	0	0	0	0	0	23
17:15	59	7	0	0	0	0	1	67	17	3	0	0	0	0	0	20
17:30	49	4	0	0	1	0	0	54	23	3	0	0	0	0	0	26
17:45	57	8	0	1	0	0	0	66	22	3	0	0	0	0	0	25
Hour	235	21	0	1	1	0	1	259	83	11	0	0	0	0	0	94
18:00	56	0	0	0	0	0	0	56	14	4	1	0	0	0	0	19
18:15	55	4	0	0	0	0	0	59	21	1	0	0	0	2	0	24
18:30	43	5	0	0	1	0	0	49	19	2	0	0	0	0	0	21
18:45	25	3	0	0	1	0	0	29	18	2	0	0	0	0	0	20
Hour	179	12	0	0	2	0	0	193	72	9	1	0	0	2	0	84
19:00	46	4	0	0	0	0	0	50	19	1	0	0	0	0	0	20
19:15	26	1	0	0	0	0	0	27	8	2	0	0	0	0	0	10
19:30	37	3	0	0	1	0	0	41	4	1	0	0	0	0	0	5
19:45	40	3	1	0	0	0	0	44	13	3	0	1	0	0	0	17
Hour	149	11	1	0	1	0	0	162	44	7	0	1	0	0	0	52
Total	1939	148	21	4	45	3	7	2167	759	101	13	4	12	3	0	892

Site No. 5  
Location R212(N) / Drumalee Manor / R212(S)  
Date Thursday 9 February 2023

Time	C to C - R212(S) to R212(S)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
06:00	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0
06:30	1	0	0	0	0	0	0	1
06:45	0	0	0	0	0	0	0	0
Hour	1	0	0	0	0	0	0	1
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0
08:00	1	0	0	0	0	0	0	1
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
Hour	1	0	0	0	0	0	0	1
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0
11:00	1	0	0	0	0	0	0	1
11:15	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0
Hour	1	0	0	0	0	0	0	1
12:00	0	0	0	0	0	0	0	0
12:15	1	0	0	0	0	0	0	1
12:30	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0
Hour	1	0	0	0	0	0	0	1
13:00	1	0	0	0	0	0	0	1
13:15	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0
Hour	1	0	0	0	0	0	0	1
14:00	2	0	0	0	0	0	0	2
14:15	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0
Hour	2	0	0	0	0	0	0	2
15:00	1	0	0	0	0	0	0	1
15:15	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0
Hour	1	0	0	0	0	0	0	1
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0
17:00	1	0	0	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	1	0	0	0	0	0	0	1
Hour	2	0	0	0	0	0	0	2
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0
19:15	1	0	0	0	0	0	0	1
19:30	0	0	0	0	0	0	0	0
19:45	1	0	0	0	0	0	0	1
Hour	2	0	0	0	0	0	0	2
Total	12	0	0	0	0	0	0	12

Site No. 5  
Location R212(N) / Drumalee Manor / R212(S)  
Date Thursday 9 February 2023

Time	To Arm A - R212(N)							Veh. Total	From Arm A - R212(N)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
06:00	4	4	2	0	0	0	0	10	1	0	0	0	0	0	0	1
06:15	1	0	0	0	1	0	0	2	1	0	0	0	0	0	0	1
06:30	8	1	0	0	0	0	0	9	5	1	0	0	0	0	6	
06:45	6	3	0	0	0	0	0	9	10	2	0	0	1	0	13	
Hour	19	8	2	0	1	0	0	30	17	3	0	0	1	0	21	
07:00	5	2	0	0	0	0	0	7	8	3	0	0	0	0	11	
07:15	3	1	0	0	2	0	0	6	10	0	0	1	0	0	11	
07:30	12	1	0	0	0	0	0	13	12	0	0	0	0	0	12	
07:45	17	3	0	1	0	0	0	21	22	5	0	1	1	0	29	
Hour	37	7	0	1	2	0	0	47	52	8	0	2	1	0	63	
08:00	21	4	0	0	1	0	0	26	26	2	0	0	0	0	28	
08:15	25	9	0	0	0	0	0	34	59	7	0	1	0	0	67	
08:30	45	7	0	0	0	0	0	52	84	4	0	0	3	0	91	
08:45	28	3	1	0	0	0	0	32	69	2	0	0	1	0	72	
Hour	119	23	1	0	1	0	0	144	238	15	0	1	4	0	258	
09:00	14	0	0	0	0	0	0	14	49	4	2	1	0	0	56	
09:15	11	5	1	0	0	0	0	17	36	8	0	1	0	0	45	
09:30	8	0	0	0	1	0	0	9	30	6	1	0	0	0	37	
09:45	9	1	0	1	1	0	0	12	21	2	1	0	0	0	24	
Hour	42	6	1	1	2	0	0	52	136	20	4	2	0	0	162	
10:00	16	3	1	0	0	0	0	20	21	2	0	0	1	0	24	
10:15	15	3	0	1	0	0	0	19	22	1	0	0	0	0	23	
10:30	13	1	0	0	0	0	0	14	24	4	2	0	1	0	32	
10:45	12	1	0	0	0	0	0	13	17	2	0	0	0	0	19	
Hour	56	8	1	1	0	0	0	66	84	9	2	0	2	0	98	
11:00	14	3	1	0	0	0	0	18	18	3	0	1	0	0	22	
11:15	10	4	0	1	0	0	0	15	26	4	1	0	0	0	31	
11:30	19	3	1	0	1	0	0	24	20	3	3	0	0	0	26	
11:45	14	3	0	0	0	0	0	17	36	5	1	0	0	0	42	
Hour	57	13	2	1	1	0	0	74	100	15	5	1	0	0	121	
12:00	26	3	1	0	0	0	0	30	24	3	0	1	0	0	28	
12:15	41	5	1	0	0	1	0	48	27	0	0	0	1	0	28	
12:30	20	0	0	0	0	0	0	20	32	4	0	0	0	0	36	
12:45	29	3	0	0	0	0	0	32	40	5	0	0	1	1	47	
Hour	116	11	2	0	0	1	0	130	123	12	0	1	2	1	139	
13:00	34	2	0	0	0	0	0	36	32	5	1	0	0	0	38	
13:15	26	4	0	0	0	0	0	30	29	4	0	0	1	0	34	
13:30	19	4	1	0	0	0	0	24	12	2	0	0	0	0	14	
13:45	28	3	2	0	0	0	0	33	27	3	0	0	0	0	30	
Hour	107	13	3	0	0	0	0	123	100	14	1	0	1	0	116	
14:00	23	2	1	0	0	0	0	26	19	1	2	0	0	0	22	
14:15	14	0	0	0	0	0	0	14	29	3	0	0	0	0	32	
14:30	20	3	1	0	1	0	0	25	25	3	1	0	1	0	30	
14:45	22	3	1	0	0	0	0	26	35	3	1	0	0	0	39	
Hour	79	8	3	0	1	0	0	91	108	10	4	0	1	0	123	
15:00	18	2	1	0	0	0	0	21	25	6	0	0	1	0	32	
15:15	19	1	0	0	1	0	0	21	31	3	0	0	1	0	35	
15:30	27	2	0	0	0	0	0	29	37	4	1	0	1	0	43	
15:45	44	4	0	0	1	0	0	49	37	4	0	0	1	0	42	
Hour	108	9	1	0	2	0	0	120	130	17	1	0	4	0	152	
16:00	50	1	0	0	3	0	0	54	40	4	1	0	1	0	46	
16:15	40	4	2	0	3	0	0	49	20	4	1	0	0	0	25	
16:30	26	4	0	0	0	0	0	30	21	7	0	0	0	0	28	
16:45	23	5	0	0	0	0	0	28	21	1	0	0	1	0	23	
Hour	139	14	2	0	6	0	0	161	102	16	2	0	2	0	122	
17:00	34	4	0	0	0	0	0	38	34	6	1	0	1	0	42	
17:15	24	3	0	0	0	0	0	27	34	6	0	0	0	0	40	
17:30	30	3	0	0	0	0	0	33	26	5	0	0	0	0	31	
17:45	28	5	0	0	0	0	0	33	22	3	1	0	1	0	27	
Hour	116	15	0	0	0	0	0	131	116	20	2	0	2	0	140	
18:00	19	4	1	0	0	0	0	24	24	10	0	0	0	0	34	
18:15	24	2	0	0	0	2	0	28	20	1	1	0	1	0	23	
18:30	24	4	0	0	0	0	0	28	28	4	0	1	0	0	33	
18:45	24	2	0	0	0	0	0	26	9	0	0	0	1	0	10	
Hour	91	12	1	0	0	2	0	106	81	15	1	1	2	0	100	
19:00	24	2	0	0	0	0	0	26	16	2	0	0	1	0	19	
19:15	15	2	0	0	0	0	0	17	16	2	1	0	0	0	19	
19:30	9	3	0	0	0	0	0	12	18	1	0	0	0	0	19	
19:45	15	3	0	1	0	0	0	19	18	3	0	1	0	0	22	
Hour	63	10	0	1	0	0	0	74	68	8	1	1	1	0	79	
Total	1149	157	19	5	16	3	0	1349	1455	182	23	9	23	1	1	1694



Site No. 5  
Location R212(N) / Drumalee Manor / R212(S)  
Date Thursday 9 February 2023

Time	To Arm B - Drumalee Manor							Veh. Total	From Arm B - Drumalee Manor							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
06:00	5	0	0	0	0	0	0	5	7	3	2	0	0	0	0	12
06:15	3	1	1	0	0	0	0	5	7	1	0	0	1	0	0	9
06:30	4	0	0	0	0	0	0	4	12	1	0	0	0	0	0	13
06:45	14	0	1	0	0	0	0	15	22	5	0	0	0	0	0	27
Hour	26	1	2	0	0	0	0	29	48	10	2	0	1	0	0	61
07:00	7	0	0	0	0	0	0	7	13	8	0	0	0	0	0	21
07:15	10	1	0	0	0	0	0	11	19	2	0	0	1	0	0	22
07:30	12	1	0	0	0	0	0	13	26	2	1	0	0	0	0	29
07:45	26	5	0	0	2	0	0	33	39	4	0	0	1	0	0	44
Hour	55	7	0	0	2	0	0	64	97	16	1	0	2	0	0	116
08:00	44	2	1	0	3	0	0	50	62	8	2	0	6	0	0	78
08:15	71	4	0	0	2	0	0	77	138	12	0	0	9	0	0	159
08:30	70	5	0	1	2	0	0	78	186	7	0	0	4	0	0	197
08:45	65	1	0	0	3	0	0	69	132	5	0	0	0	0	0	137
Hour	250	12	1	1	10	0	0	274	518	32	2	0	19	0	0	571
09:00	40	1	1	1	2	0	0	45	69	4	0	0	0	0	0	73
09:15	45	2	0	0	0	0	0	47	63	5	0	0	0	0	0	68
09:30	18	4	1	0	0	0	0	23	67	2	2	0	0	0	0	71
09:45	21	3	3	0	0	0	0	27	49	5	0	1	0	0	0	55
Hour	124	10	5	1	2	0	0	142	248	16	2	1	0	0	0	267
10:00	23	3	3	0	0	0	1	30	25	2	1	0	1	0	1	30
10:15	30	2	0	0	0	0	0	32	22	2	1	0	1	0	2	28
10:30	30	4	0	1	2	0	0	37	34	6	0	0	2	0	0	42
10:45	25	2	0	0	1	0	0	28	41	3	0	0	0	1	0	45
Hour	108	11	3	1	3	0	1	127	122	13	2	0	4	1	3	145
11:00	23	7	1	0	0	1	1	33	50	7	1	0	0	0	0	58
11:15	25	5	3	0	0	0	0	33	38	4	0	0	1	0	1	44
11:30	27	5	1	0	3	0	0	36	36	9	1	0	0	0	0	46
11:45	29	1	0	0	1	0	0	31	41	9	0	0	1	0	0	51
Hour	104	18	5	0	4	1	1	133	165	29	2	0	2	0	1	199
12:00	31	3	0	0	0	0	0	34	45	3	1	0	0	0	0	49
12:15	43	2	0	1	0	0	0	46	52	4	1	0	0	0	0	57
12:30	45	5	0	0	1	0	1	52	54	4	0	0	0	0	0	58
12:45	33	6	0	0	2	0	0	41	42	3	1	0	0	0	0	46
Hour	152	16	0	1	3	0	1	173	193	14	3	0	0	0	0	210
13:00	46	5	0	0	0	0	0	51	47	3	0	0	1	1	1	53
13:15	50	2	0	0	1	0	1	54	48	4	0	0	0	0	0	52
13:30	43	4	0	0	0	0	0	47	53	7	0	0	2	3	0	65
13:45	50	4	1	0	0	0	0	55	53	9	1	0	0	0	0	63
Hour	189	15	1	0	1	0	1	207	201	23	1	0	3	4	1	233
14:00	50	3	4	0	1	0	0	58	57	5	0	0	1	0	0	63
14:15	41	6	0	0	1	0	0	48	42	3	1	0	0	0	0	46
14:30	50	4	0	0	1	1	0	56	59	7	1	0	1	0	0	68
14:45	77	6	2	0	0	0	1	86	54	8	0	0	1	1	0	64
Hour	218	19	6	0	3	1	1	248	212	23	2	0	3	1	0	241
15:00	43	3	0	0	2	0	0	48	33	6	0	0	2	0	1	42
15:15	35	5	0	0	0	1	0	41	51	3	1	0	3	0	0	58
15:30	47	6	0	0	4	0	0	57	58	1	0	0	0	0	0	59
15:45	81	4	1	0	3	0	1	90	83	3	0	0	8	0	0	94
Hour	206	18	1	0	9	1	1	236	225	13	1	0	13	0	1	253
16:00	76	3	1	0	5	0	0	85	80	4	0	0	8	0	0	92
16:15	51	2	2	0	1	0	0	56	57	3	0	0	0	0	1	61
16:30	43	8	0	0	0	0	0	51	54	2	1	0	1	0	0	58
16:45	65	4	0	0	1	0	0	70	63	5	1	1	1	0	0	71
Hour	235	17	3	0	7	0	0	262	254	14	2	1	10	0	1	282
17:00	82	4	1	0	0	0	0	87	44	12	0	0	0	0	0	56
17:15	65	10	0	0	0	0	1	76	52	2	0	0	0	0	0	54
17:30	58	5	0	0	1	0	0	64	47	5	0	0	0	1	0	53
17:45	69	10	0	1	0	0	0	80	48	5	0	0	1	0	0	54
Hour	274	29	1	1	1	0	1	307	191	24	0	0	1	1	0	217
18:00	64	2	0	0	0	0	0	66	43	6	0	0	1	0	0	50
18:15	60	5	1	0	1	0	0	67	40	6	1	0	0	0	0	47
18:30	52	6	0	0	1	0	0	59	39	4	0	0	0	0	0	43
18:45	26	3	0	0	1	0	0	30	45	3	0	0	0	0	0	48
Hour	202	16	1	0	3	0	0	222	167	19	1	0	1	0	0	188
19:00	50	6	0	0	0	0	0	56	35	4	0	0	0	0	0	39
19:15	31	3	0	0	0	0	0	34	34	2	0	0	2	0	0	38
19:30	42	4	0	0	1	0	0	47	27	5	1	0	0	0	0	33
19:45	44	3	1	1	0	0	0	49	29	2	0	0	0	0	0	31
Hour	167	16	1	1	1	0	0	186	125	13	1	0	2	0	0	141
Total	2310	205	30	6	49	3	7	2610	2766	259	22	2	61	7	7	3124

Site No. 5  
Location R212(N) / Drumalee Manor / R212(S)  
Date Thursday 9 February 2023

Time	To Arm C - R212(S)							Veh. Total	From Arm C - R212(S)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
06:00	6	0	0	0	0	0	0	6	7	1	0	0	0	0	0	8
06:15	7	1	0	0	0	0	0	8	3	1	1	0	0	0	0	5
06:30	9	1	0	0	0	0	0	10	4	0	0	0	0	0	0	4
06:45	25	4	0	0	1	0	0	30	13	0	1	0	0	0	0	14
Hour	47	6	0	0	1	0	0	54	27	2	2	0	0	0	0	31
07:00	20	10	0	0	0	0	0	30	11	1	0	0	0	0	0	12
07:15	24	1	0	1	1	0	0	27	8	1	0	0	2	0	0	11
07:30	24	1	1	0	0	0	0	26	10	1	0	0	0	0	0	11
07:45	42	7	0	1	1	0	0	51	24	6	0	1	1	0	0	32
Hour	110	19	1	2	2	0	0	134	53	9	0	1	3	0	0	66
08:00	67	7	2	0	5	0	0	81	44	3	1	0	3	0	0	51
08:15	162	12	0	1	9	0	0	184	61	6	0	0	2	0	0	69
08:30	233	9	0	0	7	0	0	249	78	10	0	1	2	0	0	91
08:45	166	7	0	0	1	0	0	174	58	4	1	0	3	0	0	66
Hour	628	35	2	1	22	0	0	688	241	23	2	1	10	0	0	277
09:00	98	8	2	0	0	0	0	108	34	1	1	0	2	0	0	38
09:15	85	10	0	1	0	0	0	96	42	4	1	0	0	0	0	47
09:30	90	6	3	0	0	0	0	99	19	2	1	0	1	0	0	23
09:45	67	6	1	0	0	0	0	74	27	3	3	0	1	0	0	34
Hour	340	30	6	1	0	0	0	377	122	10	6	0	4	0	0	142
10:00	35	4	1	0	2	0	1	43	28	6	4	0	0	0	1	39
10:15	33	3	1	0	1	0	2	40	34	5	0	1	0	0	0	40
10:30	49	7	2	0	3	0	1	62	34	2	0	1	2	0	0	39
10:45	50	4	0	0	0	1	0	55	29	2	0	0	1	0	0	32
Hour	167	18	4	0	6	1	4	200	125	15	4	2	3	0	1	150
11:00	62	9	1	1	0	0	0	73	31	9	2	0	0	1	1	44
11:15	57	4	0	0	1	0	1	63	28	5	2	1	0	0	0	36
11:30	44	9	2	0	0	0	0	55	34	5	0	0	4	0	0	43
11:45	71	11	1	0	1	0	0	84	37	1	0	0	1	0	0	39
Hour	234	33	4	1	2	0	1	275	130	20	4	1	5	1	1	162
12:00	64	4	0	1	0	0	0	69	52	4	0	0	0	0	0	56
12:15	70	4	0	0	1	0	0	75	75	7	0	1	0	1	0	84
12:30	72	7	0	0	0	0	0	79	51	4	0	0	1	0	1	57
12:45	69	3	1	0	1	1	0	75	49	4	0	0	2	0	0	55
Hour	275	18	1	1	2	1	0	298	227	19	0	1	3	1	1	252
13:00	65	6	1	0	1	1	1	75	66	5	0	0	0	0	0	71
13:15	59	8	0	0	1	0	0	68	58	6	0	0	1	0	1	66
13:30	52	6	0	0	2	3	0	63	49	5	1	0	0	0	0	55
13:45	66	9	1	0	0	0	0	76	64	4	3	0	0	0	0	71
Hour	242	29	2	0	4	4	1	282	237	20	4	0	1	0	1	263
14:00	64	5	0	0	1	0	0	70	61	4	3	0	1	0	0	69
14:15	58	3	1	0	0	0	0	62	42	3	0	0	1	0	0	46
14:30	65	8	1	0	1	0	0	75	51	5	0	0	1	1	0	58
14:45	70	7	0	0	1	1	0	79	80	5	2	0	0	0	1	88
Hour	257	23	2	0	3	1	0	286	234	17	5	0	3	1	1	261
15:00	49	11	0	0	2	0	1	63	52	4	1	0	1	0	0	58
15:15	67	3	1	0	3	0	0	74	39	3	0	0	0	1	0	43
15:30	76	3	1	0	0	0	0	80	55	6	0	0	3	0	0	64
15:45	99	5	0	0	9	0	0	113	104	6	1	0	4	0	1	116
Hour	291	22	2	0	14	0	1	330	250	19	2	0	8	1	1	281
16:00	96	7	0	0	9	0	0	112	102	3	0	0	8	0	0	113
16:15	59	6	0	0	0	0	1	66	73	5	3	0	4	0	0	85
16:30	56	6	1	0	1	0	0	64	50	9	0	0	0	0	0	59
16:45	69	4	1	1	2	0	0	77	73	7	0	0	1	0	0	81
Hour	280	23	2	1	12	0	1	319	298	24	3	0	13	0	0	338
17:00	54	14	0	0	1	0	0	69	92	4	0	0	0	0	0	96
17:15	73	5	0	0	0	0	0	78	76	10	0	0	0	0	1	87
17:30	57	9	0	0	0	1	0	67	72	7	0	0	1	0	0	80
17:45	53	4	1	0	2	0	0	60	80	11	0	1	0	0	0	92
Hour	237	32	1	0	3	1	0	274	320	32	0	1	1	0	1	355
18:00	54	14	0	0	1	0	0	69	70	4	1	0	0	0	0	75
18:15	52	5	1	0	0	0	0	58	76	5	0	0	0	2	0	83
18:30	53	5	0	1	0	0	0	59	62	7	0	0	1	0	0	70
18:45	47	3	0	0	1	0	0	51	43	5	0	0	1	0	0	49
Hour	206	27	1	1	2	0	0	237	251	21	1	0	2	2	0	277
19:00	42	3	0	0	1	0	0	46	65	5	0	0	0	0	0	70
19:15	39	2	1	0	2	0	0	44	35	3	0	0	0	0	0	38
19:30	35	3	1	0	0	0	0	39	41	4	0	0	1	0	0	46
19:45	42	5	0	0	0	0	0	47	54	6	1	1	0	0	0	62
Hour	158	13	2	0	3	0	0	176	195	18	1	1	1	0	0	216
Total	3472	328	30	8	76	8	8	3930	2710	249	34	8	57	6	7	3071

Site No. 6  
Location R212(N) / Keadue Ln / Cathedral Access / R212(S) / Church St / Local Slip Rd  
Date Thursday 9 February 2023

Time	A to F - R212(N) to Local Slip Rd							Veh. Total	A to E - R212(N) to Church St							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
06:00	0	0	0	0	0	0	0	0	2	1	1	0	0	0	0	4
06:15	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2
06:30	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	6
06:45	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9
Hour	0	0	0	0	0	0	0	0	16	3	2	0	0	0	0	21
07:00	0	0	0	0	0	0	0	0	7	2	0	0	0	0	0	9
07:15	0	0	0	0	0	0	0	0	6	1	0	1	0	0	0	8
07:30	0	0	0	0	0	0	0	0	6	2	0	1	0	0	0	9
07:45	0	0	0	0	0	0	0	0	27	3	0	0	0	0	0	30
Hour	0	0	0	0	0	0	0	0	46	8	0	2	0	0	0	56
08:00	0	0	0	0	0	0	0	0	30	3	0	0	0	0	0	33
08:15	0	0	0	0	0	0	0	0	55	5	0	0	2	0	0	62
08:30	0	0	0	0	0	0	0	0	107	4	0	0	1	0	0	112
08:45	0	0	0	0	0	0	0	0	89	4	0	1	1	0	0	95
Hour	0	0	0	0	0	0	0	0	281	16	0	1	4	0	0	302
09:00	0	0	0	0	0	0	0	0	75	9	2	0	0	0	0	86
09:15	0	0	0	0	0	0	0	0	44	3	1	0	0	0	0	48
09:30	0	0	0	0	0	0	0	0	57	6	1	0	0	0	0	64
09:45	1	0	0	0	0	0	0	1	52	3	0	0	0	0	0	55
Hour	1	0	0	0	0	0	0	1	228	21	4	0	0	0	0	253
10:00	0	0	0	0	0	0	0	0	33	6	1	0	0	0	0	40
10:15	0	0	0	0	0	0	0	0	40	3	0	0	0	0	0	43
10:30	0	0	0	0	0	0	0	0	46	4	0	0	0	0	0	50
10:45	1	0	0	0	0	0	0	1	50	3	1	0	0	0	0	54
Hour	1	0	0	0	0	0	0	1	169	16	2	0	0	0	0	187
11:00	0	0	0	0	0	0	0	0	56	4	0	0	0	0	0	60
11:15	1	0	0	0	0	0	0	1	38	7	0	0	1	0	0	46
11:30	0	0	0	0	0	0	0	0	40	5	1	0	0	1	0	47
11:45	0	0	0	0	0	0	0	0	46	7	0	0	0	0	0	53
Hour	1	0	0	0	0	0	0	1	180	23	1	0	1	1	0	206
12:00	0	0	0	0	0	0	0	0	50	7	1	0	0	0	0	58
12:15	0	0	1	0	0	0	0	1	60	5	0	0	0	0	1	66
12:30	0	0	0	0	0	0	0	0	37	5	1	0	0	0	0	43
12:45	0	0	0	0	0	0	0	0	47	3	0	0	0	0	0	50
Hour	0	0	1	0	0	0	0	1	194	20	2	0	0	0	1	217
13:00	0	0	0	0	0	0	0	0	68	4	0	0	0	1	0	73
13:15	0	0	0	0	0	0	0	0	47	4	0	0	0	0	0	51
13:30	2	0	0	0	0	0	0	2	36	2	0	0	0	0	0	38
13:45	0	0	0	0	0	0	0	0	61	7	0	0	0	0	0	68
Hour	2	0	0	0	0	0	0	2	212	17	0	0	0	1	0	230
14:00	0	0	0	0	0	0	0	0	54	2	1	0	0	0	1	58
14:15	0	0	0	0	0	0	0	0	43	1	0	0	0	0	0	44
14:30	0	0	0	0	0	0	0	0	45	6	0	0	0	0	0	51
14:45	0	0	0	0	0	0	0	0	56	3	0	0	0	0	0	59
Hour	0	0	0	0	0	0	0	0	198	12	1	0	0	0	1	212
15:00	0	0	0	0	0	0	0	0	52	5	0	0	0	1	0	58
15:15	0	0	0	0	0	0	0	0	51	4	1	0	0	0	0	56
15:30	0	0	0	0	0	0	0	0	54	5	0	0	0	0	1	60
15:45	0	0	0	0	0	0	0	0	65	5	0	0	1	0	0	71
Hour	0	0	0	0	0	0	0	0	222	19	1	0	1	1	1	245
16:00	0	0	0	0	0	0	0	0	69	6	0	0	0	0	1	76
16:15	0	0	0	0	0	0	0	0	41	5	0	0	0	0	0	46
16:30	1	0	0	0	0	0	0	1	48	3	0	1	0	0	0	52
16:45	0	0	0	0	0	0	0	0	46	3	0	0	0	0	0	49
Hour	1	0	0	0	0	0	0	1	204	17	0	1	0	0	1	223
17:00	0	0	0	0	0	0	0	0	50	6	0	0	0	0	0	56
17:15	0	0	0	0	0	0	0	0	63	6	0	0	0	0	0	69
17:30	0	0	0	0	0	0	0	0	53	3	0	0	0	0	0	56
17:45	0	0	0	0	0	0	0	0	42	4	0	0	0	0	0	46
Hour	0	0	0	0	0	0	0	0	208	19	0	0	0	0	0	227
18:00	0	0	0	0	0	0	0	0	36	2	0	0	0	0	0	38
18:15	0	0	0	0	0	0	0	0	38	1	0	0	0	0	0	39
18:30	0	0	0	0	0	0	0	0	34	4	0	0	0	0	0	38
18:45	0	0	0	0	0	0	0	0	29	1	0	0	0	0	0	30
Hour	0	0	0	0	0	0	0	0	137	8	0	0	0	0	0	145
19:00	0	0	0	0	0	0	0	0	28	4	0	0	0	0	0	32
19:15	0	0	0	0	0	0	0	0	39	0	0	0	0	0	0	39
19:30	0	0	0	0	0	0	0	0	35	1	0	0	0	0	0	36
19:45	0	0	0	0	0	0	0	0	30	4	0	0	0	0	0	34
Hour	0	0	0	0	0	0	0	0	132	9	0	0	0	0	0	141
Total	6	0	1	0	0	0	0	7	2427	208	13	4	6	3	4	2665

Site No. 6  
Location R212(N) / Keade Ln / Cathedral Access / R212(S) / Church St / Local Slip Rd  
Date Thursday 9 February 2023

Time	A to D - R212(N) to R212(S)							Veh. Total	A to C - R212(N) to Cathedral Access							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
06:00	13	2	1	0	0	0	0	16	0	0	0	0	0	0	0	0
06:15	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
06:30	8	0	1	0	0	0	0	9	0	0	0	0	0	0	0	0
06:45	22	3	0	0	0	0	0	25	0	0	0	0	0	0	0	0
Hour	48	5	2	0	0	0	0	55	0	0	0	0	0	0	0	0
07:00	19	8	0	0	1	0	0	28	0	0	0	0	0	0	0	0
07:15	33	2	0	0	0	0	0	35	0	0	0	0	0	0	0	0
07:30	40	2	2	0	1	0	0	45	0	0	0	0	0	0	0	0
07:45	32	7	0	1	1	0	0	41	0	0	0	0	0	0	0	0
Hour	124	19	2	1	3	0	0	149	0	0	0	0	0	0	0	0
08:00	49	3	4	0	0	0	0	56	0	0	0	0	0	0	0	0
08:15	79	8	1	1	5	0	0	94	0	0	0	0	0	0	0	0
08:30	103	6	1	2	3	0	0	115	0	0	0	0	0	0	0	0
08:45	94	7	0	0	1	0	0	102	0	0	0	0	0	0	0	0
Hour	325	24	6	3	9	0	0	367	0	0	0	0	0	0	0	0
09:00	102	6	2	1	3	0	0	114	0	0	0	0	0	0	0	0
09:15	70	12	3	0	0	0	0	85	0	0	0	0	0	0	0	0
09:30	63	5	0	1	0	0	0	69	0	0	0	0	0	0	0	0
09:45	82	6	1	0	1	0	0	90	0	0	0	0	0	0	0	0
Hour	317	29	6	2	4	0	0	358	0	0	0	0	0	0	0	0
10:00	41	7	2	1	2	0	1	54	1	0	0	0	0	0	0	1
10:15	51	7	1	0	1	0	1	61	0	0	0	0	0	0	0	0
10:30	46	11	1	0	4	0	0	62	0	0	0	0	0	0	0	0
10:45	41	5	3	0	0	0	0	49	0	0	0	0	0	0	0	0
Hour	179	30	7	1	7	0	2	226	1	0	0	0	0	0	0	1
11:00	46	5	3	1	1	0	0	56	0	0	0	0	0	0	0	0
11:15	33	8	2	0	1	0	0	44	0	0	0	0	0	0	0	0
11:30	50	6	1	0	1	0	0	58	0	0	0	0	0	0	0	0
11:45	58	4	0	0	2	0	0	64	0	0	0	0	0	0	0	0
Hour	187	23	6	1	5	0	0	222	0	0	0	0	0	0	0	0
12:00	47	6	2	0	0	0	0	55	0	0	0	0	0	0	0	0
12:15	49	10	0	0	0	0	0	59	0	0	0	0	0	0	0	0
12:30	63	8	2	0	0	0	0	73	0	0	0	0	0	0	0	0
12:45	54	7	2	1	2	0	0	66	0	0	0	0	0	0	0	0
Hour	213	31	6	1	2	0	0	253	0	0	0	0	0	0	0	0
13:00	51	5	1	1	2	0	0	60	1	0	0	0	0	0	0	1
13:15	59	8	1	0	1	1	0	70	0	0	0	0	0	0	0	0
13:30	46	5	1	0	2	0	1	55	0	0	0	0	0	0	0	0
13:45	54	7	0	0	0	0	0	61	0	0	0	0	0	0	0	0
Hour	210	25	3	1	5	1	1	246	1	0	0	0	0	0	0	1
14:00	63	11	0	0	1	0	0	75	0	0	0	0	0	0	0	0
14:15	54	6	0	0	0	2	0	62	0	0	0	0	0	0	0	0
14:30	60	15	2	1	1	0	1	80	0	0	0	0	0	0	0	0
14:45	59	5	1	0	1	0	0	66	0	0	0	0	0	0	0	0
Hour	236	37	3	1	3	2	1	283	0	0	0	0	0	0	0	0
15:00	55	6	1	1	1	1	0	65	0	0	0	0	0	0	0	0
15:15	63	6	1	0	1	0	0	71	0	0	0	0	0	0	0	0
15:30	49	6	2	0	1	0	0	58	0	0	0	0	0	0	0	0
15:45	110	7	2	0	3	0	0	122	0	0	0	0	0	0	0	0
Hour	277	25	6	1	6	1	0	316	0	0	0	0	0	0	0	0
16:00	91	3	1	1	8	1	0	105	0	0	0	0	0	0	0	0
16:15	54	6	0	0	1	1	1	63	0	0	0	0	0	0	0	0
16:30	46	6	3	2	2	0	0	59	0	0	0	0	0	0	0	0
16:45	51	6	2	0	2	0	0	61	0	0	0	0	0	0	0	0
Hour	242	21	6	3	13	2	1	288	0	0	0	0	0	0	0	0
17:00	51	6	0	1	1	0	0	59	0	0	0	0	0	0	0	0
17:15	73	8	0	0	1	0	0	82	0	0	0	0	0	0	0	0
17:30	40	6	1	0	2	0	0	49	0	0	0	0	0	0	0	0
17:45	52	6	1	0	2	0	0	61	0	0	0	0	0	0	0	0
Hour	216	26	2	1	6	0	0	251	0	0	0	0	0	0	0	0
18:00	53	14	0	0	2	0	0	69	0	0	0	0	0	0	0	0
18:15	49	7	0	0	0	0	0	56	0	0	0	0	0	0	0	0
18:30	42	2	0	1	0	1	0	46	0	0	0	0	0	0	0	0
18:45	48	0	0	0	0	0	0	48	0	0	0	0	0	0	0	0
Hour	192	23	0	1	2	1	0	219	0	0	0	0	0	0	0	0
19:00	36	2	0	0	2	0	0	40	0	0	0	0	0	0	0	0
19:15	39	3	2	0	1	0	0	45	0	0	0	0	0	0	0	0
19:30	38	3	0	0	1	0	0	42	0	0	0	0	0	0	0	0
19:45	30	2	0	0	0	0	0	32	0	0	0	0	0	0	0	0
Hour	143	10	2	0	4	0	0	159	0	0	0	0	0	0	0	0
Total	2909	328	57	17	69	7	5	3392	2	0	0	0	0	0	0	2

Site No. 6  
Location R212(N) / Keadue Ln / Cathedral Access / R212(S) / Church St / Local Slip Rd  
Date Thursday 9 February 2023

Time	A to B - R212(N) to Keadue Ln							Veh. Total	A to A - R212(N) to R212(N)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
Hour	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
08:00	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
08:15	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
08:30	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0
08:45	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
Hour	12	3	0	0	0	0	0	15	0	0	0	0	0	0	0	0
09:00	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
09:15	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
Hour	3	3	0	0	0	0	0	6	0	0	0	0	0	0	0	0
10:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
10:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
10:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
10:45	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
Hour	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0
11:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
11:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
11:30	6	1	1	0	0	0	0	8	0	0	0	0	0	0	0	0
11:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
Hour	10	1	1	0	0	0	0	12	0	0	0	0	0	0	0	0
12:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
12:15	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
12:30	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
12:45	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
Hour	9	1	0	0	0	0	0	10	0	0	0	0	0	0	0	0
13:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
13:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
13:30	1	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	3	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0
14:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
14:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
Hour	6	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0
15:00	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
15:15	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
Hour	11	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0
16:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
16:15	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
16:30	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	5	1	0	0	0	0	0	6	1	0	0	0	0	0	0	1
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
Hour	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
19:00	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
19:15	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
Hour	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
Total	80	11	1	0	0	0	1	93	1	0	0	0	0	0	0	1

Site No. 6  
Location R212(N) / Keadue Ln / Cathedral Access / R212(S) / Church St / Local Slip Rd  
Date Thursday 9 February 2023

Time	B to A - Keadue Ln to R212(N)							Veh. Total	B to F - Keadue Ln to Local Slip Rd							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
06:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
07:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
07:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
07:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
08:00	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
08:15	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
08:30	12	1	0	0	0	0	0	13	1	0	0	0	0	0	0	1
08:45	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
Hour	22	1	0	0	0	0	0	23	2	0	0	0	0	0	0	2
09:00	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
09:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
09:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0
10:00	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
10:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
10:30	2	2	0	0	0	0	0	4	0	0	0	0	0	0	0	0
10:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
Hour	8	2	0	0	0	0	0	10	0	0	0	0	0	0	0	0
11:00	3	3	0	0	0	0	0	6	0	0	0	0	0	0	0	0
11:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	4	0	1	0	0	0	0	5	0	0	0	0	0	0	0	0
Hour	8	3	1	0	0	0	0	12	0	0	0	0	0	0	0	0
12:00	2	0	2	0	0	0	0	4	0	0	0	0	0	0	0	0
12:15	6	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0
12:30	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0
12:45	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
Hour	15	2	2	0	0	0	0	19	0	0	0	0	0	0	0	0
13:00	4	1	0	0	0	0	0	5	1	0	0	0	0	0	0	1
13:15	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
13:30	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
13:45	2	0	1	0	0	0	0	3	0	0	0	0	0	0	0	0
Hour	16	1	1	0	0	0	0	18	1	0	0	0	0	0	0	1
14:00	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
14:15	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
14:30	9	2	0	0	0	1	0	12	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	14	3	0	0	0	1	0	18	0	0	0	0	0	0	0	0
15:00	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
15:15	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0
15:30	5	1	0	0	0	0	0	6	1	0	0	0	0	0	0	1
15:45	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
Hour	16	2	0	0	0	0	0	18	1	0	0	0	0	0	0	1
16:00	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
16:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
16:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
16:45	4	2	0	0	0	0	0	6	0	0	0	0	0	0	0	0
Hour	8	3	0	0	0	0	0	11	0	0	0	0	0	0	0	0
17:00	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
17:15	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
17:30	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
17:45	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
Hour	5	3	0	0	0	0	0	8	0	0	0	0	0	0	0	0
18:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
18:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
Hour	6	0	0	0	0	0	0	6	1	0	0	0	0	0	0	1
19:00	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
19:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
Hour	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
Total	135	21	4	0	0	1	0	161	5	0	0	0	0	0	0	5

Site No. 6  
Location R212(N) / Keadue Ln / Cathedral Access / R212(S) / Church St / Local Slip Rd  
Date Thursday 9 February 2023

Time	B to E - Keadue Ln to Church St							Veh. Total	B to D - Keadue Ln to R212(S)							Veh. Total	
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2
06:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
Hour	2	1	0	0	0	0	0	3	0	1	0	0	1	0	0	0	2
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
07:30	2	0	0	0	0	0	0	2	2	0	0	1	0	0	0	0	3
07:45	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	1
Hour	4	1	0	0	0	0	0	5	4	0	0	1	0	0	0	0	5
08:00	3	0	0	0	0	0	0	3	2	1	0	0	0	0	0	0	3
08:15	2	0	0	0	0	0	0	2	4	0	0	0	0	0	0	0	4
08:30	4	1	0	0	0	0	0	5	3	1	0	0	0	0	0	0	4
08:45	4	0	0	0	0	0	0	4	4	1	0	0	0	0	0	0	5
Hour	13	1	0	0	0	0	0	14	13	3	0	0	0	0	0	0	16
09:00	4	2	0	0	0	0	0	6	2	0	0	0	0	0	0	0	2
09:15	2	0	0	0	0	0	0	2	3	1	0	0	0	0	0	0	4
09:30	3	0	0	0	0	0	0	3	4	0	0	0	0	0	0	0	4
09:45	7	0	0	0	0	0	0	7	5	2	0	0	0	0	0	0	7
Hour	16	2	0	0	0	0	0	18	14	3	0	0	0	0	0	0	17
10:00	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	3
10:15	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	5
10:30	3	2	0	0	0	0	0	5	6	1	0	0	0	0	0	0	7
10:45	2	1	0	0	0	0	0	3	1	1	0	0	0	0	0	0	2
Hour	8	3	0	0	0	0	0	11	15	2	0	0	0	0	0	0	17
11:00	3	0	0	0	0	0	0	3	6	0	0	0	0	0	0	0	6
11:15	2	0	0	0	0	0	0	2	1	0	0	0	1	0	0	0	2
11:30	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	2
11:45	2	1	0	0	0	0	0	3	4	0	0	0	0	0	0	0	4
Hour	10	1	0	0	0	0	0	11	13	0	0	0	1	0	0	0	14
12:00	1	0	0	0	0	0	0	1	4	2	0	0	0	0	0	0	6
12:15	4	1	0	0	0	0	0	5	3	1	0	0	0	0	0	0	4
12:30	1	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	3
12:45	3	0	0	0	0	0	0	3	4	0	0	0	0	0	0	0	4
Hour	9	1	0	0	0	0	0	10	13	4	0	0	0	0	0	0	17
13:00	4	0	0	0	0	0	0	4	2	0	0	0	0	0	0	0	2
13:15	4	0	0	0	0	0	0	4	5	0	0	0	0	0	0	0	5
13:30	4	0	0	0	0	0	0	4	3	0	0	0	0	0	0	0	3
13:45	1	0	0	0	0	0	0	1	6	0	0	0	0	0	0	0	6
Hour	13	0	0	0	0	0	0	13	16	0	0	0	0	0	0	0	16
14:00	2	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	2
14:15	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0
14:30	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	1
14:45	0	1	0	0	0	0	0	1	2	0	0	0	0	0	0	0	2
Hour	10	1	0	0	0	0	0	11	4	1	0	0	0	0	0	0	5
15:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
15:15	4	0	0	0	0	0	0	4	0	3	0	0	0	0	0	0	3
15:30	2	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	3
15:45	2	1	0	0	0	0	0	3	3	0	0	0	0	0	0	0	3
Hour	8	1	0	0	0	0	0	9	5	5	0	0	0	0	0	0	10
16:00	2	0	0	0	0	0	0	2	2	0	1	0	0	0	0	0	3
16:15	5	1	0	0	0	0	0	6	3	1	0	0	0	0	0	0	4
16:30	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	3
16:45	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0
Hour	11	1	0	0	0	0	0	12	8	1	1	0	0	0	0	0	10
17:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
17:15	4	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	4
17:30	4	0	0	0	0	0	0	4	1	1	0	0	0	0	0	0	2
17:45	5	1	0	0	0	0	0	6	3	0	0	0	0	0	0	0	3
Hour	13	1	0	0	0	0	0	14	9	1	0	0	0	0	0	0	10
18:00	1	1	0	0	0	0	0	2	5	0	0	0	0	0	0	0	5
18:15	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	3
18:30	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	3
18:45	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	7
Hour	6	1	0	0	0	0	0	7	18	0	0	0	0	0	0	0	18
19:00	5	0	0	0	0	0	0	5	1	0	0	0	0	0	0	0	1
19:15	2	0	0	0	0	0	0	2	4	0	0	0	0	0	0	0	4
19:30	4	0	0	0	0	0	0	4	3	0	0	0	0	0	0	0	3
19:45	5	1	0	0	0	0	0	6	1	0	0	0	0	0	0	0	1
Hour	16	1	0	0	0	0	0	17	9	0	0	0	0	0	0	0	9
Total	139	16	0	0	0	0	0	155	141	21	1	1	2	0	0	0	166





Site No. 6  
Location R212(N) / Keadue Ln / Cathedral Access / R212(S) / Church St / Local Slip Rd  
Date Thursday 9 February 2023

Time	C to B - Cathedral Access to Keadue Ln							Veh. Total	C to A - Cathedral Access to R212(N)							Veh. Total	
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	5
10:30	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	5
10:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
Hour	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	0	12
11:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
11:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	0	7
Hour	0	0	0	0	0	0	0	0	7	2	0	0	0	0	0	0	9
12:00	1	0	0	0	0	0	0	1	11	1	0	0	0	0	0	0	12
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	1	0	0	0	0	0	0	1	13	1	0	0	0	0	0	0	14
13:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
13:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
13:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3
13:45	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	5
Hour	0	0	0	0	0	0	0	0	9	1	0	0	0	0	0	0	10
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Hour	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
15:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Hour	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
Hour	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
18:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
18:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	0	0	0	0	0	0	2	52	4	0	0	0	0	0	0	56

Site No. 6  
Location R212(N) / Keadue Ln / Cathedral Access / R212(S) / Church St / Local Slip Rd  
Date Thursday 9 February 2023

Time	C to F - Cathedral Access to Local Slip Rd							Veh. Total	C to E - Cathedral Access to Church St							Veh. Total	
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	7
10:30	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	5
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	0	12
11:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
11:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
11:30	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	3
11:45	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	5
Hour	0	0	0	0	0	0	0	0	9	1	0	0	0	0	0	0	10
12:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
12:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	4
13:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	0	0	0	1	28	1	0	0	0	0	0	0	29



Site No. 6  
Location R212(N) / Keadue Ln / Cathedral Access / R212(S) / Church St / Local Slip Rd  
Date Thursday 9 February 2023

Time	D to C - R212(S) to Cathedral Access							Veh. Total	D to B - R212(S) to Keadue Ln							Veh. Total	
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		
06:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	3
07:00	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	2
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
07:45	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	4
Hour	0	0	0	0	0	0	0	0	5	1	0	1	0	0	0	0	7
08:00	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	3
08:15	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	4
08:30	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
08:45	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	7
Hour	0	0	0	0	0	0	0	0	12	4	0	0	0	0	0	0	16
09:00	0	0	0	0	0	0	0	0	6	2	0	0	0	0	0	0	8
09:15	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	7
09:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
09:45	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	0	6
Hour	0	0	0	0	0	0	0	0	19	3	0	0	0	0	0	0	22
10:00	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	5
10:15	0	0	0	0	0	0	0	0	3	3	1	0	0	0	0	0	7
10:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
10:45	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	3
Hour	0	0	0	0	0	0	0	0	12	4	1	0	0	0	0	0	17
11:00	0	0	0	0	0	0	0	0	5	2	0	0	0	0	0	0	7
11:15	0	0	0	0	0	0	0	0	6	1	1	0	0	0	0	0	8
11:30	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	4
11:45	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	3
Hour	0	0	0	0	0	0	0	0	17	3	2	0	0	0	0	0	22
12:00	0	0	0	0	0	0	0	0	7	2	0	1	0	0	0	0	10
12:15	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	7
12:30	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	0	7
12:45	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	5
Hour	0	0	0	0	0	0	0	0	24	4	0	1	0	0	0	0	29
13:00	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	5
13:15	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	3
13:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
13:45	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	0	7
Hour	0	0	0	0	0	0	0	0	14	3	0	0	0	0	0	0	17
14:00	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	0	6
14:15	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	8
14:30	0	0	0	0	0	0	0	0	6	1	1	0	0	0	0	0	8
14:45	0	0	0	0	0	0	0	0	5	2	0	0	0	0	0	0	7
Hour	0	0	0	0	0	0	0	0	23	5	1	0	0	0	0	0	29
15:00	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	5
15:15	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	3
15:30	0	0	0	0	0	0	0	0	9	2	0	0	0	0	0	0	11
15:45	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	5
Hour	0	0	0	0	0	0	0	0	21	3	0	0	0	0	0	0	24
16:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3
16:15	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	0	6
16:30	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	6
16:45	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	8
Hour	0	0	0	0	0	0	0	0	21	2	0	0	0	0	0	0	23
17:00	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	4
17:15	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	0	9
17:30	0	0	0	0	0	0	0	0	9	1	0	0	0	0	0	0	10
17:45	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	7
Hour	0	0	0	0	0	0	0	0	28	2	0	0	0	0	0	0	30
18:00	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	8
18:15	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	5
18:30	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	10
18:45	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	0	11
Hour	0	0	0	0	0	0	0	0	34	0	0	0	0	0	0	0	34
19:00	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	6
19:15	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	7
19:30	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	5
19:45	0	0	0	0	0	0	0	0	5	2	1	0	0	0	0	0	8
Hour	0	0	0	0	0	0	0	0	22	3	1	0	0	0	0	0	26
Total	0	0	0	0	0	0	0	0	254	38	5	2	0	0	0	0	299

Site No. 6  
Location R212(N) / Keade Ln / Cathedral Access / R212(S) / Church St / Local Slip Rd  
Date Thursday 9 February 2023

Time	D to A - R212(S) to R212(N)							Veh. Total	D to F - R212(S) to Local Slip Rd							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
06:00	16	1	0	0	0	0	0	17	0	0	0	0	0	0	0	0
06:15	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
06:30	9	2	0	0	0	0	0	11	0	0	0	0	0	0	0	0
06:45	19	0	1	0	0	0	0	20	0	0	0	0	0	0	0	0
Hour	47	3	1	0	0	0	0	51	0	0	0	0	0	0	0	0
07:00	10	1	1	0	0	0	0	12	0	0	0	0	0	0	0	0
07:15	21	0	0	0	2	0	0	23	0	0	0	0	0	0	0	0
07:30	41	5	0	1	0	0	0	47	0	0	0	0	0	0	0	0
07:45	52	6	0	0	2	0	0	60	0	0	0	0	0	0	0	0
Hour	124	12	1	1	4	0	0	142	0	0	0	0	0	0	0	0
08:00	63	6	0	0	2	0	0	71	0	0	0	0	0	0	0	0
08:15	103	9	0	0	1	0	0	113	0	0	0	0	0	0	0	0
08:30	75	6	2	1	1	0	0	85	0	0	0	0	0	0	0	0
08:45	78	3	1	2	3	0	0	87	0	0	0	0	0	0	0	0
Hour	319	24	3	3	7	0	0	356	0	0	0	0	0	0	0	0
09:00	55	8	2	0	4	0	0	69	2	0	0	0	0	0	0	2
09:15	54	3	1	1	0	0	0	59	2	0	0	0	0	0	0	2
09:30	42	4	0	0	2	0	0	48	1	0	0	0	0	0	0	1
09:45	44	7	3	0	2	0	1	57	0	0	0	0	0	0	0	0
Hour	195	22	6	1	8	0	1	233	5	0	0	0	0	0	0	5
10:00	58	12	2	0	0	0	0	72	0	0	0	0	0	0	0	0
10:15	67	3	0	1	1	0	0	72	1	0	0	0	0	0	0	1
10:30	55	6	1	0	3	0	0	65	0	0	0	0	0	0	0	0
10:45	47	6	2	0	1	0	0	56	0	0	0	0	0	0	0	0
Hour	227	27	5	1	5	0	0	265	1	0	0	0	0	0	0	1
11:00	47	6	2	0	1	0	0	56	0	0	0	0	0	0	0	0
11:15	62	10	0	0	0	0	0	72	1	0	0	0	0	0	0	1
11:30	44	7	0	0	4	0	0	55	1	0	0	0	0	0	0	1
11:45	61	7	2	0	2	0	0	72	1	0	0	0	0	0	0	1
Hour	214	30	4	0	7	0	0	255	3	0	0	0	0	0	0	3
12:00	65	7	1	0	0	1	0	74	0	0	0	0	0	0	0	0
12:15	70	5	0	0	1	0	1	77	0	0	0	0	0	0	0	0
12:30	81	12	1	0	3	0	1	98	0	0	0	0	0	0	0	0
12:45	60	3	0	1	1	2	0	67	0	0	0	0	0	0	0	0
Hour	276	27	2	1	5	3	2	316	0	0	0	0	0	0	0	0
13:00	86	10	1	0	2	0	0	99	1	1	0	0	0	0	0	2
13:15	72	8	0	0	2	0	0	82	0	0	0	0	0	0	0	0
13:30	67	4	3	0	1	0	1	76	0	0	0	0	0	0	0	0
13:45	82	9	4	0	0	0	1	96	0	1	0	0	0	0	0	1
Hour	307	31	8	0	5	0	2	353	1	2	0	0	0	0	0	3
14:00	68	7	4	0	3	0	0	82	1	0	0	0	0	0	0	1
14:15	74	4	3	2	0	0	0	83	1	0	0	0	0	0	0	1
14:30	65	9	1	0	0	1	0	76	1	1	0	0	0	0	0	2
14:45	86	4	1	1	2	0	0	94	1	0	0	0	0	0	0	1
Hour	293	24	9	3	5	1	0	335	4	1	0	0	0	0	0	5
15:00	55	6	1	0	1	0	0	63	0	0	0	0	0	0	0	0
15:15	88	8	1	1	2	1	0	101	2	0	0	0	0	0	0	2
15:30	96	6	0	0	2	0	1	105	0	0	0	0	0	0	0	0
15:45	84	6	1	1	1	1	0	94	2	1	0	0	0	0	0	3
Hour	323	26	3	2	6	2	1	363	4	1	0	0	0	0	0	5
16:00	87	6	1	0	3	1	0	98	3	0	0	0	0	0	0	3
16:15	84	5	4	0	1	0	0	94	3	0	0	0	0	0	0	3
16:30	70	13	1	0	0	0	1	85	0	0	0	0	0	0	0	0
16:45	97	9	0	0	1	0	1	108	1	1	0	0	0	0	0	2
Hour	338	33	6	0	5	1	2	385	7	1	0	0	0	0	0	8
17:00	113	10	0	0	0	0	0	123	0	0	0	0	0	0	0	0
17:15	77	8	2	1	1	0	0	89	0	0	0	0	0	0	0	0
17:30	111	10	0	0	0	0	1	122	0	0	0	0	0	0	0	0
17:45	103	9	1	0	2	0	0	115	1	0	0	0	0	0	0	1
Hour	404	37	3	1	3	0	1	449	1	0	0	0	0	0	0	1
18:00	85	5	2	0	2	0	0	94	2	0	0	0	0	0	0	2
18:15	92	4	0	0	1	0	0	97	4	0	0	0	0	0	0	4
18:30	68	9	0	0	1	0	0	78	1	0	0	0	0	0	0	1
18:45	65	7	0	1	0	0	0	73	1	0	0	0	0	0	0	1
Hour	310	25	2	1	4	0	0	342	8	0	0	0	0	0	0	8
19:00	78	3	0	0	1	0	0	82	1	0	0	0	0	0	0	1
19:15	64	3	0	0	0	0	0	67	1	0	0	0	0	0	0	1
19:30	65	9	0	0	1	1	0	76	0	0	0	0	0	0	0	0
19:45	68	4	1	1	0	0	0	74	0	0	0	0	0	0	0	0
Hour	275	19	1	1	2	1	0	299	2	0	0	0	0	0	0	2
Total	3652	340	54	15	66	8	9	4144	36	5	0	0	0	0	0	41













Site No. 6  
Location R212(N) / Keadue Ln / Cathedral Access / R212(S) / Church St / Local Slip Rd  
Date Thursday 9 February 2023

Time	F to C - Local Slip Rd to Cathedral Access							Veh. Total	F to B - Local Slip Rd to Keadue Ln							Veh. Total	
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Hour	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
18:00	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	0	8



Site No. 6  
Location R212(N) / Keadue Ln / Cathedral Access / R212(S) / Church St / Local Slip Rd  
Date Thursday 9 February 2023

Time	To Arm A - R212(N)							Veh. Total	From Arm A - R212(N)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
06:00	17	1	0	0	0	0	0	18	15	3	2	0	0	0	0	20
06:15	4	0	0	0	0	0	0	4	6	0	1	0	0	0	0	7
06:30	9	2	0	0	0	0	0	11	12	2	1	0	0	0	0	15
06:45	19	0	1	0	0	0	0	20	31	3	0	0	0	0	0	34
Hour	49	3	1	0	0	0	0	53	64	8	4	0	0	0	0	76
07:00	11	1	1	0	0	0	0	13	26	10	0	0	1	0	0	37
07:15	22	0	0	0	2	0	0	24	39	3	0	1	0	0	0	43
07:30	43	5	0	1	0	0	0	49	46	4	2	1	1	0	0	54
07:45	52	6	0	0	2	0	0	60	60	11	0	1	1	0	0	73
Hour	128	12	1	1	4	0	0	146	171	28	2	3	3	0	0	207
08:00	67	7	0	0	2	0	0	76	80	7	4	0	0	0	0	91
08:15	108	9	0	0	1	0	0	118	136	14	1	1	7	0	0	159
08:30	87	7	2	1	1	0	0	98	214	11	1	2	4	0	0	232
08:45	79	3	1	2	3	0	0	88	188	11	0	1	2	0	0	202
Hour	341	26	3	3	7	0	0	380	618	43	6	4	13	0	0	684
09:00	56	9	2	0	4	0	0	71	179	16	4	1	3	0	0	203
09:15	55	3	1	1	0	0	0	60	115	16	4	0	0	0	0	135
09:30	45	4	0	0	2	0	0	51	120	11	1	1	0	0	0	133
09:45	44	7	3	0	2	0	1	57	135	10	1	0	1	0	0	147
Hour	200	23	6	1	8	0	1	239	549	53	10	2	4	0	0	618
10:00	61	12	2	0	0	0	0	75	77	13	3	1	2	0	1	97
10:15	74	3	0	1	1	0	0	79	92	10	1	0	1	0	1	105
10:30	62	8	1	0	3	0	0	74	93	15	1	0	4	0	0	113
10:45	51	6	2	0	1	0	0	60	97	8	4	0	0	0	0	109
Hour	248	29	5	1	5	0	0	288	359	46	9	1	7	0	2	424
11:00	51	9	2	0	1	0	0	63	104	9	3	1	1	0	0	118
11:15	64	11	0	0	0	0	0	75	73	15	2	0	2	0	0	92
11:30	44	7	0	0	4	0	0	55	96	12	3	0	1	1	0	113
11:45	72	8	3	0	2	0	0	85	105	11	0	0	2	0	0	118
Hour	231	35	5	0	7	0	0	278	378	47	8	1	6	1	0	441
12:00	78	8	3	0	0	1	0	90	98	13	3	0	0	0	0	114
12:15	76	6	0	0	1	0	1	84	112	15	1	0	0	0	1	129
12:30	86	13	1	0	3	0	1	104	100	14	3	0	0	0	0	117
12:45	64	3	0	1	1	2	0	71	106	10	2	1	2	0	0	121
Hour	304	30	4	1	5	3	2	349	416	52	9	1	2	0	1	481
13:00	91	11	1	0	2	0	0	105	121	9	1	1	2	1	0	135
13:15	79	8	0	0	2	0	0	89	107	12	1	0	1	1	0	122
13:30	75	4	3	0	1	0	1	84	85	7	1	0	2	0	2	97
13:45	88	10	5	0	0	0	1	104	115	14	0	0	0	0	0	129
Hour	333	33	9	0	5	0	2	382	428	42	3	1	5	2	2	483
14:00	72	7	4	0	3	0	0	86	119	13	1	0	1	0	1	135
14:15	76	5	3	2	0	0	0	86	97	7	0	0	0	2	0	106
14:30	74	11	1	0	0	2	0	88	107	22	2	1	1	0	1	134
14:45	87	4	1	1	2	0	0	95	117	8	1	0	1	0	0	127
Hour	309	27	9	3	5	2	0	355	440	50	4	1	3	2	2	502
15:00	60	6	1	0	1	0	0	68	111	11	1	1	1	2	0	127
15:15	93	9	1	1	2	1	0	107	118	10	2	0	1	0	0	131
15:30	101	7	0	0	2	0	1	111	103	11	2	0	1	0	1	118
15:45	90	6	1	1	1	1	0	100	178	12	2	0	4	0	0	196
Hour	344	28	3	2	6	2	1	386	510	44	7	1	7	2	1	572
16:00	87	7	1	0	3	1	0	99	161	9	1	1	8	1	1	182
16:15	88	5	4	0	1	0	0	98	97	12	0	0	1	1	1	112
16:30	73	13	1	0	0	0	1	88	98	9	3	3	2	0	0	115
16:45	102	11	0	0	1	0	1	115	97	9	2	0	2	0	0	110
Hour	350	36	6	0	5	1	2	400	453	39	6	4	13	2	2	519
17:00	114	11	0	0	0	0	0	125	101	12	0	1	1	0	0	115
17:15	78	9	2	1	1	0	0	91	136	14	0	0	1	0	0	151
17:30	114	11	0	0	0	0	1	126	94	9	1	0	2	0	0	106
17:45	106	9	1	0	2	0	0	118	94	10	1	0	2	0	0	107
Hour	412	40	3	1	3	0	1	460	425	45	2	1	6	0	0	479
18:00	89	5	2	0	2	0	0	98	89	16	0	0	2	0	10	117
18:15	95	4	0	0	1	0	0	100	88	8	0	0	0	0	0	96
18:30	68	9	0	0	1	0	0	78	76	6	0	1	0	1	0	84
18:45	67	7	0	1	0	0	0	75	79	1	0	0	0	0	0	80
Hour	319	25	2	1	4	0	0	351	332	31	0	1	2	1	10	377
19:00	83	3	0	0	1	0	0	87	67	6	0	0	2	0	0	75
19:15	64	3	0	0	0	0	0	67	81	3	2	0	1	0	0	87
19:30	66	9	0	0	1	1	0	77	73	4	0	0	1	0	0	78
19:45	69	4	1	1	0	0	0	75	61	6	0	0	0	0	0	67
Hour	282	19	1	1	2	1	0	306	282	19	2	0	4	0	0	307
Total	3850	366	58	15	66	9	9	4373	5425	547	72	21	75	10	20	6170

Site No. 6  
Location R212(N) / Keadue Ln / Cathedral Access / R212(S) / Church St / Local Slip Rd  
Date Thursday 9 February 2023

Time	To Arm B - Keadue Ln							Veh. Total	From Arm B - Keadue Ln							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
06:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
06:15	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
06:30	1	1	0	0	0	0	0	2	0	1	0	0	1	0	0	2
06:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
Hour	2	1	0	0	0	0	0	3	3	2	0	0	1	0	0	6
07:00	1	0	0	1	0	0	0	2	1	0	0	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
07:30	1	0	0	0	0	0	0	1	6	0	0	1	0	0	0	7
07:45	4	2	0	0	0	0	0	6	3	0	0	0	0	0	0	3
Hour	6	2	0	1	0	0	0	9	12	1	0	1	0	0	0	14
08:00	3	2	0	0	0	0	0	5	9	1	0	0	0	0	0	10
08:15	4	3	0	0	0	0	0	7	11	0	0	0	0	0	0	11
08:30	5	2	0	0	0	0	0	7	20	3	0	0	0	0	0	23
08:45	12	0	0	0	0	0	0	12	10	1	0	0	0	0	0	11
Hour	24	7	0	0	0	0	0	31	50	5	0	0	0	0	0	55
09:00	8	3	0	0	0	0	0	11	7	3	0	0	0	0	0	10
09:15	8	1	0	0	0	0	0	9	6	1	0	0	0	0	0	7
09:30	1	0	0	0	0	0	0	1	10	0	0	0	0	0	0	10
09:45	5	2	0	0	0	0	0	7	12	2	0	0	0	0	0	14
Hour	22	6	0	0	0	0	0	28	35	6	0	0	0	0	0	41
10:00	8	0	0	0	0	0	0	8	9	0	0	0	0	0	0	9
10:15	4	3	1	0	0	0	0	8	7	0	0	0	0	0	0	7
10:30	3	0	0	0	0	0	0	3	11	5	0	0	0	0	0	16
10:45	7	1	0	0	0	0	0	8	4	2	0	0	0	0	0	6
Hour	22	4	1	0	0	0	0	27	31	7	0	0	0	0	0	38
11:00	7	2	0	0	0	0	0	9	12	3	0	0	0	0	0	15
11:15	7	1	1	0	0	0	0	9	4	0	0	0	1	0	0	5
11:30	10	1	1	0	0	0	0	12	5	0	0	0	0	0	0	5
11:45	3	0	1	0	0	0	0	4	10	1	1	0	0	0	0	12
Hour	27	4	3	0	0	0	0	34	31	4	1	0	1	0	0	37
12:00	9	2	0	1	0	0	0	12	7	2	2	0	0	0	0	11
12:15	11	0	0	0	0	0	0	11	13	3	0	0	0	0	0	16
12:30	6	2	0	0	0	0	0	8	6	2	0	0	0	0	0	8
12:45	9	1	0	0	0	0	0	10	11	0	0	0	0	0	0	11
Hour	35	5	0	1	0	0	0	41	37	7	2	0	0	0	0	46
13:00	5	1	0	0	0	0	0	6	11	1	0	0	0	0	0	12
13:15	3	1	0	0	0	0	0	4	15	0	0	0	0	0	0	15
13:30	3	0	0	0	0	0	1	4	11	0	0	0	0	0	0	11
13:45	6	1	0	0	0	0	0	7	9	0	1	0	0	0	0	10
Hour	17	3	0	0	0	0	1	21	46	1	1	0	0	0	0	48
14:00	6	2	0	0	0	0	0	8	7	1	0	0	0	0	0	8
14:15	8	0	0	0	0	0	0	8	6	1	0	0	0	0	0	7
14:30	8	2	1	0	0	0	0	11	13	2	0	0	0	1	0	16
14:45	7	2	0	0	0	0	0	9	2	1	0	0	0	0	0	3
Hour	29	6	1	0	0	0	0	36	28	5	0	0	0	1	0	34
15:00	9	0	0	0	0	0	0	9	3	1	0	0	0	0	0	4
15:15	7	1	0	0	0	0	0	8	7	4	0	0	0	0	0	11
15:30	9	2	0	0	0	0	0	11	10	2	0	0	0	0	0	12
15:45	9	0	0	0	0	0	0	9	10	1	0	0	0	0	0	11
Hour	34	3	0	0	0	0	0	37	30	8	0	0	0	0	0	38
16:00	4	0	0	0	0	0	0	4	4	1	1	0	0	0	0	6
16:15	6	3	0	0	0	0	0	9	10	2	0	0	0	0	0	12
16:30	8	0	0	0	0	0	0	8	6	0	0	0	0	0	0	6
16:45	9	0	0	0	0	0	0	9	7	2	0	0	0	0	0	9
Hour	27	3	0	0	0	0	0	30	27	5	1	0	0	0	0	33
17:00	4	0	0	0	0	0	0	4	2	1	0	0	0	0	0	3
17:15	9	1	0	0	0	0	0	10	8	1	0	0	0	0	0	9
17:30	11	1	0	0	0	0	0	12	6	2	0	0	0	0	0	8
17:45	7	0	0	0	0	0	0	7	11	1	0	0	0	0	0	12
Hour	31	2	0	0	0	0	0	33	27	5	0	0	0	0	0	32
18:00	9	1	0	0	0	0	0	10	8	1	0	0	0	0	0	9
18:15	6	0	0	0	0	0	0	6	7	0	0	0	0	0	0	7
18:30	10	0	0	0	0	0	0	10	6	0	0	0	0	0	0	6
18:45	13	0	0	0	0	0	0	13	10	0	0	0	0	0	0	10
Hour	38	1	0	0	0	0	0	39	31	1	0	0	0	0	0	32
19:00	9	0	0	0	0	0	0	9	11	0	0	0	0	0	0	11
19:15	10	0	0	0	0	0	0	10	6	0	0	0	0	0	0	6
19:30	4	1	0	0	0	0	0	5	8	0	0	0	0	0	0	8
19:45	6	2	1	0	0	0	0	9	7	1	0	0	0	0	0	8
Hour	29	3	1	0	0	0	0	33	32	1	0	0	0	0	0	33
Total	343	50	6	2	0	0	1	402	420	58	5	1	2	1	0	487

Site No. 6  
Location R212(N) / Keadue Ln / Cathedral Access / R212(S) / Church St / Local Slip Rd  
Date Thursday 9 February 2023

Time	To Arm C - Cathedral Access							Veh. Total	From Arm C - Cathedral Access							Veh. Total	
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
10:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
10:15	0	0	0	0	0	0	0	0	13	1	0	0	0	0	0	0	14
10:30	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	0	11
10:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
Hour	1	0	0	0	0	0	0	1	27	1	0	0	0	0	0	0	28
11:00	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	5
11:15	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	3
11:30	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	5
11:45	0	0	0	0	0	0	0	0	11	1	0	0	0	0	0	0	12
Hour	0	0	0	0	0	0	0	0	22	3	0	0	0	0	0	0	25
12:00	0	0	0	0	0	0	0	0	14	1	0	0	0	0	0	0	15
12:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3
12:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	19	1	0	0	0	0	0	0	20
13:00	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	3
13:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
13:30	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	6
13:45	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	0	6
Hour	1	0	0	0	0	0	0	1	16	1	0	0	0	0	0	0	17
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
Hour	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	5
15:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
15:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
15:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
15:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Hour	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	5
16:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
Hour	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
18:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
18:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	0	0	0	0	0	0	2	103	6	0	0	0	0	0	0	109

Site No. 6  
Location R212(N) / Keadue Ln / Cathedral Access / R212(S) / Church St / Local Slip Rd  
Date Thursday 9 February 2023

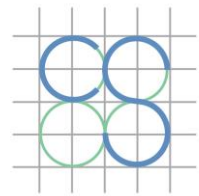
Time	To Arm D - R212(S)							Veh. Total	From Arm D - R212(S)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
06:00	13	2	1	0	0	0	0	16	23	2	0	0	0	0	0	25
06:15	5	0	0	0	0	0	0	5	7	1	1	0	0	0	0	9
06:30	8	1	1	0	1	0	0	11	11	4	0	0	0	0	0	15
06:45	22	3	0	0	0	0	0	25	20	2	2	0	0	0	0	24
Hour	48	6	2	0	1	0	0	57	61	9	3	0	0	0	0	73
07:00	19	8	0	0	1	0	0	28	12	3	1	1	0	0	0	17
07:15	34	2	0	0	0	0	0	36	23	1	0	0	2	0	0	26
07:30	42	2	2	1	1	0	0	48	51	8	0	1	0	0	0	60
07:45	33	7	0	1	1	0	0	42	68	10	1	1	3	0	0	83
Hour	128	19	2	2	3	0	0	154	154	22	2	3	5	0	0	186
08:00	51	4	4	0	0	0	0	59	87	10	1	1	2	0	0	101
08:15	83	8	1	1	5	0	0	98	140	15	2	0	1	0	0	158
08:30	106	7	1	2	3	0	0	119	102	10	2	1	1	0	0	116
08:45	98	8	0	0	1	0	0	107	113	8	3	2	3	0	0	129
Hour	338	27	6	3	9	0	0	383	442	43	8	4	7	0	0	504
09:00	104	6	2	1	3	0	0	116	118	12	2	0	4	0	0	136
09:15	73	13	3	0	0	0	0	89	105	6	1	1	0	0	0	113
09:30	68	5	0	1	0	0	0	74	88	11	3	0	2	0	0	104
09:45	87	8	1	0	1	0	0	97	90	14	3	0	2	0	1	110
Hour	332	32	6	2	4	0	0	376	401	43	9	1	8	0	1	463
10:00	45	7	2	1	2	0	1	58	113	15	3	0	1	0	0	132
10:15	57	8	1	0	1	0	1	68	127	7	2	1	2	0	1	140
10:30	53	12	1	0	4	0	0	70	124	8	2	0	3	0	0	137
10:45	42	6	3	0	0	0	0	51	97	10	2	0	2	0	0	111
Hour	197	33	7	1	7	0	2	247	461	40	9	1	8	0	1	520
11:00	55	5	3	1	1	0	0	65	113	11	3	0	3	0	0	130
11:15	35	8	2	0	2	0	0	47	126	13	1	0	0	0	0	140
11:30	54	6	1	0	1	0	0	62	109	13	1	0	4	0	0	127
11:45	62	4	0	0	2	0	0	68	127	11	3	0	2	0	0	143
Hour	206	23	6	1	6	0	0	242	475	48	8	0	9	0	0	540
12:00	51	8	2	0	0	0	0	61	119	14	1	1	0	1	0	136
12:15	53	11	0	0	0	0	0	64	135	9	0	0	1	0	1	146
12:30	65	9	2	0	0	0	0	76	143	18	1	0	3	0	1	166
12:45	58	7	2	1	2	0	0	70	117	9	0	1	2	2	0	131
Hour	227	35	6	1	2	0	0	271	514	50	2	2	6	3	2	579
13:00	53	5	1	1	2	0	0	62	141	14	2	0	2	0	0	159
13:15	65	8	1	0	1	1	0	76	128	15	0	0	2	0	0	145
13:30	52	5	1	0	2	0	1	61	120	7	3	0	1	0	1	132
13:45	61	7	0	0	0	0	0	68	138	15	4	0	0	0	1	158
Hour	231	25	3	1	5	1	1	267	527	51	9	0	5	0	2	594
14:00	64	12	0	0	1	0	0	77	115	14	4	0	3	0	0	136
14:15	56	6	0	0	0	2	0	64	136	5	3	2	0	0	0	146
14:30	61	15	2	1	1	0	1	81	104	18	2	0	0	1	0	125
14:45	62	5	1	0	1	0	0	69	132	9	1	1	2	0	0	145
Hour	243	38	3	1	3	2	1	291	487	46	10	3	5	1	0	552
15:00	55	7	1	1	1	1	0	66	108	8	1	0	1	0	0	118
15:15	63	9	1	0	1	0	0	74	138	12	1	1	2	1	0	155
15:30	52	7	2	0	1	0	0	62	144	13	0	0	2	0	1	160
15:45	113	7	2	0	3	0	0	125	134	16	1	1	1	1	0	154
Hour	283	30	6	1	6	1	0	327	524	49	3	2	6	2	1	587
16:00	93	3	2	1	8	1	0	108	128	8	2	0	3	1	0	142
16:15	57	7	0	0	1	1	1	67	147	12	4	0	1	0	0	164
16:30	49	6	3	2	2	0	0	62	140	17	1	0	0	0	1	159
16:45	51	6	2	0	2	0	0	61	151	13	0	0	1	0	1	166
Hour	250	22	7	3	13	2	1	298	566	50	7	0	5	1	2	631
17:00	52	6	0	1	1	0	0	60	179	13	0	0	0	0	0	192
17:15	77	8	0	0	1	0	0	86	143	11	3	1	1	0	0	159
17:30	41	7	1	0	2	0	0	51	167	16	1	0	0	0	1	185
17:45	55	6	1	0	2	0	0	64	150	10	1	0	2	0	0	163
Hour	225	27	2	1	6	0	0	261	639	50	5	1	3	0	1	699
18:00	58	14	0	0	2	0	0	74	160	10	2	0	2	0	0	174
18:15	52	7	0	0	0	0	0	59	148	7	0	0	1	0	0	156
18:30	45	2	0	1	0	1	0	49	122	11	1	0	1	0	0	135
18:45	55	0	0	0	0	0	0	55	130	8	0	1	0	0	0	139
Hour	210	23	0	1	2	1	0	237	560	36	3	1	4	0	0	604
19:00	37	2	0	0	2	0	0	41	131	6	0	0	1	0	0	138
19:15	43	3	2	0	1	0	0	49	120	4	0	0	0	0	0	124
19:30	41	3	0	0	1	0	0	45	106	12	0	0	1	1	0	120
19:45	31	2	0	0	0	0	0	33	108	9	2	1	0	0	0	120
Hour	152	10	2	0	4	0	0	168	465	31	2	1	2	1	0	502
Total	3070	350	58	18	71	7	5	3579	6276	568	80	19	73	8	10	7034





Site No. 6  
Location R212(N) / Keadue Ln / Cathedral Access / R212(S) / Church St / Local Slip Rd  
Date Thursday 9 February 2023

Time	To Arm F - Local Slip Rd							Veh. Total	From Arm F - Local Slip Rd							Veh. Total	
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		
06:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
06:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	2
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	3
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Hour	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
08:00	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	3
08:15	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	7
08:30	1	0	0	0	0	0	0	1	12	1	0	0	0	0	0	0	13
08:45	1	0	0	0	0	0	0	1	21	1	0	0	0	0	0	0	22
Hour	2	0	0	0	0	0	0	2	41	4	0	0	0	0	0	0	45
09:00	2	0	0	0	0	0	0	2	8	0	0	0	0	0	0	0	8
09:15	2	0	0	0	0	0	0	2	3	2	0	0	0	0	0	0	5
09:30	1	0	0	0	0	0	0	1	3	1	0	0	0	0	0	0	4
09:45	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	3
Hour	6	0	0	0	0	0	0	6	17	3	0	0	0	0	0	0	20
10:00	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	0	5
10:15	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	1	4
10:30	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	3
10:45	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	3
Hour	2	0	0	0	0	0	0	2	11	3	0	0	0	0	0	1	15
11:00	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	4
11:15	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	3
11:30	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	3
11:45	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	2
Hour	4	0	0	0	0	0	0	4	12	0	0	0	0	0	0	0	12
12:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3
12:15	0	0	1	0	0	0	0	1	2	0	0	0	0	0	0	0	2
12:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
12:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
Hour	0	0	1	0	0	0	0	1	8	0	0	0	0	0	0	0	8
13:00	2	1	0	0	0	0	0	3	5	0	0	0	0	0	0	0	5
13:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
13:30	2	0	0	0	0	0	0	2	5	0	0	0	0	0	0	0	5
13:45	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
Hour	4	2	0	0	0	0	0	6	12	0	0	0	0	0	0	0	12
14:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
14:15	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	2
14:30	1	1	0	0	0	0	0	2	2	2	0	0	0	0	0	0	4
14:45	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	3
Hour	4	1	0	0	0	0	0	5	7	3	0	0	0	0	0	0	10
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	3	0	0	0	0	0	0	3	5	0	0	0	0	0	0	0	5
15:30	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	2
15:45	2	1	0	0	0	0	0	3	5	0	0	0	0	0	0	0	5
Hour	6	1	0	0	0	0	0	7	12	0	0	0	0	0	0	0	12
16:00	3	0	0	0	0	0	0	3	3	1	0	0	0	0	0	1	5
16:15	3	0	0	0	0	0	0	3	6	0	0	0	0	0	0	0	6
16:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
16:45	1	1	0	0	0	0	0	2	0	1	0	0	0	0	0	0	1
Hour	8	1	0	0	0	0	0	9	9	2	0	0	0	0	0	1	12
17:00	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	4
17:15	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	4
17:30	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	4
17:45	1	0	0	0	0	0	0	1	4	1	0	0	0	0	0	0	5
Hour	1	0	0	0	0	0	0	1	14	3	0	0	0	0	0	0	17
18:00	2	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	2
18:15	4	0	0	0	0	0	0	4	2	0	0	0	0	0	0	0	2
18:30	1	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	3
18:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
Hour	9	0	0	0	0	0	0	9	4	3	0	0	0	0	0	0	7
19:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
19:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
19:30	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	2	0	0	0	0	0	0	2	3	1	0	0	0	0	0	0	4
Total	48	5	1	0	0	0	0	54	153	22	0	0	0	0	0	3	178



CS CONSULTING  
GROUP

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## Appendix B

### TRICS Data



Calculation Reference: AUDIT-656801-230315-0357

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	KC KENT	1 days
	SC SURREY	1 days
	WS WEST SUSSEX	2 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 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: 12 to 380 (units: )  
 Range Selected by User: 4 to 4334 (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: 01/01/14 to 14/10/22

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

Selected survey days:

Tuesday	3 days
Wednesday	1 days
Thursday	2 days

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

Selected survey types:

Manual count	6 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)	6
--	---

*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	6
---------	---

*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	8 days - Selected
Servicing vehicles Excluded	33 days - Selected

Secondary Filtering selection:

Use Class:

C3 6 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

Population within 1 mile:

1,001 to 5,000 4 days

5,001 to 10,000 2 days

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

Population within 5 miles:

25,001 to 50,000 6 days

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

Car ownership within 5 miles:

1.1 to 1.5 4 days

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:

Yes 4 days

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 6 days

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

Covid-19 Restrictions Yes At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

LIST OF SITES relevant to selection parameters

1	CA-03-A-07 FIELD END NEAR ELY WITCHFORD Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 32 <i>Survey date: THURSDAY 27/05/21</i>	MIXED HOUSES	CAMBRI DGESHI RE	<i>Survey Type: MANUAL</i>
2	ES-03-A-06 BISHOPS LANE RINGMER  Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 12 <i>Survey date: WEDNESDAY 16/06/21</i>	MIXED HOUSES	EAST SUSSEX	<i>Survey Type: MANUAL</i>
3	KC-03-A-08 MAIDSTONE ROAD CHARING  Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 159 <i>Survey date: TUESDAY 22/05/18</i>	MIXED HOUSES	KENT	<i>Survey Type: MANUAL</i>
4	SC-03-A-09 AMLETS LANE CRANLEIGH  Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 136 <i>Survey date: TUESDAY 24/05/22</i>	MIXED HOUSES & FLATS	SURREY	<i>Survey Type: MANUAL</i>
5	WS-03-A-07 EMMS LANE NEAR HORSHAM BROOKS GREEN Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 57 <i>Survey date: THURSDAY 19/10/17</i>	BUNGALOWS	WEST SUSSEX	<i>Survey Type: MANUAL</i>
6	WS-03-A-15 HILLAND ROAD BILLINGSHURST  Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 380 <i>Survey date: TUESDAY 23/11/21</i>	MIXED HOUSES	WEST SUSSEX	<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	6	129	0.075	6	129	0.216	6	129	0.291
08:00 - 09:00	6	129	0.137	6	129	0.299	6	129	0.436
09:00 - 10:00	6	129	0.117	6	129	0.125	6	129	0.242
10:00 - 11:00	6	129	0.124	6	129	0.140	6	129	0.264
11:00 - 12:00	6	129	0.130	6	129	0.138	6	129	0.268
12:00 - 13:00	6	129	0.161	6	129	0.140	6	129	0.301
13:00 - 14:00	6	129	0.122	6	129	0.134	6	129	0.256
14:00 - 15:00	6	129	0.121	6	129	0.146	6	129	0.267
15:00 - 16:00	6	129	0.196	6	129	0.142	6	129	0.338
16:00 - 17:00	6	129	0.211	6	129	0.165	6	129	0.376
17:00 - 18:00	6	129	0.246	6	129	0.146	6	129	0.392
18:00 - 19:00	6	129	0.210	6	129	0.107	6	129	0.317
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			1.850			1.898			3.748

*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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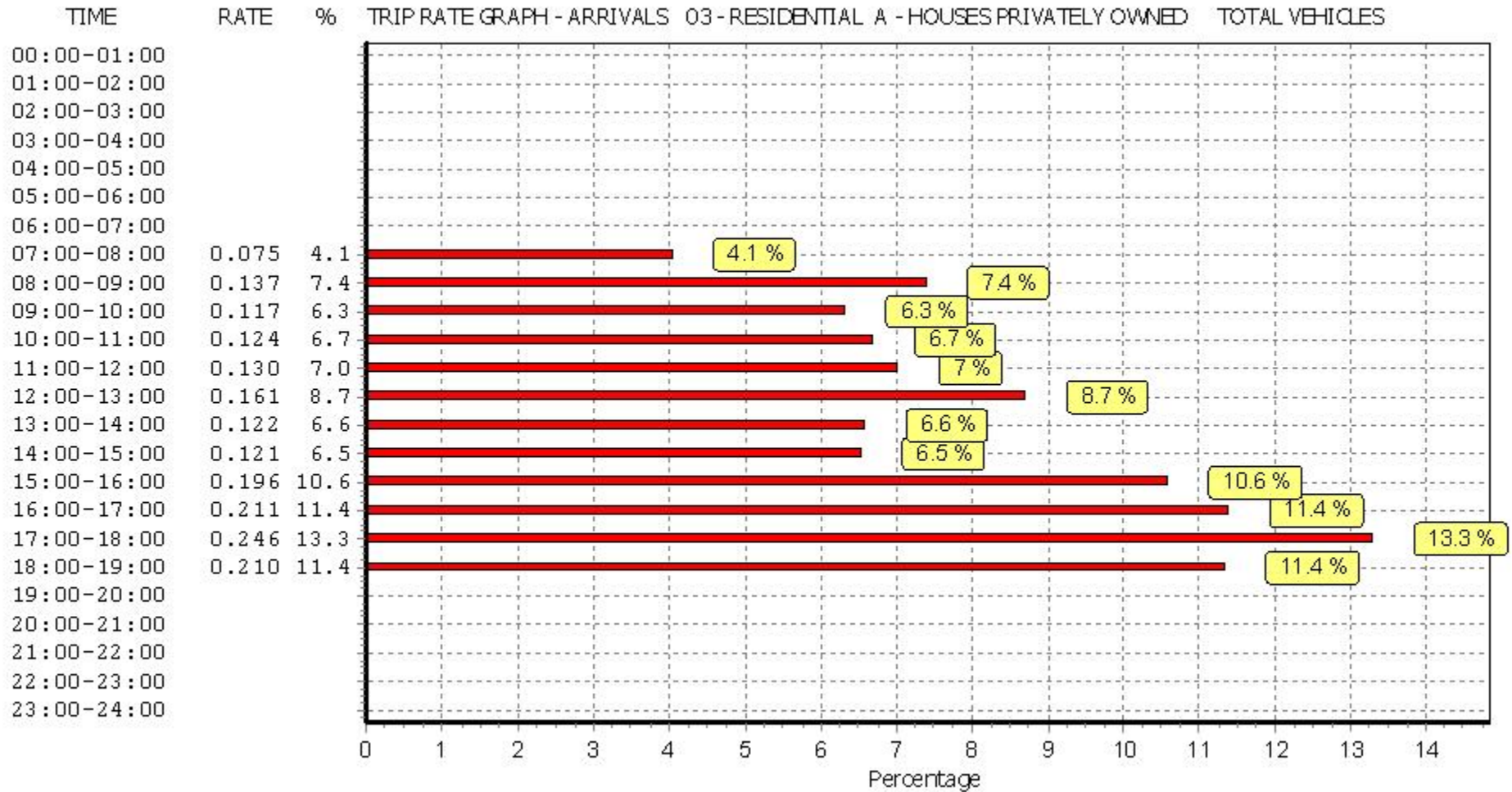
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Parameter summary

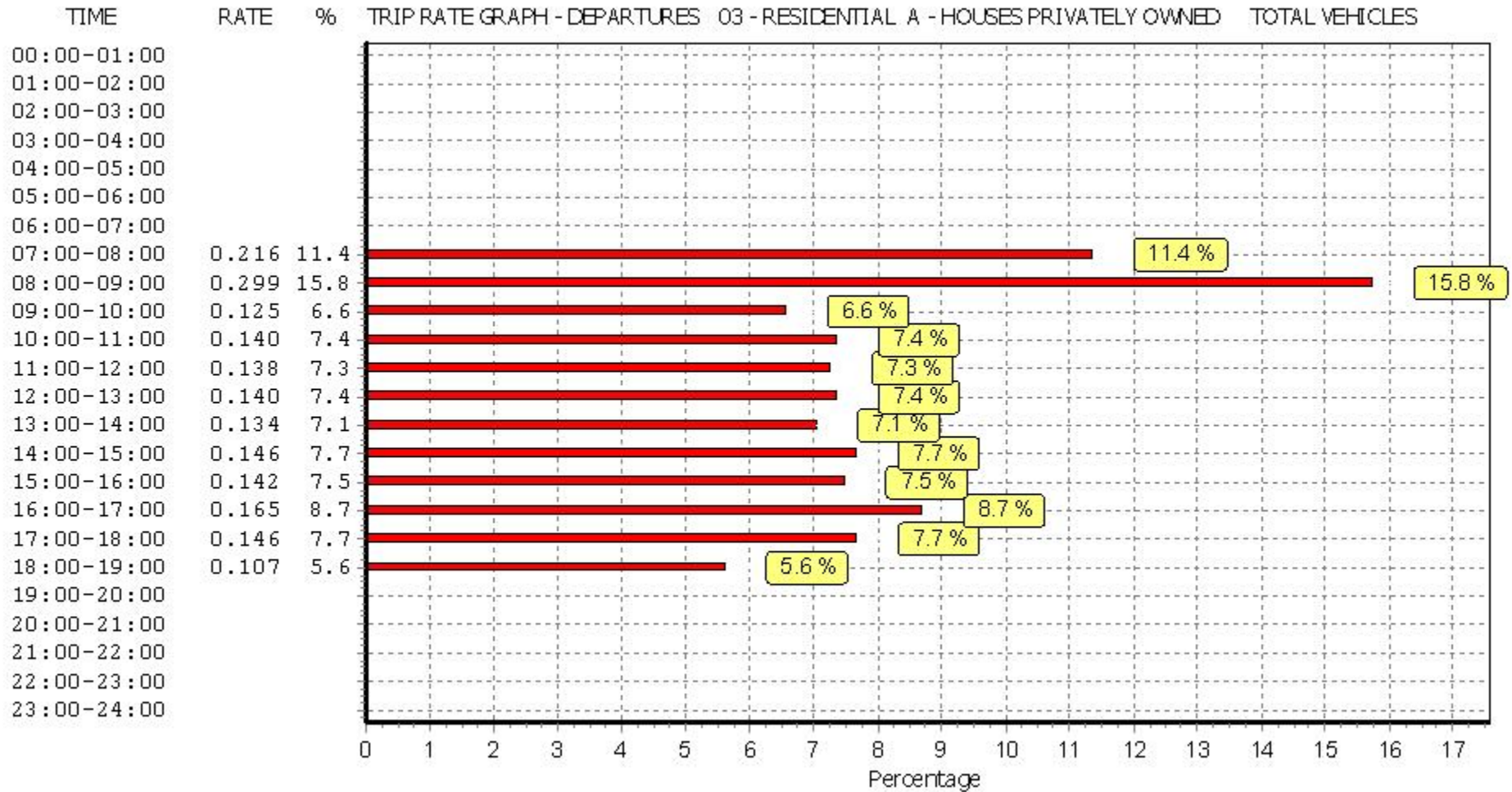
Trip rate parameter range selected: 12 - 380 (units: )  
 Survey date range: 01/01/14 - 14/10/22  
 Number of weekdays (Monday-Friday): 6  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 1  
 Surveys manually removed from selection: 0

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

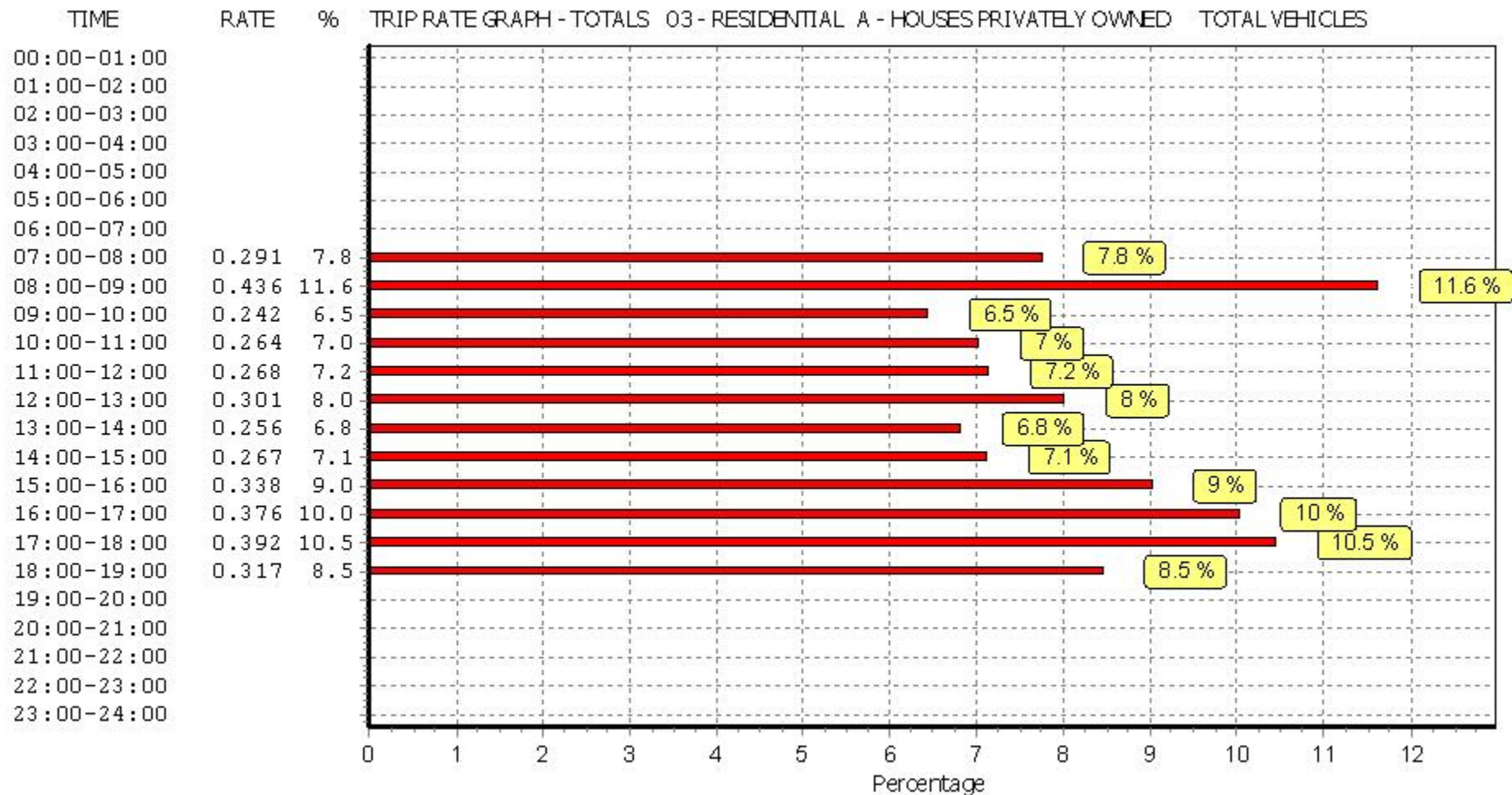




*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified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



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



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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

TAXIS

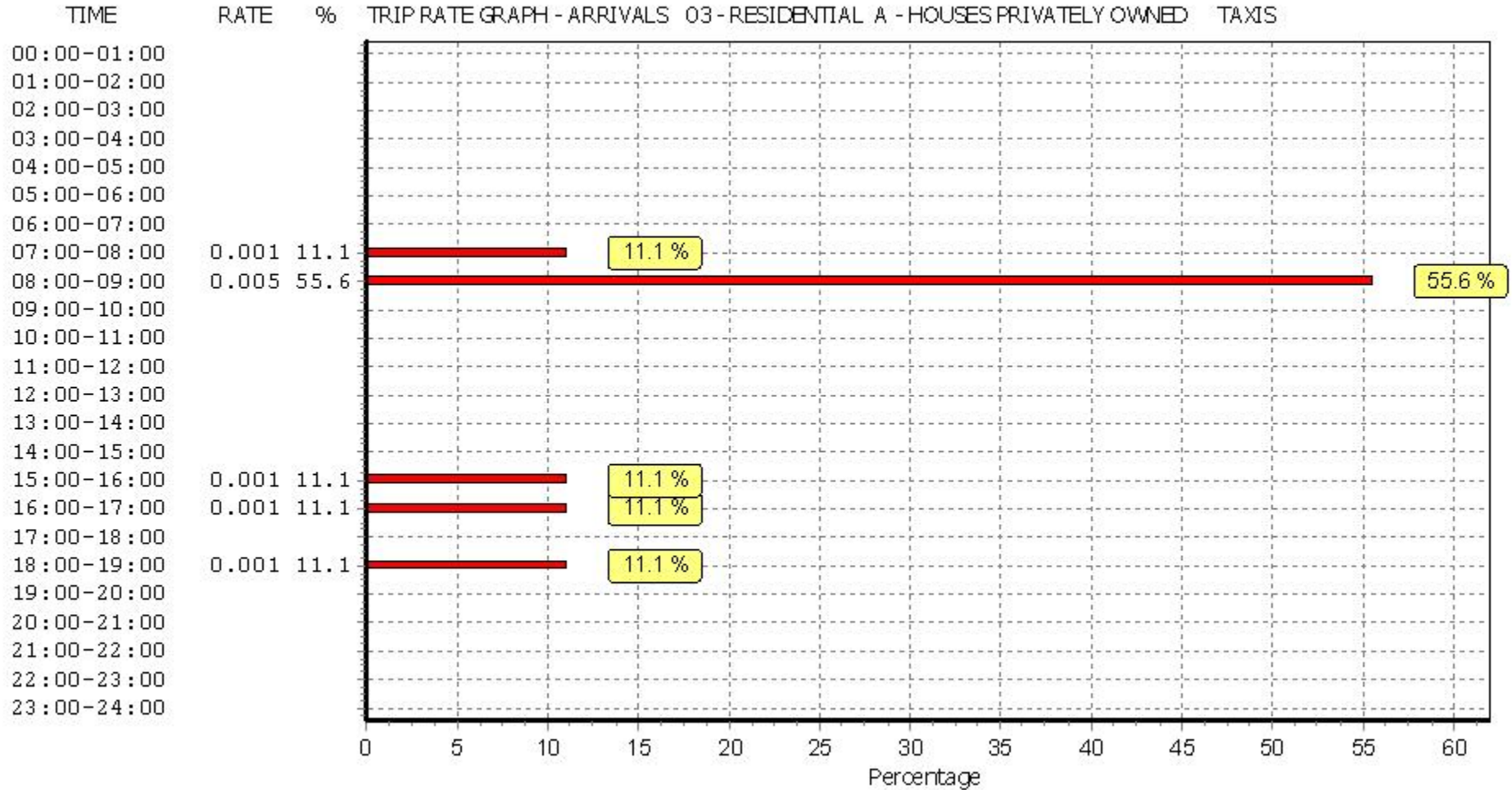
Calculation factor: 1 DWELLS

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	6	129	0.001	6	129	0.003	6	129	0.004
08:00 - 09:00	6	129	0.005	6	129	0.005	6	129	0.010
09:00 - 10:00	6	129	0.000	6	129	0.000	6	129	0.000
10:00 - 11:00	6	129	0.000	6	129	0.000	6	129	0.000
11:00 - 12:00	6	129	0.000	6	129	0.000	6	129	0.000
12:00 - 13:00	6	129	0.000	6	129	0.000	6	129	0.000
13:00 - 14:00	6	129	0.000	6	129	0.000	6	129	0.000
14:00 - 15:00	6	129	0.000	6	129	0.000	6	129	0.000
15:00 - 16:00	6	129	0.001	6	129	0.001	6	129	0.002
16:00 - 17:00	6	129	0.001	6	129	0.001	6	129	0.002
17:00 - 18:00	6	129	0.000	6	129	0.000	6	129	0.000
18:00 - 19:00	6	129	0.001	6	129	0.000	6	129	0.001
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.009			0.010			0.019

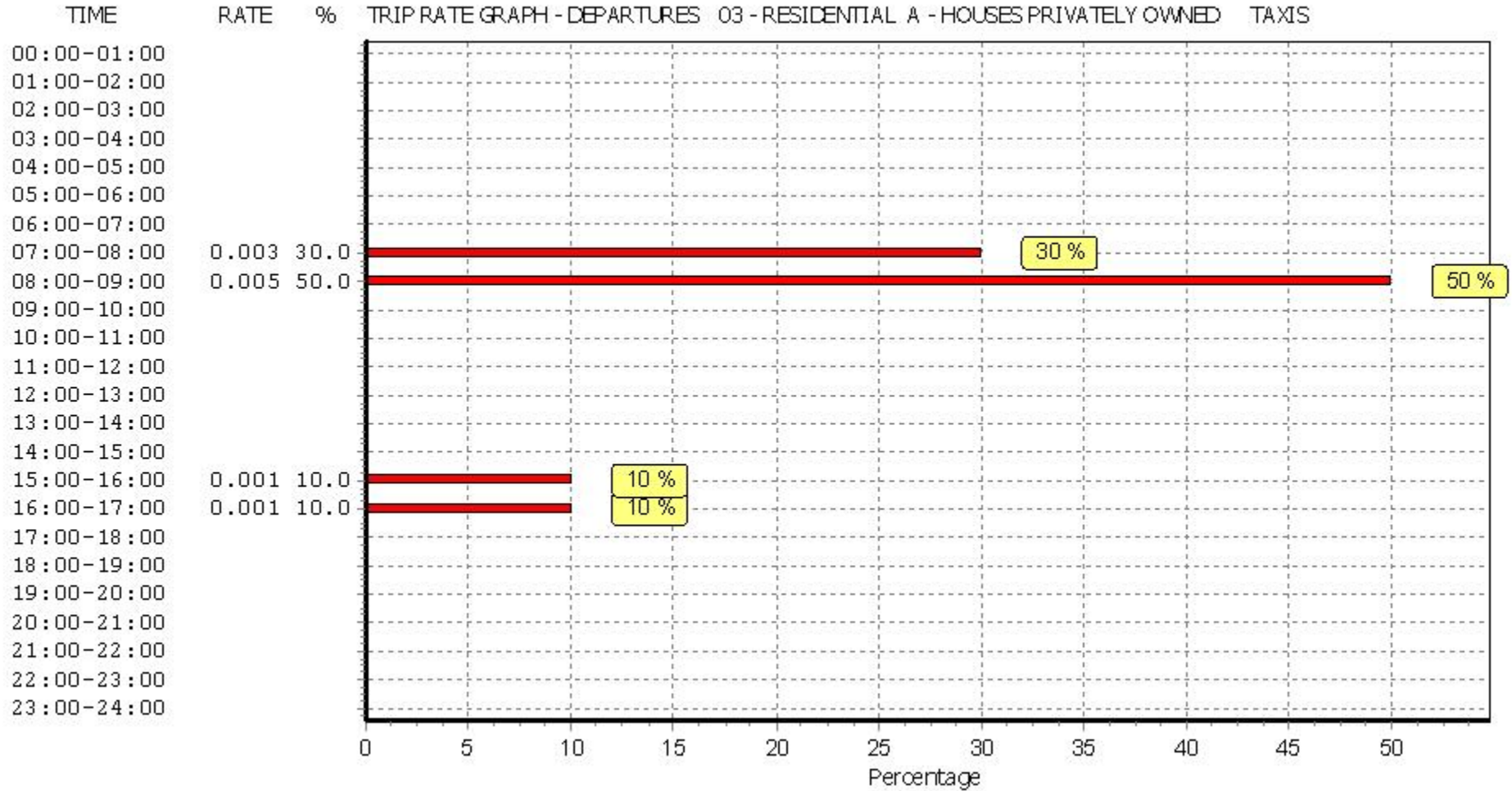
*This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.*

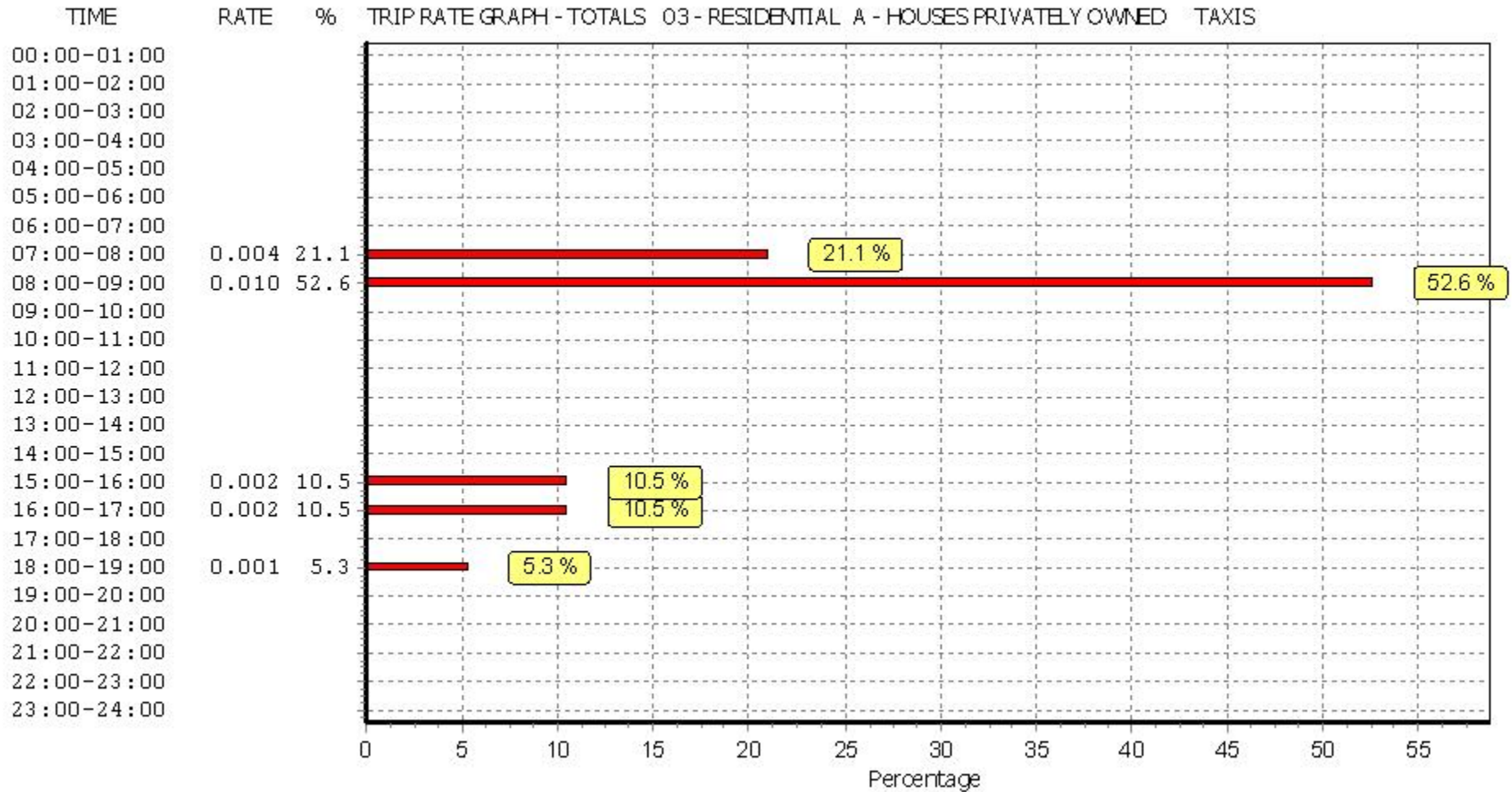


*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified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





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



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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

OGVS

Calculation factor: 1 DWELLS

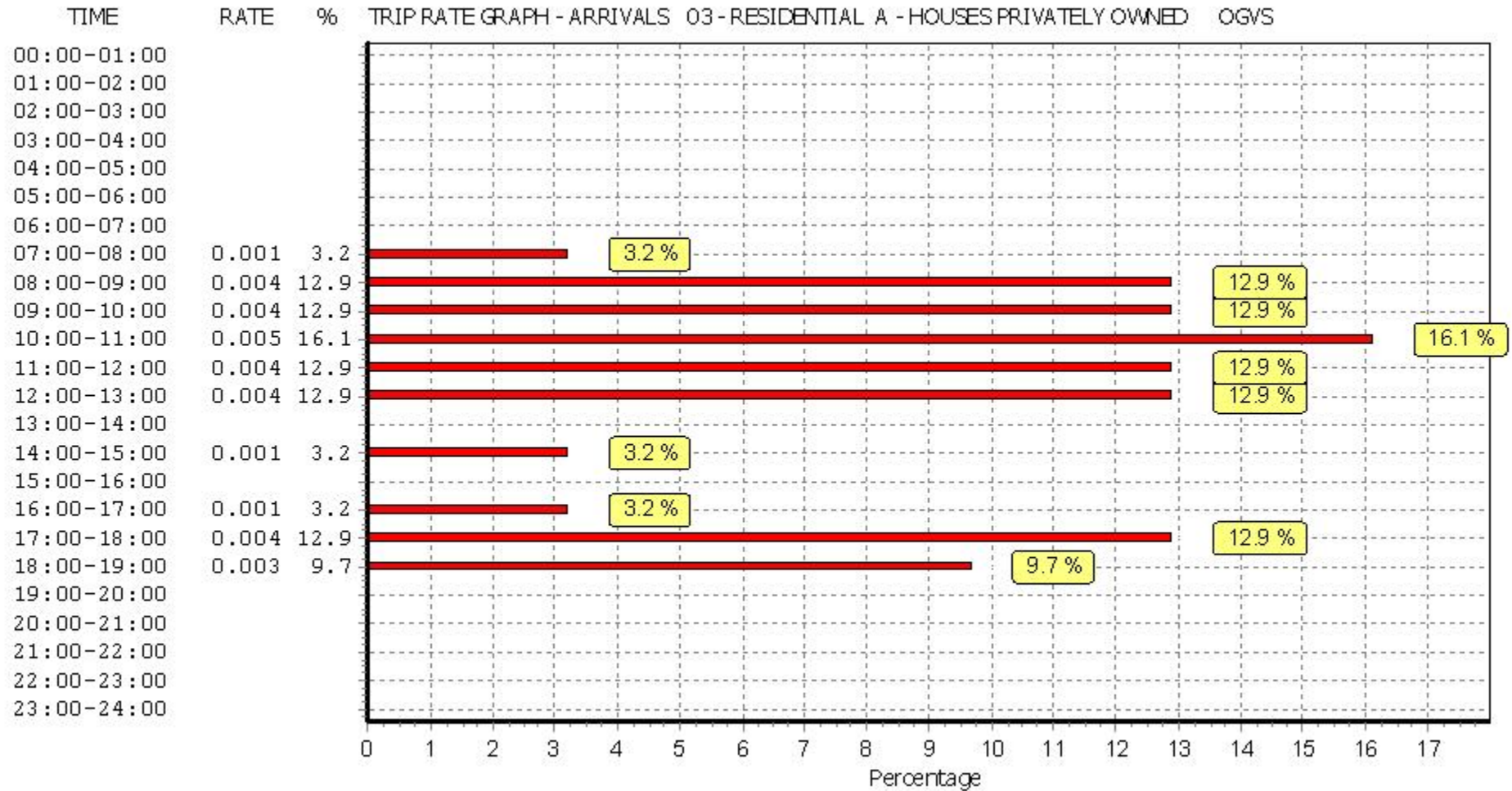
BOLD print indicates peak (busiest) period

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	6	129	0.001	6	129	0.001	6	129	0.002
08:00 - 09:00	6	129	0.004	6	129	0.005	6	129	0.009
09:00 - 10:00	6	129	0.004	6	129	0.004	6	129	0.008
10:00 - 11:00	6	129	0.005	6	129	0.003	6	129	0.008
11:00 - 12:00	6	129	0.004	6	129	0.004	6	129	0.008
12:00 - 13:00	6	129	0.004	6	129	0.005	6	129	0.009
13:00 - 14:00	6	129	0.000	6	129	0.001	6	129	0.001
14:00 - 15:00	6	129	0.001	6	129	0.001	6	129	0.002
15:00 - 16:00	6	129	0.000	6	129	0.000	6	129	0.000
16:00 - 17:00	6	129	0.001	6	129	0.001	6	129	0.002
17:00 - 18:00	6	129	0.004	6	129	0.004	6	129	0.008
18:00 - 19:00	6	129	0.003	6	129	0.001	6	129	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.031			0.030			0.061

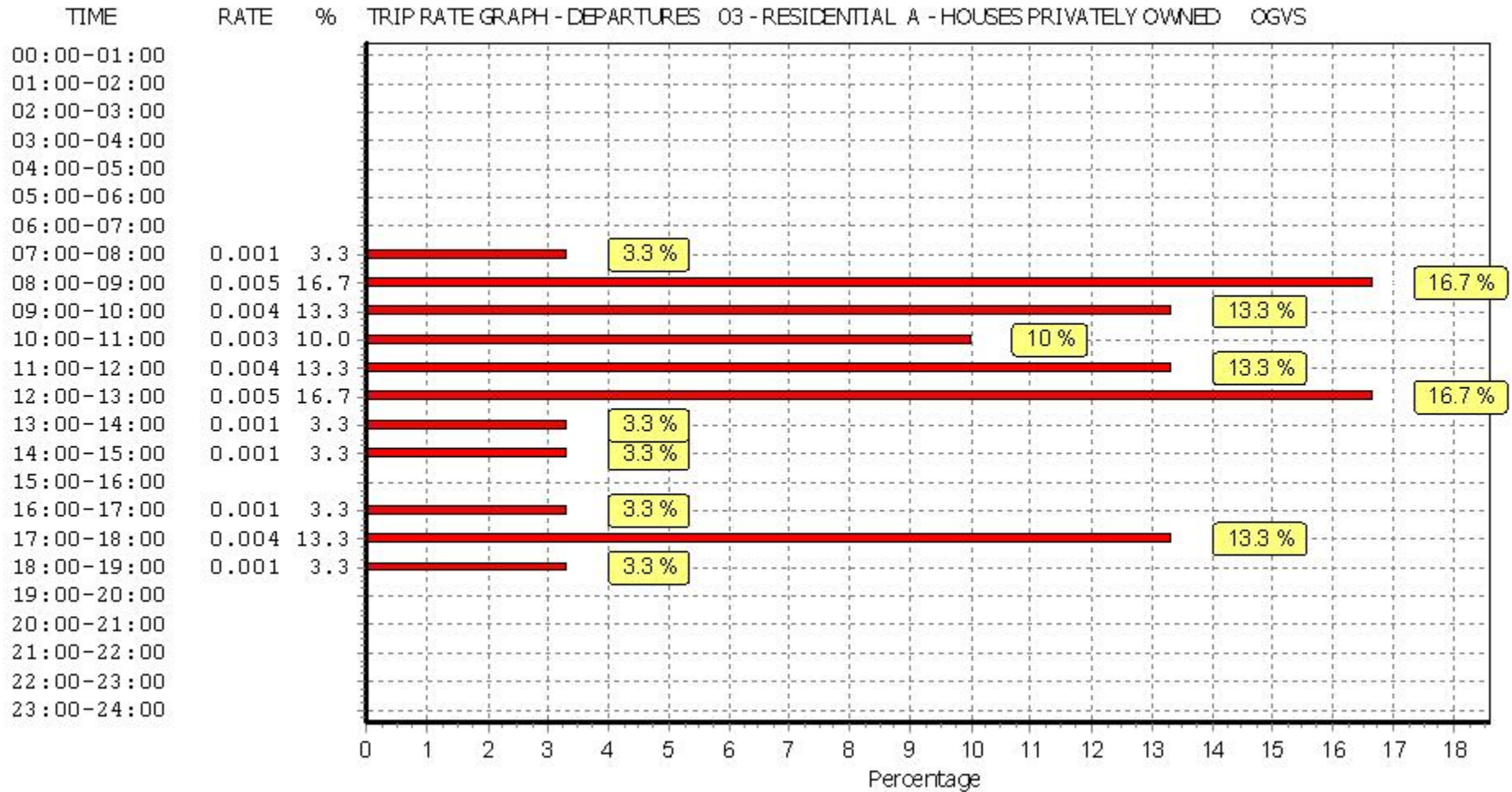
*This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.*

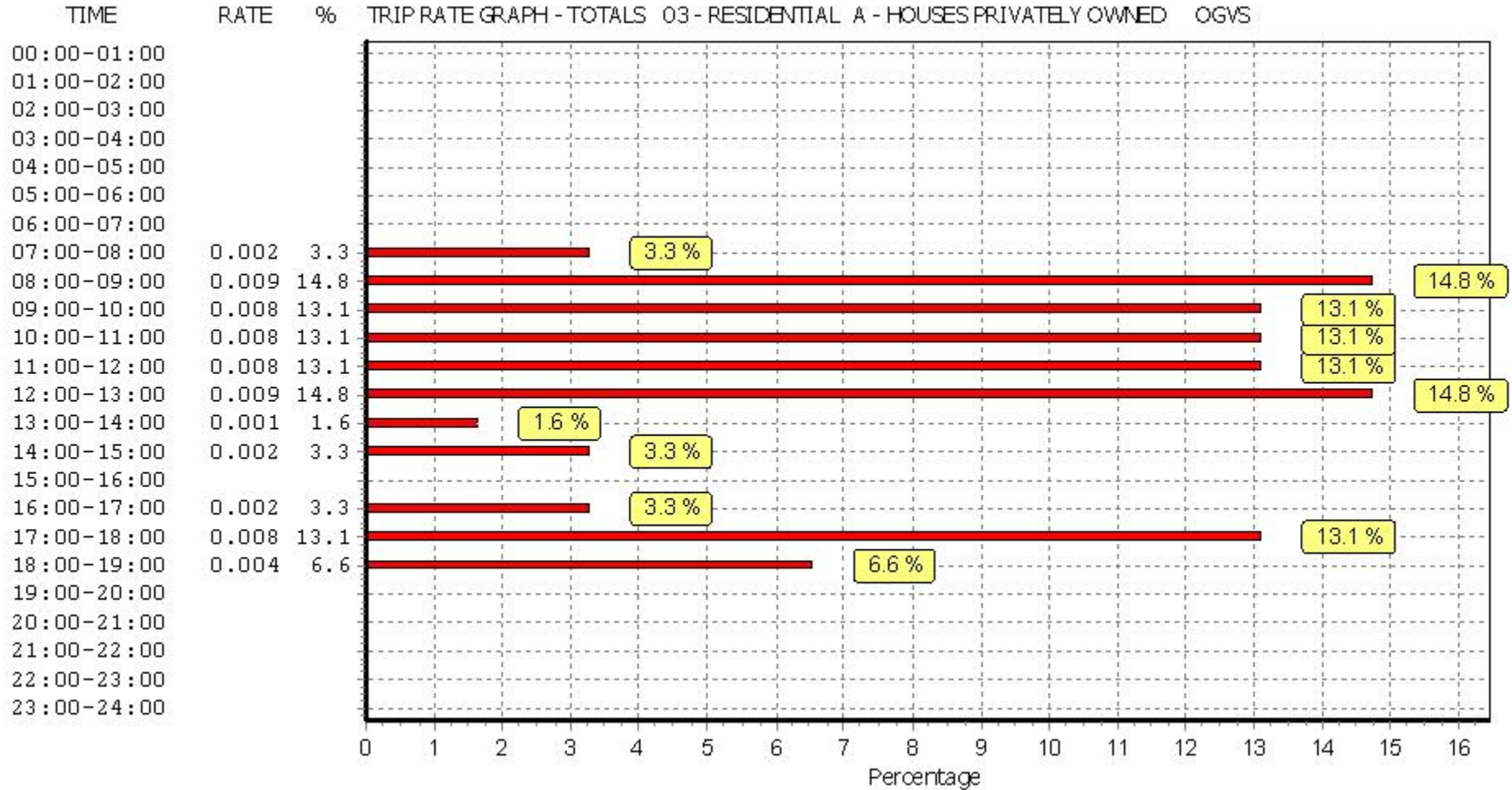




*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified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



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



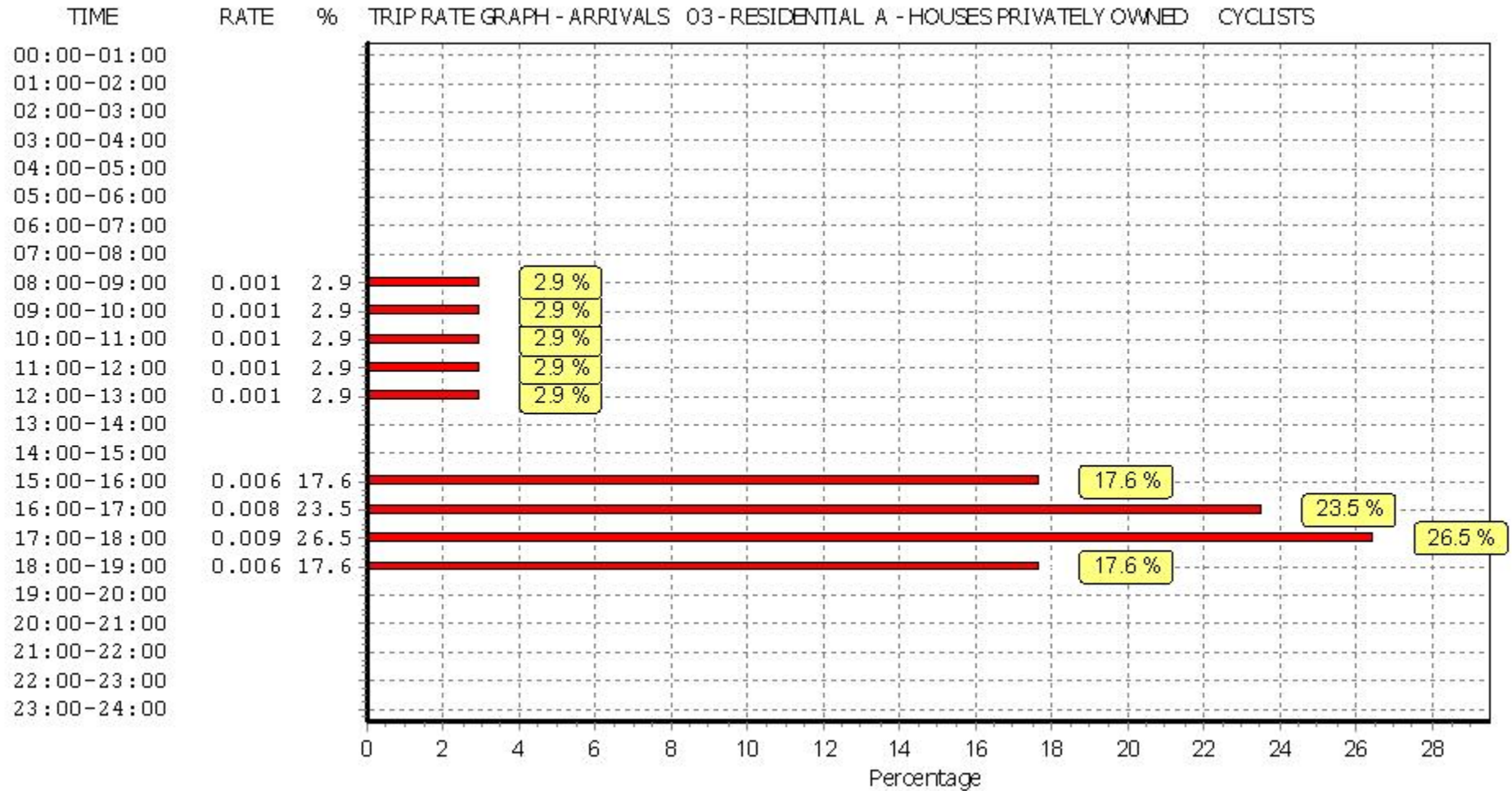
*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED  
CYCLISTS  
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	6	129	0.000	6	129	0.008	6	129	0.008
08:00 - 09:00	6	129	0.001	6	129	0.014	6	129	0.015
09:00 - 10:00	6	129	0.001	6	129	0.001	6	129	0.002
10:00 - 11:00	6	129	0.001	6	129	0.001	6	129	0.002
11:00 - 12:00	6	129	0.001	6	129	0.000	6	129	0.001
12:00 - 13:00	6	129	0.001	6	129	0.000	6	129	0.001
13:00 - 14:00	6	129	0.000	6	129	0.003	6	129	0.003
14:00 - 15:00	6	129	0.000	6	129	0.000	6	129	0.000
15:00 - 16:00	6	129	0.006	6	129	0.004	6	129	0.010
16:00 - 17:00	6	129	0.008	6	129	0.005	6	129	0.013
17:00 - 18:00	6	129	0.009	6	129	0.000	6	129	0.009
18:00 - 19:00	6	129	0.006	6	129	0.003	6	129	0.009
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.034			0.039			0.073

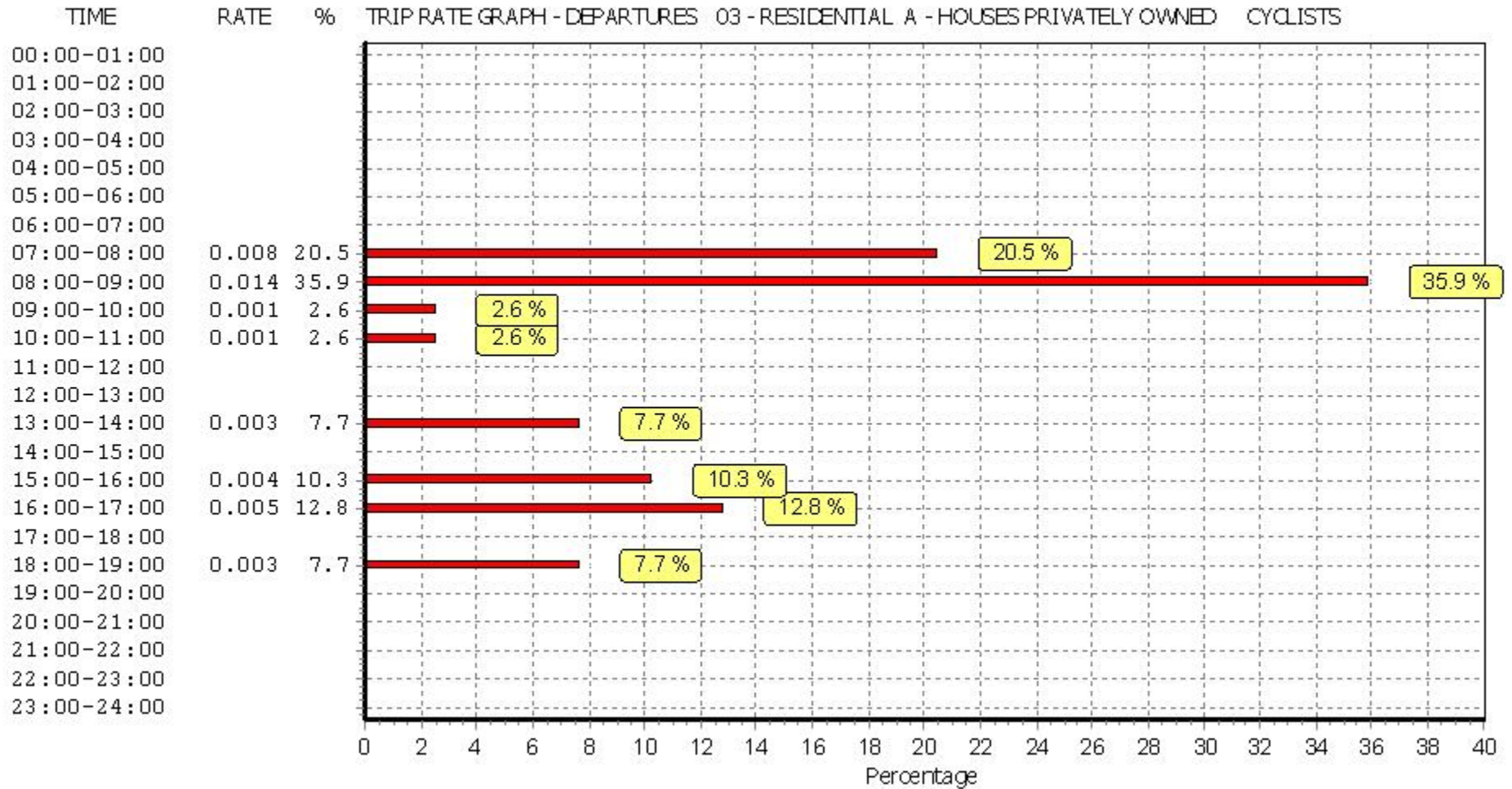
*This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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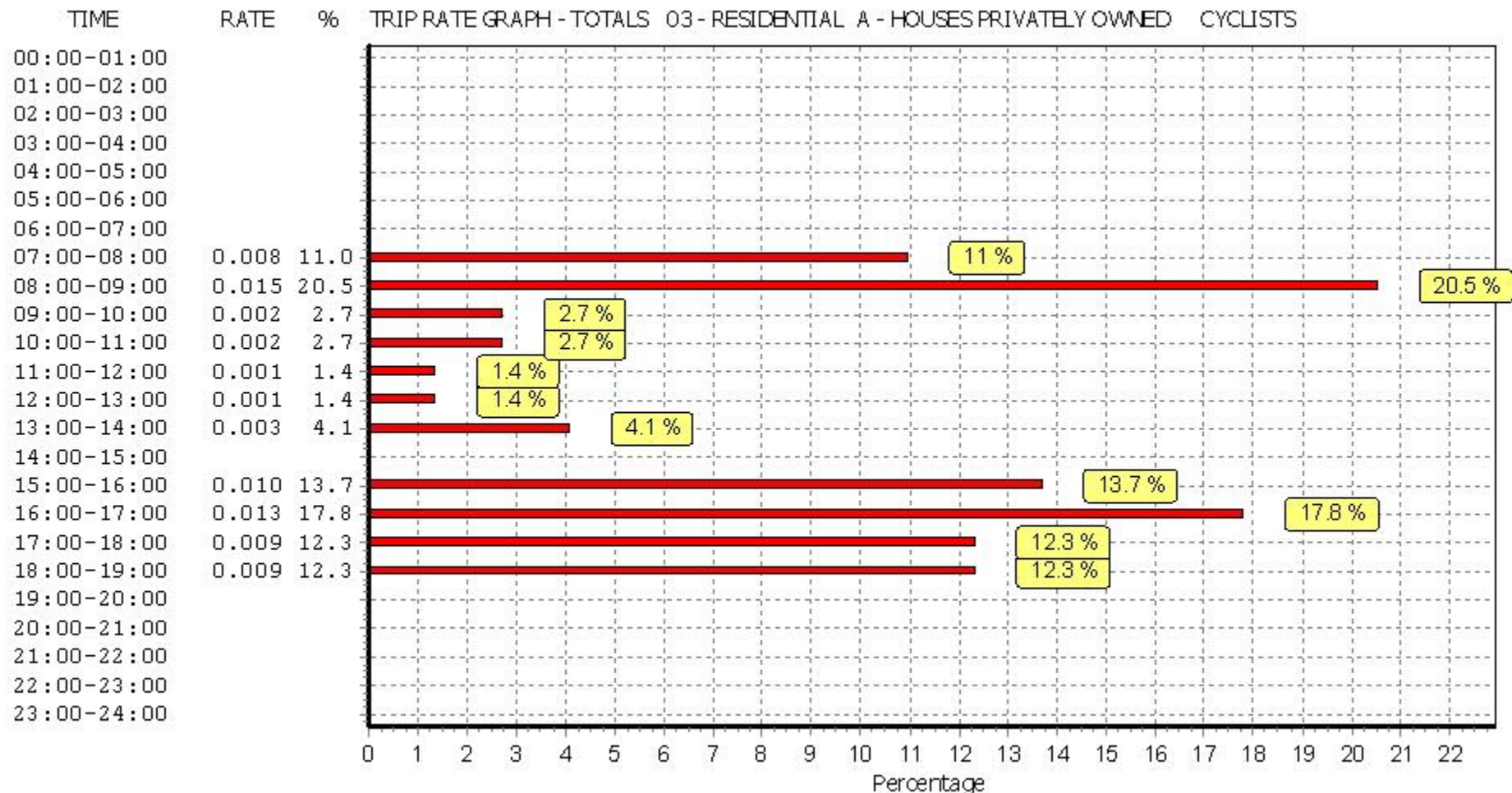


*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified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





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

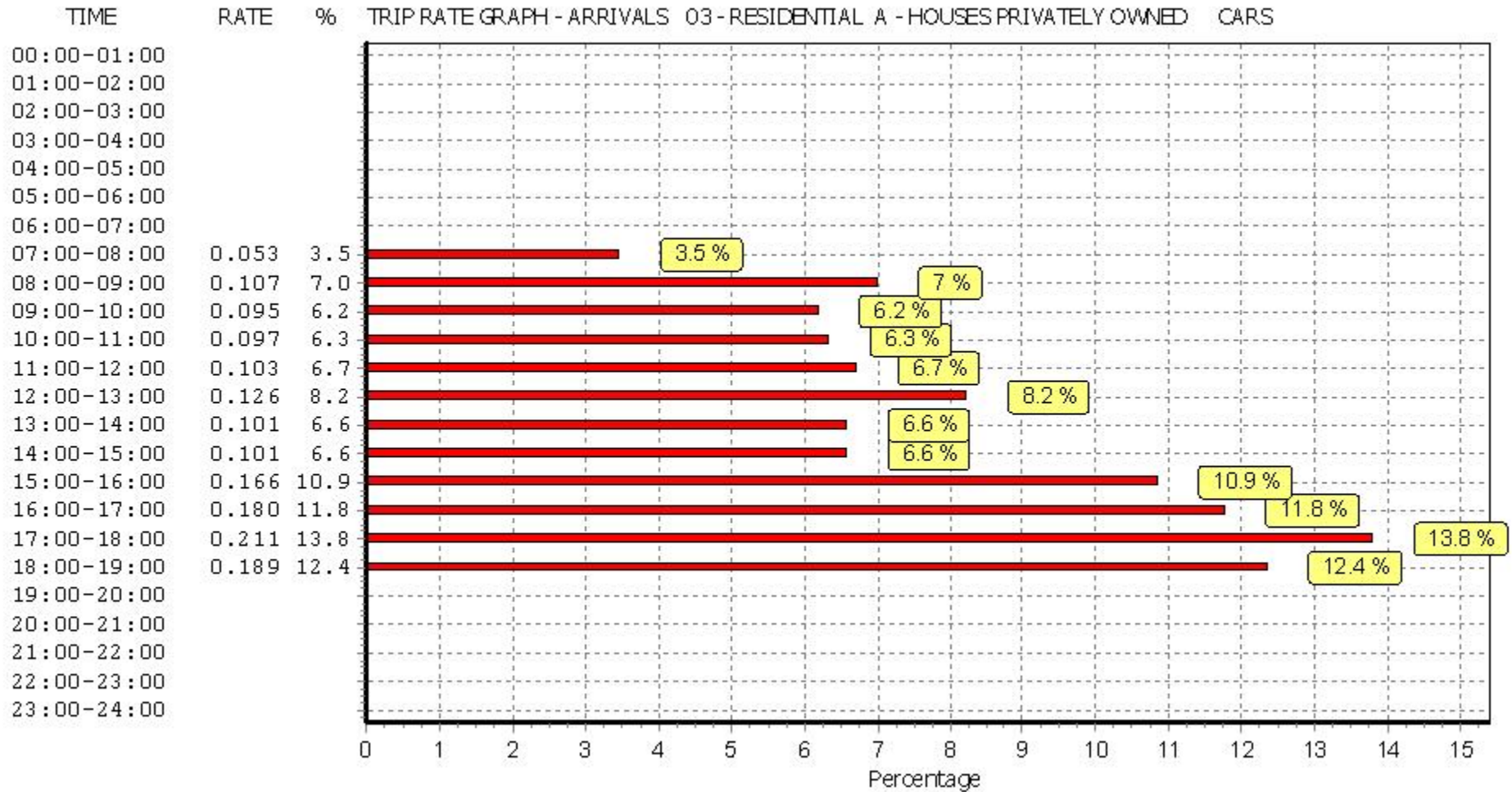
TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED  
 CARS  
 Calculation factor: 1 DWELLS  
 BOLD print indicates peak (busiest) period

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	6	129	0.053	6	129	0.178	6	129	0.231
08:00 - 09:00	6	129	0.107	6	129	0.246	6	129	0.353
09:00 - 10:00	6	129	0.095	6	129	0.103	6	129	0.198
10:00 - 11:00	6	129	0.097	6	129	0.116	6	129	0.213
11:00 - 12:00	6	129	0.103	6	129	0.104	6	129	0.207
12:00 - 13:00	6	129	0.126	6	129	0.106	6	129	0.232
13:00 - 14:00	6	129	0.101	6	129	0.115	6	129	0.216
14:00 - 15:00	6	129	0.101	6	129	0.121	6	129	0.222
15:00 - 16:00	6	129	0.166	6	129	0.126	6	129	0.292
16:00 - 17:00	6	129	0.180	6	129	0.137	6	129	0.317
17:00 - 18:00	6	129	0.211	6	129	0.128	6	129	0.339
18:00 - 19:00	6	129	0.189	6	129	0.088	6	129	0.277
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			1.529			1.568			3.097

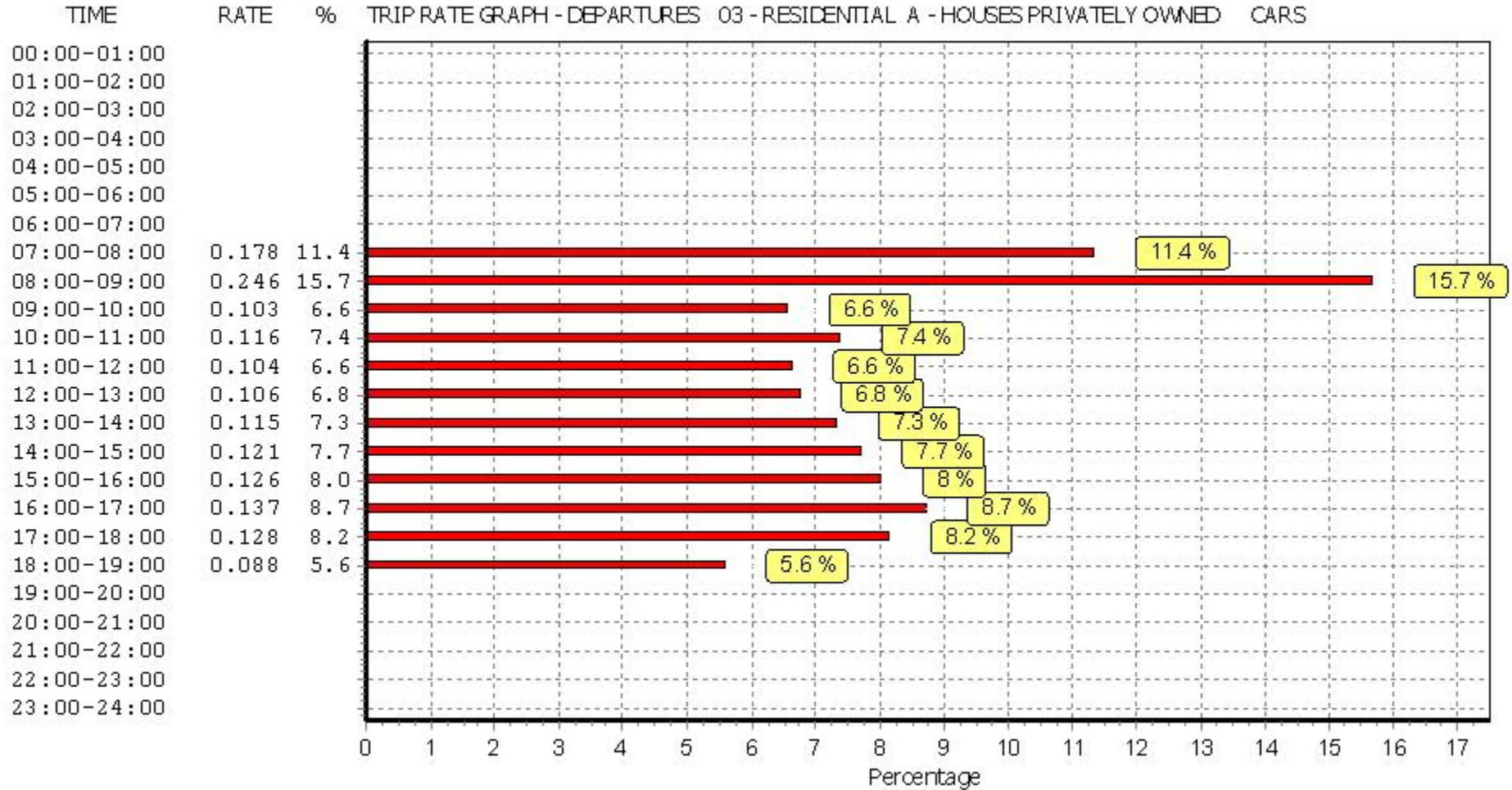
*This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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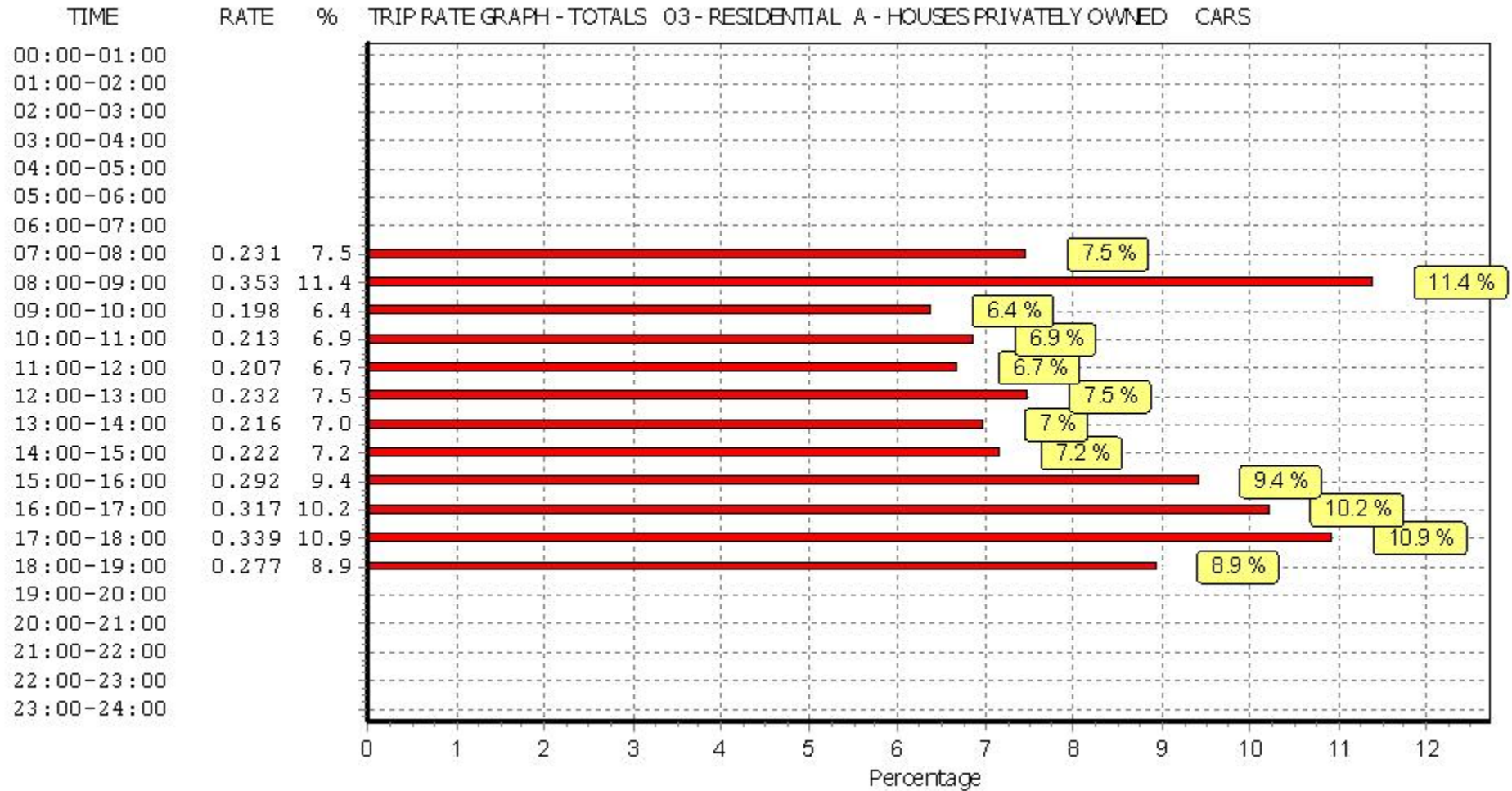




*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified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



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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

LGVS

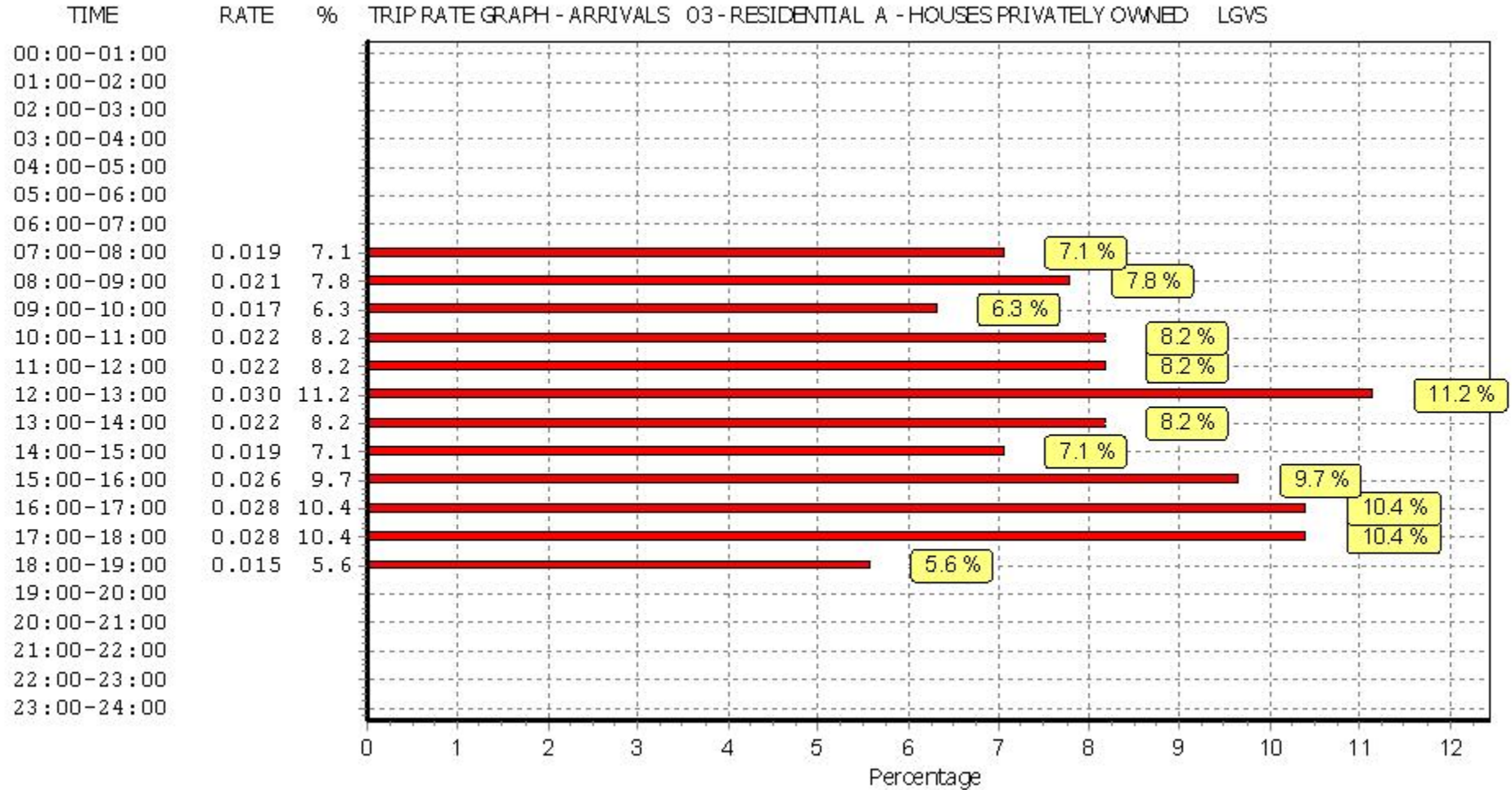
Calculation factor: 1 DWELLS

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	6	129	0.019	6	129	0.034	6	129	0.053
08:00 - 09:00	6	129	0.021	6	129	0.039	6	129	0.060
09:00 - 10:00	6	129	0.017	6	129	0.017	6	129	0.034
10:00 - 11:00	6	129	0.022	6	129	0.021	6	129	0.043
11:00 - 12:00	6	129	0.022	6	129	0.030	6	129	0.052
12:00 - 13:00	6	129	0.030	6	129	0.028	6	129	0.058
13:00 - 14:00	6	129	0.022	6	129	0.018	6	129	0.040
14:00 - 15:00	6	129	0.019	6	129	0.023	6	129	0.042
15:00 - 16:00	6	129	0.026	6	129	0.014	6	129	0.040
16:00 - 17:00	6	129	0.028	6	129	0.026	6	129	0.054
17:00 - 18:00	6	129	0.028	6	129	0.013	6	129	0.041
18:00 - 19:00	6	129	0.015	6	129	0.017	6	129	0.032
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.269			0.280			0.549

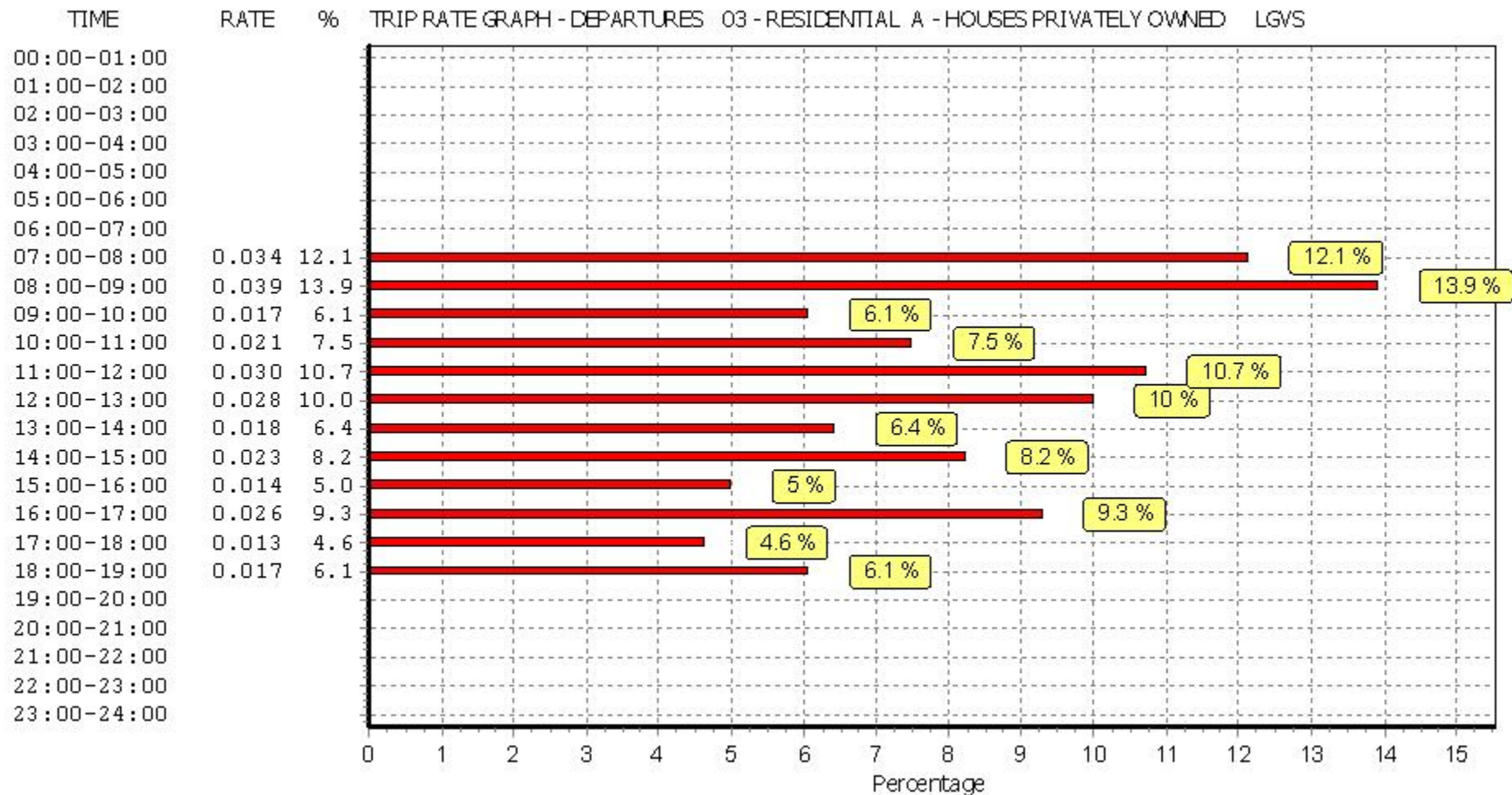
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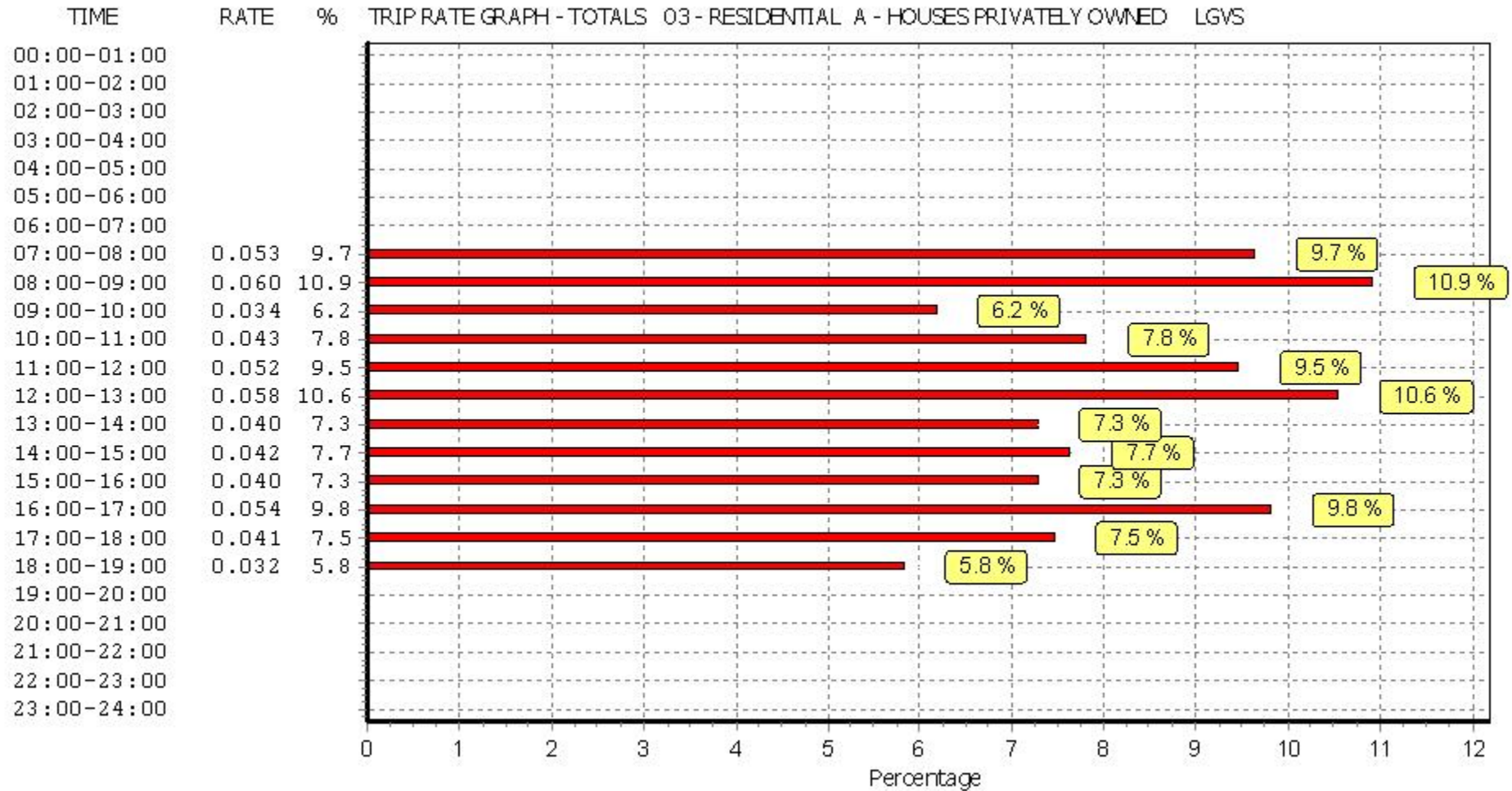


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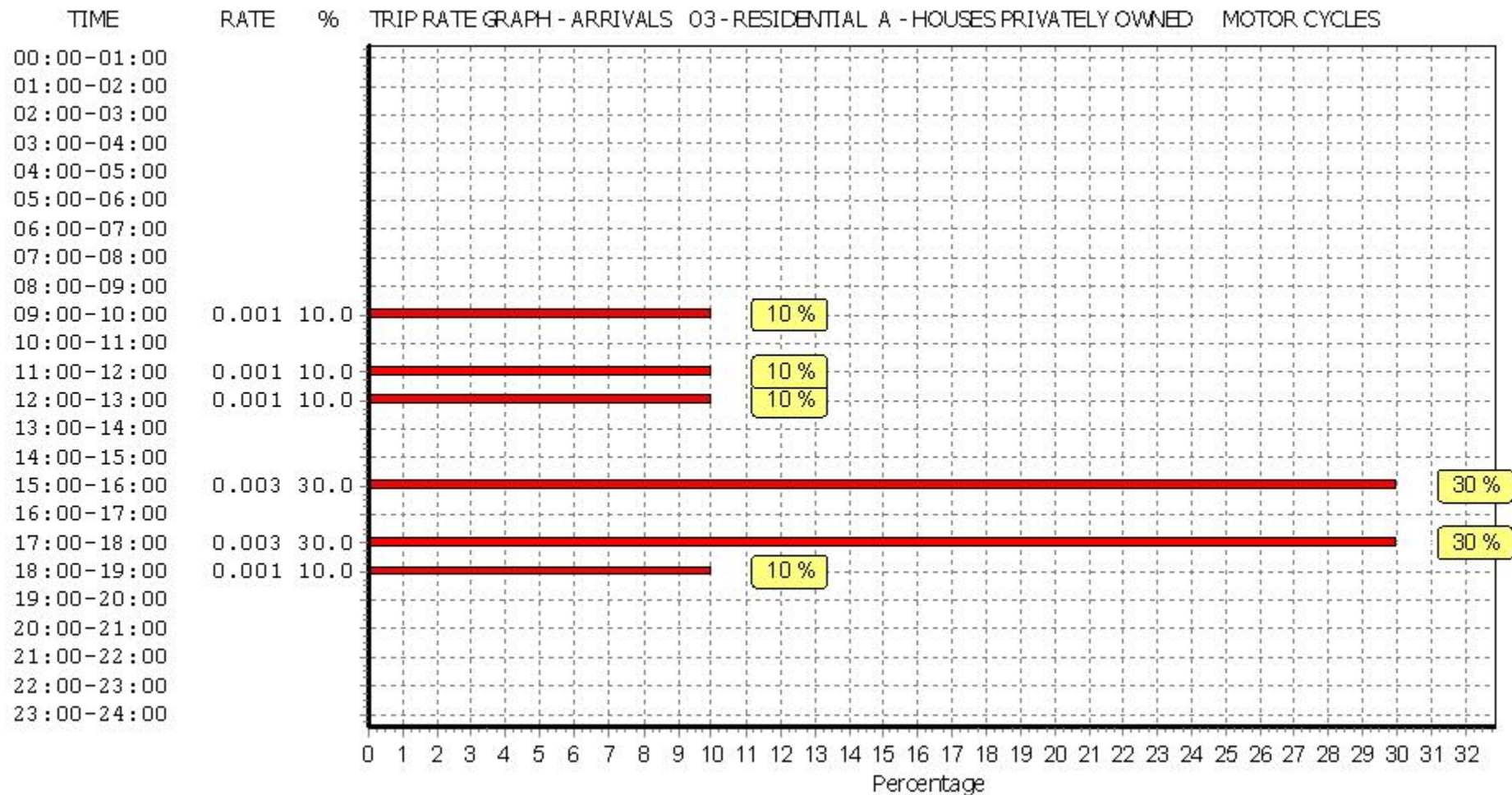
TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED  
 MOTOR CYCLES  
 Calculation factor: 1 DWELLS  
 BOLD print indicates peak (busiest) period

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	6	129	0.000	6	129	0.001	6	129	0.001
08:00 - 09:00	6	129	0.000	6	129	0.004	6	129	0.004
09:00 - 10:00	6	129	0.001	6	129	0.001	6	129	0.002
10:00 - 11:00	6	129	0.000	6	129	0.001	6	129	0.001
11:00 - 12:00	6	129	0.001	6	129	0.000	6	129	0.001
12:00 - 13:00	6	129	0.001	6	129	0.001	6	129	0.002
13:00 - 14:00	6	129	0.000	6	129	0.000	6	129	0.000
14:00 - 15:00	6	129	0.000	6	129	0.000	6	129	0.000
15:00 - 16:00	6	129	0.003	6	129	0.000	6	129	0.003
16:00 - 17:00	6	129	0.000	6	129	0.000	6	129	0.000
17:00 - 18:00	6	129	0.003	6	129	0.001	6	129	0.004
18:00 - 19:00	6	129	0.001	6	129	0.001	6	129	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.010			0.010			0.020

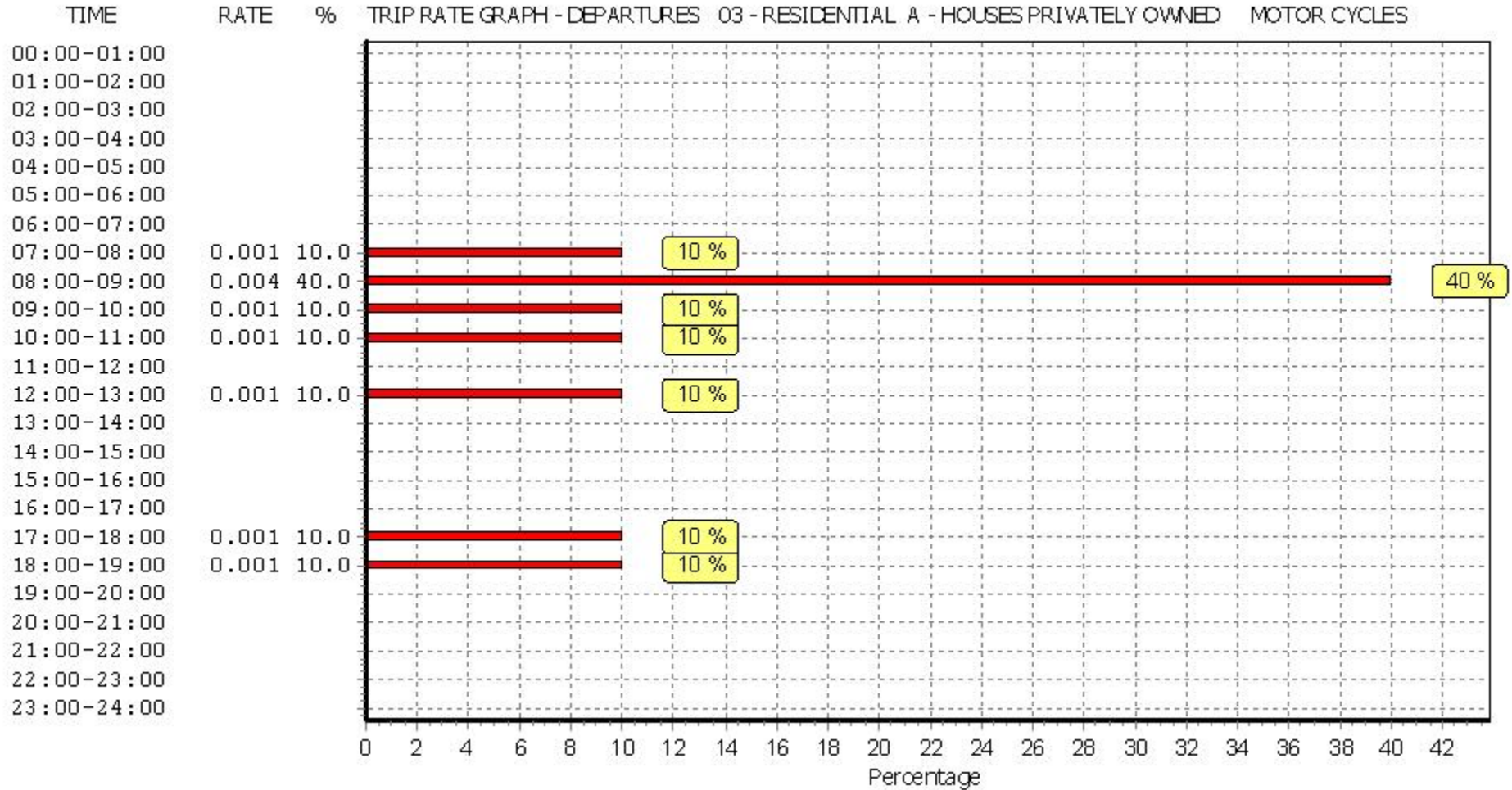
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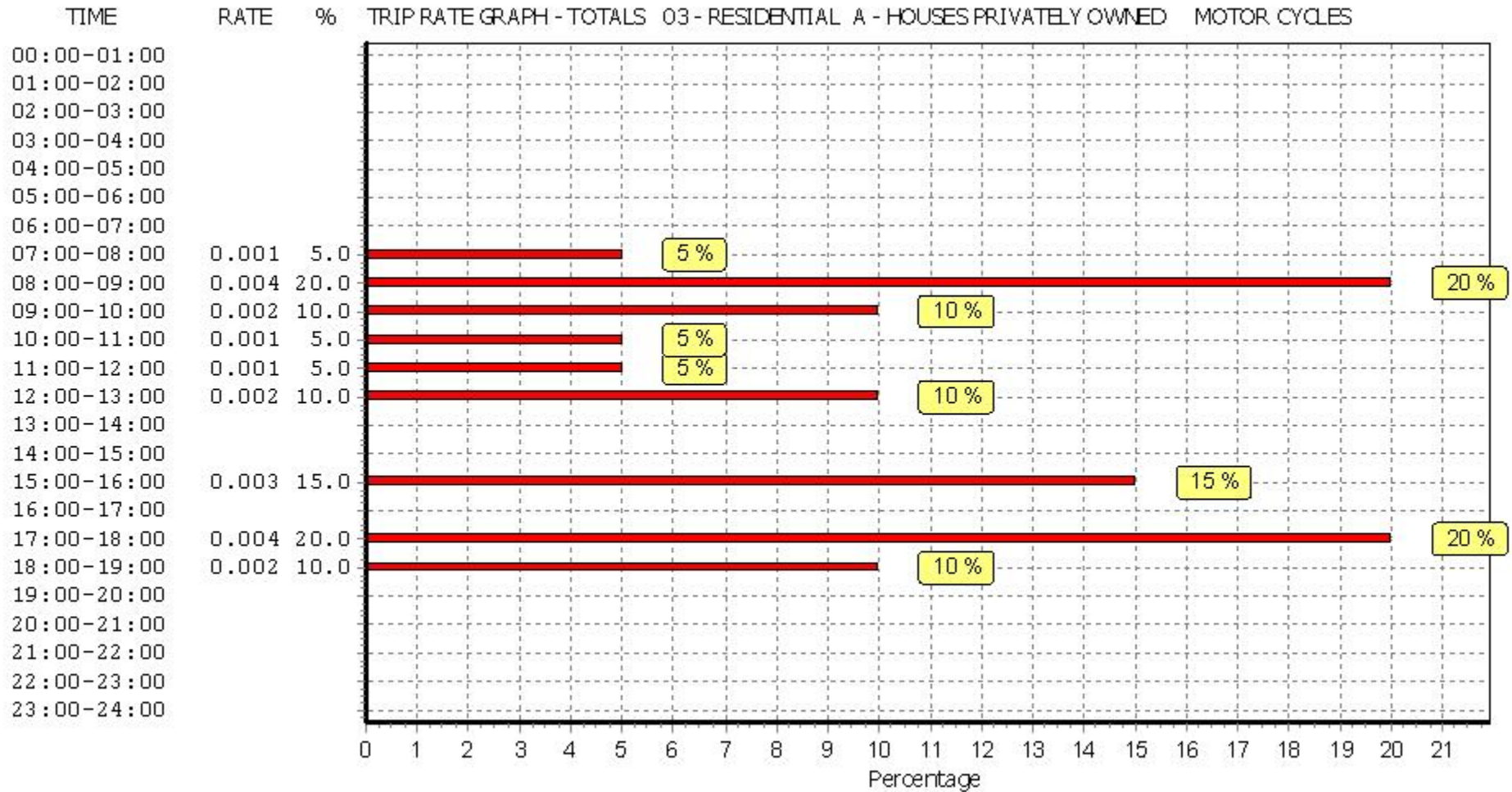




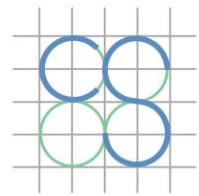
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CS CONSULTING  
GROUP

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## Appendix C

### Traffic Flow Matrices



Peak Hour Traffic Flow Matrices (Passenger Car Units) - Existing Junction E1

2023 Weekday AM Peak (08:15-09:15) SURVEYED TRAFFIC FLOWS

From	To	L1532 South-East	Loreto Road (SW)	L1532 North-West	TOTALS
L1532 South-East		0	182	108	290
Loreto Road (SW)		202	0	81	283
L1532 North-West		236	226	0	462
TOTALS		438	408	189	1035

2023 Weekday PM Peak (15:30-16:30) SURVEYED TRAFFIC FLOWS

From	To	L1532 South-East	Loreto Road (SW)	L1532 North-West	TOTALS
L1532 South-East		0	116	111	227
Loreto Road (SW)		165	0	135	300
L1532 North-West		94	80	0	174
TOTALS		259	196	246	701

2024 Weekday AM Peak (surveyed flows + TII growth factor) BASELINE TRAFFIC FLOWS

From	To	L1532 South-East	Loreto Road (SW)	L1532 North-West	TOTALS
L1532 South-East		0	183	109	292
Loreto Road (SW)		204	0	82	286
L1532 North-West		238	228	0	466
TOTALS		442	411	191	1044

2024 Weekday PM Peak (surveyed flows + TII growth factor) BASELINE TRAFFIC FLOWS

From	To	L1532 South-East	Loreto Road (SW)	L1532 North-West	TOTALS
L1532 South-East		0	117	112	229
Loreto Road (SW)		167	0	136	303
L1532 North-West		94	81	0	175
TOTALS		261	198	248	707

2025 Weekday AM Peak Other committed development flows

From	To	L1532 South-East	Loreto Road (SW)	L1532 North-West	TOTALS
L1532 South-East		0	0	0	0
Loreto Road (SW)		0	0	0	0
L1532 North-West		0	0	0	0
TOTALS		0	0	0	0

2025 Weekday PM Peak Other committed development flows

From	To	L1532 South-East	Loreto Road (SW)	L1532 North-West	TOTALS
L1532 South-East		0	0	0	0
Loreto Road (SW)		0	0	0	0
L1532 North-West		0	0	0	0
TOTALS		0	0	0	0

2025 Weekday AM Peak (surveyed flows + TII growth factor + committed development) WITHOUT SUBJECT DEVELOPMENT

From	To	L1532 South-East	Loreto Road (SW)	L1532 North-West	TOTALS
L1532 South-East		0	185	110	295
Loreto Road (SW)		206	0	82	288
L1532 North-West		240	230	0	470
TOTALS		446	415	192	1053

2025 Weekday PM Peak (surveyed flows + TII growth factor + committed development) WITHOUT SUBJECT DEVELOPMENT

From	To	L1532 South-East	Loreto Road (SW)	L1532 North-West	TOTALS
L1532 South-East		0	118	113	231
Loreto Road (SW)		168	0	137	305
L1532 North-West		95	81	0	176
TOTALS		263	199	250	712

2025 Weekday AM Peak SUBJECT DEVELOPMENT FLOWS - CONSTRUCTION PEAK

From	To	L1532 South-East	Loreto Road (SW)	L1532 North-West	TOTALS
L1532 South-East		0	0	0	0
Loreto Road (SW)		0	0	0	0
L1532 North-West		0	0	0	0
TOTALS		0	0	0	0

2025 Weekday PM Peak SUBJECT DEVELOPMENT FLOWS - CONSTRUCTION PEAK

From	To	L1532 South-East	Loreto Road (SW)	L1532 North-West	TOTALS
L1532 South-East		0	0	0	0
Loreto Road (SW)		0	0	0	0
L1532 North-West		0	0	0	0
TOTALS		0	0	0	0

2025 Weekday AM Peak (surveyed + TII growth factor + committed dev. + subject dev.) WITH SUBJECT DEVELOPMENT UNDER CONSTRUCTION

From	To	L1532 South-East	Loreto Road (SW)	L1532 North-West	TOTALS
L1532 South-East		0	185	110	295
Loreto Road (SW)		206	0	82	288
L1532 North-West		240	230	0	470
TOTALS		446	415	192	1053

2025 Weekday PM Peak (surveyed + TII growth factor + committed dev. + subject dev.) WITH SUBJECT DEVELOPMENT UNDER CONSTRUCTION

From	To	L1532 South-East	Loreto Road (SW)	L1532 North-West	TOTALS
L1532 South-East		0	118	113	231
Loreto Road (SW)		168	0	137	305
L1532 North-West		95	81	0	176
TOTALS		263	199	250	712

2026 Weekday AM Peak (surveyed flows + TII growth factor + committed development) WITHOUT SUBJECT DEVELOPMENT

From	To	L1532 South-East	Loreto Road (SW)	L1532 North-West	TOTALS
L1532 South-East		0	186	111	297
Loreto Road (SW)		207	0	83	290
L1532 North-West		242	232	0	474
TOTALS		449	418	194	1061

2026 Weekday PM Peak (surveyed flows + TII growth factor + committed development) WITHOUT SUBJECT DEVELOPMENT

From	To	L1532 South-East	Loreto Road (SW)	L1532 North-West	TOTALS
L1532 South-East		0	119	114	233
Loreto Road (SW)		170	0	139	309
L1532 North-West		96	82	0	178
TOTALS		266	201	253	720

2026 Weekday AM Peak SUBJECT DEVELOPMENT FLOWS - OPERATIONAL PHASE

From	To	L1532 South-East	Loreto Road (SW)	L1532 North-West	TOTALS
L1532 South-East		0	22	13	35
Loreto Road (SW)		9	0	0	9
L1532 North-West		10	0	0	10
TOTALS		19	22	13	54

2026 Weekday PM Peak SUBJECT DEVELOPMENT FLOWS - OPERATIONAL PHASE

From	To	L1532 South-East	Loreto Road (SW)	L1532 North-West	TOTALS
L1532 South-East		0	6	6	12
Loreto Road (SW)		5	0	0	5
L1532 North-West		3	0	0	3
TOTALS		8	6	6	20

2026 Weekday AM Peak (surveyed + TII growth factor + committed dev. + subject dev.) WITH SUBJECT DEVELOPMENT IN OPERATION

From	To	L1532 South-East	Loreto Road (SW)	L1532 North-West	TOTALS
L1532 South-East		0	208	124	332
Loreto Road (SW)		216	0	83	299
L1532 North-West		252	232	0	484
TOTALS		468	440	207	1115

2026 Weekday PM Peak (surveyed + TII growth factor + committed dev. + subject dev.) WITH SUBJECT DEVELOPMENT IN OPERATION

From	To	L1532 South-East	Loreto Road (SW)	L1532 North-West	TOTALS
L1532 South-East		0	125	120	245
Loreto Road (SW)		175	0	139	314
L1532 North-West		99	82	0	181
TOTALS		274	207	259	740

2031 Weekday AM Peak (surveyed flows + TII growth factor + committed development) WITHOUT SUBJECT DEVELOPMENT

From	To	L1532 South-East	Loreto Road (SW)	L1532 North-West	TOTALS
L1532 South-East		0	194	115	309
Loreto Road (SW)		215	0	86	301
L1532 North-West		252	241	0	493
TOTALS		467	435	201	1103

2031 Weekday PM Peak (surveyed flows + TII growth factor + committed development) WITHOUT SUBJECT DEVELOPMENT

From	To	L1532 South-East	Loreto Road (SW)	L1532 North-West	TOTALS
L1532 South-East		0	124	119	243
Loreto Road (SW)		176	0	144	320
L1532 North-West		100	85	0	185
TOTALS		276	209	263	748

2031 Weekday AM Peak (surveyed + TII growth factor + committed dev. + subject dev.) WITH SUBJECT DEVELOPMENT IN OPERATION

From	To	L1532 South-East	Loreto Road (SW)	L1532 North-West	TOTALS
L1532 South-East		0	216	128	344
Loreto Road (SW)		224	0	86	310
L1532 North-West		262	241	0	503
TOTALS		486	457	214	1157

2031 Weekday PM Peak (surveyed + TII growth factor + committed dev. + subject dev.) WITH SUBJECT DEVELOPMENT IN OPERATION

From	To	L1532 South-East	Loreto Road (SW)	L1532 North-West	TOTALS
L1532 South-East		0	130	125	255
Loreto Road (SW)		181	0	144	325
L1532 North-West		103	85	0	188
TOTALS		284	215	269	768

2041 Weekday AM Peak (surveyed flows + TII growth factor + committed development) WITHOUT SUBJECT DEVELOPMENT

From	To	L1532 South-East	Loreto Road (SW)	L1532 North-West	TOTALS
L1532 South-East		0	198	118	316
Loreto Road (SW)		220	0	88	308
L1532 North-West		258	247	0	505
TOTALS		478	445	206	1129

2041 Weekday PM Peak (surveyed flows + TII growth factor + committed development) WITHOUT SUBJECT DEVELOPMENT

From	To	L1532 South-East	Loreto Road (SW)	L1532 North-West	TOTALS
L1532 South-East		0	127	121	248
Loreto Road (SW)		180	0	147	327
L1532 North-West		102	87	0	189
TOTALS		282	214	268	764

2041 Weekday AM Peak (surveyed + TII growth factor + committed dev. + subject dev.) WITH SUBJECT DEVELOPMENT IN OPERATION

From	To	L1532 South-East	Loreto Road (SW)	L1532 North-West	TOTALS
L1532 South-East		0	220	131	351
Loreto Road (SW)		229	0	88	317
L1532 North-West		268	247	0	515
TOTALS		497	467	219	1183

2041 Weekday PM Peak (surveyed + TII growth factor + committed dev. + subject dev.) WITH SUBJECT DEVELOPMENT IN OPERATION

From	To	L1532 South-East	Loreto Road (SW)	L1532 North-West	TOTALS
L1532 South-East		0	133	127	260
Loreto Road (SW)		185	0	147	332
L1532 North-West		105	87	0	192
TOTALS		290	220	274	784



Peak Hour Traffic Flow Matrices (Passenger Car Units) - Existing Junction E2

2023 Weekday AM Peak (08:15-09:15) SURVEYED TRAFFIC FLOWS

From \ To	L1532 North	Drumgola Wood (E)	L1532 South	TOTALS
L1532 North	0	44	390	434
Drumgola Wood (E)	60	0	123	183
L1532 South	228	50	0	278
TOTALS	289	94	513	896

2023 Weekday PM Peak (15:30-16:30) SURVEYED TRAFFIC FLOWS

From \ To	L1532 North	Drumgola Wood (E)	L1532 South	TOTALS
L1532 North	0	32	225	257
Drumgola Wood (E)	19	0	61	80
L1532 South	206	55	0	261
TOTALS	225	86	286	597

2024 Weekday AM Peak (surveyed flows + TII growth factor) BASELINE TRAFFIC FLOWS

From \ To	L1532 North	Drumgola Wood (E)	L1532 South	TOTALS
L1532 North	0	44	393	437
Drumgola Wood (E)	61	0	124	185
L1532 South	230	50	0	280
TOTALS	291	94	517	902

2024 Weekday PM Peak (surveyed flows + TII growth factor) BASELINE TRAFFIC FLOWS

From \ To	L1532 North	Drumgola Wood (E)	L1532 South	TOTALS
L1532 North	0	32	227	259
Drumgola Wood (E)	19	0	62	81
L1532 South	208	55	0	263
TOTALS	227	87	289	603

2025 Weekday AM Peak Other committed development flows

From \ To	L1532 North	Drumgola Wood (E)	L1532 South	TOTALS
L1532 North	0	0	0	0
Drumgola Wood (E)	0	0	0	0
L1532 South	0	0	0	0
TOTALS	0	0	0	0

2025 Weekday PM Peak Other committed development flows

From \ To	L1532 North	Drumgola Wood (E)	L1532 South	TOTALS
L1532 North	0	0	0	0
Drumgola Wood (E)	0	0	0	0
L1532 South	0	0	0	0
TOTALS	0	0	0	0

2025 Weekday AM Peak (surveyed flows + TII growth factor + committed development) WITHOUT SUBJECT DEVELOPMENT

From \ To	L1532 North	Drumgola Wood (E)	L1532 South	TOTALS
L1532 North	0	45	397	442
Drumgola Wood (E)	61	0	125	186
L1532 South	232	51	0	283
TOTALS	293	96	522	911

2025 Weekday PM Peak (surveyed flows + TII growth factor + committed development) WITHOUT SUBJECT DEVELOPMENT

From \ To	L1532 North	Drumgola Wood (E)	L1532 South	TOTALS
L1532 North	0	32	229	261
Drumgola Wood (E)	19	0	62	81
L1532 South	210	55	0	265
TOTALS	229	87	291	607

2025 Weekday AM Peak SUBJECT DEVELOPMENT FLOWS - CONSTRUCTION PEAK

From \ To	L1532 North	Drumgola Wood (E)	L1532 South	TOTALS
L1532 North	0	0	0	0
Drumgola Wood (E)	0	0	0	0
L1532 South	0	0	0	0
TOTALS	0	0	0	0

2025 Weekday PM Peak SUBJECT DEVELOPMENT FLOWS - CONSTRUCTION PEAK

From \ To	L1532 North	Drumgola Wood (E)	L1532 South	TOTALS
L1532 North	0	0	0	0
Drumgola Wood (E)	0	0	0	0
L1532 South	0	0	0	0
TOTALS	0	0	0	0

2025 Weekday AM Peak (surveyed + TII growth factor + committed dev. + subject dev.) WITH SUBJECT DEVELOPMENT UNDER CONSTRUCTION

From \ To	L1532 North	Drumgola Wood (E)	L1532 South	TOTALS
L1532 North	0	45	397	442
Drumgola Wood (E)	61	0	125	186
L1532 South	232	51	0	283
TOTALS	293	96	522	911

2025 Weekday PM Peak (surveyed + TII growth factor + committed dev. + subject dev.) WITH SUBJECT DEVELOPMENT UNDER CONSTRUCTION

From \ To	L1532 North	Drumgola Wood (E)	L1532 South	TOTALS
L1532 North	0	32	229	261
Drumgola Wood (E)	19	0	62	81
L1532 South	210	55	0	265
TOTALS	229	87	291	607

2026 Weekday AM Peak (surveyed flows + TII growth factor + committed development) WITHOUT SUBJECT DEVELOPMENT

From \ To	L1532 North	Drumgola Wood (E)	L1532 South	TOTALS
L1532 North	0	45	401	446
Drumgola Wood (E)	62	0	126	188
L1532 South	234	51	0	285
TOTALS	296	96	527	919

2026 Weekday PM Peak (surveyed flows + TII growth factor + committed development) WITHOUT SUBJECT DEVELOPMENT

From \ To	L1532 North	Drumgola Wood (E)	L1532 South	TOTALS
L1532 North	0	32	231	263
Drumgola Wood (E)	20	0	63	83
L1532 South	212	56	0	268
TOTALS	232	88	294	614

2026 Weekday AM Peak SUBJECT DEVELOPMENT FLOWS - OPERATIONAL PHASE

From \ To	L1532 North	Drumgola Wood (E)	L1532 South	TOTALS
L1532 North	0	0	19	19
Drumgola Wood (E)	0	0	0	0
L1532 South	35	0	0	35
TOTALS	35	0	19	54

2026 Weekday PM Peak SUBJECT DEVELOPMENT FLOWS - OPERATIONAL PHASE

From \ To	L1532 North	Drumgola Wood (E)	L1532 South	TOTALS
L1532 North	0	0	8	8
Drumgola Wood (E)	0	0	0	0
L1532 South	12	0	0	12
TOTALS	12	0	8	20

2026 Weekday AM Peak (surveyed + TII growth factor + committed dev. + subject dev.) WITH SUBJECT DEVELOPMENT IN OPERATION

From \ To	L1532 North	Drumgola Wood (E)	L1532 South	TOTALS
L1532 North	0	45	420	465
Drumgola Wood (E)	62	0	126	188
L1532 South	269	51	0	320
TOTALS	331	96	546	973

2026 Weekday PM Peak (surveyed + TII growth factor + committed dev. + subject dev.) WITH SUBJECT DEVELOPMENT IN OPERATION

From \ To	L1532 North	Drumgola Wood (E)	L1532 South	TOTALS
L1532 North	0	32	239	271
Drumgola Wood (E)	20	0	63	83
L1532 South	224	56	0	280
TOTALS	244	88	302	634

2031 Weekday AM Peak (surveyed flows + TII growth factor + committed development) WITHOUT SUBJECT DEVELOPMENT

From \ To	L1532 North	Drumgola Wood (E)	L1532 South	TOTALS
L1532 North	0	47	416	463
Drumgola Wood (E)	64	0	131	195
L1532 South	244	53	0	297
TOTALS	308	100	547	955

2031 Weekday PM Peak (surveyed flows + TII growth factor + committed development) WITHOUT SUBJECT DEVELOPMENT

From \ To	L1532 North	Drumgola Wood (E)	L1532 South	TOTALS
L1532 North	0	34	240	274
Drumgola Wood (E)	20	0	65	85
L1532 South	220	58	0	278
TOTALS	240	92	305	637

2031 Weekday AM Peak (surveyed + TII growth factor + committed dev. + subject dev.) WITH SUBJECT DEVELOPMENT IN OPERATION

From \ To	L1532 North	Drumgola Wood (E)	L1532 South	TOTALS
L1532 North	0	47	435	482
Drumgola Wood (E)	64	0	131	195
L1532 South	279	53	0	332
TOTALS	343	100	566	1009

2031 Weekday PM Peak (surveyed + TII growth factor + committed dev. + subject dev.) WITH SUBJECT DEVELOPMENT IN OPERATION

From \ To	L1532 North	Drumgola Wood (E)	L1532 South	TOTALS
L1532 North	0	34	248	282
Drumgola Wood (E)	20	0	65	85
L1532 South	232	58	0	290
TOTALS	252	92	313	657

2041 Weekday AM Peak (surveyed flows + TII growth factor + committed development) WITHOUT SUBJECT DEVELOPMENT

From \ To	L1532 North	Drumgola Wood (E)	L1532 South	TOTALS
L1532 North	0	48	426	474
Drumgola Wood (E)	66	0	134	200
L1532 South	249	55	0	304
TOTALS	315	103	560	978

2041 Weekday PM Peak (surveyed flows + TII growth factor + committed development) WITHOUT SUBJECT DEVELOPMENT

From \ To	L1532 North	Drumgola Wood (E)	L1532 South	TOTALS
L1532 North	0	34	246	280
Drumgola Wood (E)	21	0	67	88
L1532 South	225	59	0	284
TOTALS	246	93	313	652

2041 Weekday AM Peak (surveyed + TII growth factor + committed dev. + subject dev.) WITH SUBJECT DEVELOPMENT IN OPERATION

From \ To	L1532 North	Drumgola Wood (E)	L1532 South	TOTALS
L1532 North	0	48	445	493
Drumgola Wood (E)	66	0	134	200
L1532 South	284	55	0	339
TOTALS	350	103	579	1032

2041 Weekday PM Peak (surveyed + TII growth factor + committed dev. + subject dev.) WITH SUBJECT DEVELOPMENT IN OPERATION

From \ To	L1532 North	Drumgola Wood (E)	L1532 South	TOTALS
L1532 North	0	34	254	288
Drumgola Wood (E)	21	0	67	88
L1532 South	237	59	0	296
TOTALS	258	93	321	672

Peak Hour Traffic Flow Matrices (Passenger Car Units) - Existing Junction E3

2023 Weekday AM Peak (08:15-09:15) SURVEYED TRAFFIC FLOWS

From \ To	L1532 North	The Gallops (E)	L1532 South	TOTALS
L1532 North	0	23	489	512
The Gallops (E)	40	0	67	107
L1532 South	241	40	0	281
TOTALS	281	63	556	901

2023 Weekday PM Peak (15:30-16:30) SURVEYED TRAFFIC FLOWS

From \ To	L1532 North	The Gallops (E)	L1532 South	TOTALS
L1532 North	0	9	275	284
The Gallops (E)	15	0	38	53
L1532 South	245	46	0	291
TOTALS	260	55	313	628

2024 Weekday AM Peak (surveyed flows + TII growth factor) BASELINE TRAFFIC FLOWS

From \ To	L1532 North	The Gallops (E)	L1532 South	TOTALS
L1532 North	0	23	493	516
The Gallops (E)	40	0	68	108
L1532 South	243	40	0	283
TOTALS	283	63	561	907

2024 Weekday PM Peak (surveyed flows + TII growth factor) BASELINE TRAFFIC FLOWS

From \ To	L1532 North	The Gallops (E)	L1532 South	TOTALS
L1532 North	0	9	278	287
The Gallops (E)	15	0	38	53
L1532 South	247	46	0	293
TOTALS	262	55	316	633

2025 Weekday AM Peak Other committed development flows

From \ To	L1532 North	The Gallops (E)	L1532 South	TOTALS
L1532 North	0	0	0	0
The Gallops (E)	0	0	0	0
L1532 South	0	0	0	0
TOTALS	0	0	0	0

2025 Weekday PM Peak Other committed development flows

From \ To	L1532 North	The Gallops (E)	L1532 South	TOTALS
L1532 North	0	0	0	0
The Gallops (E)	0	0	0	0
L1532 South	0	0	0	0
TOTALS	0	0	0	0

2025 Weekday AM Peak (surveyed flows + TII growth factor + committed development) WITHOUT SUBJECT DEVELOPMENT

From \ To	L1532 North	The Gallops (E)	L1532 South	TOTALS
L1532 North	0	23	498	521
The Gallops (E)	41	0	68	109
L1532 South	246	41	0	287
TOTALS	287	64	566	917

2025 Weekday PM Peak (surveyed flows + TII growth factor + committed development) WITHOUT SUBJECT DEVELOPMENT

From \ To	L1532 North	The Gallops (E)	L1532 South	TOTALS
L1532 North	0	9	280	289
The Gallops (E)	15	0	39	54
L1532 South	249	47	0	296
TOTALS	264	56	319	639

2025 Weekday AM Peak SUBJECT DEVELOPMENT FLOWS - CONSTRUCTION PEAK

From \ To	L1532 North	The Gallops (E)	L1532 South	TOTALS
L1532 North	0	0	0	0
The Gallops (E)	0	0	0	0
L1532 South	0	0	0	0
TOTALS	0	0	0	0

2025 Weekday PM Peak SUBJECT DEVELOPMENT FLOWS - CONSTRUCTION PEAK

From \ To	L1532 North	The Gallops (E)	L1532 South	TOTALS
L1532 North	0	0	0	0
The Gallops (E)	0	0	0	0
L1532 South	0	0	0	0
TOTALS	0	0	0	0

2025 Weekday AM Peak (surveyed + TII growth factor + committed dev. + subject dev.) WITH SUBJECT DEVELOPMENT UNDER CONSTRUCTION

From \ To	L1532 North	The Gallops (E)	L1532 South	TOTALS
L1532 North	0	23	498	521
The Gallops (E)	41	0	68	109
L1532 South	246	41	0	287
TOTALS	287	64	566	917

2025 Weekday PM Peak (surveyed + TII growth factor + committed dev. + subject dev.) WITH SUBJECT DEVELOPMENT UNDER CONSTRUCTION

From \ To	L1532 North	The Gallops (E)	L1532 South	TOTALS
L1532 North	0	9	280	289
The Gallops (E)	15	0	39	54
L1532 South	249	47	0	296
TOTALS	264	56	319	639

2026 Weekday AM Peak (surveyed flows + TII growth factor + committed development) WITHOUT SUBJECT DEVELOPMENT

From \ To	L1532 North	The Gallops (E)	L1532 South	TOTALS
L1532 North	0	24	502	526
The Gallops (E)	41	0	69	110
L1532 South	248	41	0	289
TOTALS	289	65	571	925

2026 Weekday PM Peak (surveyed flows + TII growth factor + committed development) WITHOUT SUBJECT DEVELOPMENT

From \ To	L1532 North	The Gallops (E)	L1532 South	TOTALS
L1532 North	0	9	283	292
The Gallops (E)	15	0	39	54
L1532 South	251	47	0	298
TOTALS	266	56	322	644

2026 Weekday AM Peak SUBJECT DEVELOPMENT FLOWS - OPERATIONAL PHASE

From \ To	L1532 North	The Gallops (E)	L1532 South	TOTALS
L1532 North	0	0	35	35
The Gallops (E)	0	0	0	0
L1532 South	33	0	0	33
TOTALS	33	0	35	68

2026 Weekday PM Peak SUBJECT DEVELOPMENT FLOWS - OPERATIONAL PHASE

From \ To	L1532 North	The Gallops (E)	L1532 South	TOTALS
L1532 North	0	0	12	12
The Gallops (E)	0	0	0	0
L1532 South	38	0	0	38
TOTALS	38	0	12	50

2026 Weekday AM Peak (surveyed + TII growth factor + committed dev. + subject dev.) WITH SUBJECT DEVELOPMENT IN OPERATION

From \ To	L1532 North	The Gallops (E)	L1532 South	TOTALS
L1532 North	0	24	537	561
The Gallops (E)	41	0	69	110
L1532 South	281	41	0	322
TOTALS	322	65	606	993

2026 Weekday PM Peak (surveyed + TII growth factor + committed dev. + subject dev.) WITH SUBJECT DEVELOPMENT IN OPERATION

From \ To	L1532 North	The Gallops (E)	L1532 South	TOTALS
L1532 North	0	9	295	304
The Gallops (E)	15	0	39	54
L1532 South	289	47	0	336
TOTALS	304	56	334	694

2031 Weekday AM Peak (surveyed flows + TII growth factor + committed development) WITHOUT SUBJECT DEVELOPMENT

From \ To	L1532 North	The Gallops (E)	L1532 South	TOTALS
L1532 North	0	25	522	547
The Gallops (E)	43	0	72	115
L1532 South	257	43	0	300
TOTALS	300	68	594	962

2031 Weekday PM Peak (surveyed flows + TII growth factor + committed development) WITHOUT SUBJECT DEVELOPMENT

From \ To	L1532 North	The Gallops (E)	L1532 South	TOTALS
L1532 North	0	10	294	304
The Gallops (E)	16	0	41	57
L1532 South	261	49	0	310
TOTALS	277	59	335	671

2031 Weekday AM Peak (surveyed + TII growth factor + committed dev. + subject dev.) WITH SUBJECT DEVELOPMENT IN OPERATION

From \ To	L1532 North	The Gallops (E)	L1532 South	TOTALS
L1532 North	0	25	557	582
The Gallops (E)	43	0	72	115
L1532 South	290	43	0	333
TOTALS	333	68	629	1030

2031 Weekday PM Peak (surveyed + TII growth factor + committed dev. + subject dev.) WITH SUBJECT DEVELOPMENT IN OPERATION

From \ To	L1532 North	The Gallops (E)	L1532 South	TOTALS
L1532 North	0	10	306	316
The Gallops (E)	16	0	41	57
L1532 South	299	49	0	348
TOTALS	315	59	347	721

2041 Weekday AM Peak (surveyed flows + TII growth factor + committed development) WITHOUT SUBJECT DEVELOPMENT

From \ To	L1532 North	The Gallops (E)	L1532 South	TOTALS
L1532 North	0	25	534	559
The Gallops (E)	44	0	73	117
L1532 South	263	44	0	307
TOTALS	307	69	607	983

2041 Weekday PM Peak (surveyed flows + TII growth factor + committed development) WITHOUT SUBJECT DEVELOPMENT

From \ To	L1532 North	The Gallops (E)	L1532 South	TOTALS
L1532 North	0	10	300	310
The Gallops (E)	16	0	41	57
L1532 South	267	50	0	317
TOTALS	283	60	341	684

2041 Weekday AM Peak (surveyed + TII growth factor + committed dev. + subject dev.) WITH SUBJECT DEVELOPMENT IN OPERATION

From \ To	L1532 North	The Gallops (E)	L1532 South	TOTALS
L1532 North	0	25	569	594
The Gallops (E)	44	0	73	117
L1532 South	296	44	0	340
TOTALS	340	69	642	1051

2041 Weekday PM Peak (surveyed + TII growth factor + committed dev. + subject dev.) WITH SUBJECT DEVELOPMENT IN OPERATION

From \ To	L1532 North	The Gallops (E)	L1532 South	TOTALS
L1532 North	0	10	312	322
The Gallops (E)	16	0	41	57
L1532 South	305	50	0	355
TOTALS	321	60	353	734



Peak Hour Traffic Flow Matrices (Passenger Car Units) - Existing Junction E4

2023 Weekday AM Peak (08:15-09:15) SURVEYED TRAFFIC FLOWS

From \ To	L1532 East	Keadue Lane (S)	L1532 West	TOTALS
L1532 East	0	7	266	274
Keadue Lane (S)	7	0	14	21
L1532 West	566	9	0	565
TOTALS	563	16	280	860

2023 Weekday PM Peak (15:30-16:30) SURVEYED TRAFFIC FLOWS

From \ To	L1532 East	Keadue Lane (S)	L1532 West	TOTALS
L1532 East	0	7	294	301
Keadue Lane (S)	10	0	7	17
L1532 West	309	10	0	319
TOTALS	319	17	301	637

2024 Weekday AM Peak BASELINE TRAFFIC FLOWS (surveyed flows + TII growth factor)

From \ To	L1532 East	Keadue Lane (S)	L1532 West	TOTALS
L1532 East	0	7	269	276
Keadue Lane (S)	7	0	14	21
L1532 West	561	9	0	570
TOTALS	568	16	283	867

2024 Weekday PM Peak BASELINE TRAFFIC FLOWS (surveyed flows + TII growth factor)

From \ To	L1532 East	Keadue Lane (S)	L1532 West	TOTALS
L1532 East	0	7	297	304
Keadue Lane (S)	10	0	7	17
L1532 West	312	10	0	322
TOTALS	322	17	304	643

2025 Weekday AM Peak Other committed development flows

From \ To	L1532 East	Keadue Lane (S)	L1532 West	TOTALS
L1532 East				0
Keadue Lane (S)				0
L1532 West				0
TOTALS	0	0	0	0

2025 Weekday PM Peak Other committed development flows

From \ To	L1532 East	Keadue Lane (S)	L1532 West	TOTALS
L1532 East				0
Keadue Lane (S)				0
L1532 West				0
TOTALS	0	0	0	0

2025 Weekday AM Peak WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development)

From \ To	L1532 East	Keadue Lane (S)	L1532 West	TOTALS
L1532 East	0	7	271	278
Keadue Lane (S)	7	0	14	21
L1532 West	566	9	0	575
TOTALS	573	16	285	874

2025 Weekday PM Peak WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development)

From \ To	L1532 East	Keadue Lane (S)	L1532 West	TOTALS
L1532 East	0	7	299	306
Keadue Lane (S)	10	0	7	17
L1532 West	315	10	0	325
TOTALS	325	17	306	648

2025 Weekday AM Peak SUBJECT DEVELOPMENT FLOWS - CONSTRUCTION PEAK

From \ To	L1532 East	Keadue Lane (S)	L1532 West	TOTALS
L1532 East				0
Keadue Lane (S)				0
L1532 West				0
TOTALS	0	0	0	0

2025 Weekday PM Peak SUBJECT DEVELOPMENT FLOWS - CONSTRUCTION PEAK

From \ To	L1532 East	Keadue Lane (S)	L1532 West	TOTALS
L1532 East				0
Keadue Lane (S)				0
L1532 West				0
TOTALS	0	0	0	0

2025 Weekday AM Peak WITH SUBJECT DEVELOPMENT UNDER CONSTRUCTION (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	L1532 East	Keadue Lane (S)	L1532 West	TOTALS
L1532 East	0	7	271	278
Keadue Lane (S)	7	0	14	21
L1532 West	566	9	0	575
TOTALS	573	16	285	874

2025 Weekday PM Peak WITH SUBJECT DEVELOPMENT UNDER CONSTRUCTION (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	L1532 East	Keadue Lane (S)	L1532 West	TOTALS
L1532 East	0	7	299	306
Keadue Lane (S)	10	0	7	17
L1532 West	315	10	0	325
TOTALS	325	17	306	648

2026 Weekday AM Peak WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development)

From \ To	L1532 East	Keadue Lane (S)	L1532 West	TOTALS
L1532 East	0	7	273	280
Keadue Lane (S)	7	0	14	21
L1532 West	571	9	0	580
TOTALS	578	16	287	881

2026 Weekday PM Peak WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development)

From \ To	L1532 East	Keadue Lane (S)	L1532 West	TOTALS
L1532 East	0	7	302	309
Keadue Lane (S)	10	0	7	17
L1532 West	318	10	0	328
TOTALS	328	17	309	654

2026 Weekday AM Peak SUBJECT DEVELOPMENT FLOWS - OPERATIONAL PHASE

From \ To	L1532 East	Keadue Lane (S)	L1532 West	TOTALS
L1532 East	0	0	31	31
Keadue Lane (S)	0	0	2	2
L1532 West	34	1	0	35
TOTALS	34	1	33	68

2026 Weekday PM Peak SUBJECT DEVELOPMENT FLOWS - OPERATIONAL PHASE

From \ To	L1532 East	Keadue Lane (S)	L1532 West	TOTALS
L1532 East	0	0	37	37
Keadue Lane (S)	0	0	1	1
L1532 West	12	0	0	12
TOTALS	12	0	38	50

2026 Weekday AM Peak WITH SUBJECT DEVELOPMENT IN OPERATION (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	L1532 East	Keadue Lane (S)	L1532 West	TOTALS
L1532 East	0	7	304	311
Keadue Lane (S)	7	0	16	23
L1532 West	605	10	0	615
TOTALS	612	17	320	949

2026 Weekday PM Peak WITH SUBJECT DEVELOPMENT IN OPERATION (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	L1532 East	Keadue Lane (S)	L1532 West	TOTALS
L1532 East	0	7	339	346
Keadue Lane (S)	10	0	8	18
L1532 West	330	10	0	340
TOTALS	340	17	347	704

2031 Weekday AM Peak WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development)

From \ To	L1532 East	Keadue Lane (S)	L1532 West	TOTALS
L1532 East	0	8	284	292
Keadue Lane (S)	7	0	15	22
L1532 West	593	10	0	603
TOTALS	600	18	299	917

2031 Weekday PM Peak WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development)

From \ To	L1532 East	Keadue Lane (S)	L1532 West	TOTALS
L1532 East	0	7	314	321
Keadue Lane (S)	11	0	7	18
L1532 West	330	11	0	341
TOTALS	341	18	321	680

2031 Weekday AM Peak WITH SUBJECT DEVELOPMENT IN OPERATION (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	L1532 East	Keadue Lane (S)	L1532 West	TOTALS
L1532 East	0	8	315	323
Keadue Lane (S)	7	0	17	24
L1532 West	627	11	0	638
TOTALS	634	19	332	985

2031 Weekday PM Peak WITH SUBJECT DEVELOPMENT IN OPERATION (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	L1532 East	Keadue Lane (S)	L1532 West	TOTALS
L1532 East	0	7	351	358
Keadue Lane (S)	11	0	8	19
L1532 West	342	11	0	353
TOTALS	353	18	359	730

2041 Weekday AM Peak WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development)

From \ To	L1532 East	Keadue Lane (S)	L1532 West	TOTALS
L1532 East	0	8	291	299
Keadue Lane (S)	8	0	15	23
L1532 West	607	10	0	617
TOTALS	615	18	306	939

2041 Weekday PM Peak WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development)

From \ To	L1532 East	Keadue Lane (S)	L1532 West	TOTALS
L1532 East	0	8	321	329
Keadue Lane (S)	11	0	8	19
L1532 West	337	11	0	348
TOTALS	348	19	329	696

2041 Weekday AM Peak WITH SUBJECT DEVELOPMENT IN OPERATION (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	L1532 East	Keadue Lane (S)	L1532 West	TOTALS
L1532 East	0	8	322	330
Keadue Lane (S)	8	0	17	25
L1532 West	641	11	0	652
TOTALS	649	19	339	1007

2041 Weekday PM Peak WITH SUBJECT DEVELOPMENT IN OPERATION (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	L1532 East	Keadue Lane (S)	L1532 West	TOTALS
L1532 East	0	8	358	366
Keadue Lane (S)	11	0	9	20
L1532 West	349	11	0	360
TOTALS	360	19	367	746

Peak Hour Traffic Flow Matrices (Passenger Car Units) - Existing Junction E5

**2023 Weekday AM Peak (08:15-09:15) SURVEYED TRAFFIC FLOWS**

From \ To	R212 South	L1532 (W)	R212 North	TOTALS
R212 South	0	214	62	275
L1532 (W)	507	2	70	579
R212 North	227	65	1	294
<b>TOTALS</b>	<b>734</b>	<b>281</b>	<b>133</b>	<b>1148</b>

**2023 Weekday PM Peak (15:30-16:30) SURVEYED TRAFFIC FLOWS**

From \ To	R212 South	L1532 (W)	R212 North	TOTALS
R212 South	0	257	141	398
L1532 (W)	272	1	48	321
R212 North	117	44	0	161
<b>TOTALS</b>	<b>389</b>	<b>302</b>	<b>189</b>	<b>880</b>

**2024 Weekday AM Peak (surveyed flows + TII growth factor) BASELINE TRAFFIC FLOWS**

From \ To	R212 South	L1532 (W)	R212 North	TOTALS
R212 South	0	216	62	278
L1532 (W)	512	2	71	585
R212 North	229	66	1	296
<b>TOTALS</b>	<b>741</b>	<b>284</b>	<b>134</b>	<b>1159</b>

**2024 Weekday PM Peak (surveyed flows + TII growth factor) BASELINE TRAFFIC FLOWS**

From \ To	R212 South	L1532 (W)	R212 North	TOTALS
R212 South	0	259	142	401
L1532 (W)	275	1	48	324
R212 North	118	44	0	162
<b>TOTALS</b>	<b>393</b>	<b>304</b>	<b>190</b>	<b>887</b>

**2025 Weekday AM Peak Other committed development flows**

From \ To	R212 South	L1532 (W)	R212 North	TOTALS
R212 South	0	0	0	0
L1532 (W)	0	0	0	0
R212 North	0	0	0	0
<b>TOTALS</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**2025 Weekday PM Peak Other committed development flows**

From \ To	R212 South	L1532 (W)	R212 North	TOTALS
R212 South	0	0	0	0
L1532 (W)	0	0	0	0
R212 North	0	0	0	0
<b>TOTALS</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**2025 Weekday AM Peak WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development)**

From \ To	R212 South	L1532 (W)	R212 North	TOTALS
R212 South	0	218	63	281
L1532 (W)	516	2	71	589
R212 North	231	66	1	298
<b>TOTALS</b>	<b>747</b>	<b>286</b>	<b>135</b>	<b>1168</b>

**2025 Weekday PM Peak WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development)**

From \ To	R212 South	L1532 (W)	R212 North	TOTALS
R212 South	0	262	144	406
L1532 (W)	277	1	49	327
R212 North	119	45	0	164
<b>TOTALS</b>	<b>396</b>	<b>308</b>	<b>193</b>	<b>897</b>

**2025 Weekday AM Peak SUBJECT DEVELOPMENT FLOWS - CONSTRUCTION PEAK**

From \ To	R212 South	L1532 (W)	R212 North	TOTALS
R212 South	0	0	0	0
L1532 (W)	0	0	0	0
R212 North	0	0	0	0
<b>TOTALS</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**2025 Weekday PM Peak SUBJECT DEVELOPMENT FLOWS - CONSTRUCTION PEAK**

From \ To	R212 South	L1532 (W)	R212 North	TOTALS
R212 South	0	0	0	0
L1532 (W)	0	0	0	0
R212 North	0	0	0	0
<b>TOTALS</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**2025 Weekday AM Peak WITH SUBJECT DEVELOPMENT UNDER CONSTRUCTION (surveyed + TII growth factor + committed dev. + subject dev.)**

From \ To	R212 South	L1532 (W)	R212 North	TOTALS
R212 South	0	218	63	281
L1532 (W)	516	2	71	589
R212 North	231	66	1	298
<b>TOTALS</b>	<b>747</b>	<b>286</b>	<b>135</b>	<b>1168</b>

**2025 Weekday PM Peak WITH SUBJECT DEVELOPMENT UNDER CONSTRUCTION (surveyed + TII growth factor + committed dev. + subject dev.)**

From \ To	R212 South	L1532 (W)	R212 North	TOTALS
R212 South	0	262	144	406
L1532 (W)	277	1	49	327
R212 North	119	45	0	164
<b>TOTALS</b>	<b>396</b>	<b>308</b>	<b>193</b>	<b>897</b>

**2026 Weekday AM Peak WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development)**

From \ To	R212 South	L1532 (W)	R212 North	TOTALS
R212 South	0	220	63	283
L1532 (W)	521	2	72	595
R212 North	233	67	1	301
<b>TOTALS</b>	<b>754</b>	<b>289</b>	<b>136</b>	<b>1179</b>

**2026 Weekday PM Peak WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development)**

From \ To	R212 South	L1532 (W)	R212 North	TOTALS
R212 South	0	264	145	409
L1532 (W)	280	1	49	330
R212 North	120	45	0	165
<b>TOTALS</b>	<b>400</b>	<b>310</b>	<b>194</b>	<b>904</b>

**2026 Weekday AM Peak SUBJECT DEVELOPMENT FLOWS - OPERATIONAL PHASE**

From \ To	R212 South	L1532 (W)	R212 North	TOTALS
R212 South	0	24	0	24
L1532 (W)	30	0	4	34
R212 North	0	7	0	7
<b>TOTALS</b>	<b>30</b>	<b>31</b>	<b>4</b>	<b>65</b>

**2026 Weekday PM Peak SUBJECT DEVELOPMENT FLOWS - OPERATIONAL PHASE**

From \ To	R212 South	L1532 (W)	R212 North	TOTALS
R212 South	0	31	0	31
L1532 (W)	10	0	2	12
R212 North	0	5	0	5
<b>TOTALS</b>	<b>10</b>	<b>36</b>	<b>2</b>	<b>48</b>

**2026 Weekday AM Peak WITH SUBJECT DEVELOPMENT IN OPERATION (surveyed + TII growth factor + committed dev. + subject dev.)**

From \ To	R212 South	L1532 (W)	R212 North	TOTALS
R212 South	0	244	63	307
L1532 (W)	551	2	76	629
R212 North	233	74	1	308
<b>TOTALS</b>	<b>784</b>	<b>320</b>	<b>140</b>	<b>1244</b>

**2026 Weekday PM Peak WITH SUBJECT DEVELOPMENT IN OPERATION (surveyed + TII growth factor + committed dev. + subject dev.)**

From \ To	R212 South	L1532 (W)	R212 North	TOTALS
R212 South	0	295	145	440
L1532 (W)	290	1	51	342
R212 North	120	50	0	170
<b>TOTALS</b>	<b>410</b>	<b>346</b>	<b>196</b>	<b>952</b>

**2031 Weekday AM Peak WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development)**

From \ To	R212 South	L1532 (W)	R212 North	TOTALS
R212 South	0	228	66	294
L1532 (W)	541	2	75	618
R212 North	242	70	1	313
<b>TOTALS</b>	<b>783</b>	<b>300</b>	<b>142</b>	<b>1225</b>

**2031 Weekday PM Peak WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development)**

From \ To	R212 South	L1532 (W)	R212 North	TOTALS
R212 South	0	274	150	424
L1532 (W)	290	1	51	342
R212 North	124	47	0	171
<b>TOTALS</b>	<b>414</b>	<b>322</b>	<b>201</b>	<b>937</b>

**2031 Weekday AM Peak WITH SUBJECT DEVELOPMENT IN OPERATION (surveyed + TII growth factor + committed dev. + subject dev.)**

From \ To	R212 South	L1532 (W)	R212 North	TOTALS
R212 South	0	252	66	318
L1532 (W)	571	2	79	652
R212 North	242	77	1	320
<b>TOTALS</b>	<b>813</b>	<b>331</b>	<b>146</b>	<b>1290</b>

**2031 Weekday PM Peak WITH SUBJECT DEVELOPMENT IN OPERATION (surveyed + TII growth factor + committed dev. + subject dev.)**

From \ To	R212 South	L1532 (W)	R212 North	TOTALS
R212 South	0	305	150	455
L1532 (W)	300	1	53	354
R212 North	124	52	0	176
<b>TOTALS</b>	<b>424</b>	<b>358</b>	<b>203</b>	<b>985</b>

**2041 Weekday AM Peak WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development)**

From \ To	R212 South	L1532 (W)	R212 North	TOTALS
R212 South	0	233	67	300
L1532 (W)	553	2	76	631
R212 North	248	71	1	320
<b>TOTALS</b>	<b>801</b>	<b>306</b>	<b>144</b>	<b>1251</b>

**2041 Weekday PM Peak WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development)**

From \ To	R212 South	L1532 (W)	R212 North	TOTALS
R212 South	0	281	154	435
L1532 (W)	297	1	52	350
R212 North	127	48	0	175
<b>TOTALS</b>	<b>424</b>	<b>330</b>	<b>206</b>	<b>960</b>

**2041 Weekday AM Peak WITH SUBJECT DEVELOPMENT IN OPERATION (surveyed + TII growth factor + committed dev. + subject dev.)**

From \ To	R212 South	L1532 (W)	R212 North	TOTALS
R212 South	0	257	67	324
L1532 (W)	583	2	80	665
R212 North	248	78	1	327
<b>TOTALS</b>	<b>831</b>	<b>337</b>	<b>148</b>	<b>1316</b>

**2041 Weekday PM Peak WITH SUBJECT DEVELOPMENT IN OPERATION (surveyed + TII growth factor + committed dev. + subject dev.)**

From \ To	R212 South	L1532 (W)	R212 North	TOTALS
R212 South	0	312	154	466
L1532 (W)	307	1	54	362
R212 North	127	53	0	180
<b>TOTALS</b>	<b>434</b>	<b>366</b>	<b>208</b>	<b>1008</b>

Peak Hour Traffic Flow Matrices (Passenger Car Units) - Existing Junction E6

2023 Weekday AM Peak (08:15-09:15) SURVEYED TRAFFIC FLOWS

From	To	R212 North	Athbara (NE)	R901 (SE)	R212 South	Cathedral Exit (W)	Keade Lane (NW)	TOTALS
R212 North		0	0	361	444	0	16	822
Athbara (NE)		0	0	50	0	0	0	50
R901 (SE)		0	0	0	0	0	0	0
R212 South		369	2	164	0	0	21	556
Cathedral Exit (W)		0	0	0	0	0	0	0
Keade Lane (NW)		21	2	17	15	0	0	55
TOTALS		390	4	592	459	0	37	1483

2023 Weekday PM Peak (15:30-16:30) SURVEYED TRAFFIC FLOWS

From	To	R212 North	Athbara (NE)	R901 (SE)	R212 South	Cathedral Exit (W)	Keade Lane (NW)	TOTALS
R212 North		0	0	252	363	0	7	622
Athbara (NE)		2	0	14	0	0	1	17
R901 (SE)		0	0	0	0	0	0	0
R212 South		400	9	196	0	0	25	630
Cathedral Exit (W)		1	0	1	1	0	0	3
Keade Lane (NW)		14	1	13	14	0	0	42
TOTALS		417	10	476	377	0	33	1314

2024 Weekday AM Peak BASELINE TRAFFIC FLOWS (surveyed flows + TI growth factor)

From	To	R212 North	Athbara (NE)	R901 (SE)	R212 South	Cathedral Exit (W)	Keade Lane (NW)	TOTALS
R212 North		0	0	365	448	0	16	829
Athbara (NE)		0	0	50	0	0	0	50
R901 (SE)		0	0	0	0	0	0	0
R212 South		373	2	165	0	0	21	561
Cathedral Exit (W)		0	0	0	0	0	0	0
Keade Lane (NW)		21	2	17	15	0	0	55
TOTALS		394	4	597	463	0	37	1495

2024 Weekday PM Peak BASELINE TRAFFIC FLOWS (surveyed flows + TI growth factor)

From	To	R212 North	Athbara (NE)	R901 (SE)	R212 South	Cathedral Exit (W)	Keade Lane (NW)	TOTALS
R212 North		0	0	255	366	0	7	628
Athbara (NE)		2	0	14	0	0	1	17
R901 (SE)		0	0	0	0	0	0	0
R212 South		404	9	197	0	0	25	635
Cathedral Exit (W)		1	0	1	1	0	0	3
Keade Lane (NW)		14	1	13	14	0	0	42
TOTALS		421	10	480	381	0	33	1325

2025 Weekday AM Peak Other committed development flows

From	To	R212 North	Athbara (NE)	R901 (SE)	R212 South	Cathedral Exit (W)	Keade Lane (NW)	TOTALS
R212 North		0	0	0	0	0	0	0
Athbara (NE)		0	0	0	0	0	0	0
R901 (SE)		0	0	0	0	0	0	0
R212 South		0	0	0	0	0	0	0
Cathedral Exit (W)		0	0	0	0	0	0	0
Keade Lane (NW)		0	0	0	0	0	0	0
TOTALS		0	0	0	0	0	0	0

2025 Weekday PM Peak Other committed development flows

From	To	R212 North	Athbara (NE)	R901 (SE)	R212 South	Cathedral Exit (W)	Keade Lane (NW)	TOTALS
R212 North		0	0	0	0	0	0	0
Athbara (NE)		0	0	0	0	0	0	0
R901 (SE)		0	0	0	0	0	0	0
R212 South		0	0	0	0	0	0	0
Cathedral Exit (W)		0	0	0	0	0	0	0
Keade Lane (NW)		0	0	0	0	0	0	0
TOTALS		0	0	0	0	0	0	0

2025 Weekday AM Peak WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TI growth factor + committed development flows)

From	To	R212 North	Athbara (NE)	R901 (SE)	R212 South	Cathedral Exit (W)	Keade Lane (NW)	TOTALS
R212 North		0	0	368	452	0	16	836
Athbara (NE)		0	0	51	0	0	0	51
R901 (SE)		0	0	0	0	0	0	0
R212 South		376	2	167	0	0	21	566
Cathedral Exit (W)		0	0	0	0	0	0	0
Keade Lane (NW)		21	2	17	15	0	0	55
TOTALS		397	4	603	467	0	37	1508

2025 Weekday PM Peak WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TI growth factor + committed development flows)

From	To	R212 North	Athbara (NE)	R901 (SE)	R212 South	Cathedral Exit (W)	Keade Lane (NW)	TOTALS
R212 North		0	0	257	369	0	7	633
Athbara (NE)		2	0	14	0	0	1	17
R901 (SE)		0	0	0	0	0	0	0
R212 South		407	9	199	0	0	25	640
Cathedral Exit (W)		1	0	1	1	0	0	3
Keade Lane (NW)		14	1	13	14	0	0	42
TOTALS		424	10	484	384	0	33	1335

2025 Weekday AM Peak SUBJECT DEVELOPMENT FLOWS - CONSTRUCTION PEAK

From	To	R212 North	Athbara (NE)	R901 (SE)	R212 South	Cathedral Exit (W)	Keade Lane (NW)	TOTALS
R212 North		0	0	0	0	0	0	0
Athbara (NE)		0	0	0	0	0	0	0
R901 (SE)		0	0	0	0	0	0	0
R212 South		0	0	0	0	0	0	0
Cathedral Exit (W)		0	0	0	0	0	0	0
Keade Lane (NW)		0	0	0	0	0	0	0
TOTALS		0	0	0	0	0	0	0

2025 Weekday PM Peak SUBJECT DEVELOPMENT FLOWS - CONSTRUCTION PEAK

From	To	R212 North	Athbara (NE)	R901 (SE)	R212 South	Cathedral Exit (W)	Keade Lane (NW)	TOTALS
R212 North		0	0	0	0	0	0	0
Athbara (NE)		0	0	0	0	0	0	0
R901 (SE)		0	0	0	0	0	0	0
R212 South		0	0	0	0	0	0	0
Cathedral Exit (W)		0	0	0	0	0	0	0
Keade Lane (NW)		0	0	0	0	0	0	0
TOTALS		0	0	0	0	0	0	0

2025 Weekday AM Peak WITH SUBJECT DEVELOPMENT UNDER CONSTRUCTION (surveyed flows + TI growth factor + committed dev. flows + subject dev. flows)

From	To	R212 North	Athbara (NE)	R901 (SE)	R212 South	Cathedral Exit (W)	Keade Lane (NW)	TOTALS
R212 North		0	0	368	452	0	16	836
Athbara (NE)		0	0	51	0	0	0	51
R901 (SE)		0	0	0	0	0	0	0
R212 South		376	2	167	0	0	21	566
Cathedral Exit (W)		0	0	0	0	0	0	0
Keade Lane (NW)		21	2	17	15	0	0	55
TOTALS		397	4	603	467	0	37	1508

2025 Weekday PM Peak WITH SUBJECT DEVELOPMENT UNDER CONSTRUCTION (surveyed flows + TI growth factor + committed dev. flows + subject dev. flows)

From	To	R212 North	Athbara (NE)	R901 (SE)	R212 South	Cathedral Exit (W)	Keade Lane (NW)	TOTALS
R212 North		0	0	257	369	0	7	633
Athbara (NE)		2	0	14	0	0	1	17
R901 (SE)		0	0	0	0	0	0	0
R212 South		407	9	199	0	0	25	640
Cathedral Exit (W)		1	0	1	1	0	0	3
Keade Lane (NW)		14	1	13	14	0	0	42
TOTALS		424	10	484	384	0	33	1335

2026 Weekday AM Peak WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TI growth factor + committed development flows)

From	To	R212 North	Athbara (NE)	R901 (SE)	R212 South	Cathedral Exit (W)	Keade Lane (NW)	TOTALS
R212 North		0	0	371	456	0	16	843
Athbara (NE)		0	0	51	0	0	0	51
R901 (SE)		0	0	0	0	0	0	0
R212 South		379	2	168	0	0	22	571
Cathedral Exit (W)		0	0	0	0	0	0	0
Keade Lane (NW)		22	2	17	15	0	0	56
TOTALS		401	4	607	471	0	38	1521

2026 Weekday PM Peak WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TI growth factor + committed development flows)

From	To	R212 North	Athbara (NE)	R901 (SE)	R212 South	Cathedral Exit (W)	Keade Lane (NW)	TOTALS
R212 North		0	0	259	373	0	7	639
Athbara (NE)		2	0	15	0	0	1	18
R901 (SE)		0	0	0	0	0	0	0
R212 South		411	9	201	0	0	26	647
Cathedral Exit (W)		1	0	1	1	0	0	3
Keade Lane (NW)		14	1	13	14	0	0	42
TOTALS		428	10	489	388	0	34	1349

2026 Weekday AM Peak SUBJECT DEVELOPMENT FLOWS - OPERATIONAL PHASE

From	To	R212 North	Athbara (NE)	R901 (SE)	R212 South	Cathedral Exit (W)	Keade Lane (NW)	TOTALS
R212 North		0	0	13	16	0	2	31
Athbara (NE)		0	0	0	0	0	0	0
R901 (SE)		0	0	0	0	0	0	0
R212 South		23	0	0	0	0	1	24
Cathedral Exit (W)		0	0	0	0	0	0	0
Keade Lane (NW)		1	0	0	0	0	0	1
TOTALS		24	0	13	16	0	3	56

2026 Weekday PM Peak SUBJECT DEVELOPMENT FLOWS - OPERATIONAL PHASE

From	To	R212 North	Athbara (NE)	R901 (SE)	R212 South	Cathedral Exit (W)	Keade Lane (NW)	TOTALS
R212 North		0	0	4	6	0	0	10
Athbara (NE)		0	0	0	0	0	0	0
R901 (SE)		0	0	0	0	0	0	0
R212 South		30	0	0	0	0	1	31
Cathedral Exit (W)		1	0	0	0	0	0	1
Keade Lane (NW)		1	0	0	0	0	0	1
TOTALS		31	0	4	6	0	1	42

2026 Weekday AM Peak WITH SUBJECT DEVELOPMENT IN OPERATION (surveyed flows + TI growth factor + committed dev. flows + subject dev. flows)

From	To	R212 North	Athbara (NE)	R901 (SE)	R212 South	Cathedral Exit (W)	Keade Lane (NW)	TOTALS
R212 North		0	0	384	472	0	18	874
Athbara (NE)		0	0	51	0	0	0	51
R901 (SE)		0	0	0	0	0	0	0
R212 South		402	2	168	0	0	23	595
Cathedral Exit (W)		0	0	0	0	0	0	0
Keade Lane (NW)		23	2	17	15	0	0	57
TOTALS		425	4	620	487	0	41	1577

2026 Weekday PM Peak WITH SUBJECT DEVELOPMENT IN OPERATION (surveyed flows + TI growth factor + committed dev. flows + subject dev. flows)

From	To	R212 North	Athbara (NE)	R901 (SE)	R212 South	Cathedral Exit (W)	Keade Lane (NW)	TOTALS
R212 North		0	0	263	379	0	7	649
Athbara (NE)		2	0	15	0	0	1	18
R901 (SE)		0	0	0	0	0	0	0
R212 South		441	9	201	0	0	27	678
Cathedral Exit (W)		1	0	1	1	0	0	3
Keade Lane (NW)		15	1	13	14	0	0	43
TOTALS		459	10	493	394	0	35	1391

2031 Weekday AM Peak WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TI growth factor + committed development flows)

From	To	R212 North	Athbara (NE)	R901 (SE)	R212 South	Cathedral Exit (W)	Keade Lane (NW)	TOTALS
R212 North		0	0	385	474	0	17	876
Athbara (NE)		0	0	53	0	0	0	53
R901 (SE)		0	0	0	0	0	0	0
R212 South		394	2	175	0	0	22	593
Cathedral Exit (W)		0	0	0	0	0	0	0
Keade Lane (NW)		22	2	18	16	0	0	58
TOTALS		416	4	631	490	0	39	1580

2031 Weekday PM Peak WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TI growth factor + committed development flows)

From	To	R212 North	Athbara (NE)	R901 (SE)	R212 South	Cathedral Exit (W)	Keade Lane (NW)	TOTALS
R212 North		0	0	269	387	0	7	663
Athbara (NE)		2	0	15	0	0	1	18
R901 (SE)		0	0	0	0	0	0	0
R212 South		427	10	209	0	0	27	673
Cathedral Exit (W)		1	0	1	1	0	0	3
Keade Lane (NW)		15	1	14	14	0	0	44
TOTALS		445	11	508	40			

Peak Hour Traffic Flow Matrices (Passenger Car Units) - Proposed Junction P1

2023 Weekday AM Peak (08:15-09:15) SURVEYED TRAFFIC FLOWS

From \ To	L1532 South	Dev Site (W)	L1532 North	TOTALS
L1532 South			281	281
Dev Site (W)			0	0
L1532 North	512			512
TOTALS	512	0	281	793

2023 Weekday PM Peak (15:30-16:30) SURVEYED TRAFFIC FLOWS

From \ To	L1532 South	Dev Site (W)	L1532 North	TOTALS
L1532 South			260	260
Dev Site (W)			0	0
L1532 North	284			284
TOTALS	284	0	260	544

2024 Weekday AM Peak BASELINE TRAFFIC FLOWS (surveyed flows + TII growth factor)

From \ To	L1532 South	Dev Site (W)	L1532 North	TOTALS
L1532 South	0	0	284	284
Dev Site (W)	0	0	0	0
L1532 North	517	0	0	517
TOTALS	517	0	284	801

2024 Weekday PM Peak BASELINE TRAFFIC FLOWS (surveyed flows + TII growth factor)

From \ To	L1532 South	Dev Site (W)	L1532 North	TOTALS
L1532 South	0	0	262	262
Dev Site (W)	0	0	0	0
L1532 North	287	0	0	287
TOTALS	287	0	262	549

2025 Weekday AM Peak Other committed development flows

From \ To	L1532 South	Dev Site (W)	L1532 North	TOTALS
L1532 South				0
Dev Site (W)				0
L1532 North				0
TOTALS	0	0	0	0

2025 Weekday PM Peak Other committed development flows

From \ To	L1532 South	Dev Site (W)	L1532 North	TOTALS
L1532 South				0
Dev Site (W)				0
L1532 North				0
TOTALS	0	0	0	0

2025 Weekday AM Peak WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development)

From \ To	L1532 South	Dev Site (W)	L1532 North	TOTALS
L1532 South	0	0	286	286
Dev Site (W)	0	0	0	0
L1532 North	521	0	0	521
TOTALS	521	0	286	807

2025 Weekday PM Peak WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development)

From \ To	L1532 South	Dev Site (W)	L1532 North	TOTALS
L1532 South	0	0	264	264
Dev Site (W)	0	0	0	0
L1532 North	289	0	0	289
TOTALS	289	0	264	553

2025 Weekday AM Peak SUBJECT DEVELOPMENT FLOWS - CONSTRUCTION PEAK

From \ To	L1532 South	Dev Site (W)	L1532 North	TOTALS
L1532 South				0
Dev Site (W)				0
L1532 North				0
TOTALS	0	0	0	0

2025 Weekday PM Peak SUBJECT DEVELOPMENT FLOWS - CONSTRUCTION PEAK

From \ To	L1532 South	Dev Site (W)	L1532 North	TOTALS
L1532 South				0
Dev Site (W)				0
L1532 North				0
TOTALS	0	0	0	0

2025 Weekday AM Peak WITH SUBJECT DEVELOPMENT UNDER CONSTRUCTION (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	L1532 South	Dev Site (W)	L1532 North	TOTALS
L1532 South	0	0	286	286
Dev Site (W)	0	0	0	0
L1532 North	521	0	0	521
TOTALS	521	0	286	807

2025 Weekday PM Peak WITH SUBJECT DEVELOPMENT UNDER CONSTRUCTION (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	L1532 South	Dev Site (W)	L1532 North	TOTALS
L1532 South	0	0	264	264
Dev Site (W)	0	0	0	0
L1532 North	289	0	0	289
TOTALS	289	0	264	553

2026 Weekday AM Peak WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development)

From \ To	L1532 South	Dev Site (W)	L1532 North	TOTALS
L1532 South	0	0	289	289
Dev Site (W)	0	0	0	0
L1532 North	526	0	0	526
TOTALS	526	0	289	815

2026 Weekday PM Peak WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development)

From \ To	L1532 South	Dev Site (W)	L1532 North	TOTALS
L1532 South	0	0	267	267
Dev Site (W)	0	0	0	0
L1532 North	292	0	0	292
TOTALS	292	0	267	559

2026 Weekday AM Peak SUBJECT DEVELOPMENT FLOWS - OPERATIONAL PHASE

From \ To	L1532 South	Dev Site (W)	L1532 North	TOTALS
L1532 South	0	33	0	33
Dev Site (W)	60	0	35	95
L1532 North	0	19	0	19
TOTALS	60	52	35	147

2026 Weekday PM Peak SUBJECT DEVELOPMENT FLOWS - OPERATIONAL PHASE

From \ To	L1532 South	Dev Site (W)	L1532 North	TOTALS
L1532 South	0	38	0	38
Dev Site (W)	32	0	12	44
L1532 North	0	8	0	8
TOTALS	32	46	12	90

2026 Weekday AM Peak WITH SUBJECT DEVELOPMENT IN OPERATION (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	L1532 South	Dev Site (W)	L1532 North	TOTALS
L1532 South	0	33	289	322
Dev Site (W)	60	0	35	95
L1532 North	526	19	0	545
TOTALS	586	52	324	962

2026 Weekday PM Peak WITH SUBJECT DEVELOPMENT IN OPERATION (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	L1532 South	Dev Site (W)	L1532 North	TOTALS
L1532 South	0	38	267	305
Dev Site (W)	32	0	12	44
L1532 North	292	8	0	300
TOTALS	324	46	279	649

2031 Weekday AM Peak WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development)

From \ To	L1532 South	Dev Site (W)	L1532 North	TOTALS
L1532 South	0	0	300	300
Dev Site (W)	0	0	0	0
L1532 North	546	0	0	546
TOTALS	546	0	300	846

2031 Weekday PM Peak WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development)

From \ To	L1532 South	Dev Site (W)	L1532 North	TOTALS
L1532 South	0	0	277	277
Dev Site (W)	0	0	0	0
L1532 North	303	0	0	303
TOTALS	303	0	277	580

2031 Weekday AM Peak WITH SUBJECT DEVELOPMENT IN OPERATION (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	L1532 South	Dev Site (W)	L1532 North	TOTALS
L1532 South	0	33	300	333
Dev Site (W)	60	0	35	95
L1532 North	546	19	0	565
TOTALS	606	52	335	993

2031 Weekday PM Peak WITH SUBJECT DEVELOPMENT IN OPERATION (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	L1532 South	Dev Site (W)	L1532 North	TOTALS
L1532 South	0	38	277	315
Dev Site (W)	32	0	12	44
L1532 North	303	8	0	311
TOTALS	335	46	289	670

2041 Weekday AM Peak WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development)

From \ To	L1532 South	Dev Site (W)	L1532 North	TOTALS
L1532 South	0	0	307	307
Dev Site (W)	0	0	0	0
L1532 North	559	0	0	559
TOTALS	559	0	307	866

2041 Weekday PM Peak WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development)

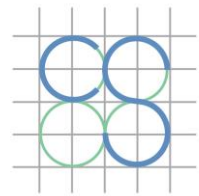
From \ To	L1532 South	Dev Site (W)	L1532 North	TOTALS
L1532 South	0	0	283	283
Dev Site (W)	0	0	0	0
L1532 North	310	0	0	310
TOTALS	310	0	283	593

2041 Weekday AM Peak WITH SUBJECT DEVELOPMENT IN OPERATION (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	L1532 South	Dev Site (W)	L1532 North	TOTALS
L1532 South	0	33	307	340
Dev Site (W)	60	0	35	95
L1532 North	559	19	0	578
TOTALS	619	52	342	1013

2041 Weekday PM Peak WITH SUBJECT DEVELOPMENT IN OPERATION (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	L1532 South	Dev Site (W)	L1532 North	TOTALS
L1532 South	0	38	283	321
Dev Site (W)	32	0	12	44
L1532 North	310	8	0	318
TOTALS	342	46	295	683



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## Appendix D

PICADY, ARCADY, and TRANSYT Model Results



<b>Junctions 8</b>
<b>PICADY 8 - Priority Intersection Module</b>
Version: 8.0.3.332 [14595,13/11/2013] © Copyright TRL Limited, 2024
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**Filename:** D111 - Existing junction - E1.arc8  
**Path:** J:\D\_JOBS\Job-D111\B\_DOCUMENTS\1.0 Planning\Transportation\Planning Modelling - 20231220  
**Report generation date:** 19/01/2024 10:22:56

- » (Default Analysis Set) - 2024 - Baseline, AM
- » (Default Analysis Set) - 2024 - Baseline, PM
- » (Default Analysis Set) - 2026 - No Dev, AM
- » (Default Analysis Set) - 2026 - No Dev, PM
- » (Default Analysis Set) - 2026 - With Dev, AM
- » (Default Analysis Set) - 2026 - With Dev, PM
- » (Default Analysis Set) - 2031 - No Dev, AM
- » (Default Analysis Set) - 2031 - No Dev, PM
- » (Default Analysis Set) - 2031 - With Dev, AM
- » (Default Analysis Set) - 2031 - With Dev, PM
- » (Default Analysis Set) - 2041 - No Dev, AM
- » (Default Analysis Set) - 2041 - No Dev, PM
- » (Default Analysis Set) - 2041 - With Dev, AM
- » (Default Analysis Set) - 2041 - With Dev, PM

**Summary of junction performance**

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	Network Residual Capacity
A1 - 2024 - Baseline								
Stream B-C	0.19	7.51	0.16	27 % [Stream B-A]	0.33	7.95	0.25	86 % [Stream B-A]
Stream B-A	1.07	17.40	0.52		0.55	10.85	0.36	
Stream C-A	-	-	-		-	-	-	
Stream C-B	0.67	9.71	0.40		0.16	6.56	0.14	
Stream A-B	-	-	-		-	-	-	
Stream A-C	-	-	-		-	-	-	
A1 - 2026 - No Dev								
Stream B-C	0.19	7.57	0.16	25 % [Stream B-A]	0.34	8.04	0.25	83 % [Stream B-A]
Stream B-A	1.11	17.94	0.53		0.57	11.01	0.36	
Stream C-A	-	-	-		-	-	-	
Stream C-B	0.69	9.86	0.41		0.16	6.59	0.14	

Stream A-B	-	-	-		-	-	-	
Stream A-C	-	-	-		-	-	-	
<b>A1 - 2026 - With Dev</b>								
Stream B-C	0.20	7.74	0.16	20 % [Stream B-A]	0.34	8.11	0.26	78 % [Stream B-A]
Stream B-A	1.27	19.61	0.56		0.60	11.29	0.38	
Stream C-A	-	-	-		-	-	-	
Stream C-B	0.71	10.11	0.42		0.17	6.63	0.14	
Stream A-B	-	-	-		-	-	-	
Stream A-C	-	-	-		-	-	-	
<b>A1 - 2031 - No Dev</b>								
Stream B-C	0.20	7.73	0.17	20 % [Stream B-A]	0.36	8.22	0.27	76 % [Stream B-A]
Stream B-A	1.25	19.46	0.56		0.61	11.36	0.38	
Stream C-A	-	-	-		-	-	-	
Stream C-B	0.75	10.22	0.43		0.17	6.66	0.15	
Stream A-B	-	-	-		-	-	-	
Stream A-C	-	-	-		-	-	-	
<b>A1 - 2031 - With Dev</b>								
Stream B-C	0.21	7.91	0.17	15 % [Stream B-A]	0.36	8.30	0.27	72 % [Stream B-A]
Stream B-A	1.43	21.43	0.60		0.64	11.66	0.39	
Stream C-A	-	-	-		-	-	-	
Stream C-B	0.77	10.49	0.44		0.17	6.70	0.15	
Stream A-B	-	-	-		-	-	-	
Stream A-C	-	-	-		-	-	-	
<b>A1 - 2041 - No Dev</b>								
Stream B-C	0.21	7.84	0.17	17 % [Stream B-A]	0.37	8.33	0.27	73 % [Stream B-A]
Stream B-A	1.35	20.55	0.58		0.63	11.59	0.39	
Stream C-A	-	-	-		-	-	-	
Stream C-B	0.78	10.47	0.44		0.18	6.70	0.15	
Stream A-B	-	-	-		-	-	-	
Stream A-C	-	-	-		-	-	-	
<b>A1 - 2041 - With Dev</b>								
Stream B-C	0.21	8.03	0.18		0.38	8.41	0.27	
Stream B-A	1.55	22.76	0.62		0.67	11.90	0.40	



Stream C-A	-	-	-	13 % [Stream B-A]	-	-	-	68 % [Stream B-A]
Stream C-B	0.80	10.75	0.45		0.18	6.74	0.15	
Stream A-B	-	-	-		-	-	-	
Stream A-C	-	-	-		-	-	-	

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

"D1 - 2024 - Baseline, AM" model duration: 08:15 - 09:45  
 "D2 - 2024 - Baseline, PM" model duration: 15:30 - 17:00  
 "D3 - 2026 - No Dev, AM" model duration: 08:15 - 09:45  
 "D4 - 2026 - No Dev, PM" model duration: 15:30 - 17:00  
 "D5 - 2026 - With Dev, AM" model duration: 08:15 - 09:45  
 "D6 - 2026 - With Dev, PM" model duration: 15:30 - 17:00  
 "D7 - 2031 - No Dev, AM" model duration: 08:15 - 09:45  
 "D8 - 2031 - No Dev, PM" model duration: 15:30 - 17:00  
 "D9 - 2031 - With Dev, AM" model duration: 08:15 - 09:45  
 "D10 - 2031 - With Dev, PM" model duration: 15:30 - 17:00  
 "D11 - 2041 - No Dev, AM" model duration: 08:15 - 09:45  
 "D12 - 2041 - No Dev, PM" model duration: 15:30 - 17:00  
 "D13 - 2041 - With Dev, AM" model duration: 08:15 - 09:45  
 "D14 - 2041 - With Dev, PM" model duration: 15:30 - 17:00

Run using Junctions 8.0.3.332 at 19/01/2024 10:22:49

## File summary

### File Description

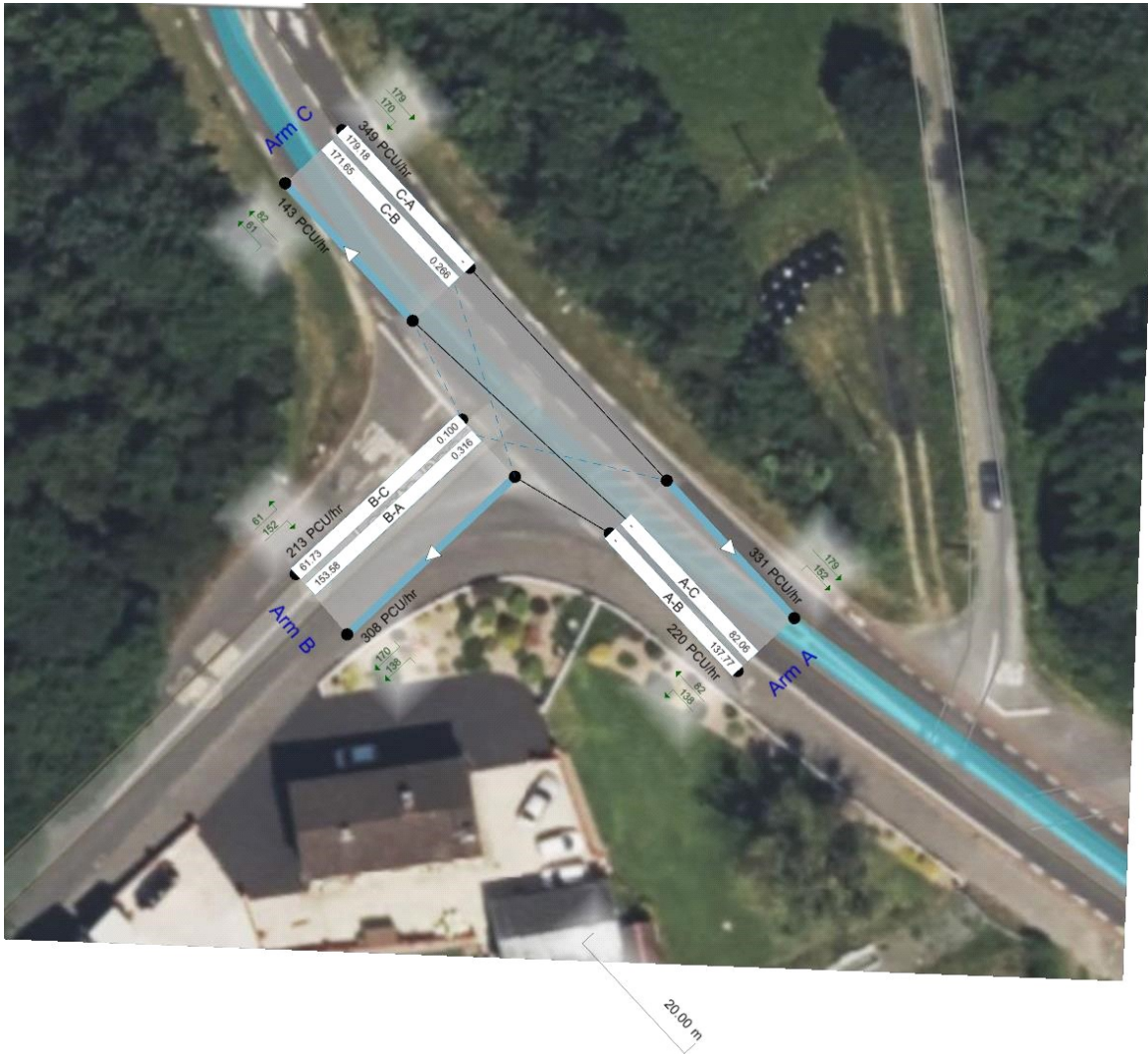
<b>Title</b>	D111 - Existing Junction 1
<b>Location</b>	Cavan
<b>Site Number</b>	
<b>Date</b>	04/01/2023
<b>Version</b>	
<b>Status</b>	Existing
<b>Identifier</b>	
<b>Client</b>	Drumlarck Developments
<b>Jobnumber</b>	D111
<b>Enumerator</b>	LJ
<b>Description</b>	Proposed Residential Development

## Analysis Options

Vehicle Length (m)	Do Queue Variations	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

## 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



Text overlays show modelled flow through the junction (entry and exit flows, PCU/hr).  
Streams (upstreams) show Total Demand (PCU/hr); Streams (downstreams) show RFC (j)  
Time Segment: (08:15-08:30)  
Showing Analysis Set "A1"; Demand Set "D1 - 2024 - Baseline, AM"

The junction diagram reflects the last run of ARCADY.

## (Default Analysis Set) - 2024 - Baseline, AM

### Data Errors and Warnings

No errors or warnings

### Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

## Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2024 - Baseline, AM	2024 - Baseline	AM		ONE HOUR	08:15	09:45	90	15		

# Junction Network

## Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Existing Junction E1	T-Junction	Two-way	A,B,C	12.41	B

## Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	27	Stream B-A

# Arms

## Arms

Arm	Name	Description	Arm Type
A	L1532 South-East		Major
B	Loreto Road (SW)		Minor
C	L1532 North-West		Major

## Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	9.50		0.00	✓	2.60	159.00		

*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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	Two lanes		3.00	3.00						✓		180	125

## Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	601.984	0.093	0.235	0.148	0.336
1	B-C	702.628	0.091	0.231	-	-
1	C-B	695.037	0.228	0.228	-	-

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 Flows

### Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

## Entry Flows

### General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	292.00	100.000
B	ONE HOUR	✓	286.00	100.000
C	ONE HOUR	✓	466.00	100.000

## Turning Proportions

### Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	183.000	109.000
	B	204.000	0.000	82.000
	C	238.000	228.000	0.000

### Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.63	0.37
	B	0.71	0.00	0.29
	C	0.51	0.49	0.00

# Vehicle Mix

## Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
From		A	B	C
	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

## Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
From		A	B	C
	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

# Results

## Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.16	7.51	0.19	A
B-A	0.52	17.40	1.07	C
C-A	-	-	-	-
C-B	0.40	9.71	0.67	A
A-B	-	-	-	-
A-C	-	-	-	-

## Main Results for each time segment

### Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	61.73	61.29	0.00	618.07	0.100	0.11	6.456	A
B-A	153.58	151.76	0.00	485.81	0.316	0.45	10.721	B
C-A	179.18	179.18	0.00	-	-	-	-	-
C-B	171.65	170.22	0.00	644.85	0.266	0.36	7.562	A
A-B	137.77	137.77	0.00	-	-	-	-	-
A-C	82.06	82.06	0.00	-	-	-	-	-

**Main results: (08:30-08:45)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	73.72	73.60	0.00	598.46	0.123	0.14	6.856	A
B-A	183.39	182.64	0.00	462.78	0.396	0.64	12.814	B
C-A	213.96	213.96	0.00	-	-	-	-	-
C-B	204.97	204.52	0.00	635.11	0.323	0.47	8.352	A
A-B	164.51	164.51	0.00	-	-	-	-	-
A-C	97.99	97.99	0.00	-	-	-	-	-

**Main results: (08:45-09:00)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	90.28	90.10	0.00	570.11	0.158	0.19	7.494	A
B-A	224.61	222.99	0.00	431.45	0.521	1.05	17.132	C
C-A	262.04	262.04	0.00	-	-	-	-	-
C-B	251.03	250.25	0.00	621.64	0.404	0.67	9.674	A
A-B	201.49	201.49	0.00	-	-	-	-	-
A-C	120.01	120.01	0.00	-	-	-	-	-

**Main results: (09:00-09:15)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	90.28	90.28	0.00	569.44	0.159	0.19	7.512	A
B-A	224.61	224.53	0.00	431.19	0.521	1.07	17.401	C
C-A	262.04	262.04	0.00	-	-	-	-	-
C-B	251.03	251.01	0.00	621.64	0.404	0.67	9.711	A
A-B	201.49	201.49	0.00	-	-	-	-	-
A-C	120.01	120.01	0.00	-	-	-	-	-

**Main results: (09:15-09:30)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	73.72	73.90	0.00	597.52	0.123	0.14	6.876	A
B-A	183.39	184.97	0.00	462.36	0.397	0.67	13.050	B
C-A	213.96	213.96	0.00	-	-	-	-	-
C-B	204.97	205.72	0.00	635.11	0.323	0.48	8.398	A
A-B	164.51	164.51	0.00	-	-	-	-	-
A-C	97.99	97.99	0.00	-	-	-	-	-

**Main results: (09:30-09:45)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	61.73	61.85	0.00	617.07	0.100	0.11	6.487	A
B-A	153.58	154.39	0.00	485.16	0.317	0.47	10.911	B
C-A	179.18	179.18	0.00	-	-	-	-	-
C-B	171.65	172.11	0.00	644.85	0.266	0.37	7.621	A
A-B	137.77	137.77	0.00	-	-	-	-	-
A-C	82.06	82.06	0.00	-	-	-	-	-

# (Default Analysis Set) - 2024 - Baseline, PM

## Data Errors and Warnings

No errors or warnings

## Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

## Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2024 - Baseline, PM	2024 - Baseline	PM		ONE HOUR	15:30	17:00	90	15		

# Junction Network

## Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Existing Junction E1	T-Junction	Two-way	A,B,C	8.92	A

## Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	86	Stream B-A

# Arms

## Arms

Arm	Name	Description	Arm Type
A	L1532 South-East		Major
B	Loreto Road (SW)		Minor
C	L1532 North-West		Major

## Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	9.50		0.00	✓	2.60	159.00		

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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	Two lanes		3.00	3.00						✓		180	125

## Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	601.984	0.093	0.235	0.148	0.336
1	B-C	702.628	0.091	0.231	-	-
1	C-B	695.037	0.228	0.228	-	-

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 Flows

### Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

## Entry Flows

### General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	229.00	100.000
B	ONE HOUR	✓	303.00	100.000
C	ONE HOUR	✓	175.00	100.000

## Turning Proportions

### Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	117.000	112.000
	B	167.000	0.000	136.000
	C	94.000	81.000	0.000



### Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.51	0.49
	B	0.55	0.00	0.45
	C	0.54	0.46	0.00

## Vehicle Mix

### Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

### Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.25	7.95	0.33	A
B-A	0.36	10.85	0.55	B
C-A	-	-	-	-
C-B	0.14	6.56	0.16	A
A-B	-	-	-	-
A-C	-	-	-	-

### Main Results for each time segment

#### Main results: (15:30-15:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	102.39	101.63	0.00	636.05	0.161	0.19	6.726	A
B-A	125.73	124.54	0.00	543.06	0.232	0.30	8.578	A
C-A	70.77	70.77	0.00	-	-	-	-	-
C-B	60.98	60.57	0.00	655.68	0.093	0.10	6.045	A
A-B	88.08	88.08	0.00	-	-	-	-	-
A-C	84.32	84.32	0.00	-	-	-	-	-

**Main results: (15:45-16:00)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	122.26	122.05	0.00	622.12	0.197	0.24	7.195	A
B-A	150.13	149.77	0.00	531.49	0.282	0.39	9.420	A
C-A	84.50	84.50	0.00	-	-	-	-	-
C-B	72.82	72.72	0.00	648.04	0.112	0.13	6.257	A
A-B	105.18	105.18	0.00	-	-	-	-	-
A-C	100.69	100.69	0.00	-	-	-	-	-

**Main results: (16:00-16:15)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	149.74	149.40	0.00	602.86	0.248	0.33	7.933	A
B-A	183.87	183.25	0.00	515.64	0.357	0.54	10.810	B
C-A	103.50	103.50	0.00	-	-	-	-	-
C-B	89.18	89.04	0.00	637.48	0.140	0.16	6.562	A
A-B	128.82	128.82	0.00	-	-	-	-	-
A-C	123.31	123.31	0.00	-	-	-	-	-

**Main results: (16:15-16:30)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	149.74	149.73	0.00	602.65	0.248	0.33	7.948	A
B-A	183.87	183.85	0.00	515.59	0.357	0.55	10.849	B
C-A	103.50	103.50	0.00	-	-	-	-	-
C-B	89.18	89.18	0.00	637.48	0.140	0.16	6.565	A
A-B	128.82	128.82	0.00	-	-	-	-	-
A-C	123.31	123.31	0.00	-	-	-	-	-

**Main results: (16:30-16:45)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	122.26	122.59	0.00	621.79	0.197	0.25	7.215	A
B-A	150.13	150.73	0.00	531.41	0.283	0.40	9.473	A
C-A	84.50	84.50	0.00	-	-	-	-	-
C-B	72.82	72.96	0.00	648.04	0.112	0.13	6.263	A
A-B	105.18	105.18	0.00	-	-	-	-	-
A-C	100.69	100.69	0.00	-	-	-	-	-

**Main results: (16:45-17:00)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	102.39	102.60	0.00	635.54	0.161	0.19	6.756	A
B-A	125.73	126.10	0.00	542.89	0.232	0.31	8.645	A
C-A	70.77	70.77	0.00	-	-	-	-	-
C-B	60.98	61.08	0.00	655.68	0.093	0.10	6.057	A
A-B	88.08	88.08	0.00	-	-	-	-	-
A-C	84.32	84.32	0.00	-	-	-	-	-

# (Default Analysis Set) - 2026 - No Dev, AM

## Data Errors and Warnings

No errors or warnings

## Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

## Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2026 - No Dev, AM	2026 - No Dev	AM		ONE HOUR	08:15	09:45	90	15		

# Junction Network

## Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Existing Junction E1	T-Junction	Two-way	A,B,C	12.70	B

## Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	25	Stream B-A

# Arms

## Arms

Arm	Name	Description	Arm Type
A	L1532 South-East		Major
B	Loreto Road (SW)		Minor
C	L1532 North-West		Major

## Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	9.50		0.00	✓	2.60	159.00		

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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	Two lanes		3.00	3.00						✓		180	125

## Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	601.984	0.093	0.235	0.148	0.336
1	B-C	702.628	0.091	0.231	-	-
1	C-B	695.037	0.228	0.228	-	-

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 Flows

### Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

## Entry Flows

### General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	297.00	100.000
B	ONE HOUR	✓	290.00	100.000
C	ONE HOUR	✓	474.00	100.000

## Turning Proportions

### Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	186.000	111.000
	B	207.000	0.000	83.000
	C	242.000	232.000	0.000

### Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.63	0.37
	B	0.71	0.00	0.29
	C	0.51	0.49	0.00

## Vehicle Mix

### Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

### Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.16	7.57	0.19	A
B-A	0.53	17.94	1.11	C
C-A	-	-	-	-
C-B	0.41	9.86	0.69	A
A-B	-	-	-	-
A-C	-	-	-	-

### Main Results for each time segment

#### Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	62.49	62.04	0.00	616.56	0.101	0.11	6.486	A
B-A	155.84	153.97	0.00	483.79	0.322	0.47	10.856	B
C-A	182.19	182.19	0.00	-	-	-	-	-
C-B	174.66	173.19	0.00	643.99	0.271	0.37	7.624	A
A-B	140.03	140.03	0.00	-	-	-	-	-
A-C	83.57	83.57	0.00	-	-	-	-	-

**Main results: (08:30-08:45)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	74.62	74.50	0.00	596.52	0.125	0.14	6.894	A
B-A	186.09	185.30	0.00	460.35	0.404	0.66	13.052	B
C-A	217.55	217.55	0.00	-	-	-	-	-
C-B	208.56	208.10	0.00	634.08	0.329	0.48	8.441	A
A-B	167.21	167.21	0.00	-	-	-	-	-
A-C	99.79	99.79	0.00	-	-	-	-	-

**Main results: (08:45-09:00)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	91.38	91.19	0.00	567.51	0.161	0.19	7.554	A
B-A	227.91	226.19	0.00	428.48	0.532	1.09	17.642	C
C-A	266.45	266.45	0.00	-	-	-	-	-
C-B	255.44	254.62	0.00	620.39	0.412	0.69	9.819	A
A-B	204.79	204.79	0.00	-	-	-	-	-
A-C	122.21	122.21	0.00	-	-	-	-	-

**Main results: (09:00-09:15)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	91.38	91.38	0.00	566.80	0.161	0.19	7.571	A
B-A	227.91	227.82	0.00	428.20	0.532	1.11	17.945	C
C-A	266.45	266.45	0.00	-	-	-	-	-
C-B	255.44	255.41	0.00	620.39	0.412	0.69	9.861	A
A-B	204.79	204.79	0.00	-	-	-	-	-
A-C	122.21	122.21	0.00	-	-	-	-	-

**Main results: (09:15-09:30)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	74.62	74.80	0.00	595.52	0.125	0.14	6.917	A
B-A	186.09	187.76	0.00	459.91	0.405	0.70	13.309	B
C-A	217.55	217.55	0.00	-	-	-	-	-
C-B	208.56	209.35	0.00	634.08	0.329	0.50	8.491	A
A-B	167.21	167.21	0.00	-	-	-	-	-
A-C	99.79	99.79	0.00	-	-	-	-	-

**Main results: (09:30-09:45)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	62.49	62.61	0.00	615.52	0.102	0.11	6.511	A
B-A	155.84	156.69	0.00	483.12	0.323	0.48	11.056	B
C-A	182.19	182.19	0.00	-	-	-	-	-
C-B	174.66	175.14	0.00	643.99	0.271	0.38	7.687	A
A-B	140.03	140.03	0.00	-	-	-	-	-
A-C	83.57	83.57	0.00	-	-	-	-	-

# (Default Analysis Set) - 2026 - No Dev, PM

## Data Errors and Warnings

No errors or warnings

## Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

## Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2026 - No Dev, PM	2026 - No Dev	PM		ONE HOUR	15:30	17:00	90	15		

# Junction Network

## Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Existing Junction E1	T-Junction	Two-way	A,B,C	9.03	A

## Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	83	Stream B-A

# Arms

## Arms

Arm	Name	Description	Arm Type
A	L1532 South-East		Major
B	Loreto Road (SW)		Minor
C	L1532 North-West		Major

## Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	9.50		0.00	✓	2.60	159.00		

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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	Two lanes		3.00	3.00						✓		180	125

## Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	601.984	0.093	0.235	0.148	0.336
1	B-C	702.628	0.091	0.231	-	-
1	C-B	695.037	0.228	0.228	-	-

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 Flows

### Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

## Entry Flows

### General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	233.00	100.000
B	ONE HOUR	✓	309.00	100.000
C	ONE HOUR	✓	178.00	100.000

## Turning Proportions

### Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	119.000	114.000
	B	170.000	0.000	139.000
	C	96.000	82.000	0.000



### Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.51	0.49
	B	0.55	0.00	0.45
	C	0.54	0.46	0.00

## Vehicle Mix

### Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

### Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.25	8.04	0.34	A
B-A	0.36	11.01	0.57	B
C-A	-	-	-	-
C-B	0.14	6.59	0.16	A
A-B	-	-	-	-
A-C	-	-	-	-

### Main Results for each time segment

#### Main results: (15:30-15:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	104.65	103.86	0.00	634.82	0.165	0.20	6.770	A
B-A	127.98	126.76	0.00	542.09	0.236	0.31	8.643	A
C-A	72.27	72.27	0.00	-	-	-	-	-
C-B	61.73	61.32	0.00	654.99	0.094	0.10	6.060	A
A-B	89.59	89.59	0.00	-	-	-	-	-
A-C	85.83	85.83	0.00	-	-	-	-	-

**Main results: (15:45-16:00)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	124.96	124.74	0.00	620.61	0.201	0.25	7.256	A
B-A	152.83	152.45	0.00	530.33	0.288	0.40	9.517	A
C-A	86.30	86.30	0.00	-	-	-	-	-
C-B	73.72	73.62	0.00	647.22	0.114	0.13	6.276	A
A-B	106.98	106.98	0.00	-	-	-	-	-
A-C	102.48	102.48	0.00	-	-	-	-	-

**Main results: (16:00-16:15)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	153.04	152.69	0.00	600.97	0.255	0.34	8.024	A
B-A	187.17	186.52	0.00	514.22	0.364	0.56	10.963	B
C-A	105.70	105.70	0.00	-	-	-	-	-
C-B	90.28	90.14	0.00	636.47	0.142	0.16	6.587	A
A-B	131.02	131.02	0.00	-	-	-	-	-
A-C	125.52	125.52	0.00	-	-	-	-	-

**Main results: (16:15-16:30)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	153.04	153.03	0.00	600.76	0.255	0.34	8.040	A
B-A	187.17	187.15	0.00	514.17	0.364	0.57	11.006	B
C-A	105.70	105.70	0.00	-	-	-	-	-
C-B	90.28	90.28	0.00	636.47	0.142	0.16	6.590	A
A-B	131.02	131.02	0.00	-	-	-	-	-
A-C	125.52	125.52	0.00	-	-	-	-	-

**Main results: (16:30-16:45)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	124.96	125.30	0.00	620.27	0.201	0.25	7.280	A
B-A	152.83	153.45	0.00	530.25	0.288	0.41	9.571	A
C-A	86.30	86.30	0.00	-	-	-	-	-
C-B	73.72	73.86	0.00	647.22	0.114	0.13	6.282	A
A-B	106.98	106.98	0.00	-	-	-	-	-
A-C	102.48	102.48	0.00	-	-	-	-	-

**Main results: (16:45-17:00)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	104.65	104.87	0.00	634.30	0.165	0.20	6.804	A
B-A	127.98	128.38	0.00	541.92	0.236	0.31	8.713	A
C-A	72.27	72.27	0.00	-	-	-	-	-
C-B	61.73	61.83	0.00	654.99	0.094	0.10	6.071	A
A-B	89.59	89.59	0.00	-	-	-	-	-
A-C	85.83	85.83	0.00	-	-	-	-	-

# (Default Analysis Set) - 2026 - With Dev, AM

## Data Errors and Warnings

No errors or warnings

## Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

## Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2026 - With Dev, AM	2026 - With Dev	AM		ONE HOUR	08:15	09:45	90	15		

# Junction Network

## Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Existing Junction E1	T-Junction	Two-way	A,B,C	13.60	B

## Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	20	Stream B-A

# Arms

## Arms

Arm	Name	Description	Arm Type
A	L1532 South-East		Major
B	Loreto Road (SW)		Minor
C	L1532 North-West		Major

## Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	9.50		0.00	✓	2.60	159.00		

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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	Two lanes		3.00	3.00						✓		180	125

## Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	601.984	0.093	0.235	0.148	0.336
1	B-C	702.628	0.091	0.231	-	-
1	C-B	695.037	0.228	0.228	-	-

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 Flows

### Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

## Entry Flows

### General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	332.00	100.000
B	ONE HOUR	✓	299.00	100.000
C	ONE HOUR	✓	484.00	100.000

## Turning Proportions

### Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	208.000	124.000
	B	216.000	0.000	83.000
	C	252.000	232.000	0.000

### Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.63	0.37
	B	0.72	0.00	0.28
	C	0.52	0.48	0.00

## Vehicle Mix

### Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

### Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.16	7.74	0.20	A
B-A	0.56	19.61	1.27	C
C-A	-	-	-	-
C-B	0.42	10.11	0.71	B
A-B	-	-	-	-
A-C	-	-	-	-

### Main Results for each time segment

#### Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	62.49	62.03	0.00	610.18	0.102	0.11	6.562	A
B-A	162.62	160.60	0.00	478.84	0.340	0.50	11.243	B
C-A	189.72	189.72	0.00	-	-	-	-	-
C-B	174.66	173.17	0.00	637.98	0.274	0.37	7.721	A
A-B	156.59	156.59	0.00	-	-	-	-	-
A-C	93.35	93.35	0.00	-	-	-	-	-

**Main results: (08:30-08:45)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	74.62	74.49	0.00	588.61	0.127	0.14	7.000	A
B-A	194.18	193.29	0.00	454.43	0.427	0.73	13.737	B
C-A	226.54	226.54	0.00	-	-	-	-	-
C-B	208.56	208.09	0.00	626.90	0.333	0.49	8.589	A
A-B	186.99	186.99	0.00	-	-	-	-	-
A-C	111.47	111.47	0.00	-	-	-	-	-

**Main results: (08:45-09:00)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	91.38	91.18	0.00	557.31	0.164	0.19	7.720	A
B-A	237.82	235.78	0.00	421.22	0.565	1.24	19.195	C
C-A	277.46	277.46	0.00	-	-	-	-	-
C-B	255.44	254.59	0.00	611.59	0.418	0.70	10.060	B
A-B	229.01	229.01	0.00	-	-	-	-	-
A-C	136.53	136.53	0.00	-	-	-	-	-

**Main results: (09:00-09:15)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	91.38	91.38	0.00	556.46	0.164	0.20	7.740	A
B-A	237.82	237.71	0.00	420.94	0.565	1.27	19.612	C
C-A	277.46	277.46	0.00	-	-	-	-	-
C-B	255.44	255.41	0.00	611.59	0.418	0.71	10.105	B
A-B	229.01	229.01	0.00	-	-	-	-	-
A-C	136.53	136.53	0.00	-	-	-	-	-

**Main results: (09:15-09:30)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	74.62	74.81	0.00	587.43	0.127	0.15	7.024	A
B-A	194.18	196.18	0.00	453.98	0.428	0.77	14.069	B
C-A	226.54	226.54	0.00	-	-	-	-	-
C-B	208.56	209.38	0.00	626.90	0.333	0.51	8.640	A
A-B	186.99	186.99	0.00	-	-	-	-	-
A-C	111.47	111.47	0.00	-	-	-	-	-

**Main results: (09:30-09:45)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	62.49	62.61	0.00	609.03	0.103	0.12	6.591	A
B-A	162.62	163.58	0.00	478.16	0.340	0.52	11.481	B
C-A	189.72	189.72	0.00	-	-	-	-	-
C-B	174.66	175.16	0.00	637.98	0.274	0.38	7.786	A
A-B	156.59	156.59	0.00	-	-	-	-	-
A-C	93.35	93.35	0.00	-	-	-	-	-

# (Default Analysis Set) - 2026 - With Dev, PM

## Data Errors and Warnings

No errors or warnings

## Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

## Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2026 - With Dev, PM	2026 - With Dev	PM		ONE HOUR	15:30	17:00	90	15		

# Junction Network

## Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Existing Junction E1	T-Junction	Two-way	A,B,C	9.21	A

## Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	78	Stream B-A

# Arms

## Arms

Arm	Name	Description	Arm Type
A	L1532 South-East		Major
B	Loreto Road (SW)		Minor
C	L1532 North-West		Major

## Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	9.50		0.00	✓	2.60	159.00		

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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	Two lanes		3.00	3.00						✓		180	125

## Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	601.984	0.093	0.235	0.148	0.336
1	B-C	702.628	0.091	0.231	-	-
1	C-B	695.037	0.228	0.228	-	-

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 Flows

### Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

## Entry Flows

### General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	245.00	100.000
B	ONE HOUR	✓	314.00	100.000
C	ONE HOUR	✓	181.00	100.000

## Turning Proportions

### Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	125.000	120.000
	B	175.000	0.000	139.000
	C	99.000	82.000	0.000



### Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.51	0.49
	B	0.56	0.00	0.44
	C	0.55	0.45	0.00

## Vehicle Mix

### Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

### Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.26	8.11	0.34	A
B-A	0.38	11.29	0.60	B
C-A	-	-	-	-
C-B	0.14	6.63	0.17	A
A-B	-	-	-	-
A-C	-	-	-	-

### Main Results for each time segment

#### Main results: (15:30-15:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	104.65	103.86	0.00	632.15	0.166	0.20	6.805	A
B-A	131.75	130.48	0.00	540.28	0.244	0.32	8.758	A
C-A	74.53	74.53	0.00	-	-	-	-	-
C-B	61.73	61.32	0.00	652.93	0.095	0.10	6.081	A
A-B	94.11	94.11	0.00	-	-	-	-	-
A-C	90.34	90.34	0.00	-	-	-	-	-

**Main results: (15:45-16:00)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	124.96	124.74	0.00	617.37	0.202	0.25	7.304	A
B-A	157.32	156.92	0.00	528.16	0.298	0.42	9.686	A
C-A	89.00	89.00	0.00	-	-	-	-	-
C-B	73.72	73.62	0.00	644.76	0.114	0.13	6.303	A
A-B	112.37	112.37	0.00	-	-	-	-	-
A-C	107.88	107.88	0.00	-	-	-	-	-

**Main results: (16:00-16:15)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	153.04	152.68	0.00	596.93	0.256	0.34	8.097	A
B-A	192.68	191.98	0.00	511.57	0.377	0.59	11.240	B
C-A	109.00	109.00	0.00	-	-	-	-	-
C-B	90.28	90.14	0.00	633.46	0.143	0.16	6.624	A
A-B	137.63	137.63	0.00	-	-	-	-	-
A-C	132.12	132.12	0.00	-	-	-	-	-

**Main results: (16:15-16:30)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	153.04	153.03	0.00	596.70	0.256	0.34	8.114	A
B-A	192.68	192.66	0.00	511.52	0.377	0.60	11.288	B
C-A	109.00	109.00	0.00	-	-	-	-	-
C-B	90.28	90.28	0.00	633.46	0.143	0.17	6.626	A
A-B	137.63	137.63	0.00	-	-	-	-	-
A-C	132.12	132.12	0.00	-	-	-	-	-

**Main results: (16:30-16:45)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	124.96	125.30	0.00	617.00	0.203	0.26	7.325	A
B-A	157.32	157.99	0.00	528.08	0.298	0.43	9.744	A
C-A	89.00	89.00	0.00	-	-	-	-	-
C-B	73.72	73.86	0.00	644.76	0.114	0.13	6.309	A
A-B	112.37	112.37	0.00	-	-	-	-	-
A-C	107.88	107.88	0.00	-	-	-	-	-

**Main results: (16:45-17:00)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	104.65	104.87	0.00	631.60	0.166	0.20	6.839	A
B-A	131.75	132.16	0.00	540.10	0.244	0.33	8.835	A
C-A	74.53	74.53	0.00	-	-	-	-	-
C-B	61.73	61.83	0.00	652.93	0.095	0.11	6.093	A
A-B	94.11	94.11	0.00	-	-	-	-	-
A-C	90.34	90.34	0.00	-	-	-	-	-

# (Default Analysis Set) - 2031 - No Dev, AM

## Data Errors and Warnings

No errors or warnings

## Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

## Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2031 - No Dev, AM	2031 - No Dev	AM		ONE HOUR	08:15	09:45	90	15		

# Junction Network

## Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Existing Junction E1	T-Junction	Two-way	A,B,C	13.49	B

## Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	20	Stream B-A

# Arms

## Arms

Arm	Name	Description	Arm Type
A	L1532 South-East		Major
B	Loreto Road (SW)		Minor
C	L1532 North-West		Major

## Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	9.50		0.00	✓	2.60	159.00		

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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	Two lanes		3.00	3.00						✓		180	125

## Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	601.984	0.093	0.235	0.148	0.336
1	B-C	702.628	0.091	0.231	-	-
1	C-B	695.037	0.228	0.228	-	-

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 Flows

### Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

## Entry Flows

### General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	309.00	100.000
B	ONE HOUR	✓	301.00	100.000
C	ONE HOUR	✓	493.00	100.000

## Turning Proportions

### Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	194.000	115.000
	B	215.000	0.000	86.000
	C	252.000	241.000	0.000

### Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.63	0.37
	B	0.71	0.00	0.29
	C	0.51	0.49	0.00

## Vehicle Mix

### Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

### Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.17	7.73	0.20	A
B-A	0.56	19.46	1.25	C
C-A	-	-	-	-
C-B	0.43	10.22	0.75	B
A-B	-	-	-	-
A-C	-	-	-	-

### Main Results for each time segment

#### Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	64.75	64.28	0.00	612.79	0.106	0.12	6.557	A
B-A	161.86	159.86	0.00	479.13	0.338	0.50	11.208	B
C-A	189.72	189.72	0.00	-	-	-	-	-
C-B	181.44	179.88	0.00	641.93	0.283	0.39	7.767	A
A-B	146.05	146.05	0.00	-	-	-	-	-
A-C	86.58	86.58	0.00	-	-	-	-	-

**Main results: (08:30-08:45)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	77.31	77.18	0.00	591.69	0.131	0.15	6.995	A
B-A	193.28	192.40	0.00	454.77	0.425	0.72	13.672	B
C-A	226.54	226.54	0.00	-	-	-	-	-
C-B	216.65	216.15	0.00	631.62	0.343	0.51	8.654	A
A-B	174.40	174.40	0.00	-	-	-	-	-
A-C	103.38	103.38	0.00	-	-	-	-	-

**Main results: (08:45-09:00)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	94.69	94.48	0.00	561.01	0.169	0.20	7.713	A
B-A	236.72	234.71	0.00	421.63	0.561	1.22	19.048	C
C-A	277.46	277.46	0.00	-	-	-	-	-
C-B	265.35	264.45	0.00	617.37	0.430	0.74	10.174	B
A-B	213.60	213.60	0.00	-	-	-	-	-
A-C	126.62	126.62	0.00	-	-	-	-	-

**Main results: (09:00-09:15)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	94.69	94.68	0.00	560.16	0.169	0.20	7.733	A
B-A	236.72	236.61	0.00	421.33	0.562	1.25	19.456	C
C-A	277.46	277.46	0.00	-	-	-	-	-
C-B	265.35	265.32	0.00	617.37	0.430	0.75	10.224	B
A-B	213.60	213.60	0.00	-	-	-	-	-
A-C	126.62	126.62	0.00	-	-	-	-	-

**Main results: (09:15-09:30)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	77.31	77.51	0.00	590.52	0.131	0.15	7.022	A
B-A	193.28	195.25	0.00	454.29	0.425	0.76	14.002	B
C-A	226.54	226.54	0.00	-	-	-	-	-
C-B	216.65	217.52	0.00	631.62	0.343	0.53	8.711	A
A-B	174.40	174.40	0.00	-	-	-	-	-
A-C	103.38	103.38	0.00	-	-	-	-	-

**Main results: (09:30-09:45)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	64.75	64.88	0.00	611.64	0.106	0.12	6.585	A
B-A	161.86	162.82	0.00	478.42	0.338	0.52	11.442	B
C-A	189.72	189.72	0.00	-	-	-	-	-
C-B	181.44	181.96	0.00	641.93	0.283	0.40	7.836	A
A-B	146.05	146.05	0.00	-	-	-	-	-
A-C	86.58	86.58	0.00	-	-	-	-	-

# (Default Analysis Set) - 2031 - No Dev, PM

## Data Errors and Warnings

No errors or warnings

## Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

## Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2031 - No Dev, PM	2031 - No Dev	PM		ONE HOUR	15:30	17:00	90	15		

# Junction Network

## Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Existing Junction E1	T-Junction	Two-way	A,B,C	9.26	A

## Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	76	Stream B-A

# Arms

## Arms

Arm	Name	Description	Arm Type
A	L1532 South-East		Major
B	Loreto Road (SW)		Minor
C	L1532 North-West		Major

## Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	9.50		0.00	✓	2.60	159.00		

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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	Two lanes		3.00	3.00						✓		180	125

## Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	601.984	0.093	0.235	0.148	0.336
1	B-C	702.628	0.091	0.231	-	-
1	C-B	695.037	0.228	0.228	-	-

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 Flows

### Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

## Entry Flows

### General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	243.00	100.000
B	ONE HOUR	✓	320.00	100.000
C	ONE HOUR	✓	185.00	100.000

## Turning Proportions

### Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	124.000	119.000
	B	176.000	0.000	144.000
	C	100.000	85.000	0.000



### Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.51	0.49
	B	0.55	0.00	0.45
	C	0.54	0.46	0.00

## Vehicle Mix

### Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

### Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.27	8.22	0.36	A
B-A	0.38	11.36	0.61	B
C-A	-	-	-	-
C-B	0.15	6.66	0.17	A
A-B	-	-	-	-
A-C	-	-	-	-

### Main Results for each time segment

#### Main results: (15:30-15:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	108.41	107.59	0.00	632.09	0.172	0.21	6.854	A
B-A	132.50	131.22	0.00	539.65	0.246	0.32	8.788	A
C-A	75.29	75.29	0.00	-	-	-	-	-
C-B	63.99	63.56	0.00	653.27	0.098	0.11	6.101	A
A-B	93.35	93.35	0.00	-	-	-	-	-
A-C	89.59	89.59	0.00	-	-	-	-	-

**Main results: (15:45-16:00)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	129.45	129.22	0.00	617.27	0.210	0.26	7.373	A
B-A	158.22	157.82	0.00	527.41	0.300	0.42	9.729	A
C-A	89.90	89.90	0.00	-	-	-	-	-
C-B	76.41	76.31	0.00	645.17	0.118	0.13	6.328	A
A-B	111.47	111.47	0.00	-	-	-	-	-
A-C	106.98	106.98	0.00	-	-	-	-	-

**Main results: (16:00-16:15)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	158.55	158.17	0.00	596.77	0.266	0.36	8.200	A
B-A	193.78	193.07	0.00	510.65	0.379	0.60	11.309	B
C-A	110.10	110.10	0.00	-	-	-	-	-
C-B	93.59	93.43	0.00	633.96	0.148	0.17	6.658	A
A-B	136.53	136.53	0.00	-	-	-	-	-
A-C	131.02	131.02	0.00	-	-	-	-	-

**Main results: (16:15-16:30)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	158.55	158.54	0.00	596.54	0.266	0.36	8.219	A
B-A	193.78	193.76	0.00	510.60	0.380	0.61	11.360	B
C-A	110.10	110.10	0.00	-	-	-	-	-
C-B	93.59	93.58	0.00	633.96	0.148	0.17	6.661	A
A-B	136.53	136.53	0.00	-	-	-	-	-
A-C	131.02	131.02	0.00	-	-	-	-	-

**Main results: (16:30-16:45)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	129.45	129.82	0.00	616.91	0.210	0.27	7.395	A
B-A	158.22	158.90	0.00	527.33	0.300	0.44	9.791	A
C-A	89.90	89.90	0.00	-	-	-	-	-
C-B	76.41	76.56	0.00	645.17	0.118	0.14	6.332	A
A-B	111.47	111.47	0.00	-	-	-	-	-
A-C	106.98	106.98	0.00	-	-	-	-	-

**Main results: (16:45-17:00)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	108.41	108.65	0.00	631.54	0.172	0.21	6.889	A
B-A	132.50	132.92	0.00	539.47	0.246	0.33	8.864	A
C-A	75.29	75.29	0.00	-	-	-	-	-
C-B	63.99	64.10	0.00	653.27	0.098	0.11	6.113	A
A-B	93.35	93.35	0.00	-	-	-	-	-
A-C	89.59	89.59	0.00	-	-	-	-	-

# (Default Analysis Set) - 2031 - With Dev, AM

## Data Errors and Warnings

No errors or warnings

## Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

## Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2031 - With Dev, AM	2031 - With Dev	AM		ONE HOUR	08:15	09:45	90	15		

# Junction Network

## Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Existing Junction E1	T-Junction	Two-way	A,B,C	14.53	B

## Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	15	Stream B-A

# Arms

## Arms

Arm	Name	Description	Arm Type
A	L1532 South-East		Major
B	Loreto Road (SW)		Minor
C	L1532 North-West		Major

## Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	9.50		0.00	✓	2.60	159.00		

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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	Two lanes		3.00	3.00						✓		180	125

## Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	601.984	0.093	0.235	0.148	0.336
1	B-C	702.628	0.091	0.231	-	-
1	C-B	695.037	0.228	0.228	-	-

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 Flows

### Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

## Entry Flows

### General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	344.00	100.000
B	ONE HOUR	✓	310.00	100.000
C	ONE HOUR	✓	503.00	100.000

## Turning Proportions

### Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	216.000	128.000
	B	224.000	0.000	86.000
	C	262.000	241.000	0.000

### Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.63	0.37
	B	0.72	0.00	0.28
	C	0.52	0.48	0.00

## Vehicle Mix

### Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

### Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.17	7.91	0.21	A
B-A	0.60	21.43	1.43	C
C-A	-	-	-	-
C-B	0.44	10.49	0.77	B
A-B	-	-	-	-
A-C	-	-	-	-

### Main Results for each time segment

#### Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	64.75	64.27	0.00	606.37	0.107	0.12	6.635	A
B-A	168.64	166.47	0.00	474.18	0.356	0.54	11.620	B
C-A	197.25	197.25	0.00	-	-	-	-	-
C-B	181.44	179.86	0.00	635.91	0.285	0.39	7.868	A
A-B	162.62	162.62	0.00	-	-	-	-	-
A-C	96.37	96.37	0.00	-	-	-	-	-

**Main results: (08:30-08:45)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	77.31	77.18	0.00	583.71	0.132	0.15	7.105	A
B-A	201.37	200.37	0.00	448.85	0.449	0.79	14.426	B
C-A	235.53	235.53	0.00	-	-	-	-	-
C-B	216.65	216.14	0.00	624.44	0.347	0.52	8.805	A
A-B	194.18	194.18	0.00	-	-	-	-	-
A-C	115.07	115.07	0.00	-	-	-	-	-

**Main results: (08:45-09:00)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	94.69	94.47	0.00	550.67	0.172	0.21	7.888	A
B-A	246.63	244.22	0.00	414.37	0.595	1.39	20.856	C
C-A	288.47	288.47	0.00	-	-	-	-	-
C-B	265.35	264.41	0.00	608.57	0.436	0.76	10.430	B
A-B	237.82	237.82	0.00	-	-	-	-	-
A-C	140.93	140.93	0.00	-	-	-	-	-

**Main results: (09:00-09:15)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	94.69	94.68	0.00	549.66	0.172	0.21	7.912	A
B-A	246.63	246.48	0.00	414.06	0.596	1.43	21.429	C
C-A	288.47	288.47	0.00	-	-	-	-	-
C-B	265.35	265.32	0.00	608.57	0.436	0.77	10.486	B
A-B	237.82	237.82	0.00	-	-	-	-	-
A-C	140.93	140.93	0.00	-	-	-	-	-

**Main results: (09:15-09:30)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	77.31	77.52	0.00	582.32	0.133	0.15	7.136	A
B-A	201.37	203.75	0.00	448.35	0.449	0.84	14.855	B
C-A	235.53	235.53	0.00	-	-	-	-	-
C-B	216.65	217.56	0.00	624.44	0.347	0.54	8.869	A
A-B	194.18	194.18	0.00	-	-	-	-	-
A-C	115.07	115.07	0.00	-	-	-	-	-

**Main results: (09:30-09:45)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	64.75	64.88	0.00	605.10	0.107	0.12	6.664	A
B-A	168.64	169.74	0.00	473.46	0.356	0.56	11.897	B
C-A	197.25	197.25	0.00	-	-	-	-	-
C-B	181.44	181.98	0.00	635.91	0.285	0.40	7.939	A
A-B	162.62	162.62	0.00	-	-	-	-	-
A-C	96.37	96.37	0.00	-	-	-	-	-

# (Default Analysis Set) - 2031 - With Dev, PM

## Data Errors and Warnings

No errors or warnings

## Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

## Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2031 - With Dev, PM	2031 - With Dev	PM		ONE HOUR	15:30	17:00	90	15		

# Junction Network

## Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Existing Junction E1	T-Junction	Two-way	A,B,C	9.45	A

## Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	72	Stream B-A

# Arms

## Arms

Arm	Name	Description	Arm Type
A	L1532 South-East		Major
B	Loreto Road (SW)		Minor
C	L1532 North-West		Major

## Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	9.50		0.00	✓	2.60	159.00		

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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	Two lanes		3.00	3.00						✓		180	125

## Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	601.984	0.093	0.235	0.148	0.336
1	B-C	702.628	0.091	0.231	-	-
1	C-B	695.037	0.228	0.228	-	-

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 Flows

### Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

## Entry Flows

### General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	255.00	100.000
B	ONE HOUR	✓	325.00	100.000
C	ONE HOUR	✓	188.00	100.000

## Turning Proportions

### Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	130.000	125.000
	B	181.000	0.000	144.000
	C	103.000	85.000	0.000



### Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.51	0.49
	B	0.56	0.00	0.44
	C	0.55	0.45	0.00

## Vehicle Mix

### Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

### Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.27	8.30	0.36	A
B-A	0.39	11.66	0.64	B
C-A	-	-	-	-
C-B	0.15	6.70	0.17	A
A-B	-	-	-	-
A-C	-	-	-	-

### Main Results for each time segment

#### Main results: (15:30-15:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	108.41	107.59	0.00	629.41	0.172	0.21	6.877	A
B-A	136.27	134.93	0.00	537.84	0.253	0.33	8.906	A
C-A	77.54	77.54	0.00	-	-	-	-	-
C-B	63.99	63.56	0.00	651.21	0.098	0.11	6.122	A
A-B	97.87	97.87	0.00	-	-	-	-	-
A-C	94.11	94.11	0.00	-	-	-	-	-

**Main results: (15:45-16:00)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	129.45	129.22	0.00	614.02	0.211	0.26	7.422	A
B-A	162.72	162.29	0.00	525.24	0.310	0.44	9.906	A
C-A	92.59	92.59	0.00	-	-	-	-	-
C-B	76.41	76.31	0.00	642.70	0.119	0.13	6.356	A
A-B	116.87	116.87	0.00	-	-	-	-	-
A-C	112.37	112.37	0.00	-	-	-	-	-

**Main results: (16:00-16:15)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	158.55	158.16	0.00	592.71	0.267	0.36	8.276	A
B-A	199.28	198.52	0.00	508.00	0.392	0.63	11.603	B
C-A	113.41	113.41	0.00	-	-	-	-	-
C-B	93.59	93.43	0.00	630.94	0.148	0.17	6.696	A
A-B	143.13	143.13	0.00	-	-	-	-	-
A-C	137.63	137.63	0.00	-	-	-	-	-

**Main results: (16:15-16:30)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	158.55	158.54	0.00	592.46	0.268	0.36	8.296	A
B-A	199.28	199.26	0.00	507.94	0.392	0.64	11.660	B
C-A	113.41	113.41	0.00	-	-	-	-	-
C-B	93.59	93.58	0.00	630.94	0.148	0.17	6.698	A
A-B	143.13	143.13	0.00	-	-	-	-	-
A-C	137.63	137.63	0.00	-	-	-	-	-

**Main results: (16:30-16:45)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	129.45	129.83	0.00	613.62	0.211	0.27	7.445	A
B-A	162.72	163.45	0.00	525.16	0.310	0.46	9.972	A
C-A	92.59	92.59	0.00	-	-	-	-	-
C-B	76.41	76.56	0.00	642.70	0.119	0.14	6.362	A
A-B	116.87	116.87	0.00	-	-	-	-	-
A-C	112.37	112.37	0.00	-	-	-	-	-

**Main results: (16:45-17:00)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	108.41	108.65	0.00	628.83	0.172	0.21	6.925	A
B-A	136.27	136.71	0.00	537.66	0.253	0.34	8.990	A
C-A	77.54	77.54	0.00	-	-	-	-	-
C-B	63.99	64.10	0.00	651.21	0.098	0.11	6.134	A
A-B	97.87	97.87	0.00	-	-	-	-	-
A-C	94.11	94.11	0.00	-	-	-	-	-

# (Default Analysis Set) - 2041 - No Dev, AM

## Data Errors and Warnings

No errors or warnings

## Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

## Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2041 - No Dev, AM	2041 - No Dev	AM		ONE HOUR	08:15	09:45	90	15		

# Junction Network

## Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Existing Junction E1	T-Junction	Two-way	A,B,C	14.05	B

## Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	17	Stream B-A

# Arms

## Arms

Arm	Name	Description	Arm Type
A	L1532 South-East		Major
B	Loreto Road (SW)		Minor
C	L1532 North-West		Major

## Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	9.50		0.00	✓	2.60	159.00		

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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	Two lanes		3.00	3.00						✓		180	125

## Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	601.984	0.093	0.235	0.148	0.336
1	B-C	702.628	0.091	0.231	-	-
1	C-B	695.037	0.228	0.228	-	-

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 Flows

### Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

## Entry Flows

### General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	316.00	100.000
B	ONE HOUR	✓	308.00	100.000
C	ONE HOUR	✓	505.00	100.000

## Turning Proportions

### Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	198.000	118.000
	B	220.000	0.000	88.000
	C	258.000	247.000	0.000

### Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.63	0.37
	B	0.71	0.00	0.29
	C	0.51	0.49	0.00

## Vehicle Mix

### Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

### Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.17	7.84	0.21	A
B-A	0.58	20.55	1.35	C
C-A	-	-	-	-
C-B	0.44	10.47	0.78	B
A-B	-	-	-	-
A-C	-	-	-	-

### Main Results for each time segment

#### Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	66.25	65.77	0.00	610.38	0.109	0.12	6.604	A
B-A	165.63	163.53	0.00	476.14	0.348	0.52	11.443	B
C-A	194.24	194.24	0.00	-	-	-	-	-
C-B	185.95	184.34	0.00	640.73	0.290	0.40	7.861	A
A-B	149.06	149.06	0.00	-	-	-	-	-
A-C	88.84	88.84	0.00	-	-	-	-	-

**Main results: (08:30-08:45)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	79.11	78.98	0.00	588.59	0.134	0.15	7.062	A
B-A	197.78	196.83	0.00	451.17	0.438	0.76	14.097	B
C-A	231.94	231.94	0.00	-	-	-	-	-
C-B	222.05	221.52	0.00	630.19	0.352	0.54	8.797	A
A-B	178.00	178.00	0.00	-	-	-	-	-
A-C	106.08	106.08	0.00	-	-	-	-	-

**Main results: (08:45-09:00)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	96.89	96.67	0.00	556.81	0.174	0.21	7.821	A
B-A	242.22	240.00	0.00	417.22	0.581	1.32	20.055	C
C-A	284.06	284.06	0.00	-	-	-	-	-
C-B	271.95	270.99	0.00	615.61	0.442	0.78	10.415	B
A-B	218.00	218.00	0.00	-	-	-	-	-
A-C	129.92	129.92	0.00	-	-	-	-	-

**Main results: (09:00-09:15)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	96.89	96.88	0.00	555.87	0.174	0.21	7.843	A
B-A	242.22	242.09	0.00	416.90	0.581	1.35	20.550	C
C-A	284.06	284.06	0.00	-	-	-	-	-
C-B	271.95	271.92	0.00	615.61	0.442	0.78	10.472	B
A-B	218.00	218.00	0.00	-	-	-	-	-
A-C	129.92	129.92	0.00	-	-	-	-	-

**Main results: (09:15-09:30)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	79.11	79.32	0.00	587.29	0.135	0.16	7.091	A
B-A	197.78	199.97	0.00	450.66	0.439	0.80	14.481	B
C-A	231.94	231.94	0.00	-	-	-	-	-
C-B	222.05	222.97	0.00	630.19	0.352	0.55	8.860	A
A-B	178.00	178.00	0.00	-	-	-	-	-
A-C	106.08	106.08	0.00	-	-	-	-	-

**Main results: (09:30-09:45)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	66.25	66.39	0.00	609.16	0.109	0.12	6.636	A
B-A	165.63	166.66	0.00	475.40	0.348	0.54	11.698	B
C-A	194.24	194.24	0.00	-	-	-	-	-
C-B	185.95	186.51	0.00	640.73	0.290	0.41	7.936	A
A-B	149.06	149.06	0.00	-	-	-	-	-
A-C	88.84	88.84	0.00	-	-	-	-	-

# (Default Analysis Set) - 2041 - No Dev, PM

## Data Errors and Warnings

No errors or warnings

## Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

## Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2041 - No Dev, PM	2041 - No Dev	PM		ONE HOUR	15:30	17:00	90	15		

# Junction Network

## Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Existing Junction E1	T-Junction	Two-way	A,B,C	9.40	A

## Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	73	Stream B-A

# Arms

## Arms

Arm	Name	Description	Arm Type
A	L1532 South-East		Major
B	Loreto Road (SW)		Minor
C	L1532 North-West		Major

## Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	9.50		0.00	✓	2.60	159.00		

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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	Two lanes		3.00	3.00						✓		180	125

## Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	601.984	0.093	0.235	0.148	0.336
1	B-C	702.628	0.091	0.231	-	-
1	C-B	695.037	0.228	0.228	-	-

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 Flows

### Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

## Entry Flows

### General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	248.00	100.000
B	ONE HOUR	✓	327.00	100.000
C	ONE HOUR	✓	189.00	100.000

## Turning Proportions

### Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	127.000	121.000
	B	180.000	0.000	147.000
	C	102.000	87.000	0.000



### Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.51	0.49
	B	0.55	0.00	0.45
	C	0.54	0.46	0.00

## Vehicle Mix

### Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

### Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.27	8.33	0.37	A
B-A	0.39	11.59	0.63	B
C-A	-	-	-	-
C-B	0.15	6.70	0.18	A
A-B	-	-	-	-
A-C	-	-	-	-

### Main Results for each time segment

#### Main results: (15:30-15:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	110.67	109.83	0.00	630.53	0.176	0.21	6.902	A
B-A	135.51	134.19	0.00	538.36	0.252	0.33	8.878	A
C-A	76.79	76.79	0.00	-	-	-	-	-
C-B	65.50	65.06	0.00	652.41	0.100	0.11	6.125	A
A-B	95.61	95.61	0.00	-	-	-	-	-
A-C	91.10	91.10	0.00	-	-	-	-	-

**Main results: (15:45-16:00)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	132.15	131.91	0.00	615.36	0.215	0.27	7.443	A
B-A	161.82	161.39	0.00	525.87	0.308	0.44	9.865	A
C-A	91.70	91.70	0.00	-	-	-	-	-
C-B	78.21	78.11	0.00	644.14	0.121	0.14	6.360	A
A-B	114.17	114.17	0.00	-	-	-	-	-
A-C	108.78	108.78	0.00	-	-	-	-	-

**Main results: (16:00-16:15)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	161.85	161.45	0.00	594.36	0.272	0.37	8.308	A
B-A	198.18	197.43	0.00	508.76	0.390	0.63	11.534	B
C-A	112.30	112.30	0.00	-	-	-	-	-
C-B	95.79	95.63	0.00	632.70	0.151	0.18	6.701	A
A-B	139.83	139.83	0.00	-	-	-	-	-
A-C	133.22	133.22	0.00	-	-	-	-	-

**Main results: (16:15-16:30)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	161.85	161.84	0.00	594.11	0.272	0.37	8.328	A
B-A	198.18	198.16	0.00	508.70	0.390	0.63	11.590	B
C-A	112.30	112.30	0.00	-	-	-	-	-
C-B	95.79	95.79	0.00	632.70	0.151	0.18	6.704	A
A-B	139.83	139.83	0.00	-	-	-	-	-
A-C	133.22	133.22	0.00	-	-	-	-	-

**Main results: (16:30-16:45)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	132.15	132.53	0.00	614.97	0.215	0.28	7.470	A
B-A	161.82	162.54	0.00	525.78	0.308	0.45	9.930	A
C-A	91.70	91.70	0.00	-	-	-	-	-
C-B	78.21	78.36	0.00	644.14	0.121	0.14	6.363	A
A-B	114.17	114.17	0.00	-	-	-	-	-
A-C	108.78	108.78	0.00	-	-	-	-	-

**Main results: (16:45-17:00)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	110.67	110.92	0.00	629.95	0.176	0.22	6.941	A
B-A	135.51	135.96	0.00	538.18	0.252	0.34	8.961	A
C-A	76.79	76.79	0.00	-	-	-	-	-
C-B	65.50	65.61	0.00	652.41	0.100	0.11	6.135	A
A-B	95.61	95.61	0.00	-	-	-	-	-
A-C	91.10	91.10	0.00	-	-	-	-	-

# (Default Analysis Set) - 2041 - With Dev, AM

## Data Errors and Warnings

No errors or warnings

## Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

## Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2041 - With Dev, AM	2041 - With Dev	AM		ONE HOUR	08:15	09:45	90	15		

# Junction Network

## Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Existing Junction E1	T-Junction	Two-way	A,B,C	15.20	C

## Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	13	Stream B-A

# Arms

## Arms

Arm	Name	Description	Arm Type
A	L1532 South-East		Major
B	Loreto Road (SW)		Minor
C	L1532 North-West		Major

## Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	9.50		0.00	✓	2.60	159.00		

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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	Two lanes		3.00	3.00						✓		180	125

## Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	601.984	0.093	0.235	0.148	0.336
1	B-C	702.628	0.091	0.231	-	-
1	C-B	695.037	0.228	0.228	-	-

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 Flows

### Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

## Entry Flows

### General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	351.00	100.000
B	ONE HOUR	✓	317.00	100.000
C	ONE HOUR	✓	515.00	100.000

## Turning Proportions

### Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	220.000	131.000
	B	229.000	0.000	88.000
	C	268.000	247.000	0.000

### Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.63	0.37
	B	0.72	0.00	0.28
	C	0.52	0.48	0.00

## Vehicle Mix

### Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

### Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.18	8.03	0.21	A
B-A	0.62	22.76	1.55	C
C-A	-	-	-	-
C-B	0.45	10.75	0.80	B
A-B	-	-	-	-
A-C	-	-	-	-

### Main Results for each time segment

#### Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	66.25	65.76	0.00	603.94	0.110	0.12	6.684	A
B-A	172.40	170.14	0.00	471.19	0.366	0.57	11.874	B
C-A	201.76	201.76	0.00	-	-	-	-	-
C-B	185.95	184.32	0.00	634.71	0.293	0.41	7.965	A
A-B	165.63	165.63	0.00	-	-	-	-	-
A-C	98.62	98.62	0.00	-	-	-	-	-

**Main results: (08:30-08:45)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	79.11	78.97	0.00	580.57	0.136	0.16	7.175	A
B-A	205.87	204.78	0.00	445.25	0.462	0.84	14.899	B
C-A	240.93	240.93	0.00	-	-	-	-	-
C-B	222.05	221.50	0.00	623.00	0.356	0.55	8.953	A
A-B	197.78	197.78	0.00	-	-	-	-	-
A-C	117.77	117.77	0.00	-	-	-	-	-

**Main results: (08:45-09:00)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	96.89	96.66	0.00	546.39	0.177	0.21	8.000	A
B-A	252.13	249.45	0.00	409.97	0.615	1.51	22.053	C
C-A	295.07	295.07	0.00	-	-	-	-	-
C-B	271.95	270.95	0.00	606.81	0.448	0.80	10.685	B
A-B	242.22	242.22	0.00	-	-	-	-	-
A-C	144.23	144.23	0.00	-	-	-	-	-

**Main results: (09:00-09:15)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	96.89	96.88	0.00	545.25	0.178	0.21	8.028	A
B-A	252.13	251.96	0.00	409.63	0.616	1.55	22.760	C
C-A	295.07	295.07	0.00	-	-	-	-	-
C-B	271.95	271.92	0.00	606.81	0.448	0.80	10.748	B
A-B	242.22	242.22	0.00	-	-	-	-	-
A-C	144.23	144.23	0.00	-	-	-	-	-

**Main results: (09:15-09:30)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	79.11	79.33	0.00	579.02	0.137	0.16	7.206	A
B-A	205.87	208.52	0.00	444.72	0.463	0.89	15.407	C
C-A	240.93	240.93	0.00	-	-	-	-	-
C-B	222.05	223.01	0.00	623.00	0.356	0.56	9.023	A
A-B	197.78	197.78	0.00	-	-	-	-	-
A-C	117.77	117.77	0.00	-	-	-	-	-

**Main results: (09:30-09:45)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	66.25	66.39	0.00	602.59	0.110	0.12	6.714	A
B-A	172.40	173.59	0.00	470.43	0.366	0.59	12.177	B
C-A	201.76	201.76	0.00	-	-	-	-	-
C-B	185.95	186.53	0.00	634.71	0.293	0.42	8.044	A
A-B	165.63	165.63	0.00	-	-	-	-	-
A-C	98.62	98.62	0.00	-	-	-	-	-

# (Default Analysis Set) - 2041 - With Dev, PM

## Data Errors and Warnings

No errors or warnings

## Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

## Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2041 - With Dev, PM	2041 - With Dev	PM		ONE HOUR	15:30	17:00	90	15		

# Junction Network

## Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Existing Junction E1	T-Junction	Two-way	A,B,C	9.60	A

## Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	68	Stream B-A

# Arms

## Arms

Arm	Name	Description	Arm Type
A	L1532 South-East		Major
B	Loreto Road (SW)		Minor
C	L1532 North-West		Major

## Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	9.50		0.00	✓	2.60	159.00		

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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	Two lanes		3.00	3.00						✓		180	125

## Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	601.984	0.093	0.235	0.148	0.336
1	B-C	702.628	0.091	0.231	-	-
1	C-B	695.037	0.228	0.228	-	-

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 Flows

### Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

## Entry Flows

### General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	260.00	100.000
B	ONE HOUR	✓	332.00	100.000
C	ONE HOUR	✓	192.00	100.000

## Turning Proportions

### Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	133.000	127.000
	B	185.000	0.000	147.000
	C	105.000	87.000	0.000



### Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.51	0.49
	B	0.56	0.00	0.44
	C	0.55	0.45	0.00

## Vehicle Mix

### Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

### Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.27	8.41	0.38	A
B-A	0.40	11.90	0.67	B
C-A	-	-	-	-
C-B	0.15	6.74	0.18	A
A-B	-	-	-	-
A-C	-	-	-	-

### Main Results for each time segment

#### Main results: (15:30-15:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	110.67	109.82	0.00	627.85	0.176	0.21	6.938	A
B-A	139.28	137.89	0.00	536.55	0.260	0.35	9.001	A
C-A	79.05	79.05	0.00	-	-	-	-	-
C-B	65.50	65.05	0.00	650.35	0.101	0.11	6.147	A
A-B	100.13	100.13	0.00	-	-	-	-	-
A-C	95.61	95.61	0.00	-	-	-	-	-

**Main results: (15:45-16:00)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	132.15	131.91	0.00	612.10	0.216	0.27	7.493	A
B-A	166.31	165.86	0.00	523.70	0.318	0.46	10.047	B
C-A	94.39	94.39	0.00	-	-	-	-	-
C-B	78.21	78.10	0.00	641.68	0.122	0.14	6.388	A
A-B	119.56	119.56	0.00	-	-	-	-	-
A-C	114.17	114.17	0.00	-	-	-	-	-

**Main results: (16:00-16:15)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	161.85	161.45	0.00	590.29	0.274	0.37	8.387	A
B-A	203.69	202.88	0.00	506.10	0.402	0.66	11.840	B
C-A	115.61	115.61	0.00	-	-	-	-	-
C-B	95.79	95.63	0.00	629.69	0.152	0.18	6.739	A
A-B	146.44	146.44	0.00	-	-	-	-	-
A-C	139.83	139.83	0.00	-	-	-	-	-

**Main results: (16:15-16:30)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	161.85	161.84	0.00	590.02	0.274	0.38	8.407	A
B-A	203.69	203.66	0.00	506.05	0.403	0.67	11.903	B
C-A	115.61	115.61	0.00	-	-	-	-	-
C-B	95.79	95.79	0.00	629.69	0.152	0.18	6.742	A
A-B	146.44	146.44	0.00	-	-	-	-	-
A-C	139.83	139.83	0.00	-	-	-	-	-

**Main results: (16:30-16:45)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	132.15	132.54	0.00	611.68	0.216	0.28	7.518	A
B-A	166.31	167.09	0.00	523.61	0.318	0.47	10.121	B
C-A	94.39	94.39	0.00	-	-	-	-	-
C-B	78.21	78.37	0.00	641.68	0.122	0.14	6.391	A
A-B	119.56	119.56	0.00	-	-	-	-	-
A-C	114.17	114.17	0.00	-	-	-	-	-

**Main results: (16:45-17:00)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	110.67	110.92	0.00	627.24	0.176	0.22	6.974	A
B-A	139.28	139.75	0.00	536.36	0.260	0.36	9.089	A
C-A	79.05	79.05	0.00	-	-	-	-	-
C-B	65.50	65.61	0.00	650.35	0.101	0.11	6.157	A
A-B	100.13	100.13	0.00	-	-	-	-	-
A-C	95.61	95.61	0.00	-	-	-	-	-

Junctions 8
PICADY 8 - Priority Intersection Module
Version: 8.0.3.332 [14595,13/11/2013] © Copyright TRL Limited, 2024
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**Filename:** D111 - Existing junction - E2.arc8  
**Path:** J:\D\_JOBS\Job-D111\B\_DOCUMENTS\1.0 Planning\Transportation\Planning Modelling - 20231220  
**Report generation date:** 19/01/2024 11:10:26

- » D111 - Existing Junction E2 - 2024 - Baseline, AM
- » D111 - Existing Junction E2 - 2024 - Baseline, PM
- » D111 - Existing Junction E2 - 2026 - No Dev, AM
- » D111 - Existing Junction E2 - 2026 - No Dev, PM
- » D111 - Existing Junction E2 - 2026 - With Dev, AM
- » D111 - Existing Junction E2 - 2026 - With Dev, PM
- » D111 - Existing Junction E2 - 2031 - No Dev, AM
- » D111 - Existing Junction E2 - 2031 - No Dev, PM
- » D111 - Existing Junction E2 - 2031 - With Dev, AM
- » D111 - Existing Junction E2 - 2031 - With Dev, PM
- » D111 - Existing Junction E2 - 2041 - No Dev, AM
- » D111 - Existing Junction E2 - 2041 - No Dev, PM
- » D111 - Existing Junction E2 - 2041 - With Dev, AM
- » D111 - Existing Junction E2 - 2041 - With Dev, PM

### Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	Network Residual Capacity
D111 - Existing Junction E2 - 2024 - Baseline								
Stream B-AC	0.61	10.95	0.38	65 % [Stream B-AC]	0.17	7.00	0.15	219 % [Stream B-AC]
Stream C-AB	0.22	5.86	0.12		0.21	5.70	0.12	
Stream C-A	-	-	-		-	-	-	
Stream A-B	-	-	-		-	-	-	
Stream A-C	-	-	-		-	-	-	
D111 - Existing Junction E2 - 2026 - No Dev								
Stream B-AC	0.64	11.16	0.39	62 % [Stream B-AC]	0.18	7.08	0.15	211 % [Stream B-AC]
Stream C-AB	0.23	5.86	0.13		0.21	5.70	0.13	
Stream C-A	-	-	-		-	-	-	
Stream A-B	-	-	-		-	-	-	
Stream A-C	-	-	-		-	-	-	
D111 - Existing Junction E2 - 2026 - With Dev								

Stream B-AC	0.65	11.46	0.40	58 % [Stream B-AC]	0.18	7.12	0.15	205 % [Stream B-AC]
Stream C-AB	0.25	5.70	0.13		0.22	5.65	0.13	
Stream C-A	-	-	-		-	-	-	
Stream A-B	-	-	-		-	-	-	
Stream A-C	-	-	-		-	-	-	
<b>D111 - Existing Junction E2 - 2031 - No Dev</b>								
Stream B-AC	0.69	11.63	0.41	57 % [Stream B-AC]	0.18	7.14	0.16	202 % [Stream B-AC]
Stream C-AB	0.24	5.88	0.13		0.23	5.71	0.13	
Stream C-A	-	-	-		-	-	-	
Stream A-B	-	-	-		-	-	-	
Stream A-C	-	-	-		-	-	-	
<b>D111 - Existing Junction E2 - 2031 - With Dev</b>								
Stream B-AC	0.71	11.95	0.42	53 % [Stream B-AC]	0.19	7.18	0.16	196 % [Stream B-AC]
Stream C-AB	0.27	5.72	0.14		0.23	5.66	0.13	
Stream C-A	-	-	-		-	-	-	
Stream A-B	-	-	-		-	-	-	
Stream A-C	-	-	-		-	-	-	
<b>D111 - Existing Junction E2 - 2041 - No Dev</b>								
Stream B-AC	0.73	12.00	0.42	53 % [Stream B-AC]	0.19	7.23	0.16	193 % [Stream B-AC]
Stream C-AB	0.26	5.90	0.14		0.23	5.71	0.13	
Stream C-A	-	-	-		-	-	-	
Stream A-B	-	-	-		-	-	-	
Stream A-C	-	-	-		-	-	-	
<b>D111 - Existing Junction E2 - 2041 - With Dev</b>								
Stream B-AC	0.75	12.35	0.43	49 % [Stream B-AC]	0.19	7.27	0.16	188 % [Stream B-AC]
Stream C-AB	0.28	5.75	0.14		0.24	5.66	0.14	
Stream C-A	-	-	-		-	-	-	
Stream A-B	-	-	-		-	-	-	
Stream A-C	-	-	-		-	-	-	

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

"D1 - 2024 - Baseline, AM" model duration: 08:15 - 09:45

"D2 - 2024 - Baseline, PM" model duration: 15:30 - 17:00

"D3 - 2026 - No Dev, AM" model duration: 08:15 - 09:45

"D4 - 2026 - No Dev, PM" model duration: 15:30 - 17:00

"D5 - 2026 - With Dev, AM" model duration: 08:15 - 09:45  
 "D6 - 2026 - With Dev, PM" model duration: 15:30 - 17:00  
 "D7 - 2031 - No Dev, AM" model duration: 08:15 - 09:45  
 "D8 - 2031 - No Dev, PM" model duration: 15:30 - 17:00  
 "D9 - 2031 - With Dev, AM" model duration: 08:15 - 09:45  
 "D10 - 2031 - With Dev, PM" model duration: 15:30 - 17:00  
 "D11 - 2041 - No Dev, AM" model duration: 08:15 - 09:45  
 "D12 - 2041 - No Dev, PM" model duration: 15:30 - 17:00  
 "D13 - 2041 - With Dev, AM" model duration: 08:15 - 09:45  
 "D14 - 2041 - With Dev, PM" model duration: 15:30 - 17:00

Run using Junctions 8.0.3.332 at 19/01/2024 11:10:19

## File summary

### File Description

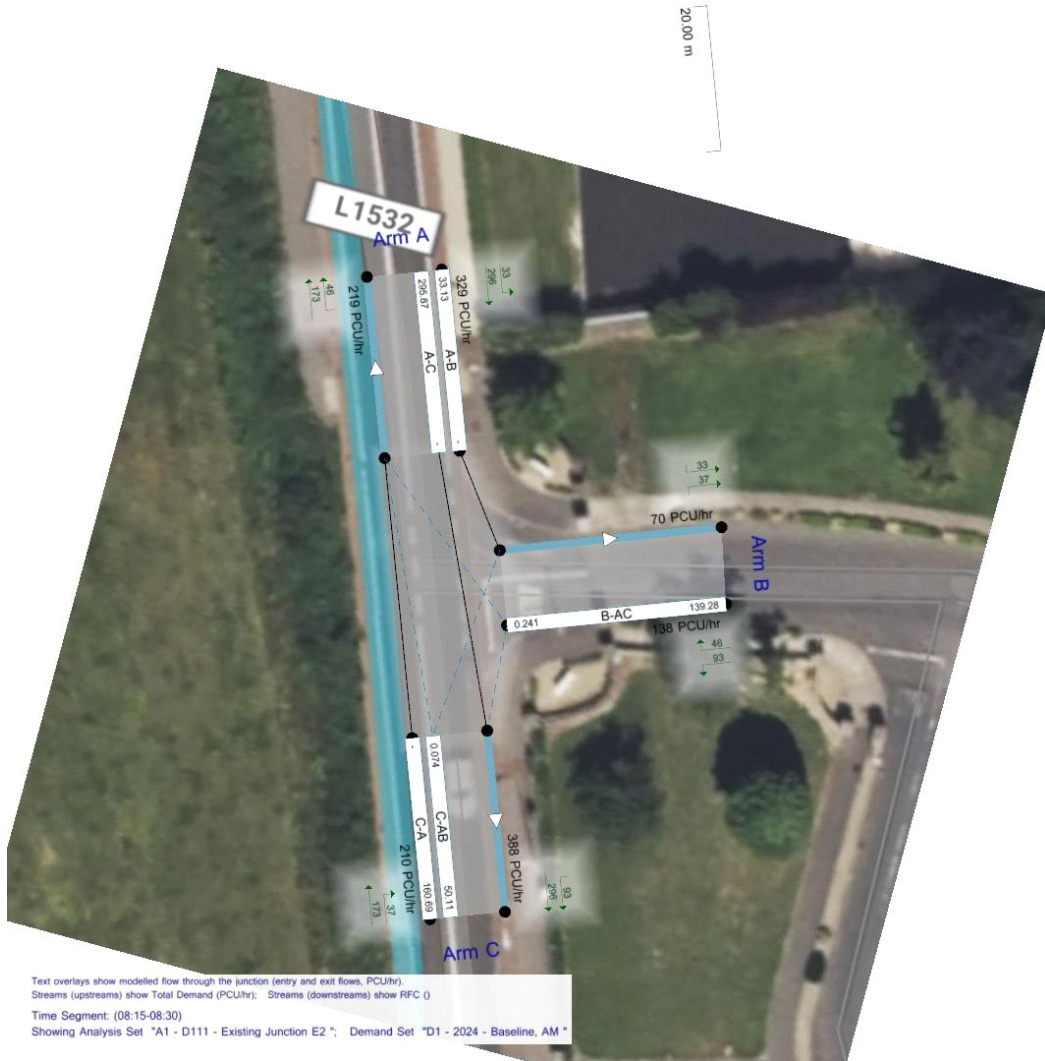
<b>Title</b>	D111 - Existing Junction 2
<b>Location</b>	Cavan
<b>Site Number</b>	
<b>Date</b>	04/01/2023
<b>Version</b>	
<b>Status</b>	Existing
<b>Identifier</b>	
<b>Client</b>	Drumlark Developments
<b>Jobnumber</b>	D111
<b>Enumerator</b>	LJ
<b>Description</b>	Proposed Residential Development

## Analysis Options

Vehicle Length (m)	Do Queue Variations	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

## Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	PCU	PCU	perHour	s	-Min	perMin



The junction diagram reflects the last run of ARCADY.

# D111 - Existing Junction E2 - 2024 - Baseline, AM

## Data Errors and Warnings

No errors or warnings

## Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
D111 - Existing Junction E2			100.000	

## Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2024 - Baseline, AM	2024 - Baseline	AM		ONE HOUR	08:15	09:45	90	15		

# Junction Network

## Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Existing Junction E2	T-Junction	Two-way	A,B,C	9.51	A

## Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	65	Stream B-AC

# Arms

## Arms

Arm	Name	Description	Arm Type
A	L1532 North		Major
B	Drumgola Wood (E)		Minor
C	L1532 South		Major

## Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	8.80		0.00		2.20	87.00	✓	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.80								✓		29	88

## Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
2	B-A	572.696	0.092	0.232	0.146	0.331
2	B-C	733.746	0.099	0.250	-	-
2	C-B	624.346	0.212	0.212	-	-

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 Flows

### Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

## Entry Flows

### General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	437.00	100.000
B	ONE HOUR	✓	185.00	100.000
C	ONE HOUR	✓	280.00	100.000

## Turning Proportions

### Turning Counts or Proportions (PCU/hr) - Junction 2 (for whole period)

		To		
		A	B	C
From	A	0.000	44.000	393.000
	B	61.000	0.000	124.000
	C	230.000	50.000	0.000

### Turning Proportions (PCU) - Junction 2 (for whole period)

		To		
		A	B	C
From	A	0.00	0.10	0.90
	B	0.33	0.00	0.67
	C	0.82	0.18	0.00



# Vehicle Mix

## Average PCU Per Vehicle - Junction 2 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

## Heavy Vehicle Percentages - Junction 2 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

# Results

## Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.38	10.95	0.61	B
C-AB	0.12	5.86	0.22	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

## Main Results for each time segment

### Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	139.28	138.02	0.00	577.29	0.241	0.31	8.173	A
C-AB	50.11	49.65	0.00	673.27	0.074	0.12	5.771	A
C-A	160.69	160.69	0.00	-	-	-	-	-
A-B	33.13	33.13	0.00	-	-	-	-	-
A-C	295.87	295.87	0.00	-	-	-	-	-

### Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	166.31	165.90	0.00	558.55	0.298	0.42	9.158	A
C-AB	63.50	63.35	0.00	683.91	0.093	0.15	5.802	A
C-A	188.22	188.22	0.00	-	-	-	-	-
A-B	39.56	39.56	0.00	-	-	-	-	-
A-C	353.30	353.30	0.00	-	-	-	-	-

**Main results: (08:45-09:00)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	203.69	202.93	0.00	532.42	0.383	0.61	10.891	B
C-AB	86.07	85.81	0.00	701.61	0.123	0.22	5.848	A
C-A	222.21	222.21	0.00	-	-	-	-	-
A-B	48.44	48.44	0.00	-	-	-	-	-
A-C	432.70	432.70	0.00	-	-	-	-	-

**Main results: (09:00-09:15)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	203.69	203.67	0.00	532.39	0.383	0.61	10.949	B
C-AB	86.15	86.14	0.00	701.70	0.123	0.22	5.855	A
C-A	222.14	222.14	0.00	-	-	-	-	-
A-B	48.44	48.44	0.00	-	-	-	-	-
A-C	432.70	432.70	0.00	-	-	-	-	-

**Main results: (09:15-09:30)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	166.31	167.05	0.00	558.49	0.298	0.43	9.213	A
C-AB	63.59	63.84	0.00	684.05	0.093	0.16	5.810	A
C-A	188.13	188.13	0.00	-	-	-	-	-
A-B	39.56	39.56	0.00	-	-	-	-	-
A-C	353.30	353.30	0.00	-	-	-	-	-

**Main results: (09:30-09:45)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	139.28	139.71	0.00	577.20	0.241	0.32	8.236	A
C-AB	50.25	50.41	0.00	673.39	0.075	0.12	5.782	A
C-A	160.55	160.55	0.00	-	-	-	-	-
A-B	33.13	33.13	0.00	-	-	-	-	-
A-C	295.87	295.87	0.00	-	-	-	-	-

# D111 - Existing Junction E2 - 2024 - Baseline, PM

## Data Errors and Warnings

*No errors or warnings*

## Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
D111 - Existing Junction E2			100.000	

## Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2024 - Baseline, PM	2024 - Baseline	PM		ONE HOUR	15:30	17:00	90	15		

# Junction Network

## Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Existing Junction E2	T-Junction	Two-way	A,B,C	6.37	A

## Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	219	Stream B-AC

# Arms

## Arms

Arm	Name	Description	Arm Type
A	L1532 North		Major
B	Drumgola Wood (E)		Minor
C	L1532 South		Major

## Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	8.80		0.00		2.20	87.00	✓	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.80								✓		29	88

## Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
2	B-A	572.696	0.092	0.232	0.146	0.331
2	B-C	733.746	0.099	0.250	-	-
2	C-B	624.346	0.212	0.212	-	-

*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 Flows

## Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

# Entry Flows

## General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	259.00	100.000
B	ONE HOUR	✓	81.00	100.000
C	ONE HOUR	✓	263.00	100.000

# Turning Proportions

## Turning Counts or Proportions (PCU/hr) - Junction 2 (for whole period)

		To		
		A	B	C
From	A	0.000	32.000	227.000
	B	19.000	0.000	62.000
	C	208.000	55.000	0.000

## Turning Proportions (PCU) - Junction 2 (for whole period)

		To		
		A	B	C
From	A	0.00	0.12	0.88
	B	0.23	0.00	0.77
	C	0.79	0.21	0.00

# Vehicle Mix

## Average PCU Per Vehicle - Junction 2 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

### Heavy Vehicle Percentages - Junction 2 (for whole period)

		To		
From		A	B	C
	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.15	7.00	0.17	A
C-AB	0.12	5.70	0.21	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

### Main Results for each time segment

#### Main results: (15:30-15:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	60.98	60.56	0.00	630.58	0.097	0.11	6.312	A
C-AB	53.13	52.67	0.00	688.07	0.077	0.11	5.664	A
C-A	144.87	144.87	0.00	-	-	-	-	-
A-B	24.09	24.09	0.00	-	-	-	-	-
A-C	170.90	170.90	0.00	-	-	-	-	-

#### Main results: (15:45-16:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	72.82	72.71	0.00	619.07	0.118	0.13	6.589	A
C-AB	66.67	66.53	0.00	700.99	0.095	0.15	5.675	A
C-A	169.76	169.76	0.00	-	-	-	-	-
A-B	28.77	28.77	0.00	-	-	-	-	-
A-C	204.07	204.07	0.00	-	-	-	-	-

#### Main results: (16:00-16:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	89.18	89.02	0.00	603.07	0.148	0.17	7.001	A
C-AB	88.73	88.50	0.00	720.87	0.123	0.20	5.694	A
C-A	200.84	200.84	0.00	-	-	-	-	-
A-B	35.23	35.23	0.00	-	-	-	-	-
A-C	249.93	249.93	0.00	-	-	-	-	-

**Main results: (16:15-16:30)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	89.18	89.18	0.00	603.04	0.148	0.17	7.004	A
C-AB	88.79	88.78	0.00	720.95	0.123	0.21	5.698	A
C-A	200.78	200.78	0.00	-	-	-	-	-
A-B	35.23	35.23	0.00	-	-	-	-	-
A-C	249.93	249.93	0.00	-	-	-	-	-

**Main results: (16:30-16:45)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	72.82	72.97	0.00	619.04	0.118	0.13	6.593	A
C-AB	66.74	66.96	0.00	701.09	0.095	0.15	5.683	A
C-A	169.69	169.69	0.00	-	-	-	-	-
A-B	28.77	28.77	0.00	-	-	-	-	-
A-C	204.07	204.07	0.00	-	-	-	-	-

**Main results: (16:45-17:00)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	60.98	61.09	0.00	630.51	0.097	0.11	6.325	A
C-AB	53.26	53.39	0.00	688.18	0.077	0.12	5.676	A
C-A	144.75	144.75	0.00	-	-	-	-	-
A-B	24.09	24.09	0.00	-	-	-	-	-
A-C	170.90	170.90	0.00	-	-	-	-	-

## D111 - Existing Junction E2 - 2026 - No Dev, AM

### Data Errors and Warnings

*No errors or warnings*

### Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
D111 - Existing Junction E2			100.000	

### Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2026 - No Dev, AM	2026 - No Dev	AM		ONE HOUR	08:15	09:45	90	15		

## Junction Network

### Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Existing Junction E2	T-Junction	Two-way	A,B,C	9.65	A

### Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	62	Stream B-AC

# Arms

## Arms

Arm	Name	Description	Arm Type
A	L1532 North		Major
B	Drumgola Wood (E)		Minor
C	L1532 South		Major

## Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	8.80		0.00		2.20	87.00	✓	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.80								✓		29	88

## Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
2	B-A	572.696	0.092	0.232	0.146	0.331
2	B-C	733.746	0.099	0.250	-	-
2	C-B	624.346	0.212	0.212	-	-

*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 Flows

## Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

# Entry Flows

## General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	446.00	100.000
B	ONE HOUR	✓	188.00	100.000
C	ONE HOUR	✓	285.00	100.000

# Turning Proportions

## Turning Counts or Proportions (PCU/hr) - Junction 2 (for whole period)

		To		
		A	B	C
From	A	0.000	45.000	401.000
	B	62.000	0.000	126.000
	C	234.000	51.000	0.000

## Turning Proportions (PCU) - Junction 2 (for whole period)

		To		
		A	B	C
From	A	0.00	0.10	0.90
	B	0.33	0.00	0.67
	C	0.82	0.18	0.00

# Vehicle Mix

## Average PCU Per Vehicle - Junction 2 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

## Heavy Vehicle Percentages - Junction 2 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000



# Results

## Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.39	11.16	0.64	B
C-AB	0.13	5.86	0.23	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

## Main Results for each time segment

### Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	141.54	140.25	0.00	575.36	0.246	0.32	8.250	A
C-AB	51.38	50.90	0.00	674.00	0.076	0.12	5.776	A
C-A	163.19	163.19	0.00	-	-	-	-	-
A-B	33.88	33.88	0.00	-	-	-	-	-
A-C	301.89	301.89	0.00	-	-	-	-	-

### Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	169.01	168.58	0.00	556.22	0.304	0.43	9.276	A
C-AB	66.13	65.97	0.00	686.40	0.096	0.16	5.806	A
C-A	190.07	190.07	0.00	-	-	-	-	-
A-B	40.45	40.45	0.00	-	-	-	-	-
A-C	360.49	360.49	0.00	-	-	-	-	-

### Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	206.99	206.20	0.00	529.54	0.391	0.63	11.105	B
C-AB	88.56	88.29	0.00	702.91	0.126	0.23	5.862	A
C-A	225.23	225.23	0.00	-	-	-	-	-
A-B	49.55	49.55	0.00	-	-	-	-	-
A-C	441.51	441.51	0.00	-	-	-	-	-

### Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	206.99	206.97	0.00	529.51	0.391	0.64	11.159	B
C-AB	88.63	88.63	0.00	703.01	0.126	0.23	5.865	A
C-A	225.16	225.16	0.00	-	-	-	-	-
A-B	49.55	49.55	0.00	-	-	-	-	-
A-C	441.51	441.51	0.00	-	-	-	-	-

**Main results: (09:15-09:30)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	169.01	169.78	0.00	556.17	0.304	0.44	9.335	A
C-AB	66.23	66.49	0.00	686.54	0.096	0.16	5.814	A
C-A	189.97	189.97	0.00	-	-	-	-	-
A-B	40.45	40.45	0.00	-	-	-	-	-
A-C	360.49	360.49	0.00	-	-	-	-	-

**Main results: (09:30-09:45)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	141.54	141.99	0.00	575.27	0.246	0.33	8.317	A
C-AB	51.53	51.70	0.00	674.14	0.076	0.12	5.787	A
C-A	163.03	163.03	0.00	-	-	-	-	-
A-B	33.88	33.88	0.00	-	-	-	-	-
A-C	301.89	301.89	0.00	-	-	-	-	-

## D111 - Existing Junction E2 - 2026 - No Dev, PM

### Data Errors and Warnings

*No errors or warnings*

### Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
D111 - Existing Junction E2			100.000	

### Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2026 - No Dev, PM	2026 - No Dev	PM		ONE HOUR	15:30	17:00	90	15		

## Junction Network

### Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Existing Junction E2	T-Junction	Two-way	A,B,C	6.41	A

### Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	211	Stream B-AC

# Arms

## Arms

Arm	Name	Description	Arm Type
A	L1532 North		Major
B	Drumgola Wood (E)		Minor
C	L1532 South		Major

## Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	8.80		0.00		2.20	87.00	✓	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.80								✓		29	88

## Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
2	B-A	572.696	0.092	0.232	0.146	0.331
2	B-C	733.746	0.099	0.250	-	-
2	C-B	624.346	0.212	0.212	-	-

*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 Flows

## Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

# Entry Flows

## General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	263.00	100.000
B	ONE HOUR	✓	83.00	100.000
C	ONE HOUR	✓	268.00	100.000

# Turning Proportions

## Turning Counts or Proportions (PCU/hr) - Junction 2 (for whole period)

		To		
		A	B	C
From	A	0.000	32.000	231.000
	B	20.000	0.000	63.000
	C	212.000	56.000	0.000

## Turning Proportions (PCU) - Junction 2 (for whole period)

		To		
		A	B	C
From	A	0.00	0.12	0.88
	B	0.24	0.00	0.76
	C	0.79	0.21	0.00

# Vehicle Mix

## Average PCU Per Vehicle - Junction 2 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

## Heavy Vehicle Percentages - Junction 2 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

# Results

## Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.15	7.08	0.18	A
C-AB	0.13	5.70	0.21	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

## Main Results for each time segment

### Main results: (15:30-15:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	62.49	62.05	0.00	628.11	0.099	0.11	6.356	A
C-AB	54.35	53.88	0.00	689.48	0.079	0.12	5.663	A
C-A	147.42	147.42	0.00	-	-	-	-	-
A-B	24.09	24.09	0.00	-	-	-	-	-
A-C	173.91	173.91	0.00	-	-	-	-	-

### Main results: (15:45-16:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	74.62	74.51	0.00	616.34	0.121	0.14	6.642	A
C-AB	68.26	68.12	0.00	702.68	0.097	0.15	5.674	A
C-A	172.66	172.66	0.00	-	-	-	-	-
A-B	28.77	28.77	0.00	-	-	-	-	-
A-C	207.66	207.66	0.00	-	-	-	-	-

### Main results: (16:00-16:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	91.38	91.22	0.00	599.96	0.152	0.18	7.075	A
C-AB	91.01	90.78	0.00	723.07	0.126	0.21	5.695	A
C-A	204.06	204.06	0.00	-	-	-	-	-
A-B	35.23	35.23	0.00	-	-	-	-	-
A-C	254.34	254.34	0.00	-	-	-	-	-

### Main results: (16:15-16:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	91.38	91.38	0.00	599.93	0.152	0.18	7.078	A
C-AB	91.08	91.07	0.00	723.14	0.126	0.21	5.699	A
C-A	204.00	204.00	0.00	-	-	-	-	-
A-B	35.23	35.23	0.00	-	-	-	-	-
A-C	254.34	254.34	0.00	-	-	-	-	-

**Main results: (16:30-16:45)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	74.62	74.78	0.00	616.30	0.121	0.14	6.651	A
C-AB	68.34	68.57	0.00	702.79	0.097	0.16	5.683	A
C-A	172.59	172.59	0.00	-	-	-	-	-
A-B	28.77	28.77	0.00	-	-	-	-	-
A-C	207.66	207.66	0.00	-	-	-	-	-

**Main results: (16:45-17:00)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	62.49	62.60	0.00	628.04	0.099	0.11	6.367	A
C-AB	54.48	54.62	0.00	689.59	0.079	0.12	5.674	A
C-A	147.28	147.28	0.00	-	-	-	-	-
A-B	24.09	24.09	0.00	-	-	-	-	-
A-C	173.91	173.91	0.00	-	-	-	-	-

## D111 - Existing Junction E2 - 2026 - With Dev, AM

### Data Errors and Warnings

*No errors or warnings*

### Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
D111 - Existing Junction E2			100.000	

### Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2026 - With Dev, AM	2026 - With Dev	AM		ONE HOUR	08:15	09:45	90	15		

## Junction Network

### Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Existing Junction E2	T-Junction	Two-way	A,B,C	9.75	A

### Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	58	Stream B-AC

# Arms

## Arms

Arm	Name	Description	Arm Type
A	L1532 North		Major
B	Drumgola Wood (E)		Minor
C	L1532 South		Major

## Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	8.80		0.00		2.20	87.00	✓	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.80								✓		29	88

## Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
2	B-A	572.696	0.092	0.232	0.146	0.331
2	B-C	733.746	0.099	0.250	-	-
2	C-B	624.346	0.212	0.212	-	-

*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 Flows

## Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

# Entry Flows

## General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	465.00	100.000
B	ONE HOUR	✓	188.00	100.000
C	ONE HOUR	✓	320.00	100.000

# Turning Proportions

## Turning Counts or Proportions (PCU/hr) - Junction 2 (for whole period)

		To		
		A	B	C
From	A	0.000	45.000	420.000
	B	62.000	0.000	126.000
	C	269.000	51.000	0.000

## Turning Proportions (PCU) - Junction 2 (for whole period)

		To		
		A	B	C
From	A	0.00	0.10	0.90
	B	0.33	0.00	0.67
	C	0.84	0.16	0.00

# Vehicle Mix

## Average PCU Per Vehicle - Junction 2 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

## Heavy Vehicle Percentages - Junction 2 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000



# Results

## Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.40	11.46	0.65	B
C-AB	0.13	5.70	0.25	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

## Main Results for each time segment

### Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	141.54	140.23	0.00	569.83	0.248	0.33	8.355	A
C-AB	53.52	53.01	0.00	689.03	0.078	0.13	5.659	A
C-A	187.40	187.40	0.00	-	-	-	-	-
A-B	33.88	33.88	0.00	-	-	-	-	-
A-C	316.20	316.20	0.00	-	-	-	-	-

### Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	169.01	168.56	0.00	549.53	0.308	0.44	9.438	A
C-AB	69.75	69.57	0.00	705.16	0.099	0.17	5.666	A
C-A	217.92	217.92	0.00	-	-	-	-	-
A-B	40.45	40.45	0.00	-	-	-	-	-
A-C	377.57	377.57	0.00	-	-	-	-	-

### Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	206.99	206.16	0.00	521.17	0.397	0.65	11.397	B
C-AB	94.55	94.25	0.00	726.30	0.130	0.25	5.699	A
C-A	257.78	257.78	0.00	-	-	-	-	-
A-B	49.55	49.55	0.00	-	-	-	-	-
A-C	462.43	462.43	0.00	-	-	-	-	-

### Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	206.99	206.97	0.00	521.13	0.397	0.65	11.456	B
C-AB	94.64	94.64	0.00	726.42	0.130	0.25	5.704	A
C-A	257.68	257.68	0.00	-	-	-	-	-
A-B	49.55	49.55	0.00	-	-	-	-	-
A-C	462.43	462.43	0.00	-	-	-	-	-

**Main results: (09:15-09:30)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	169.01	169.81	0.00	549.47	0.308	0.45	9.504	A
C-AB	69.87	70.16	0.00	705.35	0.099	0.18	5.676	A
C-A	217.80	217.80	0.00	-	-	-	-	-
A-B	40.45	40.45	0.00	-	-	-	-	-
A-C	377.57	377.57	0.00	-	-	-	-	-

**Main results: (09:30-09:45)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	141.54	142.00	0.00	569.73	0.248	0.33	8.425	A
C-AB	53.70	53.89	0.00	689.20	0.078	0.13	5.670	A
C-A	187.21	187.21	0.00	-	-	-	-	-
A-B	33.88	33.88	0.00	-	-	-	-	-
A-C	316.20	316.20	0.00	-	-	-	-	-

## D111 - Existing Junction E2 - 2026 - With Dev, PM

**Data Errors and Warnings**

*No errors or warnings*

**Analysis Set Details**

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
D111 - Existing Junction E2			100.000	

**Demand Set Details**

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2026 - With Dev, PM	2026 - With Dev	PM		ONE HOUR	15:30	17:00	90	15		

## Junction Network

**Junctions**

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Existing Junction E2	T-Junction	Two-way	A,B,C	6.40	A

**Junction Network Options**

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	205	Stream B-AC

# Arms

## Arms

Arm	Name	Description	Arm Type
A	L1532 North		Major
B	Drumgola Wood (E)		Minor
C	L1532 South		Major

## Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	8.80		0.00		2.20	87.00	✓	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.80								✓		29	88

## Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
2	B-A	572.696	0.092	0.232	0.146	0.331
2	B-C	733.746	0.099	0.250	-	-
2	C-B	624.346	0.212	0.212	-	-

*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 Flows

## Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

# Entry Flows

## General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	271.00	100.000
B	ONE HOUR	✓	83.00	100.000
C	ONE HOUR	✓	280.00	100.000

# Turning Proportions

## Turning Counts or Proportions (PCU/hr) - Junction 2 (for whole period)

		To		
		A	B	C
From	A	0.000	32.000	239.000
	B	20.000	0.000	63.000
	C	224.000	56.000	0.000

## Turning Proportions (PCU) - Junction 2 (for whole period)

		To		
		A	B	C
From	A	0.00	0.12	0.88
	B	0.24	0.00	0.76
	C	0.80	0.20	0.00

# Vehicle Mix

## Average PCU Per Vehicle - Junction 2 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

## Heavy Vehicle Percentages - Junction 2 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

# Results

## Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.15	7.12	0.18	A
C-AB	0.13	5.65	0.22	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

## Main Results for each time segment

### Main results: (15:30-15:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	62.49	62.05	0.00	626.10	0.100	0.11	6.382	A
C-AB	55.10	54.62	0.00	694.30	0.079	0.12	5.627	A
C-A	155.70	155.70	0.00	-	-	-	-	-
A-B	24.09	24.09	0.00	-	-	-	-	-
A-C	179.93	179.93	0.00	-	-	-	-	-

### Main results: (15:45-16:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	74.62	74.51	0.00	613.91	0.122	0.14	6.671	A
C-AB	69.39	69.24	0.00	708.45	0.098	0.16	5.635	A
C-A	182.33	182.33	0.00	-	-	-	-	-
A-B	28.77	28.77	0.00	-	-	-	-	-
A-C	214.86	214.86	0.00	-	-	-	-	-

### Main results: (16:00-16:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	91.38	91.22	0.00	596.95	0.153	0.18	7.117	A
C-AB	93.01	92.76	0.00	730.47	0.127	0.22	5.647	A
C-A	215.27	215.27	0.00	-	-	-	-	-
A-B	35.23	35.23	0.00	-	-	-	-	-
A-C	263.14	263.14	0.00	-	-	-	-	-

### Main results: (16:15-16:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	91.38	91.38	0.00	596.92	0.153	0.18	7.120	A
C-AB	93.08	93.07	0.00	730.55	0.127	0.22	5.653	A
C-A	215.21	215.21	0.00	-	-	-	-	-
A-B	35.23	35.23	0.00	-	-	-	-	-
A-C	263.14	263.14	0.00	-	-	-	-	-

**Main results: (16:30-16:45)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	74.62	74.78	0.00	613.87	0.122	0.14	6.679	A
C-AB	69.47	69.71	0.00	708.57	0.098	0.16	5.640	A
C-A	182.25	182.25	0.00	-	-	-	-	-
A-B	28.77	28.77	0.00	-	-	-	-	-
A-C	214.86	214.86	0.00	-	-	-	-	-

**Main results: (16:45-17:00)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	62.49	62.60	0.00	626.03	0.100	0.11	6.389	A
C-AB	55.24	55.39	0.00	694.42	0.080	0.12	5.638	A
C-A	155.56	155.56	0.00	-	-	-	-	-
A-B	24.09	24.09	0.00	-	-	-	-	-
A-C	179.93	179.93	0.00	-	-	-	-	-

## D111 - Existing Junction E2 - 2031 - No Dev, AM

### Data Errors and Warnings

*No errors or warnings*

### Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
D111 - Existing Junction E2			100.000	

### Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2031 - No Dev, AM	2031 - No Dev	AM		ONE HOUR	08:15	09:45	90	15		

## Junction Network

### Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Existing Junction E2	T-Junction	Two-way	A,B,C	9.97	A

### Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	57	Stream B-AC

# Arms

## Arms

Arm	Name	Description	Arm Type
A	L1532 North		Major
B	Drumgola Wood (E)		Minor
C	L1532 South		Major

## Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	8.80		0.00		2.20	87.00	✓	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.80								✓		29	88

## Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
2	B-A	572.696	0.092	0.232	0.146	0.331
2	B-C	733.746	0.099	0.250	-	-
2	C-B	624.346	0.212	0.212	-	-

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 Flows

## Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

# Entry Flows

## General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	463.00	100.000
B	ONE HOUR	✓	195.00	100.000
C	ONE HOUR	✓	297.00	100.000

# Turning Proportions

## Turning Counts or Proportions (PCU/hr) - Junction 2 (for whole period)

		To		
		A	B	C
From	A	0.000	47.000	416.000
	B	64.000	0.000	131.000
	C	244.000	53.000	0.000

## Turning Proportions (PCU) - Junction 2 (for whole period)

		To		
		A	B	C
From	A	0.00	0.10	0.90
	B	0.33	0.00	0.67
	C	0.82	0.18	0.00

# Vehicle Mix

## Average PCU Per Vehicle - Junction 2 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

## Heavy Vehicle Percentages - Junction 2 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000



# Results

## Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.41	11.63	0.69	B
C-AB	0.13	5.88	0.24	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

## Main Results for each time segment

### Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	146.81	145.44	0.00	571.93	0.257	0.34	8.414	A
C-AB	54.07	53.57	0.00	676.64	0.080	0.13	5.777	A
C-A	169.53	169.53	0.00	-	-	-	-	-
A-B	35.38	35.38	0.00	-	-	-	-	-
A-C	313.19	313.19	0.00	-	-	-	-	-

### Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	175.30	174.83	0.00	552.03	0.318	0.46	9.531	A
C-AB	69.88	69.70	0.00	689.81	0.101	0.17	5.807	A
C-A	197.12	197.12	0.00	-	-	-	-	-
A-B	42.25	42.25	0.00	-	-	-	-	-
A-C	373.98	373.98	0.00	-	-	-	-	-

### Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	214.70	213.82	0.00	524.26	0.410	0.68	11.562	B
C-AB	93.96	93.67	0.00	707.29	0.133	0.24	5.872	A
C-A	233.04	233.04	0.00	-	-	-	-	-
A-B	51.75	51.75	0.00	-	-	-	-	-
A-C	458.02	458.02	0.00	-	-	-	-	-

### Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	214.70	214.67	0.00	524.22	0.410	0.69	11.627	B
C-AB	94.05	94.04	0.00	707.40	0.133	0.24	5.877	A
C-A	232.95	232.95	0.00	-	-	-	-	-
A-B	51.75	51.75	0.00	-	-	-	-	-
A-C	458.02	458.02	0.00	-	-	-	-	-

**Main results: (09:15-09:30)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	175.30	176.16	0.00	551.97	0.318	0.47	9.602	A
C-AB	69.99	70.27	0.00	689.98	0.101	0.17	5.815	A
C-A	197.01	197.01	0.00	-	-	-	-	-
A-B	42.25	42.25	0.00	-	-	-	-	-
A-C	373.98	373.98	0.00	-	-	-	-	-

**Main results: (09:30-09:45)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	146.81	147.30	0.00	571.83	0.257	0.35	8.489	A
C-AB	54.24	54.42	0.00	676.79	0.080	0.13	5.790	A
C-A	169.36	169.36	0.00	-	-	-	-	-
A-B	35.38	35.38	0.00	-	-	-	-	-
A-C	313.19	313.19	0.00	-	-	-	-	-

## D111 - Existing Junction E2 - 2031 - No Dev, PM

### Data Errors and Warnings

*No errors or warnings*

### Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
D111 - Existing Junction E2			100.000	

### Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2031 - No Dev, PM	2031 - No Dev	PM		ONE HOUR	15:30	17:00	90	15		

## Junction Network

### Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Existing Junction E2	T-Junction	Two-way	A,B,C	6.44	A

### Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	202	Stream B-AC

# Arms

## Arms

Arm	Name	Description	Arm Type
A	L1532 North		Major
B	Drumgola Wood (E)		Minor
C	L1532 South		Major

## Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	8.80		0.00		2.20	87.00	✓	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.80								✓		29	88

## Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
2	B-A	572.696	0.092	0.232	0.146	0.331
2	B-C	733.746	0.099	0.250	-	-
2	C-B	624.346	0.212	0.212	-	-

*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 Flows

## Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

# Entry Flows

## General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	274.00	100.000
B	ONE HOUR	✓	85.00	100.000
C	ONE HOUR	✓	278.00	100.000

# Turning Proportions

## Turning Counts or Proportions (PCU/hr) - Junction 2 (for whole period)

		To		
		A	B	C
From	A	0.000	34.000	240.000
	B	20.000	0.000	65.000
	C	220.000	58.000	0.000

## Turning Proportions (PCU) - Junction 2 (for whole period)

		To		
		A	B	C
From	A	0.00	0.12	0.88
	B	0.24	0.00	0.76
	C	0.79	0.21	0.00

# Vehicle Mix

## Average PCU Per Vehicle - Junction 2 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

## Heavy Vehicle Percentages - Junction 2 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

# Results

## Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.16	7.14	0.18	A
C-AB	0.13	5.71	0.23	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

## Main Results for each time segment

### Main results: (15:30-15:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	63.99	63.54	0.00	627.04	0.102	0.11	6.383	A
C-AB	56.83	56.34	0.00	691.87	0.082	0.12	5.663	A
C-A	152.46	152.46	0.00	-	-	-	-	-
A-B	25.60	25.60	0.00	-	-	-	-	-
A-C	180.68	180.68	0.00	-	-	-	-	-

### Main results: (15:45-16:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	76.41	76.30	0.00	614.84	0.124	0.14	6.682	A
C-AB	72.43	72.27	0.00	706.86	0.102	0.16	5.674	A
C-A	177.49	177.49	0.00	-	-	-	-	-
A-B	30.57	30.57	0.00	-	-	-	-	-
A-C	215.76	215.76	0.00	-	-	-	-	-

### Main results: (16:00-16:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	93.59	93.41	0.00	597.85	0.157	0.18	7.135	A
C-AB	95.72	95.47	0.00	726.86	0.132	0.22	5.706	A
C-A	210.37	210.37	0.00	-	-	-	-	-
A-B	37.43	37.43	0.00	-	-	-	-	-
A-C	264.24	264.24	0.00	-	-	-	-	-

### Main results: (16:15-16:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	93.59	93.58	0.00	597.82	0.157	0.18	7.138	A
C-AB	95.78	95.78	0.00	726.94	0.132	0.23	5.708	A
C-A	210.30	210.30	0.00	-	-	-	-	-
A-B	37.43	37.43	0.00	-	-	-	-	-
A-C	264.24	264.24	0.00	-	-	-	-	-

**Main results: (16:30-16:45)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	76.41	76.58	0.00	614.80	0.124	0.14	6.692	A
C-AB	72.52	72.76	0.00	706.99	0.103	0.17	5.681	A
C-A	177.40	177.40	0.00	-	-	-	-	-
A-B	30.57	30.57	0.00	-	-	-	-	-
A-C	215.76	215.76	0.00	-	-	-	-	-

**Main results: (16:45-17:00)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	63.99	64.11	0.00	626.97	0.102	0.11	6.398	A
C-AB	56.97	57.13	0.00	691.99	0.082	0.13	5.676	A
C-A	152.32	152.32	0.00	-	-	-	-	-
A-B	25.60	25.60	0.00	-	-	-	-	-
A-C	180.68	180.68	0.00	-	-	-	-	-

## D111 - Existing Junction E2 - 2031 - With Dev, AM

### Data Errors and Warnings

*No errors or warnings*

### Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
D111 - Existing Junction E2			100.000	

### Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2031 - With Dev, AM	2031 - With Dev	AM		ONE HOUR	08:15	09:45	90	15		

## Junction Network

### Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Existing Junction E2	T-Junction	Two-way	A,B,C	10.08	B

### Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	53	Stream B-AC

# Arms

## Arms

Arm	Name	Description	Arm Type
A	L1532 North		Major
B	Drumgola Wood (E)		Minor
C	L1532 South		Major

## Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	8.80		0.00		2.20	87.00	✓	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.80								✓		29	88

## Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
2	B-A	572.696	0.092	0.232	0.146	0.331
2	B-C	733.746	0.099	0.250	-	-
2	C-B	624.346	0.212	0.212	-	-

*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 Flows

## Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

# Entry Flows

## General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	482.00	100.000
B	ONE HOUR	✓	195.00	100.000
C	ONE HOUR	✓	332.00	100.000

# Turning Proportions

## Turning Counts or Proportions (PCU/hr) - Junction 2 (for whole period)

		To		
		A	B	C
From	A	0.000	47.000	435.000
	B	64.000	0.000	131.000
	C	279.000	53.000	0.000

## Turning Proportions (PCU) - Junction 2 (for whole period)

		To		
		A	B	C
From	A	0.00	0.10	0.90
	B	0.33	0.00	0.67
	C	0.84	0.16	0.00

# Vehicle Mix

## Average PCU Per Vehicle - Junction 2 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

## Heavy Vehicle Percentages - Junction 2 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000



# Results

## Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.42	11.95	0.71	B
C-AB	0.14	5.72	0.27	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

## Main Results for each time segment

### Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	146.81	145.42	0.00	566.40	0.259	0.35	8.524	A
C-AB	56.32	55.78	0.00	691.68	0.081	0.13	5.660	A
C-A	193.63	193.63	0.00	-	-	-	-	-
A-B	35.38	35.38	0.00	-	-	-	-	-
A-C	327.49	327.49	0.00	-	-	-	-	-

### Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	175.30	174.82	0.00	545.32	0.321	0.47	9.704	A
C-AB	73.70	73.50	0.00	708.64	0.104	0.18	5.670	A
C-A	224.76	224.76	0.00	-	-	-	-	-
A-B	42.25	42.25	0.00	-	-	-	-	-
A-C	391.06	391.06	0.00	-	-	-	-	-

### Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	214.70	213.77	0.00	515.86	0.416	0.70	11.880	B
C-AB	100.32	99.99	0.00	730.76	0.137	0.27	5.713	A
C-A	265.22	265.22	0.00	-	-	-	-	-
A-B	51.75	51.75	0.00	-	-	-	-	-
A-C	478.94	478.94	0.00	-	-	-	-	-

### Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	214.70	214.67	0.00	515.82	0.416	0.71	11.953	B
C-AB	100.43	100.42	0.00	730.89	0.137	0.27	5.719	A
C-A	265.11	265.11	0.00	-	-	-	-	-
A-B	51.75	51.75	0.00	-	-	-	-	-
A-C	478.94	478.94	0.00	-	-	-	-	-

**Main results: (09:15-09:30)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	175.30	176.20	0.00	545.25	0.322	0.48	9.779	A
C-AB	73.83	74.15	0.00	708.84	0.104	0.19	5.681	A
C-A	224.63	224.63	0.00	-	-	-	-	-
A-B	42.25	42.25	0.00	-	-	-	-	-
A-C	391.06	391.06	0.00	-	-	-	-	-

**Main results: (09:30-09:45)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	146.81	147.31	0.00	566.29	0.259	0.35	8.604	A
C-AB	56.52	56.72	0.00	691.86	0.082	0.14	5.674	A
C-A	193.43	193.43	0.00	-	-	-	-	-
A-B	35.38	35.38	0.00	-	-	-	-	-
A-C	327.49	327.49	0.00	-	-	-	-	-

## D111 - Existing Junction E2 - 2031 - With Dev, PM

**Data Errors and Warnings**

*No errors or warnings*

**Analysis Set Details**

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
D111 - Existing Junction E2			100.000	

**Demand Set Details**

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2031 - With Dev, PM	2031 - With Dev	PM		ONE HOUR	15:30	17:00	90	15		

## Junction Network

**Junctions**

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Existing Junction E2	T-Junction	Two-way	A,B,C	6.43	A

**Junction Network Options**

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	196	Stream B-AC

# Arms

## Arms

Arm	Name	Description	Arm Type
A	L1532 North		Major
B	Drumgola Wood (E)		Minor
C	L1532 South		Major

## Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	8.80		0.00		2.20	87.00	✓	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.80								✓		29	88

## Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
2	B-A	572.696	0.092	0.232	0.146	0.331
2	B-C	733.746	0.099	0.250	-	-
2	C-B	624.346	0.212	0.212	-	-

*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 Flows

## Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

# Entry Flows

## General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	282.00	100.000
B	ONE HOUR	✓	85.00	100.000
C	ONE HOUR	✓	290.00	100.000

# Turning Proportions

## Turning Counts or Proportions (PCU/hr) - Junction 2 (for whole period)

		To		
		A	B	C
From	A	0.000	34.000	248.000
	B	20.000	0.000	65.000
	C	232.000	58.000	0.000

## Turning Proportions (PCU) - Junction 2 (for whole period)

		To		
		A	B	C
From	A	0.00	0.12	0.88
	B	0.24	0.00	0.76
	C	0.80	0.20	0.00

# Vehicle Mix

## Average PCU Per Vehicle - Junction 2 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

## Heavy Vehicle Percentages - Junction 2 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

# Results

## Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.16	7.18	0.19	A
C-AB	0.13	5.66	0.23	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

## Main Results for each time segment

### Main results: (15:30-15:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	63.99	63.54	0.00	625.03	0.102	0.11	6.405	A
C-AB	57.62	57.11	0.00	696.69	0.083	0.13	5.628	A
C-A	160.71	160.71	0.00	-	-	-	-	-
A-B	25.60	25.60	0.00	-	-	-	-	-
A-C	186.71	186.71	0.00	-	-	-	-	-

### Main results: (15:45-16:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	76.41	76.30	0.00	612.42	0.125	0.14	6.712	A
C-AB	73.72	73.56	0.00	712.84	0.103	0.17	5.632	A
C-A	186.98	186.98	0.00	-	-	-	-	-
A-B	30.57	30.57	0.00	-	-	-	-	-
A-C	222.95	222.95	0.00	-	-	-	-	-

### Main results: (16:00-16:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	93.59	93.41	0.00	594.84	0.157	0.19	7.178	A
C-AB	97.82	97.56	0.00	734.28	0.133	0.23	5.656	A
C-A	221.48	221.48	0.00	-	-	-	-	-
A-B	37.43	37.43	0.00	-	-	-	-	-
A-C	273.05	273.05	0.00	-	-	-	-	-

### Main results: (16:15-16:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	93.59	93.58	0.00	594.82	0.157	0.19	7.181	A
C-AB	97.89	97.88	0.00	734.37	0.133	0.23	5.660	A
C-A	221.41	221.41	0.00	-	-	-	-	-
A-B	37.43	37.43	0.00	-	-	-	-	-
A-C	273.05	273.05	0.00	-	-	-	-	-

**Main results: (16:30-16:45)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	76.41	76.58	0.00	612.38	0.125	0.14	6.720	A
C-AB	73.82	74.07	0.00	712.98	0.104	0.17	5.640	A
C-A	186.88	186.88	0.00	-	-	-	-	-
A-B	30.57	30.57	0.00	-	-	-	-	-
A-C	222.95	222.95	0.00	-	-	-	-	-

**Main results: (16:45-17:00)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	63.99	64.11	0.00	624.96	0.102	0.11	6.419	A
C-AB	57.77	57.94	0.00	696.82	0.083	0.13	5.638	A
C-A	160.56	160.56	0.00	-	-	-	-	-
A-B	25.60	25.60	0.00	-	-	-	-	-
A-C	186.71	186.71	0.00	-	-	-	-	-

## D111 - Existing Junction E2 - 2041 - No Dev, AM

### Data Errors and Warnings

*No errors or warnings*

### Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
D111 - Existing Junction E2			100.000	

### Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2041 - No Dev, AM	2041 - No Dev	AM		ONE HOUR	08:15	09:45	90	15		

## Junction Network

### Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Existing Junction E2	T-Junction	Two-way	A,B,C	10.21	B

### Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	53	Stream B-AC

# Arms

## Arms

Arm	Name	Description	Arm Type
A	L1532 North		Major
B	Drumgola Wood (E)		Minor
C	L1532 South		Major

## Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	8.80		0.00		2.20	87.00	✓	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.80								✓		29	88

## Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
2	B-A	572.696	0.092	0.232	0.146	0.331
2	B-C	733.746	0.099	0.250	-	-
2	C-B	624.346	0.212	0.212	-	-

*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 Flows

## Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

# Entry Flows

## General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	474.00	100.000
B	ONE HOUR	✓	200.00	100.000
C	ONE HOUR	✓	304.00	100.000

# Turning Proportions

## Turning Counts or Proportions (PCU/hr) - Junction 2 (for whole period)

		To		
		A	B	C
From	A	0.000	48.000	426.000
	B	66.000	0.000	134.000
	C	249.000	55.000	0.000

## Turning Proportions (PCU) - Junction 2 (for whole period)

		To		
		A	B	C
From	A	0.00	0.10	0.90
	B	0.33	0.00	0.67
	C	0.82	0.18	0.00

# Vehicle Mix

## Average PCU Per Vehicle - Junction 2 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

## Heavy Vehicle Percentages - Junction 2 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000



# Results

## Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.42	12.00	0.73	B
C-AB	0.14	5.90	0.26	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

## Main Results for each time segment

### Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	150.57	149.15	0.00	569.07	0.265	0.36	8.544	A
C-AB	56.48	55.95	0.00	677.60	0.083	0.13	5.790	A
C-A	172.39	172.39	0.00	-	-	-	-	-
A-B	36.14	36.14	0.00	-	-	-	-	-
A-C	320.72	320.72	0.00	-	-	-	-	-

### Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	179.80	179.30	0.00	548.63	0.328	0.48	9.733	A
C-AB	73.14	72.95	0.00	691.12	0.106	0.18	5.825	A
C-A	200.15	200.15	0.00	-	-	-	-	-
A-B	43.15	43.15	0.00	-	-	-	-	-
A-C	382.97	382.97	0.00	-	-	-	-	-

### Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	220.20	219.25	0.00	520.11	0.423	0.72	11.927	B
C-AB	98.57	98.26	0.00	709.00	0.139	0.26	5.898	A
C-A	236.14	236.14	0.00	-	-	-	-	-
A-B	52.85	52.85	0.00	-	-	-	-	-
A-C	469.03	469.03	0.00	-	-	-	-	-

### Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	220.20	220.17	0.00	520.07	0.423	0.73	11.999	B
C-AB	98.67	98.66	0.00	709.12	0.139	0.26	5.903	A
C-A	236.04	236.04	0.00	-	-	-	-	-
A-B	52.85	52.85	0.00	-	-	-	-	-
A-C	469.03	469.03	0.00	-	-	-	-	-

**Main results: (09:15-09:30)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	179.80	180.72	0.00	548.57	0.328	0.50	9.812	A
C-AB	73.26	73.56	0.00	691.30	0.106	0.18	5.834	A
C-A	200.03	200.03	0.00	-	-	-	-	-
A-B	43.15	43.15	0.00	-	-	-	-	-
A-C	382.97	382.97	0.00	-	-	-	-	-

**Main results: (09:30-09:45)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	150.57	151.09	0.00	568.96	0.265	0.36	8.625	A
C-AB	56.66	56.85	0.00	677.76	0.084	0.14	5.802	A
C-A	172.21	172.21	0.00	-	-	-	-	-
A-B	36.14	36.14	0.00	-	-	-	-	-
A-C	320.72	320.72	0.00	-	-	-	-	-

## D111 - Existing Junction E2 - 2041 - No Dev, PM

### Data Errors and Warnings

*No errors or warnings*

### Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
D111 - Existing Junction E2			100.000	

### Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2041 - No Dev, PM	2041 - No Dev	PM		ONE HOUR	15:30	17:00	90	15		

## Junction Network

### Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Existing Junction E2	T-Junction	Two-way	A,B,C	6.49	A

### Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	193	Stream B-AC

# Arms

## Arms

Arm	Name	Description	Arm Type
A	L1532 North		Major
B	Drumgola Wood (E)		Minor
C	L1532 South		Major

## Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	8.80		0.00		2.20	87.00	✓	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.80								✓		29	88

## Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
2	B-A	572.696	0.092	0.232	0.146	0.331
2	B-C	733.746	0.099	0.250	-	-
2	C-B	624.346	0.212	0.212	-	-

*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 Flows

## Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

# Entry Flows

## General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	280.00	100.000
B	ONE HOUR	✓	88.00	100.000
C	ONE HOUR	✓	284.00	100.000

# Turning Proportions

## Turning Counts or Proportions (PCU/hr) - Junction 2 (for whole period)

		To		
		A	B	C
From	A	0.000	34.000	246.000
	B	21.000	0.000	67.000
	C	225.000	59.000	0.000

## Turning Proportions (PCU) - Junction 2 (for whole period)

		To		
		A	B	C
From	A	0.00	0.12	0.88
	B	0.24	0.00	0.76
	C	0.79	0.21	0.00

# Vehicle Mix

## Average PCU Per Vehicle - Junction 2 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

## Heavy Vehicle Percentages - Junction 2 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

# Results

## Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.16	7.23	0.19	A
C-AB	0.13	5.71	0.23	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

## Main Results for each time segment

### Main results: (15:30-15:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	66.25	65.78	0.00	624.84	0.106	0.12	6.434	A
C-AB	58.15	57.65	0.00	693.49	0.084	0.13	5.661	A
C-A	155.66	155.66	0.00	-	-	-	-	-
A-B	25.60	25.60	0.00	-	-	-	-	-
A-C	185.20	185.20	0.00	-	-	-	-	-

### Main results: (15:45-16:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	79.11	78.99	0.00	612.31	0.129	0.15	6.748	A
C-AB	74.24	74.08	0.00	708.90	0.105	0.17	5.674	A
C-A	181.07	181.07	0.00	-	-	-	-	-
A-B	30.57	30.57	0.00	-	-	-	-	-
A-C	221.15	221.15	0.00	-	-	-	-	-

### Main results: (16:00-16:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	96.89	96.71	0.00	594.86	0.163	0.19	7.225	A
C-AB	98.29	98.03	0.00	729.42	0.135	0.23	5.706	A
C-A	214.40	214.40	0.00	-	-	-	-	-
A-B	37.43	37.43	0.00	-	-	-	-	-
A-C	270.85	270.85	0.00	-	-	-	-	-

### Main results: (16:15-16:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	96.89	96.89	0.00	594.83	0.163	0.19	7.228	A
C-AB	98.36	98.35	0.00	729.50	0.135	0.23	5.710	A
C-A	214.33	214.33	0.00	-	-	-	-	-
A-B	37.43	37.43	0.00	-	-	-	-	-
A-C	270.85	270.85	0.00	-	-	-	-	-

**Main results: (16:30-16:45)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	79.11	79.29	0.00	612.27	0.129	0.15	6.758	A
C-AB	74.34	74.59	0.00	709.03	0.105	0.17	5.681	A
C-A	180.97	180.97	0.00	-	-	-	-	-
A-B	30.57	30.57	0.00	-	-	-	-	-
A-C	221.15	221.15	0.00	-	-	-	-	-

**Main results: (16:45-17:00)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	66.25	66.37	0.00	624.76	0.106	0.12	6.447	A
C-AB	58.30	58.47	0.00	693.62	0.084	0.13	5.671	A
C-A	155.51	155.51	0.00	-	-	-	-	-
A-B	25.60	25.60	0.00	-	-	-	-	-
A-C	185.20	185.20	0.00	-	-	-	-	-

## D111 - Existing Junction E2 - 2041 - With Dev, AM

### Data Errors and Warnings

*No errors or warnings*

### Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
D111 - Existing Junction E2			100.000	

### Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2041 - With Dev, AM	2041 - With Dev	AM		ONE HOUR	08:15	09:45	90	15		

## Junction Network

### Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Existing Junction E2	T-Junction	Two-way	A,B,C	10.34	B

### Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	49	Stream B-AC

# Arms

## Arms

Arm	Name	Description	Arm Type
A	L1532 North		Major
B	Drumgola Wood (E)		Minor
C	L1532 South		Major

## Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	8.80		0.00		2.20	87.00	✓	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.80								✓		29	88

## Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
2	B-A	572.696	0.092	0.232	0.146	0.331
2	B-C	733.746	0.099	0.250	-	-
2	C-B	624.346	0.212	0.212	-	-

*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 Flows

## Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

# Entry Flows

## General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	493.00	100.000
B	ONE HOUR	✓	200.00	100.000
C	ONE HOUR	✓	339.00	100.000

# Turning Proportions

## Turning Counts or Proportions (PCU/hr) - Junction 2 (for whole period)

		To		
		A	B	C
From	A	0.000	48.000	445.000
	B	66.000	0.000	134.000
	C	284.000	55.000	0.000

## Turning Proportions (PCU) - Junction 2 (for whole period)

		To		
		A	B	C
From	A	0.00	0.10	0.90
	B	0.33	0.00	0.67
	C	0.84	0.16	0.00

# Vehicle Mix

## Average PCU Per Vehicle - Junction 2 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

## Heavy Vehicle Percentages - Junction 2 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000



# Results

## Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.43	12.35	0.75	B
C-AB	0.14	5.75	0.28	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

## Main Results for each time segment

### Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	150.57	149.13	0.00	563.51	0.267	0.36	8.658	A
C-AB	58.82	58.26	0.00	692.66	0.085	0.14	5.674	A
C-A	196.39	196.39	0.00	-	-	-	-	-
A-B	36.14	36.14	0.00	-	-	-	-	-
A-C	335.02	335.02	0.00	-	-	-	-	-

### Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	179.80	179.28	0.00	541.90	0.332	0.49	9.914	A
C-AB	77.14	76.94	0.00	709.98	0.109	0.19	5.691	A
C-A	227.61	227.61	0.00	-	-	-	-	-
A-B	43.15	43.15	0.00	-	-	-	-	-
A-C	400.05	400.05	0.00	-	-	-	-	-

### Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	220.20	219.21	0.00	511.67	0.430	0.74	12.266	B
C-AB	105.25	104.90	0.00	732.52	0.144	0.28	5.742	A
C-A	267.99	267.99	0.00	-	-	-	-	-
A-B	52.85	52.85	0.00	-	-	-	-	-
A-C	489.95	489.95	0.00	-	-	-	-	-

### Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	220.20	220.17	0.00	511.63	0.430	0.75	12.347	B
C-AB	105.37	105.36	0.00	732.66	0.144	0.28	5.748	A
C-A	267.88	267.88	0.00	-	-	-	-	-
A-B	52.85	52.85	0.00	-	-	-	-	-
A-C	489.95	489.95	0.00	-	-	-	-	-

**Main results: (09:15-09:30)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	179.80	180.76	0.00	541.83	0.332	0.50	9.996	A
C-AB	77.29	77.63	0.00	710.20	0.109	0.20	5.698	A
C-A	227.46	227.46	0.00	-	-	-	-	-
A-B	43.15	43.15	0.00	-	-	-	-	-
A-C	400.05	400.05	0.00	-	-	-	-	-

**Main results: (09:30-09:45)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	150.57	151.11	0.00	563.40	0.267	0.37	8.743	A
C-AB	59.04	59.25	0.00	692.85	0.085	0.14	5.689	A
C-A	196.18	196.18	0.00	-	-	-	-	-
A-B	36.14	36.14	0.00	-	-	-	-	-
A-C	335.02	335.02	0.00	-	-	-	-	-

## D111 - Existing Junction E2 - 2041 - With Dev, PM

**Data Errors and Warnings**

*No errors or warnings*

**Analysis Set Details**

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
D111 - Existing Junction E2			100.000	

**Demand Set Details**

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2041 - With Dev, PM	2041 - With Dev	PM		ONE HOUR	15:30	17:00	90	15		

## Junction Network

**Junctions**

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Existing Junction E2	T-Junction	Two-way	A,B,C	6.48	A

**Junction Network Options**

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	188	Stream B-AC

# Arms

## Arms

Arm	Name	Description	Arm Type
A	L1532 North		Major
B	Drumgola Wood (E)		Minor
C	L1532 South		Major

## Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	8.80		0.00		2.20	87.00	✓	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.80								✓		29	88

## Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
2	B-A	572.696	0.092	0.232	0.146	0.331
2	B-C	733.746	0.099	0.250	-	-
2	C-B	624.346	0.212	0.212	-	-

*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 Flows

## Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

# Entry Flows

## General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	288.00	100.000
B	ONE HOUR	✓	88.00	100.000
C	ONE HOUR	✓	296.00	100.000

# Turning Proportions

## Turning Counts or Proportions (PCU/hr) - Junction 2 (for whole period)

		To		
		A	B	C
From	A	0.000	34.000	254.000
	B	21.000	0.000	67.000
	C	237.000	59.000	0.000

## Turning Proportions (PCU) - Junction 2 (for whole period)

		To		
		A	B	C
From	A	0.00	0.12	0.88
	B	0.24	0.00	0.76
	C	0.80	0.20	0.00

# Vehicle Mix

## Average PCU Per Vehicle - Junction 2 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

## Heavy Vehicle Percentages - Junction 2 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

# Results

## Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.16	7.27	0.19	A
C-AB	0.14	5.66	0.24	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

## Main Results for each time segment

### Main results: (15:30-15:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	66.25	65.78	0.00	622.82	0.106	0.12	6.457	A
C-AB	58.95	58.44	0.00	698.32	0.084	0.13	5.625	A
C-A	163.89	163.89	0.00	-	-	-	-	-
A-B	25.60	25.60	0.00	-	-	-	-	-
A-C	191.22	191.22	0.00	-	-	-	-	-

### Main results: (15:45-16:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	79.11	78.99	0.00	609.88	0.130	0.15	6.779	A
C-AB	75.57	75.40	0.00	714.89	0.106	0.17	5.633	A
C-A	190.53	190.53	0.00	-	-	-	-	-
A-B	30.57	30.57	0.00	-	-	-	-	-
A-C	228.34	228.34	0.00	-	-	-	-	-

### Main results: (16:00-16:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	96.89	96.71	0.00	591.84	0.164	0.19	7.269	A
C-AB	100.45	100.18	0.00	736.85	0.136	0.24	5.659	A
C-A	225.45	225.45	0.00	-	-	-	-	-
A-B	37.43	37.43	0.00	-	-	-	-	-
A-C	279.66	279.66	0.00	-	-	-	-	-

### Main results: (16:15-16:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	96.89	96.89	0.00	591.81	0.164	0.19	7.272	A
C-AB	100.52	100.52	0.00	736.94	0.136	0.24	5.663	A
C-A	225.38	225.38	0.00	-	-	-	-	-
A-B	37.43	37.43	0.00	-	-	-	-	-
A-C	279.66	279.66	0.00	-	-	-	-	-

**Main results: (16:30-16:45)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	79.11	79.29	0.00	609.84	0.130	0.15	6.789	A
C-AB	75.67	75.93	0.00	715.03	0.106	0.18	5.638	A
C-A	190.43	190.43	0.00	-	-	-	-	-
A-B	30.57	30.57	0.00	-	-	-	-	-
A-C	228.34	228.34	0.00	-	-	-	-	-

**Main results: (16:45-17:00)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	66.25	66.37	0.00	622.75	0.106	0.12	6.471	A
C-AB	59.12	59.29	0.00	698.45	0.085	0.13	5.638	A
C-A	163.73	163.73	0.00	-	-	-	-	-
A-B	25.60	25.60	0.00	-	-	-	-	-
A-C	191.22	191.22	0.00	-	-	-	-	-

<b>Junctions 8</b>
<b>PICADY 8 - Priority Intersection Module</b>
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**Filename:** D111 - Existing junction - E3.arc8  
**Path:** J:\D\_JOBS\Job-D111\B\_DOCUMENTS\1.0 Planning\Transportation\Planning Modelling - 20231220  
**Report generation date:** 19/01/2024 11:28:31

- » D111 - Existing Junction E3 - 2024 - Baseline, AM
- » D111 - Existing Junction E3 - 2024 - Baseline, PM
- » D111 - Existing Junction E3 - 2026 - No Dev, AM
- » D111 - Existing Junction E3 - 2026 - No Dev, PM
- » D111 - Existing Junction E3 - 2026 - With Dev, AM
- » D111 - Existing Junction E3 - 2026 - With Dev, PM
- » D111 - Existing Junction E3 - 2031 - No Dev, AM
- » D111 - Existing Junction E3 - 2031 - No Dev, PM
- » D111 - Existing Junction E3 - 2031 - With Dev, AM
- » D111 - Existing Junction E3 - 2031 - With Dev, PM
- » D111 - Existing Junction E3 - 2041 - No Dev, AM
- » D111 - Existing Junction E3 - 2041 - No Dev, PM
- » D111 - Existing Junction E3 - 2041 - With Dev, AM
- » D111 - Existing Junction E3 - 2041 - With Dev, PM

**Summary of junction performance**

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	Network Residual Capacity
<b>D111 - Existing Junction E3 - 2024 - Baseline</b>								
Stream B-AC	0.30	9.21	0.23	93 % [Stream B-AC]	0.11	6.72	0.10	225 % [Stream B-AC]
Stream C-AB	0.19	5.67	0.10		0.19	5.36	0.10	
Stream C-A	-	-	-		-	-	-	
Stream A-B	-	-	-		-	-	-	
Stream A-C	-	-	-		-	-	-	
<b>D111 - Existing Junction E3 - 2026 - No Dev</b>								
Stream B-AC	0.31	9.36	0.24	89 % [Stream B-AC]	0.11	6.74	0.10	220 % [Stream B-AC]
Stream C-AB	0.19	5.68	0.10		0.19	5.36	0.11	
Stream C-A	-	-	-		-	-	-	
Stream A-B	-	-	-		-	-	-	
Stream A-C	-	-	-		-	-	-	
<b>D111 - Existing Junction E3 - 2026 - With Dev</b>								

Stream B-AC	0.32	9.71	0.25	81 % [Stream B-AC]	0.11	6.83	0.10	204 % [Stream B-AC]
Stream C-AB	0.21	5.56	0.11		0.21	5.25	0.11	
Stream C-A	-	-	-		-	-	-	
Stream A-B	-	-	-		-	-	-	
Stream A-C	-	-	-		-	-	-	
<b>D111 - Existing Junction E3 - 2031 - No Dev</b>								
Stream B-AC	0.34	9.70	0.25	82 % [Stream B-AC]	0.12	6.86	0.11	206 % [Stream B-AC]
Stream C-AB	0.21	5.70	0.11		0.21	5.36	0.11	
Stream C-A	-	-	-		-	-	-	
Stream A-B	-	-	-		-	-	-	
Stream A-C	-	-	-		-	-	-	
<b>D111 - Existing Junction E3 - 2031 - With Dev</b>								
Stream B-AC	0.35	10.07	0.26	74 % [Stream B-AC]	0.12	6.94	0.11	192 % [Stream B-AC]
Stream C-AB	0.23	5.59	0.12		0.22	5.25	0.12	
Stream C-A	-	-	-		-	-	-	
Stream A-B	-	-	-		-	-	-	
Stream A-C	-	-	-		-	-	-	
<b>D111 - Existing Junction E3 - 2041 - No Dev</b>								
Stream B-AC	0.35	9.89	0.26	78 % [Stream B-AC]	0.12	6.89	0.11	202 % [Stream B-AC]
Stream C-AB	0.22	5.71	0.11		0.21	5.35	0.12	
Stream C-A	-	-	-		-	-	-	
Stream A-B	-	-	-		-	-	-	
Stream A-C	-	-	-		-	-	-	
<b>D111 - Existing Junction E3 - 2041 - With Dev</b>								
Stream B-AC	0.37	10.28	0.27	70 % [Stream B-AC]	0.12	6.98	0.11	187 % [Stream B-AC]
Stream C-AB	0.24	5.59	0.12		0.23	5.24	0.12	
Stream C-A	-	-	-		-	-	-	
Stream A-B	-	-	-		-	-	-	
Stream A-C	-	-	-		-	-	-	

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

"D1 - 2024 - Baseline, AM" model duration: 08:15 - 09:45

"D2 - 2024 - Baseline, PM" model duration: 15:30 - 17:00

"D3 - 2026 - No Dev, AM" model duration: 08:15 - 09:45

"D4 - 2026 - No Dev, PM" model duration: 15:30 - 17:00



"D5 - 2026 - With Dev, AM" model duration: 08:15 - 09:45  
 "D6 - 2026 - With Dev, PM" model duration: 15:30 - 17:00  
 "D7 - 2031 - No Dev, AM" model duration: 08:15 - 09:45  
 "D8 - 2031 - No Dev, PM" model duration: 15:30 - 17:00  
 "D9 - 2031 - With Dev, AM" model duration: 08:15 - 09:45  
 "D10 - 2031 - With Dev, PM" model duration: 15:30 - 17:00  
 "D11 - 2041 - No Dev, AM" model duration: 08:15 - 09:45  
 "D12 - 2041 - No Dev, PM" model duration: 15:30 - 17:00  
 "D13 - 2041 - With Dev, AM" model duration: 08:15 - 09:45  
 "D14 - 2041 - With Dev, PM" model duration: 15:30 - 17:00

Run using Junctions 8.0.3.332 at 19/01/2024 11:28:24

## File summary

### File Description

<b>Title</b>	D111 - Existing Junction 3
<b>Location</b>	Cavan
<b>Site Number</b>	
<b>Date</b>	04/01/2023
<b>Version</b>	
<b>Status</b>	Existing
<b>Identifier</b>	
<b>Client</b>	Drumlark Developments
<b>Jobnumber</b>	D111
<b>Enumerator</b>	LJ
<b>Description</b>	Proposed Residential Development

## Analysis Options

Vehicle Length (m)	Do Queue Variations	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

## Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	PCU	PCU	perHour	s	-Min	perMin



The junction diagram reflects the last run of ARCADY.

## D111 - Existing Junction E3 - 2024 - Baseline, AM

### Data Errors and Warnings

No errors or warnings

### Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
D111 - Existing Junction E3			100.000	

## Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2024 - Baseline, AM	2024 - Baseline	AM		ONE HOUR	08:15	09:45	90	15		

# Junction Network

## Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Existing Junction E3	T-Junction	Two-way	A,B,C	7.96	A

## Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	93	Stream B-AC

# Arms

## Arms

Arm	Name	Description	Arm Type
A	L1532 North		Major
B	The Gallops (E)		Minor
C	L1532 South		Major

## Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	8.20		0.00		2.20	120.00	✓	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.80								✓		21	125

## Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
3	B-A	589.266	0.097	0.245	0.154	0.350
3	B-C	758.904	0.105	0.266	-	-
3	C-B	643.457	0.225	0.225	-	-

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 Flows

### Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

## Entry Flows

### General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	516.00	100.000
B	ONE HOUR	✓	108.00	100.000
C	ONE HOUR	✓	283.00	100.000

## Turning Proportions

### Turning Counts or Proportions (PCU/hr) - Junction 3 (for whole period)

		To		
		A	B	C
From	A	0.000	23.000	493.000
	B	40.000	0.000	68.000
	C	243.000	40.000	0.000

### Turning Proportions (PCU) - Junction 3 (for whole period)

		To		
		A	B	C
From	A	0.00	0.04	0.96
	B	0.37	0.00	0.63
	C	0.86	0.14	0.00

# Vehicle Mix

## Average PCU Per Vehicle - Junction 3 (for whole period)

		To		
From		A	B	C
	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

## Heavy Vehicle Percentages - Junction 3 (for whole period)

		To		
From		A	B	C
	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

# Results

## Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.23	9.21	0.30	A
C-AB	0.10	5.67	0.19	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

## Main Results for each time segment

### Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	81.31	80.64	0.00	566.44	0.144	0.17	7.402	A
C-AB	40.65	40.27	0.00	681.15	0.060	0.10	5.614	A
C-A	172.41	172.41	0.00	-	-	-	-	-
A-B	17.32	17.32	0.00	-	-	-	-	-
A-C	371.16	371.16	0.00	-	-	-	-	-

### Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	97.09	96.89	0.00	542.70	0.179	0.22	8.072	A
C-AB	51.75	51.62	0.00	690.01	0.075	0.13	5.642	A
C-A	202.66	202.66	0.00	-	-	-	-	-
A-B	20.68	20.68	0.00	-	-	-	-	-
A-C	443.20	443.20	0.00	-	-	-	-	-

**Main results: (08:45-09:00)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	118.91	118.57	0.00	509.58	0.233	0.30	9.198	A
C-AB	70.82	70.59	0.00	705.89	0.100	0.18	5.669	A
C-A	240.76	240.76	0.00	-	-	-	-	-
A-B	25.32	25.32	0.00	-	-	-	-	-
A-C	542.80	542.80	0.00	-	-	-	-	-

**Main results: (09:00-09:15)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	118.91	118.90	0.00	509.55	0.233	0.30	9.215	A
C-AB	70.89	70.88	0.00	705.98	0.100	0.19	5.673	A
C-A	240.70	240.70	0.00	-	-	-	-	-
A-B	25.32	25.32	0.00	-	-	-	-	-
A-C	542.80	542.80	0.00	-	-	-	-	-

**Main results: (09:15-09:30)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	97.09	97.42	0.00	542.65	0.179	0.22	8.091	A
C-AB	51.83	52.05	0.00	690.14	0.075	0.13	5.648	A
C-A	202.58	202.58	0.00	-	-	-	-	-
A-B	20.68	20.68	0.00	-	-	-	-	-
A-C	443.20	443.20	0.00	-	-	-	-	-

**Main results: (09:30-09:45)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	81.31	81.51	0.00	566.35	0.144	0.17	7.430	A
C-AB	40.78	40.91	0.00	681.26	0.060	0.10	5.627	A
C-A	172.28	172.28	0.00	-	-	-	-	-
A-B	17.32	17.32	0.00	-	-	-	-	-
A-C	371.16	371.16	0.00	-	-	-	-	-

# D111 - Existing Junction E3 - 2024 - Baseline, PM

## Data Errors and Warnings

*No errors or warnings*

## Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
D111 - Existing Junction E3			100.000	

## Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2024 - Baseline, PM	2024 - Baseline	PM		ONE HOUR	15:30	17:00	90	15		

# Junction Network

## Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Existing Junction E3	T-Junction	Two-way	A,B,C	5.97	A

## Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	225	Stream B-AC

# Arms

## Arms

Arm	Name	Description	Arm Type
A	L1532 North		Major
B	The Gallops (E)		Minor
C	L1532 South		Major

## Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	8.20		0.00		2.20	120.00	✓	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.80								✓		21	125

## Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
3	B-A	589.266	0.097	0.245	0.154	0.350
3	B-C	758.904	0.105	0.266	-	-
3	C-B	643.457	0.225	0.225	-	-

*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 Flows

## Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

# Entry Flows

## General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	287.00	100.000
B	ONE HOUR	✓	53.00	100.000
C	ONE HOUR	✓	293.00	100.000

# Turning Proportions

## Turning Counts or Proportions (PCU/hr) - Junction 3 (for whole period)

		To		
		A	B	C
From	A	0.000	9.000	278.000
	B	15.000	0.000	38.000
	C	247.000	46.000	0.000

## Turning Proportions (PCU) - Junction 3 (for whole period)

		To		
		A	B	C
From	A	0.00	0.03	0.97
	B	0.28	0.00	0.72
	C	0.84	0.16	0.00

# Vehicle Mix

## Average PCU Per Vehicle - Junction 3 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000



### Heavy Vehicle Percentages - Junction 3 (for whole period)

		To		
From		A	B	C
	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.10	6.72	0.11	A
C-AB	0.10	5.36	0.19	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

### Main Results for each time segment

#### Main results: (15:30-15:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	39.90	39.63	0.00	628.67	0.063	0.07	6.108	A
C-AB	46.13	45.73	0.00	718.06	0.064	0.10	5.352	A
C-A	174.45	174.45	0.00	-	-	-	-	-
A-B	6.78	6.78	0.00	-	-	-	-	-
A-C	209.29	209.29	0.00	-	-	-	-	-

#### Main results: (15:45-16:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	47.65	47.58	0.00	614.09	0.078	0.08	6.354	A
C-AB	58.31	58.19	0.00	733.20	0.080	0.13	5.334	A
C-A	205.09	205.09	0.00	-	-	-	-	-
A-B	8.09	8.09	0.00	-	-	-	-	-
A-C	249.92	249.92	0.00	-	-	-	-	-

#### Main results: (16:00-16:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	58.35	58.26	0.00	593.76	0.098	0.11	6.723	A
C-AB	78.88	78.67	0.00	757.28	0.104	0.18	5.306	A
C-A	243.72	243.72	0.00	-	-	-	-	-
A-B	9.91	9.91	0.00	-	-	-	-	-
A-C	306.08	306.08	0.00	-	-	-	-	-

**Main results: (16:15-16:30)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	58.35	58.35	0.00	593.74	0.098	0.11	6.723	A
C-AB	78.94	78.93	0.00	757.35	0.104	0.19	5.312	A
C-A	243.66	243.66	0.00	-	-	-	-	-
A-B	9.91	9.91	0.00	-	-	-	-	-
A-C	306.08	306.08	0.00	-	-	-	-	-

**Main results: (16:30-16:45)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	47.65	47.74	0.00	614.05	0.078	0.08	6.359	A
C-AB	58.38	58.59	0.00	733.31	0.080	0.13	5.341	A
C-A	205.02	205.02	0.00	-	-	-	-	-
A-B	8.09	8.09	0.00	-	-	-	-	-
A-C	249.92	249.92	0.00	-	-	-	-	-

**Main results: (16:45-17:00)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	39.90	39.97	0.00	628.60	0.063	0.07	6.118	A
C-AB	46.26	46.38	0.00	718.17	0.064	0.10	5.363	A
C-A	174.33	174.33	0.00	-	-	-	-	-
A-B	6.78	6.78	0.00	-	-	-	-	-
A-C	209.29	209.29	0.00	-	-	-	-	-

## D111 - Existing Junction E3 - 2026 - No Dev, AM

### Data Errors and Warnings

*No errors or warnings*

### Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
D111 - Existing Junction E3			100.000	

### Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2026 - No Dev, AM	2026 - No Dev	AM		ONE HOUR	08:15	09:45	90	15		

## Junction Network

### Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Existing Junction E3	T-Junction	Two-way	A,B,C	8.05	A

### Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	89	Stream B-AC

# Arms

## Arms

Arm	Name	Description	Arm Type
A	L1532 North		Major
B	The Gallops (E)		Minor
C	L1532 South		Major

## Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	8.20		0.00		2.20	120.00	✓	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.80								✓		21	125

## Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
3	B-A	589.266	0.097	0.245	0.154	0.350
3	B-C	758.904	0.105	0.266	-	-
3	C-B	643.457	0.225	0.225	-	-

*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 Flows

## Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

# Entry Flows

## General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	526.00	100.000
B	ONE HOUR	✓	110.00	100.000
C	ONE HOUR	✓	289.00	100.000

# Turning Proportions

## Turning Counts or Proportions (PCU/hr) - Junction 3 (for whole period)

		To		
		A	B	C
From	A	0.000	24.000	502.000
	B	41.000	0.000	69.000
	C	248.000	41.000	0.000

## Turning Proportions (PCU) - Junction 3 (for whole period)

		To		
		A	B	C
From	A	0.00	0.05	0.95
	B	0.37	0.00	0.63
	C	0.86	0.14	0.00

# Vehicle Mix

## Average PCU Per Vehicle - Junction 3 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

## Heavy Vehicle Percentages - Junction 3 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

# Results

## Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.24	9.36	0.31	A
C-AB	0.10	5.68	0.19	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

## Main Results for each time segment

### Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	82.81	82.13	0.00	563.59	0.147	0.17	7.466	A
C-AB	41.94	41.54	0.00	682.16	0.061	0.10	5.618	A
C-A	175.64	175.64	0.00	-	-	-	-	-
A-B	18.07	18.07	0.00	-	-	-	-	-
A-C	377.93	377.93	0.00	-	-	-	-	-

### Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	98.89	98.68	0.00	539.35	0.183	0.22	8.166	A
C-AB	53.46	53.33	0.00	691.27	0.077	0.13	5.644	A
C-A	206.34	206.34	0.00	-	-	-	-	-
A-B	21.58	21.58	0.00	-	-	-	-	-
A-C	451.29	451.29	0.00	-	-	-	-	-

### Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	121.11	120.76	0.00	505.52	0.240	0.31	9.348	A
C-AB	73.38	73.14	0.00	707.68	0.104	0.19	5.678	A
C-A	244.81	244.81	0.00	-	-	-	-	-
A-B	26.42	26.42	0.00	-	-	-	-	-
A-C	552.71	552.71	0.00	-	-	-	-	-

### Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	121.11	121.10	0.00	505.49	0.240	0.31	9.365	A
C-AB	73.45	73.45	0.00	707.77	0.104	0.19	5.680	A
C-A	244.74	244.74	0.00	-	-	-	-	-
A-B	26.42	26.42	0.00	-	-	-	-	-
A-C	552.71	552.71	0.00	-	-	-	-	-

**Main results: (09:15-09:30)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	98.89	99.23	0.00	539.30	0.183	0.23	8.188	A
C-AB	53.55	53.78	0.00	691.40	0.077	0.14	5.651	A
C-A	206.26	206.26	0.00	-	-	-	-	-
A-B	21.58	21.58	0.00	-	-	-	-	-
A-C	451.29	451.29	0.00	-	-	-	-	-

**Main results: (09:30-09:45)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	82.81	83.03	0.00	563.50	0.147	0.17	7.497	A
C-AB	42.07	42.21	0.00	682.27	0.062	0.10	5.627	A
C-A	175.50	175.50	0.00	-	-	-	-	-
A-B	18.07	18.07	0.00	-	-	-	-	-
A-C	377.93	377.93	0.00	-	-	-	-	-

## D111 - Existing Junction E3 - 2026 - No Dev, PM

### Data Errors and Warnings

*No errors or warnings*

### Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
D111 - Existing Junction E3			100.000	

### Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2026 - No Dev, PM	2026 - No Dev	PM		ONE HOUR	15:30	17:00	90	15		

## Junction Network

### Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Existing Junction E3	T-Junction	Two-way	A,B,C	5.97	A

### Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	220	Stream B-AC

# Arms

## Arms

Arm	Name	Description	Arm Type
A	L1532 North		Major
B	The Gallops (E)		Minor
C	L1532 South		Major

## Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	8.20		0.00		2.20	120.00	✓	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.80								✓		21	125

## Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
3	B-A	589.266	0.097	0.245	0.154	0.350
3	B-C	758.904	0.105	0.266	-	-
3	C-B	643.457	0.225	0.225	-	-

*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 Flows

## Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

# Entry Flows

## General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	292.00	100.000
B	ONE HOUR	✓	54.00	100.000
C	ONE HOUR	✓	298.00	100.000

# Turning Proportions

## Turning Counts or Proportions (PCU/hr) - Junction 3 (for whole period)

		To		
		A	B	C
From	A	0.000	9.000	283.000
	B	15.000	0.000	39.000
	C	251.000	47.000	0.000

## Turning Proportions (PCU) - Junction 3 (for whole period)

		To		
		A	B	C
From	A	0.00	0.03	0.97
	B	0.28	0.00	0.72
	C	0.84	0.16	0.00

# Vehicle Mix

## Average PCU Per Vehicle - Junction 3 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

## Heavy Vehicle Percentages - Junction 3 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000



# Results

## Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.10	6.74	0.11	A
C-AB	0.11	5.36	0.19	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

## Main Results for each time segment

### Main results: (15:30-15:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	40.65	40.38	0.00	628.58	0.065	0.07	6.117	A
C-AB	47.35	46.94	0.00	719.26	0.066	0.10	5.353	A
C-A	177.00	177.00	0.00	-	-	-	-	-
A-B	6.78	6.78	0.00	-	-	-	-	-
A-C	213.06	213.06	0.00	-	-	-	-	-

### Main results: (15:45-16:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	48.54	48.48	0.00	613.77	0.079	0.09	6.368	A
C-AB	59.91	59.78	0.00	734.65	0.082	0.13	5.337	A
C-A	207.99	207.99	0.00	-	-	-	-	-
A-B	8.09	8.09	0.00	-	-	-	-	-
A-C	254.41	254.41	0.00	-	-	-	-	-

### Main results: (16:00-16:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	59.46	59.35	0.00	593.13	0.100	0.11	6.744	A
C-AB	81.20	80.98	0.00	759.20	0.107	0.19	5.310	A
C-A	246.91	246.91	0.00	-	-	-	-	-
A-B	9.91	9.91	0.00	-	-	-	-	-
A-C	311.59	311.59	0.00	-	-	-	-	-

### Main results: (16:15-16:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	59.46	59.45	0.00	593.11	0.100	0.11	6.745	A
C-AB	81.26	81.25	0.00	759.28	0.107	0.19	5.315	A
C-A	246.84	246.84	0.00	-	-	-	-	-
A-B	9.91	9.91	0.00	-	-	-	-	-
A-C	311.59	311.59	0.00	-	-	-	-	-

**Main results: (16:30-16:45)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	48.54	48.64	0.00	613.73	0.079	0.09	6.373	A
C-AB	59.98	60.20	0.00	734.76	0.082	0.14	5.340	A
C-A	207.91	207.91	0.00	-	-	-	-	-
A-B	8.09	8.09	0.00	-	-	-	-	-
A-C	254.41	254.41	0.00	-	-	-	-	-

**Main results: (16:45-17:00)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	40.65	40.72	0.00	628.50	0.065	0.07	6.124	A
C-AB	47.48	47.62	0.00	719.37	0.066	0.11	5.361	A
C-A	176.87	176.87	0.00	-	-	-	-	-
A-B	6.78	6.78	0.00	-	-	-	-	-
A-C	213.06	213.06	0.00	-	-	-	-	-

## D111 - Existing Junction E3 - 2026 - With Dev, AM

### Data Errors and Warnings

*No errors or warnings*

### Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
D111 - Existing Junction E3			100.000	

### Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2026 - With Dev, AM	2026 - With Dev	AM		ONE HOUR	08:15	09:45	90	15		

## Junction Network

### Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Existing Junction E3	T-Junction	Two-way	A,B,C	8.18	A

### Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	81	Stream B-AC

# Arms

## Arms

Arm	Name	Description	Arm Type
A	L1532 North		Major
B	The Gallops (E)		Minor
C	L1532 South		Major

## Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	8.20		0.00		2.20	120.00	✓	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.80								✓		21	125

## Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
3	B-A	589.266	0.097	0.245	0.154	0.350
3	B-C	758.904	0.105	0.266	-	-
3	C-B	643.457	0.225	0.225	-	-

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 Flows

## Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

# Entry Flows

## General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	561.00	100.000
B	ONE HOUR	✓	110.00	100.000
C	ONE HOUR	✓	322.00	100.000

# Turning Proportions

## Turning Counts or Proportions (PCU/hr) - Junction 3 (for whole period)

		To		
		A	B	C
From	A	0.000	24.000	537.000
	B	41.000	0.000	69.000
	C	281.000	41.000	0.000

## Turning Proportions (PCU) - Junction 3 (for whole period)

		To		
		A	B	C
From	A	0.00	0.04	0.96
	B	0.37	0.00	0.63
	C	0.87	0.13	0.00

# Vehicle Mix

## Average PCU Per Vehicle - Junction 3 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

## Heavy Vehicle Percentages - Junction 3 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

# Results

## Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.25	9.71	0.32	A
C-AB	0.11	5.56	0.21	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

## Main Results for each time segment

### Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	82.81	82.12	0.00	554.45	0.149	0.17	7.611	A
C-AB	43.64	43.22	0.00	693.56	0.063	0.10	5.534	A
C-A	198.78	198.78	0.00	-	-	-	-	-
A-B	18.07	18.07	0.00	-	-	-	-	-
A-C	404.28	404.28	0.00	-	-	-	-	-

### Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	98.89	98.67	0.00	528.31	0.187	0.23	8.374	A
C-AB	56.09	55.93	0.00	705.08	0.080	0.14	5.549	A
C-A	233.38	233.38	0.00	-	-	-	-	-
A-B	21.58	21.58	0.00	-	-	-	-	-
A-C	482.75	482.75	0.00	-	-	-	-	-

### Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	121.11	120.73	0.00	491.74	0.246	0.32	9.693	A
C-AB	78.37	78.09	0.00	726.13	0.108	0.21	5.558	A
C-A	276.16	276.16	0.00	-	-	-	-	-
A-B	26.42	26.42	0.00	-	-	-	-	-
A-C	591.25	591.25	0.00	-	-	-	-	-

### Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	121.11	121.10	0.00	491.70	0.246	0.32	9.713	A
C-AB	78.46	78.45	0.00	726.25	0.108	0.21	5.563	A
C-A	276.07	276.07	0.00	-	-	-	-	-
A-B	26.42	26.42	0.00	-	-	-	-	-
A-C	591.25	591.25	0.00	-	-	-	-	-

**Main results: (09:15-09:30)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	98.89	99.25	0.00	528.24	0.187	0.23	8.400	A
C-AB	56.19	56.46	0.00	705.24	0.080	0.15	5.556	A
C-A	233.28	233.28	0.00	-	-	-	-	-
A-B	21.58	21.58	0.00	-	-	-	-	-
A-C	482.75	482.75	0.00	-	-	-	-	-

**Main results: (09:30-09:45)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	82.81	83.04	0.00	554.35	0.149	0.18	7.643	A
C-AB	43.80	43.96	0.00	693.70	0.063	0.11	5.546	A
C-A	198.62	198.62	0.00	-	-	-	-	-
A-B	18.07	18.07	0.00	-	-	-	-	-
A-C	404.28	404.28	0.00	-	-	-	-	-

## D111 - Existing Junction E3 - 2026 - With Dev, PM

**Data Errors and Warnings**

*No errors or warnings*

**Analysis Set Details**

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
D111 - Existing Junction E3			100.000	

**Demand Set Details**

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2026 - With Dev, PM	2026 - With Dev	PM		ONE HOUR	15:30	17:00	90	15		

## Junction Network

**Junctions**

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Existing Junction E3	T-Junction	Two-way	A,B,C	5.92	A

**Junction Network Options**

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	204	Stream B-AC

# Arms

## Arms

Arm	Name	Description	Arm Type
A	L1532 North		Major
B	The Gallops (E)		Minor
C	L1532 South		Major

## Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	8.20		0.00		2.20	120.00	✓	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.80								✓		21	125

## Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
3	B-A	589.266	0.097	0.245	0.154	0.350
3	B-C	758.904	0.105	0.266	-	-
3	C-B	643.457	0.225	0.225	-	-

*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 Flows

## Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

# Entry Flows

## General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	304.00	100.000
B	ONE HOUR	✓	54.00	100.000
C	ONE HOUR	✓	336.00	100.000

# Turning Proportions

## Turning Counts or Proportions (PCU/hr) - Junction 3 (for whole period)

		To		
		A	B	C
From	A	0.000	9.000	295.000
	B	15.000	0.000	39.000
	C	289.000	47.000	0.000

## Turning Proportions (PCU) - Junction 3 (for whole period)

		To		
		A	B	C
From	A	0.00	0.03	0.97
	B	0.28	0.00	0.72
	C	0.86	0.14	0.00

# Vehicle Mix

## Average PCU Per Vehicle - Junction 3 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

## Heavy Vehicle Percentages - Junction 3 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000



# Results

## Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.10	6.83	0.11	A
C-AB	0.11	5.25	0.21	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

## Main Results for each time segment

### Main results: (15:30-15:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	40.65	40.38	0.00	624.20	0.065	0.07	6.163	A
C-AB	49.32	48.88	0.00	736.01	0.067	0.11	5.237	A
C-A	203.64	203.64	0.00	-	-	-	-	-
A-B	6.78	6.78	0.00	-	-	-	-	-
A-C	222.09	222.09	0.00	-	-	-	-	-

### Main results: (15:45-16:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	48.54	48.48	0.00	608.46	0.080	0.09	6.428	A
C-AB	64.23	64.08	0.00	757.30	0.085	0.15	5.194	A
C-A	237.82	237.82	0.00	-	-	-	-	-
A-B	8.09	8.09	0.00	-	-	-	-	-
A-C	265.20	265.20	0.00	-	-	-	-	-

### Main results: (16:00-16:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	59.46	59.35	0.00	586.47	0.101	0.11	6.827	A
C-AB	86.64	86.39	0.00	784.93	0.110	0.21	5.158	A
C-A	283.31	283.31	0.00	-	-	-	-	-
A-B	9.91	9.91	0.00	-	-	-	-	-
A-C	324.80	324.80	0.00	-	-	-	-	-

### Main results: (16:15-16:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	59.46	59.45	0.00	586.44	0.101	0.11	6.830	A
C-AB	86.71	86.71	0.00	785.02	0.110	0.21	5.159	A
C-A	283.23	283.23	0.00	-	-	-	-	-
A-B	9.91	9.91	0.00	-	-	-	-	-
A-C	324.80	324.80	0.00	-	-	-	-	-

**Main results: (16:30-16:45)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	48.54	48.64	0.00	608.41	0.080	0.09	6.431	A
C-AB	64.33	64.57	0.00	757.44	0.085	0.15	5.202	A
C-A	237.73	237.73	0.00	-	-	-	-	-
A-B	8.09	8.09	0.00	-	-	-	-	-
A-C	265.20	265.20	0.00	-	-	-	-	-

**Main results: (16:45-17:00)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	40.65	40.72	0.00	624.12	0.065	0.07	6.170	A
C-AB	49.48	49.63	0.00	736.15	0.067	0.11	5.249	A
C-A	203.48	203.48	0.00	-	-	-	-	-
A-B	6.78	6.78	0.00	-	-	-	-	-
A-C	222.09	222.09	0.00	-	-	-	-	-

## D111 - Existing Junction E3 - 2031 - No Dev, AM

### Data Errors and Warnings

*No errors or warnings*

### Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
D111 - Existing Junction E3			100.000	

### Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2031 - No Dev, AM	2031 - No Dev	AM		ONE HOUR	08:15	09:45	90	15		

## Junction Network

### Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Existing Junction E3	T-Junction	Two-way	A,B,C	8.25	A

### Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	82	Stream B-AC

# Arms

## Arms

Arm	Name	Description	Arm Type
A	L1532 North		Major
B	The Gallops (E)		Minor
C	L1532 South		Major

## Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	8.20		0.00		2.20	120.00	✓	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.80								✓		21	125

## Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
3	B-A	589.266	0.097	0.245	0.154	0.350
3	B-C	758.904	0.105	0.266	-	-
3	C-B	643.457	0.225	0.225	-	-

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 Flows

## Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

# Entry Flows

## General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	547.00	100.000
B	ONE HOUR	✓	115.00	100.000
C	ONE HOUR	✓	300.00	100.000

# Turning Proportions

## Turning Counts or Proportions (PCU/hr) - Junction 3 (for whole period)

		To		
		A	B	C
From	A	0.000	25.000	522.000
	B	43.000	0.000	72.000
	C	257.000	43.000	0.000

## Turning Proportions (PCU) - Junction 3 (for whole period)

		To		
		A	B	C
From	A	0.00	0.05	0.95
	B	0.37	0.00	0.63
	C	0.86	0.14	0.00

# Vehicle Mix

## Average PCU Per Vehicle - Junction 3 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

## Heavy Vehicle Percentages - Junction 3 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

# Results

## Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.25	9.70	0.34	A
C-AB	0.11	5.70	0.21	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

## Main Results for each time segment

### Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	86.58	85.85	0.00	558.39	0.155	0.18	7.608	A
C-AB	44.51	44.08	0.00	683.53	0.065	0.11	5.628	A
C-A	181.35	181.35	0.00	-	-	-	-	-
A-B	18.82	18.82	0.00	-	-	-	-	-
A-C	392.99	392.99	0.00	-	-	-	-	-

### Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	103.38	103.16	0.00	533.13	0.194	0.24	8.368	A
C-AB	56.89	56.75	0.00	693.01	0.082	0.14	5.662	A
C-A	212.80	212.80	0.00	-	-	-	-	-
A-B	22.47	22.47	0.00	-	-	-	-	-
A-C	469.27	469.27	0.00	-	-	-	-	-

### Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	126.62	126.22	0.00	497.83	0.254	0.34	9.676	A
C-AB	78.53	78.26	0.00	710.30	0.111	0.21	5.701	A
C-A	251.78	251.78	0.00	-	-	-	-	-
A-B	27.53	27.53	0.00	-	-	-	-	-
A-C	574.73	574.73	0.00	-	-	-	-	-

### Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	126.62	126.61	0.00	497.79	0.254	0.34	9.698	A
C-AB	78.61	78.60	0.00	710.40	0.111	0.21	5.703	A
C-A	251.70	251.70	0.00	-	-	-	-	-
A-B	27.53	27.53	0.00	-	-	-	-	-
A-C	574.73	574.73	0.00	-	-	-	-	-

**Main results: (09:15-09:30)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	103.38	103.76	0.00	533.06	0.194	0.24	8.392	A
C-AB	56.99	57.25	0.00	693.16	0.082	0.15	5.668	A
C-A	212.71	212.71	0.00	-	-	-	-	-
A-B	22.47	22.47	0.00	-	-	-	-	-
A-C	469.27	469.27	0.00	-	-	-	-	-

**Main results: (09:30-09:45)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	86.58	86.81	0.00	558.29	0.155	0.19	7.641	A
C-AB	44.66	44.81	0.00	683.65	0.065	0.11	5.640	A
C-A	181.20	181.20	0.00	-	-	-	-	-
A-B	18.82	18.82	0.00	-	-	-	-	-
A-C	392.99	392.99	0.00	-	-	-	-	-

## D111 - Existing Junction E3 - 2031 - No Dev, PM

### Data Errors and Warnings

*No errors or warnings*

### Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
D111 - Existing Junction E3			100.000	

### Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2031 - No Dev, PM	2031 - No Dev	PM		ONE HOUR	15:30	17:00	90	15		

## Junction Network

### Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Existing Junction E3	T-Junction	Two-way	A,B,C	6.02	A

### Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	206	Stream B-AC

# Arms

## Arms

Arm	Name	Description	Arm Type
A	L1532 North		Major
B	The Gallops (E)		Minor
C	L1532 South		Major

## Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	8.20		0.00		2.20	120.00	✓	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.80								✓		21	125

## Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
3	B-A	589.266	0.097	0.245	0.154	0.350
3	B-C	758.904	0.105	0.266	-	-
3	C-B	643.457	0.225	0.225	-	-

*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 Flows

## Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

# Entry Flows

## General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	304.00	100.000
B	ONE HOUR	✓	57.00	100.000
C	ONE HOUR	✓	310.00	100.000

# Turning Proportions

## Turning Counts or Proportions (PCU/hr) - Junction 3 (for whole period)

		To		
		A	B	C
From	A	0.000	10.000	294.000
	B	16.000	0.000	41.000
	C	261.000	49.000	0.000

## Turning Proportions (PCU) - Junction 3 (for whole period)

		To		
		A	B	C
From	A	0.00	0.03	0.97
	B	0.28	0.00	0.72
	C	0.84	0.16	0.00

# Vehicle Mix

## Average PCU Per Vehicle - Junction 3 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

## Heavy Vehicle Percentages - Junction 3 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000



# Results

## Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.11	6.86	0.12	A
C-AB	0.11	5.36	0.21	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

## Main Results for each time segment

### Main results: (15:30-15:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	42.91	42.62	0.00	624.86	0.069	0.07	6.180	A
C-AB	49.94	49.50	0.00	722.34	0.069	0.11	5.349	A
C-A	183.45	183.45	0.00	-	-	-	-	-
A-B	7.53	7.53	0.00	-	-	-	-	-
A-C	221.34	221.34	0.00	-	-	-	-	-

### Main results: (15:45-16:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	51.24	51.17	0.00	609.40	0.084	0.09	6.449	A
C-AB	63.32	63.18	0.00	738.36	0.086	0.14	5.335	A
C-A	215.36	215.36	0.00	-	-	-	-	-
A-B	8.99	8.99	0.00	-	-	-	-	-
A-C	264.30	264.30	0.00	-	-	-	-	-

### Main results: (16:00-16:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	62.76	62.65	0.00	587.83	0.107	0.12	6.852	A
C-AB	86.24	86.00	0.00	764.13	0.113	0.20	5.313	A
C-A	255.07	255.07	0.00	-	-	-	-	-
A-B	11.01	11.01	0.00	-	-	-	-	-
A-C	323.70	323.70	0.00	-	-	-	-	-

### Main results: (16:15-16:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	62.76	62.76	0.00	587.80	0.107	0.12	6.855	A
C-AB	86.31	86.31	0.00	764.22	0.113	0.21	5.316	A
C-A	255.00	255.00	0.00	-	-	-	-	-
A-B	11.01	11.01	0.00	-	-	-	-	-
A-C	323.70	323.70	0.00	-	-	-	-	-

**Main results: (16:30-16:45)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	51.24	51.35	0.00	609.35	0.084	0.09	6.452	A
C-AB	63.40	63.64	0.00	738.48	0.086	0.15	5.339	A
C-A	215.28	215.28	0.00	-	-	-	-	-
A-B	8.99	8.99	0.00	-	-	-	-	-
A-C	264.30	264.30	0.00	-	-	-	-	-

**Main results: (16:45-17:00)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	42.91	42.99	0.00	624.78	0.069	0.07	6.190	A
C-AB	50.08	50.22	0.00	722.46	0.069	0.11	5.360	A
C-A	183.30	183.30	0.00	-	-	-	-	-
A-B	7.53	7.53	0.00	-	-	-	-	-
A-C	221.34	221.34	0.00	-	-	-	-	-

## D111 - Existing Junction E3 - 2031 - With Dev, AM

### Data Errors and Warnings

*No errors or warnings*

### Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
D111 - Existing Junction E3			100.000	

### Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2031 - With Dev, AM	2031 - With Dev	AM		ONE HOUR	08:15	09:45	90	15		

## Junction Network

### Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Existing Junction E3	T-Junction	Two-way	A,B,C	8.38	A

### Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	74	Stream B-AC

# Arms

## Arms

Arm	Name	Description	Arm Type
A	L1532 North		Major
B	The Gallops (E)		Minor
C	L1532 South		Major

## Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	8.20		0.00		2.20	120.00	✓	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.80								✓		21	125

## Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
3	B-A	589.266	0.097	0.245	0.154	0.350
3	B-C	758.904	0.105	0.266	-	-
3	C-B	643.457	0.225	0.225	-	-

*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 Flows

## Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

# Entry Flows

## General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	582.00	100.000
B	ONE HOUR	✓	115.00	100.000
C	ONE HOUR	✓	333.00	100.000

# Turning Proportions

## Turning Counts or Proportions (PCU/hr) - Junction 3 (for whole period)

		To		
		A	B	C
From	A	0.000	25.000	557.000
	B	43.000	0.000	72.000
	C	290.000	43.000	0.000

## Turning Proportions (PCU) - Junction 3 (for whole period)

		To		
		A	B	C
From	A	0.00	0.04	0.96
	B	0.37	0.00	0.63
	C	0.87	0.13	0.00

# Vehicle Mix

## Average PCU Per Vehicle - Junction 3 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

## Heavy Vehicle Percentages - Junction 3 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

# Results

## Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.26	10.07	0.35	B
C-AB	0.12	5.59	0.23	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

## Main Results for each time segment

### Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	86.58	85.84	0.00	549.22	0.158	0.19	7.756	A
C-AB	46.32	45.86	0.00	694.96	0.067	0.11	5.545	A
C-A	204.38	204.38	0.00	-	-	-	-	-
A-B	18.82	18.82	0.00	-	-	-	-	-
A-C	419.34	419.34	0.00	-	-	-	-	-

### Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	103.38	103.15	0.00	522.04	0.198	0.24	8.590	A
C-AB	61.04	60.86	0.00	709.71	0.086	0.16	5.552	A
C-A	238.32	238.32	0.00	-	-	-	-	-
A-B	22.47	22.47	0.00	-	-	-	-	-
A-C	500.73	500.73	0.00	-	-	-	-	-

### Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	126.62	126.20	0.00	483.98	0.262	0.35	10.049	B
C-AB	83.89	83.59	0.00	728.88	0.115	0.23	5.584	A
C-A	282.75	282.75	0.00	-	-	-	-	-
A-B	27.53	27.53	0.00	-	-	-	-	-
A-C	613.27	613.27	0.00	-	-	-	-	-

### Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	126.62	126.61	0.00	483.94	0.262	0.35	10.074	B
C-AB	83.99	83.98	0.00	729.00	0.115	0.23	5.589	A
C-A	282.65	282.65	0.00	-	-	-	-	-
A-B	27.53	27.53	0.00	-	-	-	-	-
A-C	613.27	613.27	0.00	-	-	-	-	-

**Main results: (09:15-09:30)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	103.38	103.79	0.00	521.97	0.198	0.25	8.618	A
C-AB	61.16	61.45	0.00	709.90	0.086	0.16	5.558	A
C-A	238.20	238.20	0.00	-	-	-	-	-
A-B	22.47	22.47	0.00	-	-	-	-	-
A-C	500.73	500.73	0.00	-	-	-	-	-

**Main results: (09:30-09:45)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	86.58	86.82	0.00	549.12	0.158	0.19	7.792	A
C-AB	46.49	46.67	0.00	695.12	0.067	0.12	5.555	A
C-A	204.21	204.21	0.00	-	-	-	-	-
A-B	18.82	18.82	0.00	-	-	-	-	-
A-C	419.34	419.34	0.00	-	-	-	-	-

## D111 - Existing Junction E3 - 2031 - With Dev, PM

**Data Errors and Warnings**

*No errors or warnings*

**Analysis Set Details**

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
D111 - Existing Junction E3			100.000	

**Demand Set Details**

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2031 - With Dev, PM	2031 - With Dev	PM		ONE HOUR	15:30	17:00	90	15		

## Junction Network

**Junctions**

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Existing Junction E3	T-Junction	Two-way	A,B,C	5.97	A

**Junction Network Options**

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	192	Stream B-AC

# Arms

## Arms

Arm	Name	Description	Arm Type
A	L1532 North		Major
B	The Gallops (E)		Minor
C	L1532 South		Major

## Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	8.20		0.00		2.20	120.00	✓	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.80								✓		21	125

## Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
3	B-A	589.266	0.097	0.245	0.154	0.350
3	B-C	758.904	0.105	0.266	-	-
3	C-B	643.457	0.225	0.225	-	-

*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 Flows

## Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

# Entry Flows

## General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	316.00	100.000
B	ONE HOUR	✓	57.00	100.000
C	ONE HOUR	✓	348.00	100.000

# Turning Proportions

## Turning Counts or Proportions (PCU/hr) - Junction 3 (for whole period)

		To		
		A	B	C
From	A	0.000	10.000	306.000
	B	16.000	0.000	41.000
	C	299.000	49.000	0.000

## Turning Proportions (PCU) - Junction 3 (for whole period)

		To		
		A	B	C
From	A	0.00	0.03	0.97
	B	0.28	0.00	0.72
	C	0.86	0.14	0.00

# Vehicle Mix

## Average PCU Per Vehicle - Junction 3 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

## Heavy Vehicle Percentages - Junction 3 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000



# Results

## Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.11	6.94	0.12	A
C-AB	0.12	5.25	0.22	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

## Main Results for each time segment

### Main results: (15:30-15:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	42.91	42.62	0.00	620.45	0.069	0.07	6.227	A
C-AB	52.01	51.54	0.00	739.09	0.070	0.12	5.234	A
C-A	209.99	209.99	0.00	-	-	-	-	-
A-B	7.53	7.53	0.00	-	-	-	-	-
A-C	230.37	230.37	0.00	-	-	-	-	-

### Main results: (15:45-16:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	51.24	51.17	0.00	604.04	0.085	0.09	6.511	A
C-AB	67.98	67.82	0.00	761.26	0.089	0.16	5.195	A
C-A	244.86	244.86	0.00	-	-	-	-	-
A-B	8.99	8.99	0.00	-	-	-	-	-
A-C	275.09	275.09	0.00	-	-	-	-	-

### Main results: (16:00-16:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	62.76	62.65	0.00	581.11	0.108	0.12	6.941	A
C-AB	92.01	91.75	0.00	789.91	0.116	0.22	5.159	A
C-A	291.14	291.14	0.00	-	-	-	-	-
A-B	11.01	11.01	0.00	-	-	-	-	-
A-C	336.91	336.91	0.00	-	-	-	-	-

### Main results: (16:15-16:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	62.76	62.76	0.00	581.08	0.108	0.12	6.944	A
C-AB	92.10	92.09	0.00	790.00	0.117	0.22	5.165	A
C-A	291.06	291.06	0.00	-	-	-	-	-
A-B	11.01	11.01	0.00	-	-	-	-	-
A-C	336.91	336.91	0.00	-	-	-	-	-

**Main results: (16:30-16:45)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	51.24	51.35	0.00	603.99	0.085	0.09	6.517	A
C-AB	68.09	68.34	0.00	761.42	0.089	0.16	5.199	A
C-A	244.76	244.76	0.00	-	-	-	-	-
A-B	8.99	8.99	0.00	-	-	-	-	-
A-C	275.09	275.09	0.00	-	-	-	-	-

**Main results: (16:45-17:00)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	42.91	42.99	0.00	620.36	0.069	0.07	6.235	A
C-AB	52.18	52.35	0.00	739.24	0.071	0.12	5.246	A
C-A	209.81	209.81	0.00	-	-	-	-	-
A-B	7.53	7.53	0.00	-	-	-	-	-
A-C	230.37	230.37	0.00	-	-	-	-	-

## D111 - Existing Junction E3 - 2041 - No Dev, AM

### Data Errors and Warnings

*No errors or warnings*

### Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
D111 - Existing Junction E3			100.000	

### Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2041 - No Dev, AM	2041 - No Dev	AM		ONE HOUR	08:15	09:45	90	15		

## Junction Network

### Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Existing Junction E3	T-Junction	Two-way	A,B,C	8.36	A

### Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	78	Stream B-AC

# Arms

## Arms

Arm	Name	Description	Arm Type
A	L1532 North		Major
B	The Gallops (E)		Minor
C	L1532 South		Major

## Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	8.20		0.00		2.20	120.00	✓	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.80								✓		21	125

## Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
3	B-A	589.266	0.097	0.245	0.154	0.350
3	B-C	758.904	0.105	0.266	-	-
3	C-B	643.457	0.225	0.225	-	-

*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 Flows

## Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

# Entry Flows

## General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	559.00	100.000
B	ONE HOUR	✓	117.00	100.000
C	ONE HOUR	✓	307.00	100.000

# Turning Proportions

## Turning Counts or Proportions (PCU/hr) - Junction 3 (for whole period)

		To		
		A	B	C
From	A	0.000	25.000	534.000
	B	44.000	0.000	73.000
	C	263.000	44.000	0.000

## Turning Proportions (PCU) - Junction 3 (for whole period)

		To		
		A	B	C
From	A	0.00	0.04	0.96
	B	0.38	0.00	0.62
	C	0.86	0.14	0.00

# Vehicle Mix

## Average PCU Per Vehicle - Junction 3 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

## Heavy Vehicle Percentages - Junction 3 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

# Results

## Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.26	9.89	0.35	A
C-AB	0.11	5.71	0.22	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

## Main Results for each time segment

### Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	88.08	87.34	0.00	554.99	0.159	0.19	7.685	A
C-AB	45.90	45.46	0.00	684.75	0.067	0.11	5.630	A
C-A	185.23	185.23	0.00	-	-	-	-	-
A-B	18.82	18.82	0.00	-	-	-	-	-
A-C	402.02	402.02	0.00	-	-	-	-	-

### Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	105.18	104.95	0.00	529.10	0.199	0.25	8.483	A
C-AB	58.77	58.62	0.00	694.53	0.085	0.15	5.663	A
C-A	217.22	217.22	0.00	-	-	-	-	-
A-B	22.47	22.47	0.00	-	-	-	-	-
A-C	480.06	480.06	0.00	-	-	-	-	-

### Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	128.82	128.41	0.00	492.92	0.261	0.35	9.865	A
C-AB	81.42	81.13	0.00	712.49	0.114	0.22	5.707	A
C-A	256.60	256.60	0.00	-	-	-	-	-
A-B	27.53	27.53	0.00	-	-	-	-	-
A-C	587.94	587.94	0.00	-	-	-	-	-

### Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	128.82	128.81	0.00	492.88	0.261	0.35	9.888	A
C-AB	81.50	81.50	0.00	712.60	0.114	0.22	5.712	A
C-A	256.51	256.51	0.00	-	-	-	-	-
A-B	27.53	27.53	0.00	-	-	-	-	-
A-C	587.94	587.94	0.00	-	-	-	-	-

**Main results: (09:15-09:30)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	105.18	105.58	0.00	529.04	0.199	0.25	8.510	A
C-AB	58.87	59.15	0.00	694.69	0.085	0.15	5.670	A
C-A	217.11	217.11	0.00	-	-	-	-	-
A-B	22.47	22.47	0.00	-	-	-	-	-
A-C	480.06	480.06	0.00	-	-	-	-	-

**Main results: (09:30-09:45)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	88.08	88.33	0.00	554.89	0.159	0.19	7.721	A
C-AB	46.05	46.21	0.00	684.88	0.067	0.11	5.642	A
C-A	185.07	185.07	0.00	-	-	-	-	-
A-B	18.82	18.82	0.00	-	-	-	-	-
A-C	402.02	402.02	0.00	-	-	-	-	-

## D111 - Existing Junction E3 - 2041 - No Dev, PM

### Data Errors and Warnings

*No errors or warnings*

### Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
D111 - Existing Junction E3			100.000	

### Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2041 - No Dev, PM	2041 - No Dev	PM		ONE HOUR	15:30	17:00	90	15		

## Junction Network

### Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Existing Junction E3	T-Junction	Two-way	A,B,C	6.02	A

### Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	202	Stream B-AC

# Arms

## Arms

Arm	Name	Description	Arm Type
A	L1532 North		Major
B	The Gallops (E)		Minor
C	L1532 South		Major

## Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	8.20		0.00		2.20	120.00	✓	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.80								✓		21	125

## Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
3	B-A	589.266	0.097	0.245	0.154	0.350
3	B-C	758.904	0.105	0.266	-	-
3	C-B	643.457	0.225	0.225	-	-

*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 Flows

## Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

# Entry Flows

## General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	310.00	100.000
B	ONE HOUR	✓	57.00	100.000
C	ONE HOUR	✓	317.00	100.000

# Turning Proportions

## Turning Counts or Proportions (PCU/hr) - Junction 3 (for whole period)

		To		
		A	B	C
From	A	0.000	10.000	300.000
	B	16.000	0.000	41.000
	C	267.000	50.000	0.000

## Turning Proportions (PCU) - Junction 3 (for whole period)

		To		
		A	B	C
From	A	0.00	0.03	0.97
	B	0.28	0.00	0.72
	C	0.84	0.16	0.00

# Vehicle Mix

## Average PCU Per Vehicle - Junction 3 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

## Heavy Vehicle Percentages - Junction 3 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000



# Results

## Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.11	6.89	0.12	A
C-AB	0.12	5.35	0.21	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

## Main Results for each time segment

### Main results: (15:30-15:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	42.91	42.62	0.00	623.22	0.069	0.07	6.198	A
C-AB	51.30	50.85	0.00	724.37	0.071	0.11	5.343	A
C-A	187.35	187.35	0.00	-	-	-	-	-
A-B	7.53	7.53	0.00	-	-	-	-	-
A-C	225.86	225.86	0.00	-	-	-	-	-

### Main results: (15:45-16:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	51.24	51.17	0.00	607.43	0.084	0.09	6.471	A
C-AB	66.36	66.21	0.00	742.98	0.089	0.15	5.320	A
C-A	218.62	218.62	0.00	-	-	-	-	-
A-B	8.99	8.99	0.00	-	-	-	-	-
A-C	269.69	269.69	0.00	-	-	-	-	-

### Main results: (16:00-16:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	62.76	62.65	0.00	585.38	0.107	0.12	6.884	A
C-AB	88.97	88.73	0.00	767.36	0.116	0.21	5.309	A
C-A	260.05	260.05	0.00	-	-	-	-	-
A-B	11.01	11.01	0.00	-	-	-	-	-
A-C	330.31	330.31	0.00	-	-	-	-	-

### Main results: (16:15-16:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	62.76	62.76	0.00	585.35	0.107	0.12	6.887	A
C-AB	89.05	89.04	0.00	767.44	0.116	0.21	5.311	A
C-A	259.98	259.98	0.00	-	-	-	-	-
A-B	11.01	11.01	0.00	-	-	-	-	-
A-C	330.31	330.31	0.00	-	-	-	-	-

**Main results: (16:30-16:45)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	51.24	51.35	0.00	607.38	0.084	0.09	6.474	A
C-AB	66.46	66.69	0.00	743.11	0.089	0.15	5.328	A
C-A	218.52	218.52	0.00	-	-	-	-	-
A-B	8.99	8.99	0.00	-	-	-	-	-
A-C	269.69	269.69	0.00	-	-	-	-	-

**Main results: (16:45-17:00)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	42.91	42.99	0.00	623.14	0.069	0.07	6.207	A
C-AB	51.46	51.61	0.00	724.50	0.071	0.12	5.355	A
C-A	187.20	187.20	0.00	-	-	-	-	-
A-B	7.53	7.53	0.00	-	-	-	-	-
A-C	225.86	225.86	0.00	-	-	-	-	-

## D111 - Existing Junction E3 - 2041 - With Dev, AM

### Data Errors and Warnings

*No errors or warnings*

### Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
D111 - Existing Junction E3			100.000	

### Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2041 - With Dev, AM	2041 - With Dev	AM		ONE HOUR	08:15	09:45	90	15		

## Junction Network

### Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Existing Junction E3	T-Junction	Two-way	A,B,C	8.50	A

### Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	70	Stream B-AC

# Arms

## Arms

Arm	Name	Description	Arm Type
A	L1532 North		Major
B	The Gallops (E)		Minor
C	L1532 South		Major

## Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	8.20		0.00		2.20	120.00	✓	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.80								✓		21	125

## Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
3	B-A	589.266	0.097	0.245	0.154	0.350
3	B-C	758.904	0.105	0.266	-	-
3	C-B	643.457	0.225	0.225	-	-

*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 Flows

## Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

# Entry Flows

## General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	594.00	100.000
B	ONE HOUR	✓	117.00	100.000
C	ONE HOUR	✓	340.00	100.000

# Turning Proportions

## Turning Counts or Proportions (PCU/hr) - Junction 3 (for whole period)

		To		
		A	B	C
From	A	0.000	25.000	569.000
	B	44.000	0.000	73.000
	C	296.000	44.000	0.000

## Turning Proportions (PCU) - Junction 3 (for whole period)

		To		
		A	B	C
From	A	0.00	0.04	0.96
	B	0.38	0.00	0.62
	C	0.87	0.13	0.00

# Vehicle Mix

## Average PCU Per Vehicle - Junction 3 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

## Heavy Vehicle Percentages - Junction 3 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

# Results

## Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.27	10.28	0.37	B
C-AB	0.12	5.59	0.24	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

## Main Results for each time segment

### Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	88.08	87.32	0.00	545.80	0.161	0.19	7.840	A
C-AB	47.76	47.29	0.00	696.21	0.069	0.12	5.546	A
C-A	208.21	208.21	0.00	-	-	-	-	-
A-B	18.82	18.82	0.00	-	-	-	-	-
A-C	428.37	428.37	0.00	-	-	-	-	-

### Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	105.18	104.94	0.00	517.99	0.203	0.25	8.710	A
C-AB	63.11	62.93	0.00	711.42	0.089	0.16	5.553	A
C-A	242.54	242.54	0.00	-	-	-	-	-
A-B	22.47	22.47	0.00	-	-	-	-	-
A-C	511.52	511.52	0.00	-	-	-	-	-

### Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	128.82	128.38	0.00	479.02	0.269	0.36	10.253	B
C-AB	86.99	86.67	0.00	731.13	0.119	0.24	5.592	A
C-A	287.36	287.36	0.00	-	-	-	-	-
A-B	27.53	27.53	0.00	-	-	-	-	-
A-C	626.48	626.48	0.00	-	-	-	-	-

### Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	128.82	128.81	0.00	478.98	0.269	0.37	10.280	B
C-AB	87.09	87.08	0.00	731.26	0.119	0.24	5.595	A
C-A	287.26	287.26	0.00	-	-	-	-	-
A-B	27.53	27.53	0.00	-	-	-	-	-
A-C	626.48	626.48	0.00	-	-	-	-	-

**Main results: (09:15-09:30)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	105.18	105.61	0.00	517.92	0.203	0.26	8.740	A
C-AB	63.24	63.55	0.00	711.62	0.089	0.17	5.563	A
C-A	242.41	242.41	0.00	-	-	-	-	-
A-B	22.47	22.47	0.00	-	-	-	-	-
A-C	511.52	511.52	0.00	-	-	-	-	-

**Main results: (09:30-09:45)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	88.08	88.34	0.00	545.69	0.161	0.19	7.875	A
C-AB	47.95	48.14	0.00	696.38	0.069	0.12	5.557	A
C-A	208.02	208.02	0.00	-	-	-	-	-
A-B	18.82	18.82	0.00	-	-	-	-	-
A-C	428.37	428.37	0.00	-	-	-	-	-

## D111 - Existing Junction E3 - 2041 - With Dev, PM

**Data Errors and Warnings**

*No errors or warnings*

**Analysis Set Details**

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
D111 - Existing Junction E3			100.000	

**Demand Set Details**

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2041 - With Dev, PM	2041 - With Dev	PM		ONE HOUR	15:30	17:00	90	15		

## Junction Network

**Junctions**

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Existing Junction E3	T-Junction	Two-way	A,B,C	5.97	A

**Junction Network Options**

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	187	Stream B-AC

# Arms

## Arms

Arm	Name	Description	Arm Type
A	L1532 North		Major
B	The Gallops (E)		Minor
C	L1532 South		Major

## Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	8.20		0.00		2.20	120.00	✓	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.80								✓		21	125

## Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
3	B-A	589.266	0.097	0.245	0.154	0.350
3	B-C	758.904	0.105	0.266	-	-
3	C-B	643.457	0.225	0.225	-	-

*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 Flows

## Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

# Entry Flows

## General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	322.00	100.000
B	ONE HOUR	✓	57.00	100.000
C	ONE HOUR	✓	355.00	100.000

# Turning Proportions

## Turning Counts or Proportions (PCU/hr) - Junction 3 (for whole period)

		To		
		A	B	C
From	A	0.000	10.000	312.000
	B	16.000	0.000	41.000
	C	305.000	50.000	0.000

## Turning Proportions (PCU) - Junction 3 (for whole period)

		To		
		A	B	C
From	A	0.00	0.03	0.97
	B	0.28	0.00	0.72
	C	0.86	0.14	0.00

# Vehicle Mix

## Average PCU Per Vehicle - Junction 3 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

## Heavy Vehicle Percentages - Junction 3 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000



# Results

## Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.11	6.98	0.12	A
C-AB	0.12	5.24	0.23	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

## Main Results for each time segment

### Main results: (15:30-15:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	42.91	42.62	0.00	618.81	0.069	0.07	6.245	A
C-AB	53.42	52.94	0.00	741.11	0.072	0.12	5.230	A
C-A	213.84	213.84	0.00	-	-	-	-	-
A-B	7.53	7.53	0.00	-	-	-	-	-
A-C	234.89	234.89	0.00	-	-	-	-	-

### Main results: (15:45-16:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	51.24	51.17	0.00	602.06	0.085	0.09	6.534	A
C-AB	69.99	69.82	0.00	763.85	0.092	0.16	5.191	A
C-A	249.15	249.15	0.00	-	-	-	-	-
A-B	8.99	8.99	0.00	-	-	-	-	-
A-C	280.48	280.48	0.00	-	-	-	-	-

### Main results: (16:00-16:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	62.76	62.64	0.00	578.64	0.108	0.12	6.974	A
C-AB	94.92	94.65	0.00	793.14	0.120	0.23	5.159	A
C-A	295.94	295.94	0.00	-	-	-	-	-
A-B	11.01	11.01	0.00	-	-	-	-	-
A-C	343.52	343.52	0.00	-	-	-	-	-

### Main results: (16:15-16:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	62.76	62.76	0.00	578.60	0.108	0.12	6.977	A
C-AB	95.01	95.00	0.00	793.25	0.120	0.23	5.160	A
C-A	295.85	295.85	0.00	-	-	-	-	-
A-B	11.01	11.01	0.00	-	-	-	-	-
A-C	343.52	343.52	0.00	-	-	-	-	-

**Main results: (16:30-16:45)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
<b>B-AC</b>	51.24	51.35	0.00	602.01	0.085	0.09	6.540	A
<b>C-AB</b>	70.10	70.36	0.00	764.02	0.092	0.17	5.195	A
<b>C-A</b>	249.04	249.04	0.00	-	-	-	-	-
<b>A-B</b>	8.99	8.99	0.00	-	-	-	-	-
<b>A-C</b>	280.48	280.48	0.00	-	-	-	-	-

**Main results: (16:45-17:00)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
<b>B-AC</b>	42.91	42.99	0.00	618.72	0.069	0.08	6.255	A
<b>C-AB</b>	53.60	53.78	0.00	741.27	0.072	0.12	5.239	A
<b>C-A</b>	213.66	213.66	0.00	-	-	-	-	-
<b>A-B</b>	7.53	7.53	0.00	-	-	-	-	-
<b>A-C</b>	234.89	234.89	0.00	-	-	-	-	-

Junctions 8
PICADY 8 - Priority Intersection Module
Version: 8.0.3.332 [14595,13/11/2013] © Copyright TRL Limited, 2024
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**Filename:** D111 - Existing junction - E4.arc8  
**Path:** J:\D\_JOBS\Job-D111\B\_DOCUMENTS\1.0 Planning\Transportation\Planning Modelling - 20231220  
**Report generation date:** 19/01/2024 11:56:40

- » D111 - Existing Junction E4 - 2024 - Baseline, AM
- » D111 - Existing Junction E4 - 2024 - Baseline, PM
- » D111 - Existing Junction E4 - 2026 - No Dev, AM
- » D111 - Existing Junction E4 - 2026 - No Dev, PM
- » D111 - Existing Junction E4 - 2026 - With Dev, AM
- » D111 - Existing Junction E4 - 2026 - With Dev, PM
- » D111 - Existing Junction E4 - 2031 - No Dev, AM
- » D111 - Existing Junction E4 - 2031 - No Dev, PM
- » D111 - Existing Junction E4 - 2031 - With Dev, AM
- » D111 - Existing Junction E4 - 2031 - With Dev, PM
- » D111 - Existing Junction E4 - 2041 - No Dev, AM
- » D111 - Existing Junction E4 - 2041 - No Dev, PM
- » D111 - Existing Junction E4 - 2041 - With Dev, AM
- » D111 - Existing Junction E4 - 2041 - With Dev, PM

### Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	Network Residual Capacity
D111 - Existing Junction E4 - 2024 - Baseline								
Stream B-AC	0.05	7.56	0.05	170 % [Stream C-AB]	0.04	7.98	0.04	240 % [Stream B-AC]
Stream C-AB	0.03	4.26	0.02		0.03	4.96	0.02	
Stream C-A	-	-	-		-	-	-	
Stream A-B	-	-	-		-	-	-	
Stream A-C	-	-	-		-	-	-	
D111 - Existing Junction E4 - 2026 - No Dev								
Stream B-AC	0.05	7.59	0.05	166 % [Stream C-AB]	0.04	8.01	0.04	235 % [Stream B-AC]
Stream C-AB	0.03	4.24	0.02		0.03	4.95	0.02	
Stream C-A	-	-	-		-	-	-	
Stream A-B	-	-	-		-	-	-	
Stream A-C	-	-	-		-	-	-	
D111 - Existing Junction E4 - 2026 - With Dev								

Stream B-AC	0.05	7.70	0.05	150 % [Stream C-AB]	0.04	8.14	0.04	212 % [Stream B-AC]
Stream C-AB	0.03	4.20	0.03		0.03	4.95	0.02	
Stream C-A	-	-	-		-	-	-	
Stream A-B	-	-	-		-	-	-	
Stream A-C	-	-	-		-	-	-	
<b>D111 - Existing Junction E4 - 2031 - No Dev</b>								
Stream B-AC	0.05	7.63	0.05	155 % [Stream C-AB]	0.04	8.18	0.04	219 % [Stream B-AC]
Stream C-AB	0.03	4.21	0.03		0.03	4.93	0.03	
Stream C-A	-	-	-		-	-	-	
Stream A-B	-	-	-		-	-	-	
Stream A-C	-	-	-		-	-	-	
<b>D111 - Existing Junction E4 - 2031 - With Dev</b>								
Stream B-AC	0.06	7.75	0.05	140 % [Stream C-AB]	0.05	8.31	0.05	198 % [Stream B-AC]
Stream C-AB	0.04	4.17	0.03		0.03	4.93	0.03	
Stream C-A	-	-	-		-	-	-	
Stream A-B	-	-	-		-	-	-	
Stream A-C	-	-	-		-	-	-	
<b>D111 - Existing Junction E4 - 2041 - No Dev</b>								
Stream B-AC	0.05	7.82	0.05	149 % [Stream C-AB]	0.05	8.16	0.05	214 % [Stream B-AC]
Stream C-AB	0.03	4.19	0.03		0.03	4.91	0.03	
Stream C-A	-	-	-		-	-	-	
Stream A-B	-	-	-		-	-	-	
Stream A-C	-	-	-		-	-	-	
<b>D111 - Existing Junction E4 - 2041 - With Dev</b>								
Stream B-AC	0.06	7.94	0.06	135 % [Stream C-AB]	0.05	8.30	0.05	193 % [Stream B-AC]
Stream C-AB	0.04	4.14	0.03		0.03	4.91	0.03	
Stream C-A	-	-	-		-	-	-	
Stream A-B	-	-	-		-	-	-	
Stream A-C	-	-	-		-	-	-	

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

"D1 - 2024 - Baseline, AM" model duration: 08:15 - 09:45

"D2 - 2024 - Baseline, PM" model duration: 15:30 - 17:00

"D3 - 2026 - No Dev, AM" model duration: 08:15 - 09:45

"D4 - 2026 - No Dev, PM" model duration: 15:30 - 17:00

"D5 - 2026 - With Dev, AM" model duration: 08:15 - 09:45  
 "D6 - 2026 - With Dev, PM" model duration: 15:30 - 17:00  
 "D7 - 2031 - No Dev, AM" model duration: 08:15 - 09:45  
 "D8 - 2031 - No Dev, PM" model duration: 15:30 - 17:00  
 "D9 - 2031 - With Dev, AM" model duration: 08:15 - 09:45  
 "D10 - 2031 - With Dev, PM" model duration: 15:30 - 17:00  
 "D11 - 2041 - No Dev, AM" model duration: 08:15 - 09:45  
 "D12 - 2041 - No Dev, PM" model duration: 15:30 - 17:00  
 "D13 - 2041 - With Dev, AM" model duration: 08:15 - 09:45  
 "D14 - 2041 - With Dev, PM" model duration: 15:30 - 17:00

Run using Junctions 8.0.3.332 at 19/01/2024 11:56:33

## File summary

### File Description

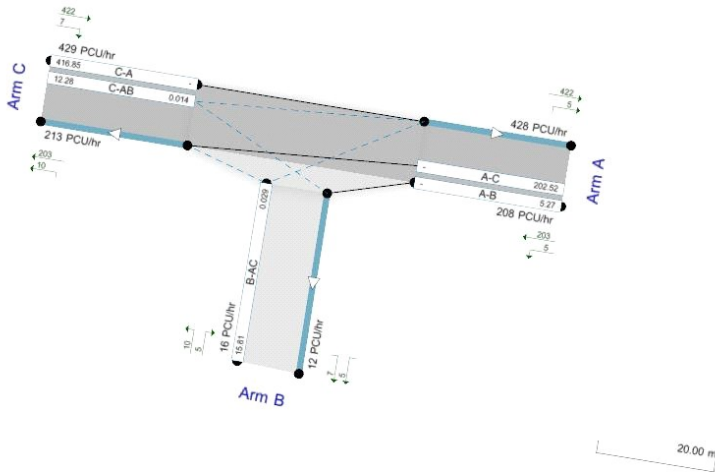
<b>Title</b>	D111 - Existing Junction 4
<b>Location</b>	Cavan
<b>Site Number</b>	
<b>Date</b>	20/12/2023
<b>Version</b>	
<b>Status</b>	Existing
<b>Identifier</b>	
<b>Client</b>	Drumlark Developments
<b>Jobnumber</b>	D111
<b>Enumerator</b>	LJ
<b>Description</b>	Proposed Residential Development

## Analysis Options

Vehicle Length (m)	Do Queue Variations	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

## 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



Text overlays show modelled flow through the junction (entry and exit flows, PCU/hr).  
 Streams (upstreams) show Total Demand (PCU/hr); Streams (downstreams) show RFC (l)  
 Time Segment: (08:15-08:30)  
 Showing Analysis Set "A1 - D111 - Existing Junction E4 "; Demand Set "D1 - 2024 - Baseline, AM "

The junction diagram reflects the last run of ARCADY.

# D111 - Existing Junction E4 - 2024 - Baseline, AM

## Data Errors and Warnings

No errors or warnings

## Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
D111 - Existing Junction E4			100.000	

## Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2024 - Baseline, AM	2024 - Baseline	AM		ONE HOUR	08:15	09:45	90	15		

# Junction Network

## Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Existing Junction E4	T-Junction	Two-way	A,B,C	6.01	A

## Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	170	Stream C-AB

# Arms

## Arms

Arm	Name	Description	Arm Type
A	L1532 East		Major
B	Keadue Lane (S)		Minor
C	L1532 West		Major

## Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	8.50		0.00		2.20	95.00	✓	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.10								✓		110	40

## Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
4	B-A	538.531	0.087	0.221	0.139	0.316
4	B-C	655.617	0.090	0.226	-	-
4	C-B	628.979	0.217	0.217	-	-

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 Flows

### Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

## Entry Flows

### General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	276.00	100.000
B	ONE HOUR	✓	21.00	100.000
C	ONE HOUR	✓	570.00	100.000

## Turning Proportions

### Turning Counts or Proportions (PCU/hr) - Junction 4 (for whole period)

		To		
		A	B	C
From	A	0.000	7.000	269.000
	B	7.000	0.000	14.000
	C	561.000	9.000	0.000

### Turning Proportions (PCU) - Junction 4 (for whole period)

		To		
		A	B	C
From	A	0.00	0.03	0.97
	B	0.33	0.00	0.67
	C	0.98	0.02	0.00



# Vehicle Mix

## Average PCU Per Vehicle - Junction 4 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

## Heavy Vehicle Percentages - Junction 4 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

# Results

## Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.05	7.56	0.05	A
C-AB	0.02	4.26	0.03	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

## Main Results for each time segment

### Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	15.81	15.69	0.00	536.22	0.029	0.03	6.914	A
C-AB	12.28	12.21	0.00	857.02	0.014	0.02	4.261	A
C-A	416.85	416.85	0.00	-	-	-	-	-
A-B	5.27	5.27	0.00	-	-	-	-	-
A-C	202.52	202.52	0.00	-	-	-	-	-

### Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	18.88	18.85	0.00	520.87	0.036	0.04	7.170	A
C-AB	16.22	16.20	0.00	898.47	0.018	0.02	4.080	A
C-A	496.20	496.20	0.00	-	-	-	-	-
A-B	6.29	6.29	0.00	-	-	-	-	-
A-C	241.83	241.83	0.00	-	-	-	-	-

**Main results: (08:45-09:00)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	23.12	23.08	0.00	499.14	0.046	0.05	7.561	A
C-AB	22.59	22.56	0.00	953.27	0.024	0.03	3.867	A
C-A	604.99	604.99	0.00	-	-	-	-	-
A-B	7.71	7.71	0.00	-	-	-	-	-
A-C	296.17	296.17	0.00	-	-	-	-	-

**Main results: (09:00-09:15)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	23.12	23.12	0.00	499.14	0.046	0.05	7.561	A
C-AB	22.60	22.60	0.00	953.28	0.024	0.03	3.869	A
C-A	604.98	604.98	0.00	-	-	-	-	-
A-B	7.71	7.71	0.00	-	-	-	-	-
A-C	296.17	296.17	0.00	-	-	-	-	-

**Main results: (09:15-09:30)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	18.88	18.92	0.00	520.87	0.036	0.04	7.174	A
C-AB	16.23	16.26	0.00	898.50	0.018	0.02	4.082	A
C-A	496.18	496.18	0.00	-	-	-	-	-
A-B	6.29	6.29	0.00	-	-	-	-	-
A-C	241.83	241.83	0.00	-	-	-	-	-

**Main results: (09:30-09:45)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	15.81	15.84	0.00	536.21	0.029	0.03	6.920	A
C-AB	12.31	12.33	0.00	857.05	0.014	0.02	4.263	A
C-A	416.81	416.81	0.00	-	-	-	-	-
A-B	5.27	5.27	0.00	-	-	-	-	-
A-C	202.52	202.52	0.00	-	-	-	-	-

# D111 - Existing Junction E4 - 2024 - Baseline, PM

## Data Errors and Warnings

*No errors or warnings*

## Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
D111 - Existing Junction E4			100.000	

## Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2024 - Baseline, PM	2024 - Baseline	PM		ONE HOUR	15:30	17:00	90	15		

# Junction Network

## Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Existing Junction E4	T-Junction	Two-way	A,B,C	6.53	A

## Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	240	Stream B-AC

# Arms

## Arms

Arm	Name	Description	Arm Type
A	L1532 East		Major
B	Keadue Lane (S)		Minor
C	L1532 West		Major

## Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	8.50		0.00		2.20	95.00	✓	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.10								✓		110	40

## Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
4	B-A	538.531	0.087	0.221	0.139	0.316
4	B-C	655.617	0.090	0.226	-	-
4	C-B	628.979	0.217	0.217	-	-

*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 Flows

## Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

# Entry Flows

## General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	304.00	100.000
B	ONE HOUR	✓	17.00	100.000
C	ONE HOUR	✓	322.00	100.000

# Turning Proportions

## Turning Counts or Proportions (PCU/hr) - Junction 4 (for whole period)

		To		
		A	B	C
From	A	0.000	7.000	297.000
	B	10.000	0.000	7.000
	C	312.000	10.000	0.000

## Turning Proportions (PCU) - Junction 4 (for whole period)

		To		
		A	B	C
From	A	0.00	0.02	0.98
	B	0.59	0.00	0.41
	C	0.97	0.03	0.00

# Vehicle Mix

## Average PCU Per Vehicle - Junction 4 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

### Heavy Vehicle Percentages - Junction 4 (for whole period)

		To		
From		A	B	C
	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.04	7.98	0.04	A
C-AB	0.02	4.96	0.03	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

### Main Results for each time segment

#### Main results: (15:30-15:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	12.80	12.70	0.00	505.60	0.025	0.03	7.301	A
C-AB	10.82	10.75	0.00	736.20	0.015	0.02	4.962	A
C-A	231.60	231.60	0.00	-	-	-	-	-
A-B	5.27	5.27	0.00	-	-	-	-	-
A-C	223.60	223.60	0.00	-	-	-	-	-

#### Main results: (15:45-16:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	15.28	15.26	0.00	490.64	0.031	0.03	7.572	A
C-AB	13.84	13.82	0.00	757.41	0.018	0.02	4.841	A
C-A	275.63	275.63	0.00	-	-	-	-	-
A-B	6.29	6.29	0.00	-	-	-	-	-
A-C	267.00	267.00	0.00	-	-	-	-	-

#### Main results: (16:00-16:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	18.72	18.68	0.00	469.82	0.040	0.04	7.980	A
C-AB	18.58	18.55	0.00	786.61	0.024	0.03	4.686	A
C-A	335.95	335.95	0.00	-	-	-	-	-
A-B	7.71	7.71	0.00	-	-	-	-	-
A-C	327.00	327.00	0.00	-	-	-	-	-

**Main results: (16:15-16:30)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	18.72	18.72	0.00	469.81	0.040	0.04	7.980	A
C-AB	18.59	18.59	0.00	786.62	0.024	0.03	4.687	A
C-A	335.94	335.94	0.00	-	-	-	-	-
A-B	7.71	7.71	0.00	-	-	-	-	-
A-C	327.00	327.00	0.00	-	-	-	-	-

**Main results: (16:30-16:45)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	15.28	15.32	0.00	490.64	0.031	0.03	7.576	A
C-AB	13.85	13.88	0.00	757.43	0.018	0.02	4.843	A
C-A	275.62	275.62	0.00	-	-	-	-	-
A-B	6.29	6.29	0.00	-	-	-	-	-
A-C	267.00	267.00	0.00	-	-	-	-	-

**Main results: (16:45-17:00)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	12.80	12.82	0.00	505.58	0.025	0.03	7.308	A
C-AB	10.84	10.86	0.00	736.22	0.015	0.02	4.964	A
C-A	231.58	231.58	0.00	-	-	-	-	-
A-B	5.27	5.27	0.00	-	-	-	-	-
A-C	223.60	223.60	0.00	-	-	-	-	-

## D111 - Existing Junction E4 - 2026 - No Dev, AM

### Data Errors and Warnings

*No errors or warnings*

### Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
D111 - Existing Junction E4			100.000	

### Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2026 - No Dev, AM	2026 - No Dev	AM		ONE HOUR	08:15	09:45	90	15		

## Junction Network

### Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Existing Junction E4	T-Junction	Two-way	A,B,C	6.01	A

### Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	166	Stream C-AB

# Arms

## Arms

Arm	Name	Description	Arm Type
A	L1532 East		Major
B	Keadue Lane (S)		Minor
C	L1532 West		Major

## Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	8.50		0.00		2.20	95.00	✓	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.10								✓		110	40

## Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
4	B-A	538.531	0.087	0.221	0.139	0.316
4	B-C	655.617	0.090	0.226	-	-
4	C-B	628.979	0.217	0.217	-	-

*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 Flows

## Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

# Entry Flows

## General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	280.00	100.000
B	ONE HOUR	✓	21.00	100.000
C	ONE HOUR	✓	580.00	100.000

# Turning Proportions

## Turning Counts or Proportions (PCU/hr) - Junction 4 (for whole period)

		To		
		A	B	C
From	A	0.000	7.000	273.000
	B	7.000	0.000	14.000
	C	571.000	9.000	0.000

## Turning Proportions (PCU) - Junction 4 (for whole period)

		To		
		A	B	C
From	A	0.00	0.03	0.98
	B	0.33	0.00	0.67
	C	0.98	0.02	0.00

# Vehicle Mix

## Average PCU Per Vehicle - Junction 4 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

## Heavy Vehicle Percentages - Junction 4 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000



# Results

## Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.05	7.59	0.05	A
C-AB	0.02	4.24	0.03	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

## Main Results for each time segment

### Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	15.81	15.69	0.00	534.99	0.030	0.03	6.930	A
C-AB	12.39	12.33	0.00	861.00	0.014	0.02	4.241	A
C-A	424.26	424.26	0.00	-	-	-	-	-
A-B	5.27	5.27	0.00	-	-	-	-	-
A-C	205.53	205.53	0.00	-	-	-	-	-

### Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	18.88	18.85	0.00	519.37	0.036	0.04	7.192	A
C-AB	16.39	16.37	0.00	903.06	0.018	0.02	4.059	A
C-A	505.02	505.02	0.00	-	-	-	-	-
A-B	6.29	6.29	0.00	-	-	-	-	-
A-C	245.42	245.42	0.00	-	-	-	-	-

### Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	23.12	23.08	0.00	497.25	0.047	0.05	7.591	A
C-AB	22.86	22.83	0.00	958.58	0.024	0.03	3.847	A
C-A	615.73	615.73	0.00	-	-	-	-	-
A-B	7.71	7.71	0.00	-	-	-	-	-
A-C	300.58	300.58	0.00	-	-	-	-	-

### Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	23.12	23.12	0.00	497.24	0.047	0.05	7.591	A
C-AB	22.87	22.87	0.00	958.59	0.024	0.03	3.847	A
C-A	615.72	615.72	0.00	-	-	-	-	-
A-B	7.71	7.71	0.00	-	-	-	-	-
A-C	300.58	300.58	0.00	-	-	-	-	-

**Main results: (09:15-09:30)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	18.88	18.92	0.00	519.37	0.036	0.04	7.193	A
C-AB	16.40	16.43	0.00	903.08	0.018	0.02	4.060	A
C-A	505.01	505.01	0.00	-	-	-	-	-
A-B	6.29	6.29	0.00	-	-	-	-	-
A-C	245.42	245.42	0.00	-	-	-	-	-

**Main results: (09:30-09:45)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	15.81	15.84	0.00	534.98	0.030	0.03	6.934	A
C-AB	12.43	12.45	0.00	861.03	0.014	0.02	4.242	A
C-A	424.23	424.23	0.00	-	-	-	-	-
A-B	5.27	5.27	0.00	-	-	-	-	-
A-C	205.53	205.53	0.00	-	-	-	-	-

## D111 - Existing Junction E4 - 2026 - No Dev, PM

**Data Errors and Warnings**

*No errors or warnings*

**Analysis Set Details**

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
D111 - Existing Junction E4			100.000	

**Demand Set Details**

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2026 - No Dev, PM	2026 - No Dev	PM		ONE HOUR	15:30	17:00	90	15		

## Junction Network

**Junctions**

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Existing Junction E4	T-Junction	Two-way	A,B,C	6.54	A

**Junction Network Options**

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	235	Stream B-AC

# Arms

## Arms

Arm	Name	Description	Arm Type
A	L1532 East		Major
B	Keadue Lane (S)		Minor
C	L1532 West		Major

## Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	8.50		0.00		2.20	95.00	✓	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.10								✓		110	40

## Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
4	B-A	538.531	0.087	0.221	0.139	0.316
4	B-C	655.617	0.090	0.226	-	-
4	C-B	628.979	0.217	0.217	-	-

*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 Flows

## Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

# Entry Flows

## General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	309.00	100.000
B	ONE HOUR	✓	17.00	100.000
C	ONE HOUR	✓	328.00	100.000

# Turning Proportions

## Turning Counts or Proportions (PCU/hr) - Junction 4 (for whole period)

		To		
		A	B	C
From	A	0.000	7.000	302.000
	B	10.000	0.000	7.000
	C	318.000	10.000	0.000

## Turning Proportions (PCU) - Junction 4 (for whole period)

		To		
		A	B	C
From	A	0.00	0.02	0.98
	B	0.59	0.00	0.41
	C	0.97	0.03	0.00

# Vehicle Mix

## Average PCU Per Vehicle - Junction 4 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

## Heavy Vehicle Percentages - Junction 4 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

# Results

## Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.04	8.01	0.04	A
C-AB	0.02	4.95	0.03	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

## Main Results for each time segment

### Main results: (15:30-15:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	12.80	12.70	0.00	504.29	0.025	0.03	7.320	A
C-AB	10.89	10.82	0.00	738.43	0.015	0.02	4.947	A
C-A	236.05	236.05	0.00	-	-	-	-	-
A-B	5.27	5.27	0.00	-	-	-	-	-
A-C	227.36	227.36	0.00	-	-	-	-	-

### Main results: (15:45-16:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	15.28	15.26	0.00	489.07	0.031	0.03	7.597	A
C-AB	13.95	13.93	0.00	760.06	0.018	0.02	4.824	A
C-A	280.92	280.92	0.00	-	-	-	-	-
A-B	6.29	6.29	0.00	-	-	-	-	-
A-C	271.49	271.49	0.00	-	-	-	-	-

### Main results: (16:00-16:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	18.72	18.68	0.00	467.87	0.040	0.04	8.014	A
C-AB	18.75	18.72	0.00	789.82	0.024	0.03	4.668	A
C-A	342.38	342.38	0.00	-	-	-	-	-
A-B	7.71	7.71	0.00	-	-	-	-	-
A-C	332.51	332.51	0.00	-	-	-	-	-

### Main results: (16:15-16:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	18.72	18.72	0.00	467.86	0.040	0.04	8.014	A
C-AB	18.76	18.76	0.00	789.83	0.024	0.03	4.670	A
C-A	342.37	342.37	0.00	-	-	-	-	-
A-B	7.71	7.71	0.00	-	-	-	-	-
A-C	332.51	332.51	0.00	-	-	-	-	-

**Main results: (16:30-16:45)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	15.28	15.32	0.00	489.06	0.031	0.03	7.601	A
C-AB	13.96	13.99	0.00	760.07	0.018	0.02	4.825	A
C-A	280.90	280.90	0.00	-	-	-	-	-
A-B	6.29	6.29	0.00	-	-	-	-	-
A-C	271.49	271.49	0.00	-	-	-	-	-

**Main results: (16:45-17:00)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	12.80	12.82	0.00	504.27	0.025	0.03	7.327	A
C-AB	10.91	10.93	0.00	738.45	0.015	0.02	4.950	A
C-A	236.02	236.02	0.00	-	-	-	-	-
A-B	5.27	5.27	0.00	-	-	-	-	-
A-C	227.36	227.36	0.00	-	-	-	-	-

## D111 - Existing Junction E4 - 2026 - With Dev, AM

### Data Errors and Warnings

*No errors or warnings*

### Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
D111 - Existing Junction E4			100.000	

### Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2026 - With Dev, AM	2026 - With Dev	AM		ONE HOUR	08:15	09:45	90	15		

## Junction Network

### Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Existing Junction E4	T-Junction	Two-way	A,B,C	6.00	A

### Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	150	Stream C-AB

# Arms

## Arms

Arm	Name	Description	Arm Type
A	L1532 East		Major
B	Keadue Lane (S)		Minor
C	L1532 West		Major

## Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	8.50		0.00		2.20	95.00	✓	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.10								✓		110	40

## Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
4	B-A	538.531	0.087	0.221	0.139	0.316
4	B-C	655.617	0.090	0.226	-	-
4	C-B	628.979	0.217	0.217	-	-

*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 Flows

## Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

# Entry Flows

## General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	311.00	100.000
B	ONE HOUR	✓	23.00	100.000
C	ONE HOUR	✓	615.00	100.000

# Turning Proportions

## Turning Counts or Proportions (PCU/hr) - Junction 4 (for whole period)

		To		
		A	B	C
From	A	0.000	7.000	304.000
	B	7.000	0.000	16.000
	C	605.000	10.000	0.000

## Turning Proportions (PCU) - Junction 4 (for whole period)

		To		
		A	B	C
From	A	0.00	0.02	0.98
	B	0.30	0.00	0.70
	C	0.98	0.02	0.00

# Vehicle Mix

## Average PCU Per Vehicle - Junction 4 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

## Heavy Vehicle Percentages - Junction 4 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000



# Results

## Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.05	7.70	0.05	A
C-AB	0.03	4.20	0.03	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

## Main Results for each time segment

### Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	17.32	17.18	0.00	533.46	0.032	0.03	6.971	A
C-AB	14.23	14.16	0.00	872.28	0.016	0.02	4.195	A
C-A	448.77	448.77	0.00	-	-	-	-	-
A-B	5.27	5.27	0.00	-	-	-	-	-
A-C	228.87	228.87	0.00	-	-	-	-	-

### Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	20.68	20.64	0.00	516.73	0.040	0.04	7.256	A
C-AB	18.91	18.89	0.00	916.07	0.021	0.02	4.012	A
C-A	533.96	533.96	0.00	-	-	-	-	-
A-B	6.29	6.29	0.00	-	-	-	-	-
A-C	273.29	273.29	0.00	-	-	-	-	-

### Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	25.32	25.27	0.00	492.94	0.051	0.05	7.696	A
C-AB	26.55	26.51	0.00	973.63	0.027	0.03	3.800	A
C-A	650.58	650.58	0.00	-	-	-	-	-
A-B	7.71	7.71	0.00	-	-	-	-	-
A-C	334.71	334.71	0.00	-	-	-	-	-

### Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	25.32	25.32	0.00	492.94	0.051	0.05	7.698	A
C-AB	26.56	26.56	0.00	973.65	0.027	0.03	3.803	A
C-A	650.57	650.57	0.00	-	-	-	-	-
A-B	7.71	7.71	0.00	-	-	-	-	-
A-C	334.71	334.71	0.00	-	-	-	-	-

**Main results: (09:15-09:30)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	20.68	20.72	0.00	516.72	0.040	0.04	7.260	A
C-AB	18.93	18.97	0.00	916.10	0.021	0.03	4.014	A
C-A	533.94	533.94	0.00	-	-	-	-	-
A-B	6.29	6.29	0.00	-	-	-	-	-
A-C	273.29	273.29	0.00	-	-	-	-	-

**Main results: (09:30-09:45)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	17.32	17.35	0.00	533.45	0.032	0.03	6.977	A
C-AB	14.28	14.30	0.00	872.31	0.016	0.02	4.197	A
C-A	448.73	448.73	0.00	-	-	-	-	-
A-B	5.27	5.27	0.00	-	-	-	-	-
A-C	228.87	228.87	0.00	-	-	-	-	-

## D111 - Existing Junction E4 - 2026 - With Dev, PM

**Data Errors and Warnings**

*No errors or warnings*

**Analysis Set Details**

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
D111 - Existing Junction E4			100.000	

**Demand Set Details**

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2026 - With Dev, PM	2026 - With Dev	PM		ONE HOUR	15:30	17:00	90	15		

## Junction Network

**Junctions**

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Existing Junction E4	T-Junction	Two-way	A,B,C	6.63	A

**Junction Network Options**

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	212	Stream B-AC

# Arms

## Arms

Arm	Name	Description	Arm Type
A	L1532 East		Major
B	Keadue Lane (S)		Minor
C	L1532 West		Major

## Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	8.50		0.00		2.20	95.00	✓	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.10								✓		110	40

## Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
4	B-A	538.531	0.087	0.221	0.139	0.316
4	B-C	655.617	0.090	0.226	-	-
4	C-B	628.979	0.217	0.217	-	-

*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 Flows

## Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

# Entry Flows

## General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	346.00	100.000
B	ONE HOUR	✓	18.00	100.000
C	ONE HOUR	✓	340.00	100.000

# Turning Proportions

## Turning Counts or Proportions (PCU/hr) - Junction 4 (for whole period)

		To		
		A	B	C
From	A	0.000	7.000	339.000
	B	10.000	0.000	8.000
	C	330.000	10.000	0.000

## Turning Proportions (PCU) - Junction 4 (for whole period)

		To		
		A	B	C
From	A	0.00	0.02	0.98
	B	0.56	0.00	0.44
	C	0.97	0.03	0.00

# Vehicle Mix

## Average PCU Per Vehicle - Junction 4 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

## Heavy Vehicle Percentages - Junction 4 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

# Results

## Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.04	8.14	0.04	A
C-AB	0.02	4.95	0.03	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

## Main Results for each time segment

### Main results: (15:30-15:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	13.55	13.44	0.00	501.73	0.027	0.03	7.370	A
C-AB	11.06	10.99	0.00	739.05	0.015	0.02	4.944	A
C-A	244.91	244.91	0.00	-	-	-	-	-
A-B	5.27	5.27	0.00	-	-	-	-	-
A-C	255.22	255.22	0.00	-	-	-	-	-

### Main results: (15:45-16:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	16.18	16.15	0.00	485.25	0.033	0.03	7.673	A
C-AB	14.22	14.20	0.00	760.92	0.019	0.02	4.820	A
C-A	291.43	291.43	0.00	-	-	-	-	-
A-B	6.29	6.29	0.00	-	-	-	-	-
A-C	304.75	304.75	0.00	-	-	-	-	-

### Main results: (16:00-16:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	19.82	19.78	0.00	462.27	0.043	0.04	8.136	A
C-AB	19.20	19.17	0.00	791.04	0.024	0.03	4.663	A
C-A	355.14	355.14	0.00	-	-	-	-	-
A-B	7.71	7.71	0.00	-	-	-	-	-
A-C	373.25	373.25	0.00	-	-	-	-	-

### Main results: (16:15-16:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	19.82	19.82	0.00	462.26	0.043	0.04	8.136	A
C-AB	19.21	19.21	0.00	791.05	0.024	0.03	4.664	A
C-A	355.13	355.13	0.00	-	-	-	-	-
A-B	7.71	7.71	0.00	-	-	-	-	-
A-C	373.25	373.25	0.00	-	-	-	-	-

**Main results: (16:30-16:45)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	16.18	16.22	0.00	485.24	0.033	0.03	7.678	A
C-AB	14.23	14.26	0.00	760.94	0.019	0.02	4.823	A
C-A	291.42	291.42	0.00	-	-	-	-	-
A-B	6.29	6.29	0.00	-	-	-	-	-
A-C	304.75	304.75	0.00	-	-	-	-	-

**Main results: (16:45-17:00)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	13.55	13.58	0.00	501.71	0.027	0.03	7.374	A
C-AB	11.09	11.11	0.00	739.07	0.015	0.02	4.947	A
C-A	244.88	244.88	0.00	-	-	-	-	-
A-B	5.27	5.27	0.00	-	-	-	-	-
A-C	255.22	255.22	0.00	-	-	-	-	-

## D111 - Existing Junction E4 - 2031 - No Dev, AM

### Data Errors and Warnings

*No errors or warnings*

### Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
D111 - Existing Junction E4			100.000	

### Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2031 - No Dev, AM	2031 - No Dev	AM		ONE HOUR	08:15	09:45	90	15		

## Junction Network

### Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Existing Junction E4	T-Junction	Two-way	A,B,C	5.95	A

### Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	155	Stream C-AB

# Arms

## Arms

Arm	Name	Description	Arm Type
A	L1532 East		Major
B	Keadue Lane (S)		Minor
C	L1532 West		Major

## Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	8.50		0.00		2.20	95.00	✓	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.10								✓		110	40

## Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
4	B-A	538.531	0.087	0.221	0.139	0.316
4	B-C	655.617	0.090	0.226	-	-
4	C-B	628.979	0.217	0.217	-	-

*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 Flows

## Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

# Entry Flows

## General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	292.00	100.000
B	ONE HOUR	✓	22.00	100.000
C	ONE HOUR	✓	603.00	100.000

# Turning Proportions

## Turning Counts or Proportions (PCU/hr) - Junction 4 (for whole period)

		To		
		A	B	C
From	A	0.000	8.000	284.000
	B	7.000	0.000	15.000
	C	593.000	10.000	0.000

## Turning Proportions (PCU) - Junction 4 (for whole period)

		To		
		A	B	C
From	A	0.00	0.03	0.97
	B	0.32	0.00	0.68
	C	0.98	0.02	0.00

# Vehicle Mix

## Average PCU Per Vehicle - Junction 4 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

## Heavy Vehicle Percentages - Junction 4 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000



# Results

## Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.05	7.63	0.05	A
C-AB	0.03	4.21	0.03	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

## Main Results for each time segment

### Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	16.56	16.44	0.00	534.70	0.031	0.03	6.944	A
C-AB	14.05	13.98	0.00	869.32	0.016	0.02	4.208	A
C-A	439.92	439.92	0.00	-	-	-	-	-
A-B	6.02	6.02	0.00	-	-	-	-	-
A-C	213.81	213.81	0.00	-	-	-	-	-

### Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	19.78	19.75	0.00	518.59	0.038	0.04	7.216	A
C-AB	18.63	18.61	0.00	912.63	0.020	0.02	4.026	A
C-A	523.45	523.45	0.00	-	-	-	-	-
A-B	7.19	7.19	0.00	-	-	-	-	-
A-C	255.31	255.31	0.00	-	-	-	-	-

### Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	24.22	24.18	0.00	495.73	0.049	0.05	7.634	A
C-AB	26.08	26.04	0.00	969.64	0.027	0.03	3.814	A
C-A	637.83	637.83	0.00	-	-	-	-	-
A-B	8.81	8.81	0.00	-	-	-	-	-
A-C	312.69	312.69	0.00	-	-	-	-	-

### Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	24.22	24.22	0.00	495.72	0.049	0.05	7.634	A
C-AB	26.10	26.10	0.00	969.65	0.027	0.03	3.814	A
C-A	637.82	637.82	0.00	-	-	-	-	-
A-B	8.81	8.81	0.00	-	-	-	-	-
A-C	312.69	312.69	0.00	-	-	-	-	-

**Main results: (09:15-09:30)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	19.78	19.82	0.00	518.59	0.038	0.04	7.220	A
C-AB	18.65	18.69	0.00	912.66	0.020	0.02	4.028	A
C-A	523.43	523.43	0.00	-	-	-	-	-
A-B	7.19	7.19	0.00	-	-	-	-	-
A-C	255.31	255.31	0.00	-	-	-	-	-

**Main results: (09:30-09:45)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	16.56	16.59	0.00	534.69	0.031	0.03	6.950	A
C-AB	14.09	14.12	0.00	869.35	0.016	0.02	4.209	A
C-A	439.88	439.88	0.00	-	-	-	-	-
A-B	6.02	6.02	0.00	-	-	-	-	-
A-C	213.81	213.81	0.00	-	-	-	-	-

## D111 - Existing Junction E4 - 2031 - No Dev, PM

**Data Errors and Warnings**

*No errors or warnings*

**Analysis Set Details**

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
D111 - Existing Junction E4			100.000	

**Demand Set Details**

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2031 - No Dev, PM	2031 - No Dev	PM		ONE HOUR	15:30	17:00	90	15		

## Junction Network

**Junctions**

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Existing Junction E4	T-Junction	Two-way	A,B,C	6.57	A

**Junction Network Options**

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	219	Stream B-AC

# Arms

## Arms

Arm	Name	Description	Arm Type
A	L1532 East		Major
B	Keadue Lane (S)		Minor
C	L1532 West		Major

## Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	8.50		0.00		2.20	95.00	✓	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.10								✓		110	40

## Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
4	B-A	538.531	0.087	0.221	0.139	0.316
4	B-C	655.617	0.090	0.226	-	-
4	C-B	628.979	0.217	0.217	-	-

*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 Flows

## Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

# Entry Flows

## General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	321.00	100.000
B	ONE HOUR	✓	18.00	100.000
C	ONE HOUR	✓	341.00	100.000

# Turning Proportions

## Turning Counts or Proportions (PCU/hr) - Junction 4 (for whole period)

		To		
		A	B	C
From	A	0.000	7.000	314.000
	B	11.000	0.000	7.000
	C	330.000	11.000	0.000

## Turning Proportions (PCU) - Junction 4 (for whole period)

		To		
		A	B	C
From	A	0.00	0.02	0.98
	B	0.61	0.00	0.39
	C	0.97	0.03	0.00

# Vehicle Mix

## Average PCU Per Vehicle - Junction 4 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

## Heavy Vehicle Percentages - Junction 4 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

# Results

## Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.04	8.18	0.04	A
C-AB	0.03	4.93	0.03	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

## Main Results for each time segment

### Main results: (15:30-15:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	13.55	13.44	0.00	497.91	0.027	0.03	7.428	A
C-AB	12.14	12.06	0.00	742.58	0.016	0.02	4.928	A
C-A	244.58	244.58	0.00	-	-	-	-	-
A-B	5.27	5.27	0.00	-	-	-	-	-
A-C	236.40	236.40	0.00	-	-	-	-	-

### Main results: (15:45-16:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	16.18	16.15	0.00	481.93	0.034	0.03	7.729	A
C-AB	15.59	15.57	0.00	765.01	0.020	0.02	4.803	A
C-A	290.96	290.96	0.00	-	-	-	-	-
A-B	6.29	6.29	0.00	-	-	-	-	-
A-C	282.28	282.28	0.00	-	-	-	-	-

### Main results: (16:00-16:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	19.82	19.78	0.00	459.67	0.043	0.04	8.184	A
C-AB	21.02	20.99	0.00	795.85	0.026	0.03	4.645	A
C-A	354.43	354.43	0.00	-	-	-	-	-
A-B	7.71	7.71	0.00	-	-	-	-	-
A-C	345.72	345.72	0.00	-	-	-	-	-

### Main results: (16:15-16:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	19.82	19.82	0.00	459.67	0.043	0.04	8.184	A
C-AB	21.03	21.03	0.00	795.86	0.026	0.03	4.646	A
C-A	354.41	354.41	0.00	-	-	-	-	-
A-B	7.71	7.71	0.00	-	-	-	-	-
A-C	345.72	345.72	0.00	-	-	-	-	-

**Main results: (16:30-16:45)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	16.18	16.22	0.00	481.92	0.034	0.04	7.730	A
C-AB	15.60	15.64	0.00	765.03	0.020	0.02	4.803	A
C-A	290.95	290.95	0.00	-	-	-	-	-
A-B	6.29	6.29	0.00	-	-	-	-	-
A-C	282.28	282.28	0.00	-	-	-	-	-

**Main results: (16:45-17:00)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	13.55	13.58	0.00	497.89	0.027	0.03	7.432	A
C-AB	12.17	12.19	0.00	742.61	0.016	0.02	4.928	A
C-A	244.55	244.55	0.00	-	-	-	-	-
A-B	5.27	5.27	0.00	-	-	-	-	-
A-C	236.40	236.40	0.00	-	-	-	-	-

## D111 - Existing Junction E4 - 2031 - With Dev, AM

**Data Errors and Warnings**

*No errors or warnings*

**Analysis Set Details**

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
D111 - Existing Junction E4			100.000	

**Demand Set Details**

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2031 - With Dev, AM	2031 - With Dev	AM		ONE HOUR	08:15	09:45	90	15		

## Junction Network

**Junctions**

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Existing Junction E4	T-Junction	Two-way	A,B,C	5.94	A

**Junction Network Options**

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	140	Stream C-AB

# Arms

## Arms

Arm	Name	Description	Arm Type
A	L1532 East		Major
B	Keadue Lane (S)		Minor
C	L1532 West		Major

## Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	8.50		0.00		2.20	95.00	✓	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.10								✓		110	40

## Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
4	B-A	538.531	0.087	0.221	0.139	0.316
4	B-C	655.617	0.090	0.226	-	-
4	C-B	628.979	0.217	0.217	-	-

*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 Flows

## Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

# Entry Flows

## General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	323.00	100.000
B	ONE HOUR	✓	24.00	100.000
C	ONE HOUR	✓	638.00	100.000

# Turning Proportions

## Turning Counts or Proportions (PCU/hr) - Junction 4 (for whole period)

		To		
		A	B	C
From	A	0.000	8.000	315.000
	B	7.000	0.000	17.000
	C	627.000	11.000	0.000

## Turning Proportions (PCU) - Junction 4 (for whole period)

		To		
		A	B	C
From	A	0.00	0.02	0.98
	B	0.29	0.00	0.71
	C	0.98	0.02	0.00

# Vehicle Mix

## Average PCU Per Vehicle - Junction 4 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

## Heavy Vehicle Percentages - Junction 4 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000



# Results

## Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.05	7.75	0.06	A
C-AB	0.03	4.17	0.04	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

## Main Results for each time segment

### Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	18.07	17.93	0.00	532.87	0.034	0.03	6.989	A
C-AB	15.98	15.89	0.00	880.52	0.018	0.02	4.163	A
C-A	464.34	464.34	0.00	-	-	-	-	-
A-B	6.02	6.02	0.00	-	-	-	-	-
A-C	237.15	237.15	0.00	-	-	-	-	-

### Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	21.58	21.54	0.00	515.63	0.042	0.04	7.285	A
C-AB	21.29	21.26	0.00	925.53	0.023	0.03	3.980	A
C-A	552.26	552.26	0.00	-	-	-	-	-
A-B	7.19	7.19	0.00	-	-	-	-	-
A-C	283.18	283.18	0.00	-	-	-	-	-

### Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	26.42	26.37	0.00	491.08	0.054	0.06	7.745	A
C-AB	29.98	29.93	0.00	984.50	0.030	0.04	3.770	A
C-A	672.48	672.48	0.00	-	-	-	-	-
A-B	8.81	8.81	0.00	-	-	-	-	-
A-C	346.82	346.82	0.00	-	-	-	-	-

### Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	26.42	26.42	0.00	491.08	0.054	0.06	7.747	A
C-AB	29.99	29.99	0.00	984.52	0.030	0.04	3.773	A
C-A	672.46	672.46	0.00	-	-	-	-	-
A-B	8.81	8.81	0.00	-	-	-	-	-
A-C	346.82	346.82	0.00	-	-	-	-	-

**Main results: (09:15-09:30)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	21.58	21.63	0.00	515.62	0.042	0.04	7.287	A
C-AB	21.31	21.36	0.00	925.56	0.023	0.03	3.981	A
C-A	552.24	552.24	0.00	-	-	-	-	-
A-B	7.19	7.19	0.00	-	-	-	-	-
A-C	283.18	283.18	0.00	-	-	-	-	-

**Main results: (09:30-09:45)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	18.07	18.10	0.00	532.85	0.034	0.04	6.993	A
C-AB	16.02	16.05	0.00	880.56	0.018	0.02	4.165	A
C-A	464.30	464.30	0.00	-	-	-	-	-
A-B	6.02	6.02	0.00	-	-	-	-	-
A-C	237.15	237.15	0.00	-	-	-	-	-

## D111 - Existing Junction E4 - 2031 - With Dev, PM

**Data Errors and Warnings**

*No errors or warnings*

**Analysis Set Details**

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
D111 - Existing Junction E4			100.000	

**Demand Set Details**

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2031 - With Dev, PM	2031 - With Dev	PM		ONE HOUR	15:30	17:00	90	15		

## Junction Network

**Junctions**

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Existing Junction E4	T-Junction	Two-way	A,B,C	6.66	A

**Junction Network Options**

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	198	Stream B-AC

# Arms

## Arms

Arm	Name	Description	Arm Type
A	L1532 East		Major
B	Keadue Lane (S)		Minor
C	L1532 West		Major

## Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	8.50		0.00		2.20	95.00	✓	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.10								✓		110	40

## Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
4	B-A	538.531	0.087	0.221	0.139	0.316
4	B-C	655.617	0.090	0.226	-	-
4	C-B	628.979	0.217	0.217	-	-

*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 Flows

## Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

# Entry Flows

## General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	358.00	100.000
B	ONE HOUR	✓	19.00	100.000
C	ONE HOUR	✓	353.00	100.000

# Turning Proportions

## Turning Counts or Proportions (PCU/hr) - Junction 4 (for whole period)

		To		
		A	B	C
From	A	0.000	7.000	351.000
	B	11.000	0.000	8.000
	C	342.000	11.000	0.000

## Turning Proportions (PCU) - Junction 4 (for whole period)

		To		
		A	B	C
From	A	0.00	0.02	0.98
	B	0.58	0.00	0.42
	C	0.97	0.03	0.00

# Vehicle Mix

## Average PCU Per Vehicle - Junction 4 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

## Heavy Vehicle Percentages - Junction 4 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

# Results

## Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.05	8.31	0.05	A
C-AB	0.03	4.93	0.03	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

## Main Results for each time segment

### Main results: (15:30-15:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	14.30	14.19	0.00	495.23	0.029	0.03	7.481	A
C-AB	12.33	12.26	0.00	743.23	0.017	0.02	4.925	A
C-A	253.42	253.42	0.00	-	-	-	-	-
A-B	5.27	5.27	0.00	-	-	-	-	-
A-C	264.25	264.25	0.00	-	-	-	-	-

### Main results: (15:45-16:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	17.08	17.05	0.00	477.98	0.036	0.04	7.810	A
C-AB	15.89	15.87	0.00	765.90	0.021	0.02	4.799	A
C-A	301.45	301.45	0.00	-	-	-	-	-
A-B	6.29	6.29	0.00	-	-	-	-	-
A-C	315.54	315.54	0.00	-	-	-	-	-

### Main results: (16:00-16:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	20.92	20.87	0.00	453.93	0.046	0.05	8.312	A
C-AB	21.53	21.49	0.00	797.09	0.027	0.03	4.641	A
C-A	367.13	367.13	0.00	-	-	-	-	-
A-B	7.71	7.71	0.00	-	-	-	-	-
A-C	386.46	386.46	0.00	-	-	-	-	-

### Main results: (16:15-16:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	20.92	20.92	0.00	453.92	0.046	0.05	8.313	A
C-AB	21.54	21.54	0.00	797.10	0.027	0.03	4.641	A
C-A	367.12	367.12	0.00	-	-	-	-	-
A-B	7.71	7.71	0.00	-	-	-	-	-
A-C	386.46	386.46	0.00	-	-	-	-	-

**Main results: (16:30-16:45)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	17.08	17.12	0.00	477.97	0.036	0.04	7.813	A
C-AB	15.91	15.94	0.00	765.92	0.021	0.03	4.800	A
C-A	301.43	301.43	0.00	-	-	-	-	-
A-B	6.29	6.29	0.00	-	-	-	-	-
A-C	315.54	315.54	0.00	-	-	-	-	-

**Main results: (16:45-17:00)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	14.30	14.33	0.00	495.21	0.029	0.03	7.488	A
C-AB	12.36	12.39	0.00	743.25	0.017	0.02	4.925	A
C-A	253.39	253.39	0.00	-	-	-	-	-
A-B	5.27	5.27	0.00	-	-	-	-	-
A-C	264.25	264.25	0.00	-	-	-	-	-

## D111 - Existing Junction E4 - 2041 - No Dev, AM

### Data Errors and Warnings

*No errors or warnings*

### Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
D111 - Existing Junction E4			100.000	

### Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2041 - No Dev, AM	2041 - No Dev	AM		ONE HOUR	08:15	09:45	90	15		

## Junction Network

### Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Existing Junction E4	T-Junction	Two-way	A,B,C	6.06	A

### Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	149	Stream C-AB

# Arms

## Arms

Arm	Name	Description	Arm Type
A	L1532 East		Major
B	Keadue Lane (S)		Minor
C	L1532 West		Major

## Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	8.50		0.00		2.20	95.00	✓	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.10								✓		110	40

## Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
4	B-A	538.531	0.087	0.221	0.139	0.316
4	B-C	655.617	0.090	0.226	-	-
4	C-B	628.979	0.217	0.217	-	-

*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 Flows

## Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

# Entry Flows

## General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	299.00	100.000
B	ONE HOUR	✓	23.00	100.000
C	ONE HOUR	✓	617.00	100.000

# Turning Proportions

## Turning Counts or Proportions (PCU/hr) - Junction 4 (for whole period)

		To		
		A	B	C
From	A	0.000	8.000	291.000
	B	8.000	0.000	15.000
	C	607.000	10.000	0.000

## Turning Proportions (PCU) - Junction 4 (for whole period)

		To		
		A	B	C
From	A	0.00	0.03	0.97
	B	0.35	0.00	0.65
	C	0.98	0.02	0.00

# Vehicle Mix

## Average PCU Per Vehicle - Junction 4 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

## Heavy Vehicle Percentages - Junction 4 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000



# Results

## Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.05	7.82	0.05	A
C-AB	0.03	4.19	0.03	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

## Main Results for each time segment

### Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	17.32	17.18	0.00	526.86	0.033	0.03	7.061	A
C-AB	14.23	14.16	0.00	874.66	0.016	0.02	4.183	A
C-A	450.28	450.28	0.00	-	-	-	-	-
A-B	6.02	6.02	0.00	-	-	-	-	-
A-C	219.08	219.08	0.00	-	-	-	-	-

### Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	20.68	20.64	0.00	509.87	0.041	0.04	7.358	A
C-AB	18.91	18.88	0.00	918.77	0.021	0.02	4.000	A
C-A	535.76	535.76	0.00	-	-	-	-	-
A-B	7.19	7.19	0.00	-	-	-	-	-
A-C	261.60	261.60	0.00	-	-	-	-	-

### Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	25.32	25.27	0.00	485.76	0.052	0.05	7.816	A
C-AB	26.52	26.48	0.00	976.70	0.027	0.03	3.787	A
C-A	652.81	652.81	0.00	-	-	-	-	-
A-B	8.81	8.81	0.00	-	-	-	-	-
A-C	320.40	320.40	0.00	-	-	-	-	-

### Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	25.32	25.32	0.00	485.75	0.052	0.05	7.818	A
C-AB	26.53	26.53	0.00	976.71	0.027	0.03	3.790	A
C-A	652.80	652.80	0.00	-	-	-	-	-
A-B	8.81	8.81	0.00	-	-	-	-	-
A-C	320.40	320.40	0.00	-	-	-	-	-

**Main results: (09:15-09:30)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	20.68	20.73	0.00	509.87	0.041	0.04	7.362	A
C-AB	18.93	18.96	0.00	918.79	0.021	0.03	4.002	A
C-A	535.74	535.74	0.00	-	-	-	-	-
A-B	7.19	7.19	0.00	-	-	-	-	-
A-C	261.60	261.60	0.00	-	-	-	-	-

**Main results: (09:30-09:45)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	17.32	17.35	0.00	526.84	0.033	0.03	7.068	A
C-AB	14.28	14.30	0.00	874.69	0.016	0.02	4.185	A
C-A	450.23	450.23	0.00	-	-	-	-	-
A-B	6.02	6.02	0.00	-	-	-	-	-
A-C	219.08	219.08	0.00	-	-	-	-	-

## D111 - Existing Junction E4 - 2041 - No Dev, PM

### Data Errors and Warnings

*No errors or warnings*

### Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
D111 - Existing Junction E4			100.000	

### Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2041 - No Dev, PM	2041 - No Dev	PM		ONE HOUR	15:30	17:00	90	15		

## Junction Network

### Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Existing Junction E4	T-Junction	Two-way	A,B,C	6.59	A

### Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	214	Stream B-AC

# Arms

## Arms

Arm	Name	Description	Arm Type
A	L1532 East		Major
B	Keadue Lane (S)		Minor
C	L1532 West		Major

## Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	8.50		0.00		2.20	95.00	✓	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.10								✓		110	40

## Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
4	B-A	538.531	0.087	0.221	0.139	0.316
4	B-C	655.617	0.090	0.226	-	-
4	C-B	628.979	0.217	0.217	-	-

*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 Flows

## Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

# Entry Flows

## General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	329.00	100.000
B	ONE HOUR	✓	19.00	100.000
C	ONE HOUR	✓	348.00	100.000

# Turning Proportions

## Turning Counts or Proportions (PCU/hr) - Junction 4 (for whole period)

		To		
		A	B	C
From	A	0.000	8.000	321.000
	B	11.000	0.000	8.000
	C	337.000	11.000	0.000

## Turning Proportions (PCU) - Junction 4 (for whole period)

		To		
		A	B	C
From	A	0.00	0.02	0.98
	B	0.58	0.00	0.42
	C	0.97	0.03	0.00

# Vehicle Mix

## Average PCU Per Vehicle - Junction 4 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

## Heavy Vehicle Percentages - Junction 4 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

# Results

## Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.05	8.16	0.05	A
C-AB	0.03	4.91	0.03	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

## Main Results for each time segment

### Main results: (15:30-15:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	14.30	14.19	0.00	500.67	0.029	0.03	7.397	A
C-AB	12.24	12.16	0.00	744.87	0.016	0.02	4.913	A
C-A	249.76	249.76	0.00	-	-	-	-	-
A-B	6.02	6.02	0.00	-	-	-	-	-
A-C	241.67	241.67	0.00	-	-	-	-	-

### Main results: (15:45-16:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	17.08	17.05	0.00	484.50	0.035	0.04	7.701	A
C-AB	15.74	15.71	0.00	767.74	0.021	0.02	4.786	A
C-A	297.11	297.11	0.00	-	-	-	-	-
A-B	7.19	7.19	0.00	-	-	-	-	-
A-C	288.57	288.57	0.00	-	-	-	-	-

### Main results: (16:00-16:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	20.92	20.88	0.00	461.96	0.045	0.05	8.160	A
C-AB	21.26	21.22	0.00	799.17	0.027	0.03	4.627	A
C-A	361.90	361.90	0.00	-	-	-	-	-
A-B	8.81	8.81	0.00	-	-	-	-	-
A-C	353.43	353.43	0.00	-	-	-	-	-

### Main results: (16:15-16:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	20.92	20.92	0.00	461.96	0.045	0.05	8.162	A
C-AB	21.27	21.27	0.00	799.18	0.027	0.03	4.629	A
C-A	361.88	361.88	0.00	-	-	-	-	-
A-B	8.81	8.81	0.00	-	-	-	-	-
A-C	353.43	353.43	0.00	-	-	-	-	-

**Main results: (16:30-16:45)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	17.08	17.12	0.00	484.49	0.035	0.04	7.703	A
C-AB	15.75	15.79	0.00	767.76	0.021	0.02	4.789	A
C-A	297.09	297.09	0.00	-	-	-	-	-
A-B	7.19	7.19	0.00	-	-	-	-	-
A-C	288.57	288.57	0.00	-	-	-	-	-

**Main results: (16:45-17:00)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	14.30	14.33	0.00	500.66	0.029	0.03	7.404	A
C-AB	12.27	12.29	0.00	744.89	0.016	0.02	4.913	A
C-A	249.73	249.73	0.00	-	-	-	-	-
A-B	6.02	6.02	0.00	-	-	-	-	-
A-C	241.67	241.67	0.00	-	-	-	-	-

## D111 - Existing Junction E4 - 2041 - With Dev, AM

**Data Errors and Warnings**

*No errors or warnings*

**Analysis Set Details**

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
D111 - Existing Junction E4			100.000	

**Demand Set Details**

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2041 - With Dev, AM	2041 - With Dev	AM		ONE HOUR	08:15	09:45	90	15		

## Junction Network

**Junctions**

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Existing Junction E4	T-Junction	Two-way	A,B,C	6.05	A

**Junction Network Options**

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	135	Stream C-AB

# Arms

## Arms

Arm	Name	Description	Arm Type
A	L1532 East		Major
B	Keadue Lane (S)		Minor
C	L1532 West		Major

## Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	8.50		0.00		2.20	95.00	✓	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.10								✓		110	40

## Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
4	B-A	538.531	0.087	0.221	0.139	0.316
4	B-C	655.617	0.090	0.226	-	-
4	C-B	628.979	0.217	0.217	-	-

*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 Flows

## Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

# Entry Flows

## General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	330.00	100.000
B	ONE HOUR	✓	25.00	100.000
C	ONE HOUR	✓	652.00	100.000

# Turning Proportions

## Turning Counts or Proportions (PCU/hr) - Junction 4 (for whole period)

		To		
		A	B	C
From	A	0.000	8.000	322.000
	B	8.000	0.000	17.000
	C	641.000	11.000	0.000

## Turning Proportions (PCU) - Junction 4 (for whole period)

		To		
		A	B	C
From	A	0.00	0.02	0.98
	B	0.32	0.00	0.68
	C	0.98	0.02	0.00

# Vehicle Mix

## Average PCU Per Vehicle - Junction 4 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

## Heavy Vehicle Percentages - Junction 4 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000



# Results

## Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.06	7.94	0.06	A
C-AB	0.03	4.14	0.04	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

## Main Results for each time segment

### Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	18.82	18.67	0.00	525.07	0.036	0.04	7.107	A
C-AB	16.18	16.09	0.00	885.82	0.018	0.02	4.139	A
C-A	474.68	474.68	0.00	-	-	-	-	-
A-B	6.02	6.02	0.00	-	-	-	-	-
A-C	242.42	242.42	0.00	-	-	-	-	-

### Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	22.47	22.44	0.00	506.92	0.044	0.05	7.430	A
C-AB	21.59	21.57	0.00	931.59	0.023	0.03	3.955	A
C-A	564.54	564.54	0.00	-	-	-	-	-
A-B	7.19	7.19	0.00	-	-	-	-	-
A-C	289.47	289.47	0.00	-	-	-	-	-

### Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	27.53	27.47	0.00	481.07	0.057	0.06	7.935	A
C-AB	30.47	30.42	0.00	991.44	0.031	0.04	3.745	A
C-A	687.40	687.40	0.00	-	-	-	-	-
A-B	8.81	8.81	0.00	-	-	-	-	-
A-C	354.53	354.53	0.00	-	-	-	-	-

### Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	27.53	27.52	0.00	481.07	0.057	0.06	7.937	A
C-AB	30.48	30.48	0.00	991.46	0.031	0.04	3.748	A
C-A	687.38	687.38	0.00	-	-	-	-	-
A-B	8.81	8.81	0.00	-	-	-	-	-
A-C	354.53	354.53	0.00	-	-	-	-	-

**Main results: (09:15-09:30)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	22.47	22.53	0.00	506.91	0.044	0.05	7.434	A
C-AB	21.62	21.66	0.00	931.62	0.023	0.03	3.956	A
C-A	564.52	564.52	0.00	-	-	-	-	-
A-B	7.19	7.19	0.00	-	-	-	-	-
A-C	289.47	289.47	0.00	-	-	-	-	-

**Main results: (09:30-09:45)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	18.82	18.86	0.00	525.05	0.036	0.04	7.114	A
C-AB	16.23	16.26	0.00	885.86	0.018	0.02	4.141	A
C-A	474.63	474.63	0.00	-	-	-	-	-
A-B	6.02	6.02	0.00	-	-	-	-	-
A-C	242.42	242.42	0.00	-	-	-	-	-

## D111 - Existing Junction E4 - 2041 - With Dev, PM

**Data Errors and Warnings**

*No errors or warnings*

**Analysis Set Details**

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
D111 - Existing Junction E4			100.000	

**Demand Set Details**

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2041 - With Dev, PM	2041 - With Dev	PM		ONE HOUR	15:30	17:00	90	15		

## Junction Network

**Junctions**

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Existing Junction E4	T-Junction	Two-way	A,B,C	6.68	A

**Junction Network Options**

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	193	Stream B-AC

# Arms

## Arms

Arm	Name	Description	Arm Type
A	L1532 East		Major
B	Keadue Lane (S)		Minor
C	L1532 West		Major

## Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	8.50		0.00		2.20	95.00	✓	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.10								✓		110	40

## Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
4	B-A	538.531	0.087	0.221	0.139	0.316
4	B-C	655.617	0.090	0.226	-	-
4	C-B	628.979	0.217	0.217	-	-

*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 Flows

## Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

# Entry Flows

## General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	366.00	100.000
B	ONE HOUR	✓	20.00	100.000
C	ONE HOUR	✓	360.00	100.000

# Turning Proportions

## Turning Counts or Proportions (PCU/hr) - Junction 4 (for whole period)

		To		
		A	B	C
From	A	0.000	8.000	358.000
	B	11.000	0.000	9.000
	C	349.000	11.000	0.000

## Turning Proportions (PCU) - Junction 4 (for whole period)

		To		
		A	B	C
From	A	0.00	0.02	0.98
	B	0.55	0.00	0.45
	C	0.97	0.03	0.00

# Vehicle Mix

## Average PCU Per Vehicle - Junction 4 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

## Heavy Vehicle Percentages - Junction 4 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

# Results

## Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.05	8.30	0.05	A
C-AB	0.03	4.91	0.03	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

## Main Results for each time segment

### Main results: (15:30-15:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	15.06	14.93	0.00	497.65	0.030	0.03	7.455	A
C-AB	12.43	12.35	0.00	745.52	0.017	0.02	4.910	A
C-A	258.60	258.60	0.00	-	-	-	-	-
A-B	6.02	6.02	0.00	-	-	-	-	-
A-C	269.52	269.52	0.00	-	-	-	-	-

### Main results: (15:45-16:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	17.98	17.95	0.00	480.20	0.037	0.04	7.788	A
C-AB	16.04	16.02	0.00	768.64	0.021	0.03	4.783	A
C-A	307.59	307.59	0.00	-	-	-	-	-
A-B	7.19	7.19	0.00	-	-	-	-	-
A-C	321.83	321.83	0.00	-	-	-	-	-

### Main results: (16:00-16:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	22.02	21.97	0.00	455.85	0.048	0.05	8.296	A
C-AB	21.77	21.74	0.00	800.42	0.027	0.03	4.622	A
C-A	374.59	374.59	0.00	-	-	-	-	-
A-B	8.81	8.81	0.00	-	-	-	-	-
A-C	394.17	394.17	0.00	-	-	-	-	-

### Main results: (16:15-16:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	22.02	22.02	0.00	455.85	0.048	0.05	8.297	A
C-AB	21.79	21.79	0.00	800.44	0.027	0.03	4.623	A
C-A	374.58	374.58	0.00	-	-	-	-	-
A-B	8.81	8.81	0.00	-	-	-	-	-
A-C	394.17	394.17	0.00	-	-	-	-	-

**Main results: (16:30-16:45)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	17.98	18.02	0.00	480.19	0.037	0.04	7.791	A
C-AB	16.06	16.09	0.00	768.66	0.021	0.03	4.785	A
C-A	307.58	307.58	0.00	-	-	-	-	-
A-B	7.19	7.19	0.00	-	-	-	-	-
A-C	321.83	321.83	0.00	-	-	-	-	-

**Main results: (16:45-17:00)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	15.06	15.09	0.00	497.63	0.030	0.03	7.460	A
C-AB	12.46	12.49	0.00	745.55	0.017	0.02	4.912	A
C-A	258.56	258.56	0.00	-	-	-	-	-
A-B	6.02	6.02	0.00	-	-	-	-	-
A-C	269.52	269.52	0.00	-	-	-	-	-

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**Filename:** D111 - Existing junction E6 - E6 - GF 20240123.t16  
**Path:** J:\D\_JOBS\Job-D111\B\_DOCUMENTS\1.0 Planning\Transportation\Planning Modelling - 20231220  
**Report generation date:** 24/01/2024 09:52:32

- »A1 - Existing junction E6 : D1 - Baseline 2024, AM :
- »A1 - Existing junction E6 : D2 - Baseline 2024, PM :
- »A1 - Existing junction E6 : D3 - 2026 - No Dev, AM :
- »A1 - Existing junction E6 : D4 - 2026 - No Dev, PM :
- »A1 - Existing junction E6 : D5 - 2026 - With Dev, AM :
- »A1 - Existing junction E6 : D6 - 2026 - With Dev, PM :
- »A1 - Existing junction E6 : D7 - 2031 - No Dev, AM :
- »A1 - Existing junction E6 : D8 - 2031 - No Dev, PM :
- »A1 - Existing junction E6 : D9 - 2031 - With Dev, AM :
- »A1 - Existing junction E6 : D10 - 2031 - With Dev, PM :
- »A1 - Existing junction E6 : D11 - 2041 - No Dev, AM :
- »A1 - Existing junction E6 : D12 - 2041 - No Dev, PM :
- »A1 - Existing junction E6 : D13 - 2041 - With Dev, AM :
- »A1 - Existing junction E6 : D14 - 2041 - With Dev, PM :

**Summary of network performance**

	AM				PM			
	Set ID	Highest DOS	Number oversaturated	Within capacity	Set ID	Highest DOS	Number oversaturated	Within capacity
Existing junction E6 - Baseline 2024								
Network	D1	50% (TS Z6/1)	0 (0%)	YES	D2	37% (TS Z6/1)	0 (0%)	YES
Existing junction E6 - 2026 - No Dev								
Network	D3	51% (TS Z6/1)	0 (0%)	YES	D4	37% (TS Z6/1)	0 (0%)	YES
Existing junction E6 - 2026 - With Dev								
Network	D5	52% (TS Z6/1)	0 (0%)	YES	D6	38% (TS Z6/1)	0 (0%)	YES
Existing junction E6 - 2031 - No Dev								
Network	D7	53% (TS Z6/1)	0 (0%)	YES	D8	39% (TS Z6/1)	0 (0%)	YES
Existing junction E6 - 2031 - With Dev								
Network	D9	54% (TS Z6/1)	0 (0%)	YES	D10	39% (TS Z6/1)	0 (0%)	YES
Existing junction E6 - 2041 - No Dev								
Network	D11	54% (TS Z6/1)	0 (0%)	YES	D12	40% (TS Z6/1)	0 (0%)	YES
Existing junction E6 - 2041 - With Dev								
Network	D13	55% (TS Z6/1)	0 (0%)	YES	D14	40% (TS Z6/1)	0 (0%)	YES

## File summary

### File description

File title	Existing junction E6
Location	Cavan
Site number	
UTCRegion	
Driving side	Left
Date	23/01/2024
Version	
Status	
Identifier	
Client	
Jobnumber	D111
Enumerator	LJ/GF
Description	

## Model and Results

Enable controller offsets	Enable fuel consumption	Enable quick flares	Display journey time results	Display OD matrix distances	Display level of service results	Display blocking and starvation results	Display end of red and green queue results	Display excess queue results	Display separate uniform and random results	Display unweighted results	Display TRANSYT 12 style timings	Display effective greens in results	Display Red-With-Amber	Display End-Of-Green Amber	c
															m

## Units

Cost units	Speed units	Distance units	Fuel economy units	Fuel rate units	Mass units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
€	kph	m	mpg	l/h	kg	PCU	PCU	perHour	s	-Hour	perHour

## Sorting

Show names instead of IDs	Sorting direction	Sorting type	Ignore prefixes when sorting	Analysis/demand set sorting	Link grouping	Source grouping	Colour Analysis/Demand Sets
	Ascending	Numerical		ID	Normal	Normal	✓

## Simulation options

Criteria type	Stop criteria (%)	Stop criteria time (s)	Stop criteria number of trials	Random seed	Results refresh speed (s)	Average animation capture interval (s)	Use quick response	Do flow sampling	Uniform vehicle generation	Last run random seed	Last run number of trials	Last run time taken (s)
Delay	3.00	999	200	-1	3	60	✓			0	0	0.00





# A1 - Existing junction E6 D1 - Baseline 2024, AM

## Summary

### Data Errors and Warnings

Severity	Area	Item	Description
Info	Optimisation Order	Advanced	Because the optimisation list is blank, no optimisation will occur.
Info	T-Junction Geometry	T-Junction 3	T-Junction 3: TRANSYT using double the user-specified Total Carriageway Width.

### Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (€ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item with worst unsignal PRC
1	24/01/2024 09:51:40	24/01/2024 09:51:40	0.72	08:15	100	16.99	1.20	49.72	Z6/1	0	0		C/1

### Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Optimise specific Demand Set(s)	Include in report	Locked
Existing junction E6					✓	

### Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
Baseline 2024	AM				08:15		✓

# A1 - Existing junction E6 D2 - Baseline 2024, PM

## Summary

### Data Errors and Warnings

Severity	Area	Item	Description
Info	Optimisation Order	Advanced	Because the optimisation list is blank, no optimisation will occur.
Info	T-Junction Geometry	T-Junction 3	T-Junction 3: TRANSYT using double the user-specified Total Carriageway Width.

### Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (€ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item with worst unsignal PRC
1	24/01/2024 09:51:40	24/01/2024 09:51:41	1.37	15:30	100	10.53	0.74	36.78	Z6/1	0	0		C/1

### Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Optimise specific Demand Set(s)	Include in report	Locked
Existing junction E6					✓	

### Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
Baseline 2024	PM				15:30		✓

# A1 - Existing junction E6 D3 - 2026 - No Dev, AM

## Summary

### Data Errors and Warnings

Severity	Area	Item	Description
Info	Optimisation Order	Advanced	Because the optimisation list is blank, no optimisation will occur.
Info	T-Junction Geometry	T-Junction 3	T-Junction 3: TRANSYT using double the user-specified Total Carriageway Width.

### Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (€ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item with worst unsignal PRC
1	24/01/2024 09:51:41	24/01/2024 09:51:41	0.95	08:15	100	17.86	1.26	50.56	Z6/1	0	0		C/1

### Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Optimise specific Demand Set(s)	Include in report	Locked
Existing junction E6					✓	

### Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2026 - No Dev	AM				08:15		✓

# A1 - Existing junction E6 D4 - 2026 - No Dev, PM

## Summary

### Data Errors and Warnings

Severity	Area	Item	Description
Info	Optimisation Order	Advanced	Because the optimisation list is blank, no optimisation will occur.
Info	T-Junction Geometry	T-Junction 3	T-Junction 3: TRANSYT using double the user-specified Total Carriageway Width.

### Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (€ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item with worst unsignal PRC
1	24/01/2024 09:51:42	24/01/2024 09:51:42	0.62	15:30	100	11.05	0.78	37.44	Z6/1	0	0		C/1

### Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Optimise specific Demand Set(s)	Include in report	Locked
Existing junction E6					✓	

### Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2026 - No Dev	PM				15:30		✓

# A1 - Existing junction E6 D5 - 2026 - With Dev, AM

## Summary

### Data Errors and Warnings

Severity	Area	Item	Description
Info	Optimisation Order	Advanced	Because the optimisation list is blank, no optimisation will occur.
Info	T-Junction Geometry	T-Junction 3	T-Junction 3: TRANSYT using double the user-specified Total Carriageway Width.

### Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (€ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item with worst unsignal PRC
1	24/01/2024 09:51:42	24/01/2024 09:51:43	1.18	08:15	100	19.68	1.39	52.17	Z6/1	0	0		C/1

### Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Optimise specific Demand Set(s)	Include in report	Locked
Existing junction E6					✓	

### Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2026 - With Dev	AM				08:15		✓

# A1 - Existing junction E6 D6 - 2026 - With Dev, PM

## Summary

### Data Errors and Warnings

Severity	Area	Item	Description
Info	Optimisation Order	Advanced	Because the optimisation list is blank, no optimisation will occur.
Info	T-Junction Geometry	T-Junction 3	T-Junction 3: TRANSYT using double the user-specified Total Carriageway Width.

### Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (€ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item with worst unsignal PRC
1	24/01/2024 09:51:43	24/01/2024 09:51:43	0.85	15:30	100	11.80	0.83	38.00	Z6/1	0	0		C/1

### Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Optimise specific Demand Set(s)	Include in report	Locked
Existing junction E6					✓	

### Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2026 - With Dev	PM				15:30		✓

# A1 - Existing junction E6 D7 - 2031 - No Dev, AM

## Summary

### Data Errors and Warnings

Severity	Area	Item	Description
Info	Optimisation Order	Advanced	Because the optimisation list is blank, no optimisation will occur.
Info	T-Junction Geometry	T-Junction 3	T-Junction 3: TRANSYT using double the user-specified Total Carriageway Width.

### Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (€ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item with worst unsignal PRC
1	24/01/2024 09:51:43	24/01/2024 09:51:44	1.41	08:15	100	20.03	1.41	52.56	Z6/1	0	0		C/1

### Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Optimise specific Demand Set(s)	Include in report	Locked
Existing junction E6					✓	

### Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2031 - No Dev	AM				08:15		✓



# A1 - Existing junction E6 D8 - 2031 - No Dev, PM

## Summary

### Data Errors and Warnings

Severity	Area	Item	Description
Info	Optimisation Order	Advanced	Because the optimisation list is blank, no optimisation will occur.
Info	T-Junction Geometry	T-Junction 3	T-Junction 3: TRANSYT using double the user-specified Total Carriageway Width.

### Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (€ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item with worst unsignal PRC
1	24/01/2024 09:51:44	24/01/2024 09:51:45	1.07	15:30	100	12.22	0.86	38.83	Z6/1	0	0		C/1

### Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Optimise specific Demand Set(s)	Include in report	Locked
Existing junction E6					✓	

### Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2031 - No Dev	PM				15:30		✓

# A1 - Existing junction E6 D9 - 2031 - With Dev, AM

## Summary

### Data Errors and Warnings

Severity	Area	Item	Description
Info	Optimisation Order	Advanced	Because the optimisation list is blank, no optimisation will occur.
Info	T-Junction Geometry	T-Junction 3	T-Junction 3: TRANSYT using double the user-specified Total Carriageway Width.

### Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (€ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item with worst unsignal PRC
1	24/01/2024 09:51:45	24/01/2024 09:51:45	0.68	08:15	100	22.03	1.55	54.17	Z6/1	0	0		C/1

### Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Optimise specific Demand Set(s)	Include in report	Locked
Existing junction E6					✓	

### Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2031 - With Dev	AM				08:15		✓

# A1 - Existing junction E6 D10 - 2031 - With Dev, PM

## Summary

### Data Errors and Warnings

Severity	Area	Item	Description
Info	Optimisation Order	Advanced	Because the optimisation list is blank, no optimisation will occur.
Info	T-Junction Geometry	T-Junction 3	T-Junction 3: TRANSYT using double the user-specified Total Carriageway Width.

### Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (€ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item with worst unsignal PRC
1	24/01/2024 09:51:45	24/01/2024 09:51:46	1.32	15:30	100	13.03	0.92	39.39	Z6/1	0	0		C/1

### Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Optimise specific Demand Set(s)	Include in report	Locked
Existing junction E6					✓	

### Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2031 - With Dev	PM				15:30		✓

# A1 - Existing junction E6 D11 - 2041 - No Dev, AM

## Summary

### Data Errors and Warnings

Severity	Area	Item	Description
Info	Optimisation Order	Advanced	Because the optimisation list is blank, no optimisation will occur.
Info	T-Junction Geometry	T-Junction 3	T-Junction 3: TRANSYT using double the user-specified Total Carriageway Width.

### Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (€ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item with worst unsignal PRC
1	24/01/2024 09:51:46	24/01/2024 09:51:46	0.91	08:15	100	21.52	1.52	53.83	Z6/1	0	0		C/1

### Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Optimise specific Demand Set(s)	Include in report	Locked
Existing junction E6					✓	

### Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2041 - No Dev	AM				08:15		✓

# A1 - Existing junction E6 D12 - 2041 - No Dev, PM

## Summary

### Data Errors and Warnings

Severity	Area	Item	Description
Info	Optimisation Order	Advanced	Because the optimisation list is blank, no optimisation will occur.
Info	T-Junction Geometry	T-Junction 3	T-Junction 3: TRANSYT using double the user-specified Total Carriageway Width.

### Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (€ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item with worst unsignal PRC
1	24/01/2024 09:51:47	24/01/2024 09:51:47	0.57	15:30	100	12.97	0.91	39.72	Z6/1	0	0		C/1

### Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Optimise specific Demand Set(s)	Include in report	Locked
Existing junction E6					✓	

### Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2041 - No Dev	PM				15:30		✓

# A1 - Existing junction E6 D13 - 2041 - With Dev, AM

## Summary

### Data Errors and Warnings

Severity	Area	Item	Description
Info	Optimisation Order	Advanced	Because the optimisation list is blank, no optimisation will occur.
Info	T-Junction Geometry	T-Junction 3	T-Junction 3: TRANSYT using double the user-specified Total Carriageway Width.

### Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (€ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item with worst unsignal PRC
1	24/01/2024 09:51:47	24/01/2024 09:51:48	1.15	08:15	100	23.65	1.67	55.44	Z6/1	0	0		C/1

### Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Optimise specific Demand Set(s)	Include in report	Locked
Existing junction E6					✓	

### Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2041 - With Dev	AM				08:15		✓

# A1 - Existing junction E6 D14 - 2041 - With Dev, PM

## Summary

### Data Errors and Warnings

Severity	Area	Item	Description
Info	Optimisation Order	Advanced	Because the optimisation list is blank, no optimisation will occur.
Info	T-Junction Geometry	T-Junction 3	T-Junction 3: TRANSYT using double the user-specified Total Carriageway Width.

### Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (€ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item with worst unsignal PRC
1	24/01/2024 09:51:48	24/01/2024 09:51:48	0.82	15:30	100	13.81	0.97	40.28	Z6/1	0	0		C/1

### Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Optimise specific Demand Set(s)	Include in report	Locked
Existing junction E6					✓	

### Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2041 - With Dev	PM				15:30		✓



Junctions 8
ARCADY 8 - Roundabout Module
Version: 8.0.3.332 [14595,13/11/2013] © Copyright TRL Limited, 2024
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**Filename:** D111 - Existing Roundabout - E5.arc8  
**Path:** J:\D\_JOBS\Job-D111\B\_DOCUMENTS\1.0 Planning\Transportation\Planning Modelling - 20231220  
**Report generation date:** 19/01/2024 12:40:21

- » D111 - Existing Roundabout E5 - 2024 - Baseline, AM
- » D111 - Existing Roundabout E5 - 2024 - Baseline, PM
- » D111 - Existing Roundabout E5 - 2026 - No Dev, AM
- » D111 - Existing Roundabout E5 - 2026 - No Dev, PM
- » D111 - Existing Roundabout E5 - 2026 - With Dev, AM
- » D111 - Existing Roundabout E5 - 2026 - With Dev, PM
- » D111 - Existing Roundabout E5 - 2031 - No Dev, AM
- » D111 - Existing Roundabout E5 - 2031 - No Dev, PM
- » D111 - Existing Roundabout E5 - 2031 - With Dev, AM
- » D111 - Existing Roundabout E5 - 2031 - With Dev, PM
- » D111 - Existing Roundabout E5 - 2041 - No Dev, AM
- » D111 - Existing Roundabout E5 - 2041 - No Dev, PM
- » D111 - Existing Roundabout E5 - 2041 - With Dev, AM
- » D111 - Existing Roundabout E5 - 2041 - With Dev, PM

### Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	Network Residual Capacity
D111 - Existing Roundabout E5 - 2024 - Baseline								
Arm A	0.48	5.70	0.33	29 % [Arm C]	0.86	7.05	0.46	89 % [Arm A]
Arm B	2.01	11.40	0.67		0.64	6.48	0.39	
Arm C	1.24	13.93	0.56		0.35	7.03	0.26	
D111 - Existing Roundabout E5 - 2026 - No Dev								
Arm A	0.50	5.75	0.33	27 % [Arm C]	0.89	7.18	0.47	86 % [Arm A]
Arm B	2.12	11.83	0.68		0.66	6.58	0.40	
Arm C	1.31	14.46	0.57		0.36	7.11	0.26	
D111 - Existing Roundabout E5 - 2026 - With Dev								
Arm A	0.57	6.05	0.36	22 % [Arm C]	1.04	7.76	0.51	72 % [Arm A]
Arm B	2.54	13.48	0.72		0.70	6.74	0.41	
Arm C	1.46	15.78	0.60		0.38	7.25	0.27	
D111 - Existing Roundabout E5 - 2031 - No Dev								



Arm A	0.53	5.88	0.35	22 % [Arm C]	0.96	7.45	0.49	79 % [Arm A]
Arm B	2.40	12.98	0.71		0.70	6.78	0.41	
Arm C	1.49	15.85	0.60		0.38	7.27	0.28	
<b>D111 - Existing Roundabout E5 - 2031 - With Dev</b>								
Arm A	0.60	6.19	0.38	18 % [Arm C]	1.11	8.07	0.53	66 % [Arm A]
Arm B	2.91	14.98	0.75		0.75	6.95	0.43	
Arm C	1.67	17.46	0.63		0.40	7.42	0.29	
<b>D111 - Existing Roundabout E5 - 2041 - No Dev</b>								
Arm A	0.54	5.95	0.35	19 % [Arm C]	1.01	7.65	0.50	75 % [Arm A]
Arm B	2.59	13.71	0.73		0.74	6.92	0.43	
Arm C	1.61	16.81	0.62		0.39	7.38	0.28	
<b>D111 - Existing Roundabout E5 - 2041 - With Dev</b>								
Arm A	0.62	6.27	0.38	15 % [Arm C]	1.17	8.30	0.54	63 % [Arm A]
Arm B	3.15	15.96	0.77		0.78	7.10	0.44	
Arm C	1.81	18.62	0.65		0.41	7.54	0.29	

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

"D1 - 2024 - Baseline, AM" model duration: 08:15 - 09:45  
 "D2 - 2024 - Baseline, PM" model duration: 15:30 - 17:00  
 "D3 - 2026 - No Dev, AM" model duration: 08:15 - 09:45  
 "D4 - 2026 - No Dev, PM" model duration: 15:30 - 17:00  
 "D5 - 2026 - With Dev, AM" model duration: 08:15 - 09:45  
 "D6 - 2026 - With Dev, PM" model duration: 15:30 - 17:00  
 "D7 - 2031 - No Dev, AM" model duration: 08:15 - 09:45  
 "D8 - 2031 - No Dev, PM" model duration: 15:30 - 17:00  
 "D9 - 2031 - With Dev, AM" model duration: 08:15 - 09:45  
 "D10 - 2031 - With Dev, PM" model duration: 15:30 - 17:00  
 "D11 - 2041 - No Dev, AM" model duration: 08:15 - 09:45  
 "D12 - 2041 - No Dev, PM" model duration: 15:30 - 17:00  
 "D13 - 2041 - With Dev, AM" model duration: 08:15 - 09:45  
 "D14 - 2041 - With Dev, PM" model duration: 15:30 - 17:00

Run using Junctions 8.0.3.332 at 19/01/2024 12:40:14

## File summary

### File Description

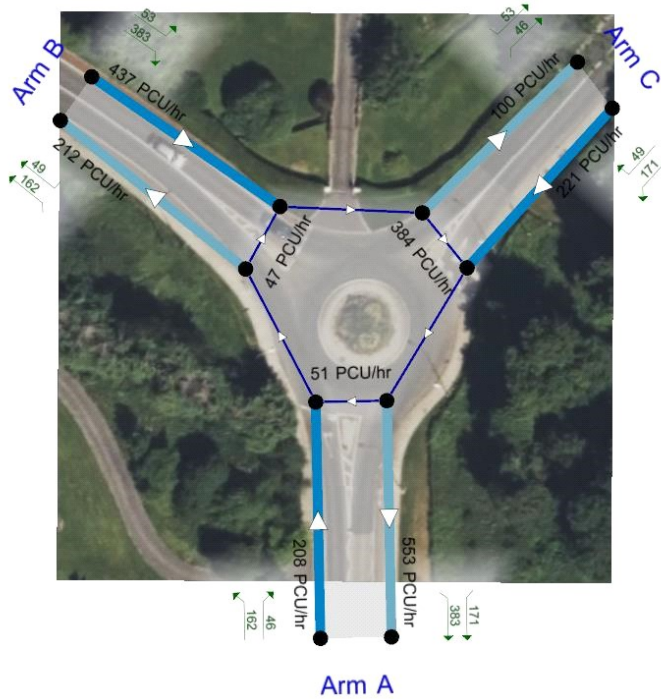
<b>Title</b>	D111 - Existing Roundabout E5
<b>Location</b>	Cavan
<b>Site Number</b>	
<b>Date</b>	04/01/2024
<b>Version</b>	
<b>Status</b>	Existing
<b>Identifier</b>	
<b>Client</b>	Drumlark Developments
<b>Jobnumber</b>	D111
<b>Enumerator</b>	LJ
<b>Description</b>	

### Analysis Options

Vehicle Length (m)	Do Queue Variations	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

### 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



Text overlays show modelled flow through the junction (entry and exit flows, PCU/hr).  
 Time Segment: (08:15-08:30)  
 Showing Analysis Set "A1 - D111 - Existing Roundabout E5 "; Demand Set "D1 - 2024 - Baseline, AM "

The junction diagram reflects the last run of ARCADY.

# D111 - Existing Roundabout E5 - 2024 - Baseline, AM

## Data Errors and Warnings

No errors or warnings

## Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
D111 - Existing Roundabout E5			100.000	

## Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2024 - Baseline, AM	2024 - Baseline	AM		ONE HOUR	08:15	09:45	90	15		

# Junction Network

## Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
Existing Roundabout E5	Roundabout	A,B,C			10.68	B

## Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	29	Arm C

# Arms

## Arms

Arm	Name	Description
A	R212 South	
B	L1532 (W)	
C	R212 North	

## Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
A	3.00	3.00	0.00	46.84	21.86	16.00	
B	3.10	3.10	0.00	13.73	21.86	6.00	
C	3.10	3.90	3.43	3.00	17.70	21.00	

## Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

## Slope / Intercept / Capacity

### Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A		(calculated)	(calculated)	0.539	978.630
B		(calculated)	(calculated)	0.538	996.550
C		(calculated)	(calculated)	0.405	813.030

The slope and intercept shown above include any corrections and adjustments.

## Traffic Flows

### Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

## Entry Flows

### General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	278.00	100.000
B	ONE HOUR	✓	585.00	100.000
C	ONE HOUR	✓	296.00	100.000

## Turning Proportions

### Turning Counts or Proportions (PCU/hr) - Junction 5 (for whole period)

		To		
		A	B	C
From	A	0.000	216.000	62.000
	B	512.000	2.000	71.000
	C	229.000	66.000	1.000

### Turning Proportions (PCU) - Junction 5 (for whole period)

		To		
		A	B	C
From	A	0.00	0.78	0.22
	B	0.88	0.00	0.12
	C	0.77	0.22	0.00

# Vehicle Mix

## Average PCU Per Vehicle - Junction 5 (for whole period)

		To		
From		A	B	C
	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

## Heavy Vehicle Percentages - Junction 5 (for whole period)

		To		
From		A	B	C
	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

# Results

## Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.33	5.70	0.48	A
B	0.67	11.40	2.01	B
C	0.56	13.93	1.24	B

## Main Results for each time segment

### Main results: (08:15-08:30)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	209.29	208.17	51.48	0.00	950.90	0.220	0.28	4.840	A
B	440.42	437.14	47.17	0.00	971.19	0.453	0.82	6.702	A
C	222.84	220.82	384.09	0.00	657.61	0.339	0.51	8.205	A

### Main results: (08:30-08:45)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	249.92	249.61	61.83	0.00	945.32	0.264	0.36	5.172	A
B	525.90	524.49	56.56	0.00	966.15	0.544	1.17	8.124	A
C	266.10	265.22	460.83	0.00	626.55	0.425	0.72	9.938	A

### Main results: (08:45-09:00)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	306.08	305.59	75.51	0.00	937.95	0.326	0.48	5.687	A
B	644.10	640.90	69.25	0.00	959.33	0.671	1.97	11.189	B
C	325.90	323.93	563.12	0.00	585.17	0.557	1.22	13.675	B

**Main results: (09:00-09:15)**

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	306.08	306.07	75.95	0.00	937.72	0.326	0.48	5.698	A
B	644.10	643.96	69.36	0.00	959.27	0.671	2.01	11.403	B
C	325.90	325.81	565.80	0.00	584.08	0.558	1.24	13.926	B

**Main results: (09:15-09:30)**

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	249.92	250.40	62.48	0.00	944.97	0.264	0.36	5.188	A
B	525.90	529.06	56.75	0.00	966.05	0.544	1.22	8.298	A
C	266.10	268.04	464.85	0.00	624.93	0.426	0.76	10.140	B

**Main results: (09:30-09:45)**

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	209.29	209.61	52.16	0.00	950.53	0.220	0.28	4.860	A
B	440.42	441.93	47.50	0.00	971.02	0.454	0.84	6.825	A
C	222.84	223.78	388.29	0.00	655.91	0.340	0.52	8.348	A

# D111 - Existing Roundabout E5 - 2024 - Baseline, PM

## Data Errors and Warnings

No errors or warnings

## Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
D111 - Existing Roundabout E5			100.000	

## Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2024 - Baseline, PM	2024 - Baseline	PM		ONE HOUR	15:30	17:00	90	15		

# Junction Network

## Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
Existing Roundabout E5	Roundabout	A,B,C			6.84	A

## Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	89	Arm A

# Arms

## Arms

Arm	Name	Description
A	R212 South	
B	L1532 (W)	
C	R212 North	

## Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
A	3.00	3.00	0.00	46.84	21.86	16.00	
B	3.10	3.10	0.00	13.73	21.86	6.00	
C	3.10	3.90	3.43	3.00	17.70	21.00	

## Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

## Slope / Intercept / Capacity

### Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A		(calculated)	(calculated)	0.539	978.630
B		(calculated)	(calculated)	0.538	996.550
C		(calculated)	(calculated)	0.405	813.030

*The slope and intercept shown above include any corrections and adjustments.*

# Traffic Flows

## Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

# Entry Flows

## General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	401.00	100.000
B	ONE HOUR	✓	324.00	100.000
C	ONE HOUR	✓	162.00	100.000

# Turning Proportions

## Turning Counts or Proportions (PCU/hr) - Junction 5 (for whole period)

		To		
		A	B	C
From	A	0.000	259.000	142.000
	B	275.000	1.000	48.000
	C	118.000	44.000	0.000

## Turning Proportions (PCU) - Junction 5 (for whole period)

		To		
		A	B	C
From	A	0.00	0.65	0.35
	B	0.85	0.00	0.15
	C	0.73	0.27	0.00

# Vehicle Mix

## Average PCU Per Vehicle - Junction 5 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

## Heavy Vehicle Percentages - Junction 5 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

# Results

## Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.46	7.05	0.86	A
B	0.39	6.48	0.64	A
C	0.26	7.03	0.35	A



## Main Results for each time segment

### Main results: (15:30-15:45)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	301.89	300.08	33.66	0.00	960.50	0.314	0.45	5.437	A
B	243.92	242.53	106.26	0.00	939.43	0.260	0.35	5.155	A
C	121.96	121.17	206.60	0.00	729.43	0.167	0.20	5.911	A

### Main results: (15:45-16:00)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	360.49	359.92	40.39	0.00	956.87	0.377	0.60	6.023	A
B	291.27	290.85	127.45	0.00	928.04	0.314	0.45	5.646	A
C	145.63	145.41	247.76	0.00	712.77	0.204	0.25	6.340	A

### Main results: (16:00-16:15)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	441.51	440.49	49.45	0.00	951.99	0.464	0.85	7.023	A
B	356.73	356.01	155.98	0.00	912.71	0.391	0.63	6.459	A
C	178.37	178.00	303.27	0.00	690.31	0.258	0.34	7.022	A

### Main results: (16:15-16:30)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	441.51	441.49	49.54	0.00	951.94	0.464	0.86	7.051	A
B	356.73	356.72	156.34	0.00	912.52	0.391	0.64	6.476	A
C	178.37	178.36	303.87	0.00	690.07	0.258	0.35	7.034	A

### Main results: (16:30-16:45)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	360.49	361.48	40.55	0.00	956.78	0.377	0.61	6.059	A
B	291.27	291.97	128.01	0.00	927.74	0.314	0.46	5.668	A
C	145.63	145.98	248.72	0.00	712.39	0.204	0.26	6.359	A

### Main results: (16:45-17:00)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	301.89	302.49	33.94	0.00	960.35	0.314	0.46	5.476	A
B	243.92	244.36	107.12	0.00	938.97	0.260	0.35	5.187	A
C	121.96	122.19	208.16	0.00	728.80	0.167	0.20	5.938	A

# D111 - Existing Roundabout E5 - 2026 - No Dev, AM

## Data Errors and Warnings

*No errors or warnings*

## Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
D111 - Existing Roundabout E5			100.000	

## Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2026 - No Dev, AM	2026 - No Dev	AM		ONE HOUR	08:15	09:45	90	15		

# Junction Network

## Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
Existing Roundabout E5	Roundabout	A,B,C			11.04	B

## Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	27	Arm C

# Arms

## Arms

Arm	Name	Description
A	R212 South	
B	L1532 (W)	
C	R212 North	

## Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
A	3.00	3.00	0.00	46.84	21.86	16.00	
B	3.10	3.10	0.00	13.73	21.86	6.00	
C	3.10	3.90	3.43	3.00	17.70	21.00	

## Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

## Slope / Intercept / Capacity

### Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A		(calculated)	(calculated)	0.539	978.630
B		(calculated)	(calculated)	0.538	996.550
C		(calculated)	(calculated)	0.405	813.030

The slope and intercept shown above include any corrections and adjustments.

# Traffic Flows

## Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

# Entry Flows

## General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	283.00	100.000
B	ONE HOUR	✓	595.00	100.000
C	ONE HOUR	✓	301.00	100.000

# Turning Proportions

## Turning Counts or Proportions (PCU/hr) - Junction 5 (for whole period)

		To		
		A	B	C
From	A	0.000	220.000	63.000
	B	521.000	2.000	72.000
	C	233.000	67.000	1.000

## Turning Proportions (PCU) - Junction 5 (for whole period)

		To		
		A	B	C
From	A	0.00	0.78	0.22
	B	0.88	0.00	0.12
	C	0.77	0.22	0.00

# Vehicle Mix

## Average PCU Per Vehicle - Junction 5 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

### Heavy Vehicle Percentages - Junction 5 (for whole period)

		To		
From		A	B	C
	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.33	5.75	0.50	A
B	0.68	11.83	2.12	B
C	0.57	14.46	1.31	B

### Main Results for each time segment

#### Main results: (08:15-08:30)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	213.06	211.91	52.22	0.00	950.50	0.224	0.29	4.867	A
B	447.95	444.57	47.92	0.00	970.79	0.461	0.84	6.798	A
C	226.61	224.52	390.77	0.00	654.90	0.346	0.52	8.326	A

#### Main results: (08:30-08:45)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	254.41	254.10	62.71	0.00	944.85	0.269	0.37	5.209	A
B	534.89	533.40	57.46	0.00	965.66	0.554	1.22	8.302	A
C	270.59	269.67	468.86	0.00	623.31	0.434	0.75	10.152	B

#### Main results: (08:45-09:00)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	311.59	311.08	76.58	0.00	937.37	0.332	0.49	5.743	A
B	655.11	651.67	70.34	0.00	958.74	0.683	2.08	11.591	B
C	331.41	329.29	572.81	0.00	581.24	0.570	1.28	14.166	B

#### Main results: (09:00-09:15)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	311.59	311.58	77.05	0.00	937.12	0.332	0.50	5.754	A
B	655.11	654.95	70.46	0.00	958.68	0.683	2.12	11.835	B
C	331.41	331.30	575.70	0.00	580.07	0.571	1.31	14.456	B

**Main results: (09:15-09:30)**

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	254.41	254.91	63.41	0.00	944.47	0.269	0.37	5.226	A
B	534.89	538.29	57.65	0.00	965.56	0.554	1.27	8.490	A
C	270.59	272.68	473.15	0.00	621.57	0.435	0.79	10.380	B

**Main results: (09:30-09:45)**

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	213.06	213.38	52.93	0.00	950.12	0.224	0.29	4.888	A
B	447.95	449.54	48.26	0.00	970.61	0.462	0.87	6.931	A
C	226.61	227.60	395.14	0.00	653.14	0.347	0.54	8.479	A

# D111 - Existing Roundabout E5 - 2026 - No Dev, PM

**Data Errors and Warnings**

*No errors or warnings*

**Analysis Set Details**

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
D111 - Existing Roundabout E5			100.000	

**Demand Set Details**

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2026 - No Dev, PM	2026 - No Dev	PM		ONE HOUR	15:30	17:00	90	15		

## Junction Network

**Junctions**

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
Existing Roundabout E5	Roundabout	A,B,C			6.95	A

**Junction Network Options**

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	86	Arm A

## Arms

**Arms**

Arm	Name	Description
A	R212 South	
B	L1532 (W)	
C	R212 North	

## Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
A	3.00	3.00	0.00	46.84	21.86	16.00	
B	3.10	3.10	0.00	13.73	21.86	6.00	
C	3.10	3.90	3.43	3.00	17.70	21.00	

## Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

## Slope / Intercept / Capacity

### Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A		(calculated)	(calculated)	0.539	978.630
B		(calculated)	(calculated)	0.538	996.550
C		(calculated)	(calculated)	0.405	813.030

*The slope and intercept shown above include any corrections and adjustments.*

## Traffic Flows

### Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

## Entry Flows

### General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	409.00	100.000
B	ONE HOUR	✓	330.00	100.000
C	ONE HOUR	✓	165.00	100.000

## Turning Proportions

### Turning Counts or Proportions (PCU/hr) - Junction 5 (for whole period)

		To		
		A	B	C
From	A	0.000	264.000	145.000
	B	280.000	1.000	49.000
	C	120.000	45.000	0.000

### Turning Proportions (PCU) - Junction 5 (for whole period)

		To		
		A	B	C
From	A	0.00	0.65	0.35
	B	0.85	0.00	0.15
	C	0.73	0.27	0.00

## Vehicle Mix

### Average PCU Per Vehicle - Junction 5 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

### Heavy Vehicle Percentages - Junction 5 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.47	7.18	0.89	A
B	0.40	6.58	0.66	A
C	0.26	7.11	0.36	A

### Main Results for each time segment

#### Main results: (15:30-15:45)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	307.92	306.04	34.40	0.00	960.10	0.321	0.47	5.489	A
B	248.44	247.01	108.50	0.00	938.23	0.265	0.36	5.198	A
C	124.22	123.40	210.33	0.00	727.92	0.171	0.20	5.948	A

**Main results: (15:45-16:00)**

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	367.68	367.08	41.29	0.00	956.39	0.384	0.62	6.102	A
B	296.66	296.23	130.14	0.00	926.60	0.320	0.47	5.707	A
C	148.33	148.10	252.24	0.00	710.96	0.209	0.26	6.392	A

**Main results: (16:00-16:15)**

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	450.32	449.25	50.54	0.00	951.40	0.473	0.89	7.152	A
B	363.34	362.58	159.27	0.00	910.94	0.399	0.66	6.555	A
C	181.67	181.29	308.74	0.00	688.10	0.264	0.36	7.099	A

**Main results: (16:15-16:30)**

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	450.32	450.29	50.64	0.00	951.35	0.473	0.89	7.184	A
B	363.34	363.32	159.64	0.00	910.74	0.399	0.66	6.575	A
C	181.67	181.66	309.37	0.00	687.84	0.264	0.36	7.111	A

**Main results: (16:30-16:45)**

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	367.68	368.73	41.45	0.00	956.30	0.384	0.63	6.139	A
B	296.66	297.40	130.72	0.00	926.29	0.320	0.48	5.732	A
C	148.33	148.69	253.24	0.00	710.56	0.209	0.27	6.410	A

**Main results: (16:45-17:00)**

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	307.92	308.54	34.70	0.00	959.94	0.321	0.48	5.533	A
B	248.44	248.89	109.38	0.00	937.75	0.265	0.36	5.228	A
C	124.22	124.45	211.93	0.00	727.27	0.171	0.21	5.973	A

# D111 - Existing Roundabout E5 - 2026 - With Dev, AM

## Data Errors and Warnings

*No errors or warnings*

## Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
D111 - Existing Roundabout E5			100.000	

## Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2026 - With Dev, AM	2026 - With Dev	AM		ONE HOUR	08:15	09:45	90	15		



# Junction Network

## Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
Existing Roundabout E5	Roundabout	A,B,C			12.22	B

## Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	22	Arm C

# Arms

## Arms

Arm	Name	Description
A	R212 South	
B	L1532 (W)	
C	R212 North	

## Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
A	3.00	3.00	0.00	46.84	21.86	16.00	
B	3.10	3.10	0.00	13.73	21.86	6.00	
C	3.10	3.90	3.43	3.00	17.70	21.00	

## Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

## Slope / Intercept / Capacity

### Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A		(calculated)	(calculated)	0.539	978.630
B		(calculated)	(calculated)	0.538	996.550
C		(calculated)	(calculated)	0.405	813.030

The slope and intercept shown above include any corrections and adjustments.

# Traffic Flows

## Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

# Entry Flows

## General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	307.00	100.000
B	ONE HOUR	✓	629.00	100.000
C	ONE HOUR	✓	308.00	100.000

# Turning Proportions

## Turning Counts or Proportions (PCU/hr) - Junction 5 (for whole period)

		To		
		A	B	C
From	A	0.000	244.000	63.000
	B	551.000	2.000	76.000
	C	233.000	74.000	1.000

## Turning Proportions (PCU) - Junction 5 (for whole period)

		To		
		A	B	C
From	A	0.00	0.79	0.21
	B	0.88	0.00	0.12
	C	0.76	0.24	0.00

# Vehicle Mix

## Average PCU Per Vehicle - Junction 5 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

## Heavy Vehicle Percentages - Junction 5 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

# Results

## Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.36	6.05	0.57	A
B	0.72	13.48	2.54	B
C	0.60	15.78	1.46	C

## Main Results for each time segment

### Main results: (08:15-08:30)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	231.13	229.84	57.42	0.00	947.70	0.244	0.32	5.005	A
B	473.54	469.79	47.91	0.00	970.80	0.488	0.94	7.134	A
C	231.88	229.67	413.03	0.00	645.90	0.359	0.55	8.604	A

### Main results: (08:30-08:45)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	275.99	275.62	68.97	0.00	941.48	0.293	0.41	5.404	A
B	565.46	563.68	57.46	0.00	965.67	0.586	1.38	8.916	A
C	276.89	275.86	495.58	0.00	612.50	0.452	0.81	10.661	B

### Main results: (08:45-09:00)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	338.01	337.41	84.17	0.00	933.29	0.362	0.56	6.035	A
B	692.54	688.16	70.33	0.00	958.74	0.722	2.48	13.089	B
C	339.11	336.66	605.01	0.00	568.21	0.597	1.42	15.382	C

### Main results: (09:00-09:15)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	338.01	338.00	84.74	0.00	932.98	0.362	0.57	6.050	A
B	692.54	692.31	70.46	0.00	958.68	0.722	2.54	13.481	B
C	339.11	338.98	608.66	0.00	566.74	0.598	1.46	15.781	C

### Main results: (09:15-09:30)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	275.99	276.57	69.83	0.00	941.01	0.293	0.42	5.424	A
B	565.46	569.82	57.66	0.00	965.56	0.586	1.45	9.195	A
C	276.89	279.32	500.97	0.00	610.31	0.454	0.85	10.956	B

**Main results: (09:30-09:45)**

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	231.13	231.50	58.25	0.00	947.25	0.244	0.33	5.031	A
B	473.54	475.46	48.26	0.00	970.61	0.488	0.97	7.300	A
C	231.88	232.99	418.01	0.00	643.88	0.360	0.57	8.784	A

# D111 - Existing Roundabout E5 - 2026 - With Dev, PM

## Data Errors and Warnings

No errors or warnings

## Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
D111 - Existing Roundabout E5			100.000	

## Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2026 - With Dev, PM	2026 - With Dev	PM		ONE HOUR	15:30	17:00	90	15		

# Junction Network

## Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
Existing Roundabout E5	Roundabout	A,B,C			7.30	A

## Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	72	Arm A

# Arms

## Arms

Arm	Name	Description
A	R212 South	
B	L1532 (W)	
C	R212 North	

## Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
A	3.00	3.00	0.00	46.84	21.86	16.00	
B	3.10	3.10	0.00	13.73	21.86	6.00	
C	3.10	3.90	3.43	3.00	17.70	21.00	

## Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

## Slope / Intercept / Capacity

### Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A		(calculated)	(calculated)	0.539	978.630
B		(calculated)	(calculated)	0.538	996.550
C		(calculated)	(calculated)	0.405	813.030

The slope and intercept shown above include any corrections and adjustments.

## Traffic Flows

### Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

## Entry Flows

### General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	440.00	100.000
B	ONE HOUR	✓	342.00	100.000
C	ONE HOUR	✓	170.00	100.000

## Turning Proportions

### Turning Counts or Proportions (PCU/hr) - Junction 5 (for whole period)

		To		
		A	B	C
From	A	0.000	295.000	145.000
	B	290.000	1.000	51.000
	C	120.000	50.000	0.000

### Turning Proportions (PCU) - Junction 5 (for whole period)

		To		
		A	B	C
From	A	0.00	0.67	0.33
	B	0.85	0.00	0.15
	C	0.71	0.29	0.00

# Vehicle Mix

## Average PCU Per Vehicle - Junction 5 (for whole period)

		To		
From		A	B	C
	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

## Heavy Vehicle Percentages - Junction 5 (for whole period)

		To		
From		A	B	C
	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

# Results

## Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.51	7.76	1.04	A
B	0.41	6.74	0.70	A
C	0.27	7.25	0.38	A

## Main Results for each time segment

### Main results: (15:30-15:45)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	331.26	329.16	38.14	0.00	958.08	0.346	0.52	5.706	A
B	257.48	255.97	108.47	0.00	938.24	0.274	0.38	5.264	A
C	127.98	127.13	217.80	0.00	724.90	0.177	0.21	6.013	A

### Main results: (15:45-16:00)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	395.55	394.84	45.78	0.00	953.97	0.415	0.70	6.430	A
B	307.45	306.98	130.12	0.00	926.61	0.332	0.49	5.806	A
C	152.83	152.58	261.21	0.00	707.33	0.216	0.27	6.486	A

**Main results: (16:00-16:15)**

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	484.45	483.14	56.03	0.00	948.45	0.511	1.03	7.714	A
B	376.55	375.73	159.22	0.00	910.97	0.413	0.70	6.717	A
C	187.17	186.77	319.70	0.00	683.66	0.274	0.37	7.238	A

**Main results: (16:15-16:30)**

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	484.45	484.41	56.15	0.00	948.38	0.511	1.04	7.757	A
B	376.55	376.53	159.64	0.00	910.74	0.413	0.70	6.738	A
C	187.17	187.17	320.38	0.00	683.39	0.274	0.38	7.254	A

**Main results: (16:30-16:45)**

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	395.55	396.82	45.96	0.00	953.87	0.415	0.72	6.476	A
B	307.45	308.25	130.77	0.00	926.26	0.332	0.50	5.834	A
C	152.83	153.21	262.28	0.00	706.90	0.216	0.28	6.505	A

**Main results: (16:45-17:00)**

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	331.26	331.99	38.47	0.00	957.91	0.346	0.53	5.757	A
B	257.48	257.96	109.41	0.00	937.74	0.275	0.38	5.301	A
C	127.98	128.23	219.49	0.00	724.21	0.177	0.22	6.042	A

# D111 - Existing Roundabout E5 - 2031 - No Dev, AM

## Data Errors and Warnings

*No errors or warnings*

## Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
D111 - Existing Roundabout E5			100.000	

## Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2031 - No Dev, AM	2031 - No Dev	AM		ONE HOUR	08:15	09:45	90	15		

# Junction Network

## Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
Existing Roundabout E5	Roundabout	A,B,C			12.01	B

## Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	22	Arm C

## Arms

### Arms

Arm	Name	Description
A	R212 South	
B	L1532 (W)	
C	R212 North	

### Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
A	3.00	3.00	0.00	46.84	21.86	16.00	
B	3.10	3.10	0.00	13.73	21.86	6.00	
C	3.10	3.90	3.43	3.00	17.70	21.00	

### Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

### Slope / Intercept / Capacity

#### Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A		(calculated)	(calculated)	0.539	978.630
B		(calculated)	(calculated)	0.538	996.550
C		(calculated)	(calculated)	0.405	813.030

*The slope and intercept shown above include any corrections and adjustments.*

## Traffic Flows

### Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓



# Entry Flows

## General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	294.00	100.000
B	ONE HOUR	✓	618.00	100.000
C	ONE HOUR	✓	313.00	100.000

# Turning Proportions

## Turning Counts or Proportions (PCU/hr) - Junction 5 (for whole period)

		To		
		A	B	C
From	A	0.000	228.000	66.000
	B	541.000	2.000	75.000
	C	242.000	70.000	1.000

## Turning Proportions (PCU) - Junction 5 (for whole period)

		To		
		A	B	C
From	A	0.00	0.78	0.22
	B	0.88	0.00	0.12
	C	0.77	0.22	0.00

# Vehicle Mix

## Average PCU Per Vehicle - Junction 5 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

## Heavy Vehicle Percentages - Junction 5 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

# Results

## Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.35	5.88	0.53	A
B	0.71	12.98	2.40	B
C	0.60	15.85	1.49	C

## Main Results for each time segment

### Main results: (08:15-08:30)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	221.34	220.13	54.44	0.00	949.30	0.233	0.30	4.929	A
B	465.26	461.63	50.16	0.00	969.59	0.480	0.91	7.039	A
C	235.64	233.40	405.60	0.00	648.90	0.363	0.56	8.619	A

### Main results: (08:30-08:45)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	264.30	263.96	65.38	0.00	943.41	0.280	0.39	5.296	A
B	555.57	553.88	60.15	0.00	964.22	0.576	1.33	8.736	A
C	281.38	280.33	486.66	0.00	616.10	0.457	0.82	10.687	B

### Main results: (08:45-09:00)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	323.70	323.15	79.79	0.00	935.65	0.346	0.52	5.873	A
B	680.43	676.35	73.64	0.00	956.97	0.711	2.35	12.641	B
C	344.62	342.11	594.27	0.00	572.56	0.602	1.45	15.450	C

### Main results: (09:00-09:15)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	323.70	323.69	80.34	0.00	935.35	0.346	0.53	5.885	A
B	680.43	680.22	73.77	0.00	956.90	0.711	2.40	12.984	B
C	344.62	344.48	597.67	0.00	571.18	0.603	1.49	15.855	C

### Main results: (09:15-09:30)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	264.30	264.84	66.20	0.00	942.97	0.280	0.39	5.312	A
B	555.57	559.62	60.36	0.00	964.11	0.576	1.39	8.988	A
C	281.38	283.87	491.71	0.00	614.06	0.458	0.86	10.984	B

**Main results: (09:30-09:45)**

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	221.34	221.68	55.22	0.00	948.88	0.233	0.31	4.952	A
B	465.26	467.08	50.52	0.00	969.39	0.480	0.94	7.191	A
C	235.64	236.77	410.39	0.00	646.96	0.364	0.58	8.801	A

# D111 - Existing Roundabout E5 - 2031 - No Dev, PM

**Data Errors and Warnings**

No errors or warnings

**Analysis Set Details**

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
D111 - Existing Roundabout E5			100.000	

**Demand Set Details**

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2031 - No Dev, PM	2031 - No Dev	PM		ONE HOUR	15:30	17:00	90	15		

## Junction Network

**Junctions**

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
Existing Roundabout E5	Roundabout	A,B,C			7.17	A

**Junction Network Options**

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	79	Arm A

## Arms

**Arms**

Arm	Name	Description
A	R212 South	
B	L1532 (W)	
C	R212 North	

**Roundabout Geometry**

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
A	3.00	3.00	0.00	46.84	21.86	16.00	
B	3.10	3.10	0.00	13.73	21.86	6.00	
C	3.10	3.90	3.43	3.00	17.70	21.00	

## Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

## Slope / Intercept / Capacity

### Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A		(calculated)	(calculated)	0.539	978.630
B		(calculated)	(calculated)	0.538	996.550
C		(calculated)	(calculated)	0.405	813.030

The slope and intercept shown above include any corrections and adjustments.

## Traffic Flows

### Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

## Entry Flows

### General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	424.00	100.000
B	ONE HOUR	✓	342.00	100.000
C	ONE HOUR	✓	171.00	100.000

## Turning Proportions

### Turning Counts or Proportions (PCU/hr) - Junction 5 (for whole period)

		To		
		A	B	C
From	A	0.000	274.000	150.000
	B	290.000	1.000	51.000
	C	124.000	47.000	0.000

### Turning Proportions (PCU) - Junction 5 (for whole period)

		To		
		A	B	C
From	A	0.00	0.65	0.35
	B	0.85	0.00	0.15
	C	0.73	0.27	0.00

# Vehicle Mix

## Average PCU Per Vehicle - Junction 5 (for whole period)

		To		
From		A	B	C
	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

## Heavy Vehicle Percentages - Junction 5 (for whole period)

		To		
From		A	B	C
	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

# Results

## Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.49	7.45	0.96	A
B	0.41	6.78	0.70	A
C	0.28	7.27	0.38	A

## Main Results for each time segment

### Main results: (15:30-15:45)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	319.21	317.23	35.90	0.00	959.29	0.333	0.49	5.590	A
B	257.48	255.97	112.23	0.00	936.23	0.275	0.38	5.280	A
C	128.74	127.88	217.80	0.00	724.90	0.178	0.21	6.021	A

### Main results: (15:45-16:00)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	381.17	380.52	43.08	0.00	955.42	0.399	0.66	6.256	A
B	307.45	306.98	134.62	0.00	924.19	0.333	0.49	5.833	A
C	153.73	153.48	261.20	0.00	707.33	0.217	0.28	6.496	A

**Main results: (16:00-16:15)**

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	466.83	465.66	52.74	0.00	950.22	0.491	0.95	7.411	A
B	376.55	375.73	164.74	0.00	908.00	0.415	0.70	6.751	A
C	188.27	187.87	319.70	0.00	683.67	0.275	0.38	7.254	A

**Main results: (16:15-16:30)**

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	466.83	466.80	52.85	0.00	950.16	0.491	0.96	7.447	A
B	376.55	376.53	165.14	0.00	907.78	0.415	0.70	6.775	A
C	188.27	188.27	320.38	0.00	683.39	0.276	0.38	7.270	A

**Main results: (16:30-16:45)**

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	381.17	382.31	43.26	0.00	955.33	0.399	0.67	6.297	A
B	307.45	308.25	135.25	0.00	923.85	0.333	0.50	5.857	A
C	153.73	154.12	262.29	0.00	706.90	0.217	0.28	6.518	A

**Main results: (16:45-17:00)**

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	319.21	319.88	36.21	0.00	959.13	0.333	0.50	5.639	A
B	257.48	257.96	113.17	0.00	935.72	0.275	0.38	5.314	A
C	128.74	128.99	219.49	0.00	724.21	0.178	0.22	6.052	A

# D111 - Existing Roundabout E5 - 2031 - With Dev, AM

**Data Errors and Warnings**

*No errors or warnings*

**Analysis Set Details**

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
D111 - Existing Roundabout E5			100.000	

**Demand Set Details**

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2031 - With Dev, AM	2031 - With Dev	AM		ONE HOUR	08:15	09:45	90	15		

## Junction Network

**Junctions**

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
Existing Roundabout E5	Roundabout	A,B,C			13.43	B

## Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	18	Arm C

## Arms

### Arms

Arm	Name	Description
A	R212 South	
B	L1532 (W)	
C	R212 North	

### Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
A	3.00	3.00	0.00	46.84	21.86	16.00	
B	3.10	3.10	0.00	13.73	21.86	6.00	
C	3.10	3.90	3.43	3.00	17.70	21.00	

### Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

### Slope / Intercept / Capacity

#### Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A		(calculated)	(calculated)	0.539	978.630
B		(calculated)	(calculated)	0.538	996.550
C		(calculated)	(calculated)	0.405	813.030

*The slope and intercept shown above include any corrections and adjustments.*

## Traffic Flows

### Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

# Entry Flows

## General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	318.00	100.000
B	ONE HOUR	✓	652.00	100.000
C	ONE HOUR	✓	320.00	100.000

# Turning Proportions

## Turning Counts or Proportions (PCU/hr) - Junction 5 (for whole period)

		To		
		A	B	C
From	A	0.000	252.000	66.000
	B	571.000	2.000	79.000
	C	242.000	77.000	1.000

## Turning Proportions (PCU) - Junction 5 (for whole period)

		To		
		A	B	C
From	A	0.00	0.79	0.21
	B	0.88	0.00	0.12
	C	0.76	0.24	0.00

# Vehicle Mix

## Average PCU Per Vehicle - Junction 5 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

## Heavy Vehicle Percentages - Junction 5 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000



# Results

## Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.38	6.19	0.60	A
B	0.75	14.98	2.91	B
C	0.63	17.46	1.67	C

## Main Results for each time segment

### Main results: (08:15-08:30)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	239.41	238.06	59.64	0.00	946.50	0.253	0.34	5.072	A
B	490.86	486.83	50.15	0.00	969.59	0.506	1.01	7.398	A
C	240.91	238.54	427.84	0.00	639.90	0.376	0.59	8.918	A

### Main results: (08:30-08:45)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	285.88	285.49	71.63	0.00	940.04	0.304	0.43	5.496	A
B	586.13	584.12	60.15	0.00	964.22	0.608	1.51	9.418	A
C	287.67	286.51	513.35	0.00	605.30	0.475	0.89	11.248	B

### Main results: (08:45-09:00)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	350.12	349.47	87.35	0.00	931.58	0.376	0.60	6.178	A
B	717.87	712.60	73.62	0.00	956.98	0.750	2.83	14.419	B
C	352.33	349.38	626.26	0.00	559.62	0.630	1.62	16.885	C

### Main results: (09:00-09:15)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	350.12	350.11	88.03	0.00	931.21	0.376	0.60	6.194	A
B	717.87	717.54	73.76	0.00	956.90	0.750	2.91	14.983	B
C	352.33	352.14	630.60	0.00	557.86	0.632	1.67	17.458	C

### Main results: (09:15-09:30)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	285.88	286.51	72.65	0.00	939.49	0.304	0.44	5.520	A
B	586.13	591.41	60.37	0.00	964.10	0.608	1.59	9.793	A
C	287.67	290.61	519.75	0.00	602.71	0.477	0.93	11.639	B

**Main results: (09:30-09:45)**

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	239.41	239.81	60.54	0.00	946.01	0.253	0.34	5.102	A
B	490.86	493.05	50.53	0.00	969.39	0.506	1.04	7.594	A
C	240.91	242.18	433.31	0.00	637.69	0.378	0.62	9.132	A

# D111 - Existing Roundabout E5 - 2031 - With Dev, PM

## Data Errors and Warnings

No errors or warnings

## Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
D111 - Existing Roundabout E5			100.000	

## Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2031 - With Dev, PM	2031 - With Dev	PM		ONE HOUR	15:30	17:00	90	15		

# Junction Network

## Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
Existing Roundabout E5	Roundabout	A,B,C			7.55	A

## Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	66	Arm A

# Arms

## Arms

Arm	Name	Description
A	R212 South	
B	L1532 (W)	
C	R212 North	

## Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
A	3.00	3.00	0.00	46.84	21.86	16.00	
B	3.10	3.10	0.00	13.73	21.86	6.00	
C	3.10	3.90	3.43	3.00	17.70	21.00	

## Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

## Slope / Intercept / Capacity

### Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A		(calculated)	(calculated)	0.539	978.630
B		(calculated)	(calculated)	0.538	996.550
C		(calculated)	(calculated)	0.405	813.030

The slope and intercept shown above include any corrections and adjustments.

## Traffic Flows

### Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

## Entry Flows

### General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	455.00	100.000
B	ONE HOUR	✓	354.00	100.000
C	ONE HOUR	✓	176.00	100.000

## Turning Proportions

### Turning Counts or Proportions (PCU/hr) - Junction 5 (for whole period)

		To		
		A	B	C
From	A	0.000	305.000	150.000
	B	300.000	1.000	53.000
	C	124.000	52.000	0.000

### Turning Proportions (PCU) - Junction 5 (for whole period)

		To		
		A	B	C
From	A	0.00	0.67	0.33
	B	0.85	0.00	0.15
	C	0.70	0.30	0.00

# Vehicle Mix

## Average PCU Per Vehicle - Junction 5 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

## Heavy Vehicle Percentages - Junction 5 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

# Results

## Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.53	8.07	1.11	A
B	0.43	6.95	0.75	A
C	0.29	7.42	0.40	A

## Main Results for each time segment

### Main results: (15:30-15:45)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	342.55	340.34	39.63	0.00	957.28	0.358	0.55	5.814	A
B	266.51	264.93	112.20	0.00	936.24	0.285	0.39	5.351	A
C	132.50	131.61	225.27	0.00	721.88	0.184	0.22	6.090	A

### Main results: (15:45-16:00)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	409.04	408.27	47.57	0.00	953.00	0.429	0.74	6.599	A
B	318.24	317.74	134.59	0.00	924.20	0.344	0.52	5.931	A
C	158.22	157.96	270.17	0.00	703.71	0.225	0.29	6.593	A

**Main results: (16:00-16:15)**

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	500.96	499.53	58.22	0.00	947.26	0.529	1.10	8.014	A
B	389.76	388.87	164.68	0.00	908.03	0.429	0.74	6.923	A
C	193.78	193.35	330.65	0.00	679.23	0.285	0.39	7.403	A

**Main results: (16:15-16:30)**

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	500.96	500.92	58.35	0.00	947.20	0.529	1.11	8.065	A
B	389.76	389.74	165.14	0.00	907.79	0.429	0.75	6.948	A
C	193.78	193.77	331.39	0.00	678.93	0.285	0.40	7.419	A

**Main results: (16:30-16:45)**

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	409.04	410.44	47.77	0.00	952.90	0.429	0.76	6.655	A
B	318.24	319.11	135.31	0.00	923.82	0.344	0.53	5.961	A
C	158.22	158.64	271.33	0.00	703.24	0.225	0.29	6.614	A

**Main results: (16:45-17:00)**

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	342.55	343.34	39.98	0.00	957.09	0.358	0.56	5.872	A
B	266.51	267.03	113.19	0.00	935.71	0.285	0.40	5.387	A
C	132.50	132.77	227.05	0.00	721.16	0.184	0.23	6.120	A

# D111 - Existing Roundabout E5 - 2041 - No Dev, AM

## Data Errors and Warnings

*No errors or warnings*

## Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
D111 - Existing Roundabout E5			100.000	

## Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2041 - No Dev, AM	2041 - No Dev	AM		ONE HOUR	08:15	09:45	90	15		

# Junction Network

## Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
Existing Roundabout E5	Roundabout	A,B,C			12.65	B

## Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	19	Arm C

## Arms

### Arms

Arm	Name	Description
A	R212 South	
B	L1532 (W)	
C	R212 North	

### Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
A	3.00	3.00	0.00	46.84	21.86	16.00	
B	3.10	3.10	0.00	13.73	21.86	6.00	
C	3.10	3.90	3.43	3.00	17.70	21.00	

### Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

### Slope / Intercept / Capacity

#### Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A		(calculated)	(calculated)	0.539	978.630
B		(calculated)	(calculated)	0.538	996.550
C		(calculated)	(calculated)	0.405	813.030

*The slope and intercept shown above include any corrections and adjustments.*

## Traffic Flows

### Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

# Entry Flows

## General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	300.00	100.000
B	ONE HOUR	✓	631.00	100.000
C	ONE HOUR	✓	320.00	100.000

# Turning Proportions

## Turning Counts or Proportions (PCU/hr) - Junction 5 (for whole period)

		To		
		A	B	C
From	A	0.000	233.000	67.000
	B	553.000	2.000	76.000
	C	248.000	71.000	1.000

## Turning Proportions (PCU) - Junction 5 (for whole period)

		To		
		A	B	C
From	A	0.00	0.78	0.22
	B	0.88	0.00	0.12
	C	0.78	0.22	0.00

# Vehicle Mix

## Average PCU Per Vehicle - Junction 5 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

## Heavy Vehicle Percentages - Junction 5 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

# Results

## Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.35	5.95	0.54	A
B	0.73	13.71	2.59	B
C	0.62	16.81	1.61	C

## Main Results for each time segment

### Main results: (08:15-08:30)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	225.86	224.62	55.17	0.00	948.91	0.238	0.31	4.962	A
B	475.05	471.26	50.91	0.00	969.19	0.490	0.95	7.176	A
C	240.91	238.57	414.50	0.00	645.30	0.373	0.59	8.802	A

### Main results: (08:30-08:45)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	269.69	269.34	66.27	0.00	942.93	0.286	0.40	5.342	A
B	567.26	565.45	61.05	0.00	963.73	0.589	1.40	8.996	A
C	287.67	286.55	497.34	0.00	611.78	0.470	0.87	11.028	B

### Main results: (08:45-09:00)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	330.31	329.73	80.83	0.00	935.09	0.353	0.54	5.942	A
B	694.74	690.24	74.73	0.00	956.38	0.726	2.52	13.299	B
C	352.33	349.53	607.10	0.00	567.37	0.621	1.57	16.315	C

### Main results: (09:00-09:15)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	330.31	330.29	81.44	0.00	934.76	0.353	0.54	5.955	A
B	694.74	694.50	74.87	0.00	956.31	0.726	2.59	13.714	B
C	352.33	352.16	610.85	0.00	565.85	0.623	1.61	16.811	C

### Main results: (09:15-09:30)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	269.69	270.25	67.16	0.00	942.45	0.286	0.40	5.361	A
B	567.26	571.74	61.26	0.00	963.62	0.589	1.46	9.288	A
C	287.67	290.45	502.88	0.00	609.54	0.472	0.91	11.377	B



**Main results: (09:30-09:45)**

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	225.86	226.21	55.99	0.00	948.47	0.238	0.31	4.986	A
B	475.05	477.00	51.28	0.00	968.99	0.490	0.98	7.348	A
C	240.91	242.14	419.55	0.00	643.26	0.375	0.61	9.001	A

# D111 - Existing Roundabout E5 - 2041 - No Dev, PM

**Data Errors and Warnings**

No errors or warnings

**Analysis Set Details**

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
D111 - Existing Roundabout E5			100.000	

**Demand Set Details**

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2041 - No Dev, PM	2041 - No Dev	PM		ONE HOUR	15:30	17:00	90	15		

## Junction Network

**Junctions**

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
Existing Roundabout E5	Roundabout	A,B,C			7.33	A

**Junction Network Options**

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	75	Arm A

## Arms

**Arms**

Arm	Name	Description
A	R212 South	
B	L1532 (W)	
C	R212 North	

**Roundabout Geometry**

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
A	3.00	3.00	0.00	46.84	21.86	16.00	
B	3.10	3.10	0.00	13.73	21.86	6.00	
C	3.10	3.90	3.43	3.00	17.70	21.00	

## Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

## Slope / Intercept / Capacity

### Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A		(calculated)	(calculated)	0.539	978.630
B		(calculated)	(calculated)	0.538	996.550
C		(calculated)	(calculated)	0.405	813.030

The slope and intercept shown above include any corrections and adjustments.

## Traffic Flows

### Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

## Entry Flows

### General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	435.00	100.000
B	ONE HOUR	✓	350.00	100.000
C	ONE HOUR	✓	175.00	100.000

## Turning Proportions

### Turning Counts or Proportions (PCU/hr) - Junction 5 (for whole period)

		To		
		A	B	C
From	A	0.000	281.000	154.000
	B	297.000	1.000	52.000
	C	127.000	48.000	0.000

### Turning Proportions (PCU) - Junction 5 (for whole period)

		To		
		A	B	C
From	A	0.00	0.65	0.35
	B	0.85	0.00	0.15
	C	0.73	0.27	0.00

# Vehicle Mix

## Average PCU Per Vehicle - Junction 5 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

## Heavy Vehicle Percentages - Junction 5 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

# Results

## Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.50	7.65	1.01	A
B	0.43	6.92	0.74	A
C	0.28	7.38	0.39	A

## Main Results for each time segment

### Main results: (15:30-15:45)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	327.49	325.44	36.64	0.00	958.89	0.342	0.51	5.665	A
B	263.50	261.94	115.21	0.00	934.62	0.282	0.39	5.340	A
C	131.75	130.86	223.02	0.00	722.78	0.182	0.22	6.073	A

### Main results: (15:45-16:00)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	391.06	390.37	43.98	0.00	954.94	0.410	0.69	6.368	A
B	314.64	314.15	138.20	0.00	922.27	0.341	0.51	5.914	A
C	157.32	157.07	267.48	0.00	704.80	0.223	0.28	6.569	A

**Main results: (16:00-16:15)**

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	478.94	477.68	53.83	0.00	949.63	0.504	1.00	7.608	A
B	385.36	384.48	169.11	0.00	905.65	0.426	0.73	6.896	A
C	192.68	192.26	327.36	0.00	680.56	0.283	0.39	7.366	A

**Main results: (16:15-16:30)**

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	478.94	478.91	53.95	0.00	949.57	0.504	1.01	7.648	A
B	385.36	385.34	169.55	0.00	905.42	0.426	0.74	6.921	A
C	192.68	192.67	328.09	0.00	680.27	0.283	0.39	7.382	A

**Main results: (16:30-16:45)**

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	391.06	392.29	44.17	0.00	954.84	0.410	0.70	6.415	A
B	314.64	315.49	138.88	0.00	921.90	0.341	0.52	5.946	A
C	157.32	157.73	268.62	0.00	704.33	0.223	0.29	6.592	A

**Main results: (16:45-17:00)**

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	327.49	328.20	36.96	0.00	958.72	0.342	0.52	5.715	A
B	263.50	264.01	116.19	0.00	934.10	0.282	0.40	5.376	A
C	131.75	132.01	224.78	0.00	722.07	0.182	0.22	6.105	A

# D111 - Existing Roundabout E5 - 2041 - With Dev, AM

## Data Errors and Warnings

*No errors or warnings*

## Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
D111 - Existing Roundabout E5			100.000	

## Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2041 - With Dev, AM	2041 - With Dev	AM		ONE HOUR	08:15	09:45	90	15		

# Junction Network

## Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
Existing Roundabout E5	Roundabout	A,B,C			14.23	B

## Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	15	Arm C

## Arms

### Arms

Arm	Name	Description
A	R212 South	
B	L1532 (W)	
C	R212 North	

### Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
A	3.00	3.00	0.00	46.84	21.86	16.00	
B	3.10	3.10	0.00	13.73	21.86	6.00	
C	3.10	3.90	3.43	3.00	17.70	21.00	

### Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

### Slope / Intercept / Capacity

#### Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A		(calculated)	(calculated)	0.539	978.630
B		(calculated)	(calculated)	0.538	996.550
C		(calculated)	(calculated)	0.405	813.030

*The slope and intercept shown above include any corrections and adjustments.*

## Traffic Flows

### Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

# Entry Flows

## General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	324.00	100.000
B	ONE HOUR	✓	665.00	100.000
C	ONE HOUR	✓	327.00	100.000

# Turning Proportions

## Turning Counts or Proportions (PCU/hr) - Junction 5 (for whole period)

		To		
		A	B	C
From	A	0.000	257.000	67.000
	B	583.000	2.000	80.000
	C	248.000	78.000	1.000

## Turning Proportions (PCU) - Junction 5 (for whole period)

		To		
		A	B	C
From	A	0.00	0.79	0.21
	B	0.88	0.00	0.12
	C	0.76	0.24	0.00

# Vehicle Mix

## Average PCU Per Vehicle - Junction 5 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

## Heavy Vehicle Percentages - Junction 5 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

# Results

## Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.38	6.27	0.62	A
B	0.77	15.96	3.15	C
C	0.65	18.62	1.81	C

## Main Results for each time segment

### Main results: (08:15-08:30)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	243.92	242.55	60.37	0.00	946.11	0.258	0.34	5.108	A
B	500.65	496.45	50.90	0.00	969.19	0.517	1.05	7.551	A
C	246.18	243.70	436.72	0.00	636.31	0.387	0.62	9.113	A

### Main results: (08:30-08:45)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	291.27	290.87	72.51	0.00	939.57	0.310	0.45	5.545	A
B	597.82	595.66	61.04	0.00	963.74	0.620	1.59	9.720	A
C	293.97	292.71	524.00	0.00	600.99	0.489	0.93	11.628	B

### Main results: (08:45-09:00)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	356.73	356.05	88.37	0.00	931.02	0.383	0.61	6.253	A
B	732.18	726.32	74.72	0.00	956.39	0.766	3.05	15.259	C
C	360.03	356.75	638.95	0.00	554.48	0.649	1.76	17.908	C

### Main results: (09:00-09:15)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	356.73	356.72	89.13	0.00	930.62	0.383	0.62	6.272	A
B	732.18	731.79	74.87	0.00	956.31	0.766	3.15	15.956	C
C	360.03	359.80	643.75	0.00	552.54	0.652	1.81	18.622	C

### Main results: (09:15-09:30)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	291.27	291.93	73.63	0.00	938.96	0.310	0.45	5.568	A
B	597.82	603.71	61.28	0.00	963.61	0.620	1.68	10.159	B
C	293.97	297.26	531.09	0.00	598.13	0.491	0.99	12.093	B

**Main results: (09:30-09:45)**

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	243.92	244.34	61.32	0.00	945.60	0.258	0.35	5.138	A
B	500.65	503.02	51.28	0.00	968.98	0.517	1.09	7.764	A
C	246.18	247.56	442.50	0.00	633.97	0.388	0.65	9.349	A

# D111 - Existing Roundabout E5 - 2041 - With Dev, PM

## Data Errors and Warnings

No errors or warnings

## Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
D111 - Existing Roundabout E5			100.000	

## Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2041 - With Dev, PM	2041 - With Dev	PM		ONE HOUR	15:30	17:00	90	15		

# Junction Network

## Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
Existing Roundabout E5	Roundabout	A,B,C			7.73	A

## Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	63	Arm A

# Arms

## Arms

Arm	Name	Description
A	R212 South	
B	L1532 (W)	
C	R212 North	

## Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
A	3.00	3.00	0.00	46.84	21.86	16.00	
B	3.10	3.10	0.00	13.73	21.86	6.00	
C	3.10	3.90	3.43	3.00	17.70	21.00	



## Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

## Slope / Intercept / Capacity

### Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A		(calculated)	(calculated)	0.539	978.630
B		(calculated)	(calculated)	0.538	996.550
C		(calculated)	(calculated)	0.405	813.030

The slope and intercept shown above include any corrections and adjustments.

## Traffic Flows

### Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

## Entry Flows

### General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	466.00	100.000
B	ONE HOUR	✓	362.00	100.000
C	ONE HOUR	✓	180.00	100.000

## Turning Proportions

### Turning Counts or Proportions (PCU/hr) - Junction 5 (for whole period)

		To		
		A	B	C
From	A	0.000	312.000	154.000
	B	307.000	1.000	54.000
	C	127.000	53.000	0.000

### Turning Proportions (PCU) - Junction 5 (for whole period)

		To		
		A	B	C
From	A	0.00	0.67	0.33
	B	0.85	0.00	0.15
	C	0.71	0.29	0.00

# Vehicle Mix

## Average PCU Per Vehicle - Junction 5 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

## Heavy Vehicle Percentages - Junction 5 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

# Results

## Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.54	8.30	1.17	A
B	0.44	7.10	0.78	A
C	0.29	7.54	0.41	A

## Main Results for each time segment

### Main results: (15:30-15:45)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	350.83	348.54	40.38	0.00	956.88	0.367	0.57	5.895	A
B	272.53	270.90	115.18	0.00	934.64	0.292	0.41	5.411	A
C	135.51	134.59	230.49	0.00	719.76	0.188	0.23	6.152	A

### Main results: (15:45-16:00)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	418.92	418.12	48.46	0.00	952.52	0.440	0.78	6.727	A
B	325.43	324.90	138.18	0.00	922.28	0.353	0.54	6.021	A
C	161.82	161.55	276.44	0.00	701.17	0.231	0.30	6.668	A

**Main results: (16:00-16:15)**

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	513.08	511.53	59.32	0.00	946.67	0.542	1.16	8.243	A
B	398.57	397.63	169.05	0.00	905.68	0.440	0.78	7.073	A
C	198.18	197.73	338.31	0.00	676.13	0.293	0.41	7.519	A

**Main results: (16:15-16:30)**

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	513.08	513.03	59.45	0.00	946.60	0.542	1.17	8.300	A
B	398.57	398.55	169.54	0.00	905.42	0.440	0.78	7.101	A
C	198.18	198.17	339.10	0.00	675.81	0.293	0.41	7.536	A

**Main results: (16:30-16:45)**

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	418.92	420.43	48.68	0.00	952.41	0.440	0.80	6.785	A
B	325.43	326.35	138.94	0.00	921.87	0.353	0.55	6.053	A
C	161.82	162.25	277.67	0.00	700.67	0.231	0.30	6.693	A

**Main results: (16:45-17:00)**

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	350.83	351.67	40.74	0.00	956.68	0.367	0.58	5.958	A
B	272.53	273.08	116.22	0.00	934.08	0.292	0.42	5.450	A
C	135.51	135.79	232.34	0.00	719.01	0.188	0.23	6.174	A

<b>Junctions 8</b>
<b>PICADY 8 - Priority Intersection Module</b>
Version: 8.0.3.332 [14595,13/11/2013] © Copyright TRL Limited, 2024
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**Filename:** D111 - Proposed Junction - P1.arc8  
**Path:** J:\D\_JOBS\Job-D111\B\_DOCUMENTS\1.0 Planning\Transportation\Planning Modelling - 20231220  
**Report generation date:** 19/01/2024 15:13:11

- » Standard - 2024 - Baseline, AM
- » Standard - 2024 - Baseline, PM
- » Standard - 2026 - No Dev, AM
- » Standard - 2026 - No Dev, PM
- » Standard - 2026 - With Dev, AM
- » Standard - 2026 - With Dev, PM
- » Standard - 2031 - No Dev, AM
- » Standard - 2031 - No Dev, PM
- » Standard - 2031 - With Dev, AM
- » Standard - 2031 - With Dev, PM
- » Standard - 2041 - No Dev, AM
- » Standard - 2041 - No Dev, PM
- » Standard - 2041 - With Dev, AM
- » Standard - 2041 - With Dev, PM

### Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	Network Residual Capacity
Standard - 2024 - Baseline								
Stream B-AC	0.00	0.00	0.00	900 % []	0.00	0.00	0.00	900 % []
Stream C-AB	0.00	0.00	0.00		0.00	0.00	0.00	
Stream C-A	-	-	-		-	-	-	
Stream A-B	-	-	-		-	-	-	
Stream A-C	-	-	-		-	-	-	
Standard - 2026 - No Dev								
Stream B-AC	0.00	0.00	0.00	900 % []	0.00	0.00	0.00	900 % []
Stream C-AB	0.00	0.00	0.00		0.00	0.00	0.00	
Stream C-A	-	-	-		-	-	-	
Stream A-B	-	-	-		-	-	-	
Stream A-C	-	-	-		-	-	-	
Standard - 2026 - With Dev								

Stream B-AC	0.35	12.04	0.26	97 % [Stream B-AC]	0.13	9.42	0.11	206 % [Stream B-AC]
Stream C-AB	0.09	4.51	0.06		0.02	5.10	0.02	
Stream C-A	-	-	-		-	-	-	
Stream A-B	-	-	-		-	-	-	
Stream A-C	-	-	-		-	-	-	
<b>Standard - 2031 - No Dev</b>								
Stream B-AC	0.00	0.00	0.00	900 % []	0.00	0.00	0.00	900 % []
Stream C-AB	0.00	0.00	0.00		0.00	0.00	0.00	
Stream C-A	-	-	-		-	-	-	
Stream A-B	-	-	-		-	-	-	
Stream A-C	-	-	-		-	-	-	
<b>Standard - 2031 - With Dev</b>								
Stream B-AC	0.35	12.28	0.26	93 % [Stream B-AC]	0.13	9.52	0.11	198 % [Stream B-AC]
Stream C-AB	0.09	4.47	0.06		0.02	5.08	0.02	
Stream C-A	-	-	-		-	-	-	
Stream A-B	-	-	-		-	-	-	
Stream A-C	-	-	-		-	-	-	
<b>Standard - 2041 - No Dev</b>								
Stream B-AC	0.00	0.00	0.00	900 % []	0.00	0.00	0.00	900 % []
Stream C-AB	0.00	0.00	0.00		0.00	0.00	0.00	
Stream C-A	-	-	-		-	-	-	
Stream A-B	-	-	-		-	-	-	
Stream A-C	-	-	-		-	-	-	
<b>Standard - 2041 - With Dev</b>								
Stream B-AC	0.36	12.44	0.27	90 % [Stream B-AC]	0.13	9.59	0.11	194 % [Stream B-AC]
Stream C-AB	0.09	4.44	0.06		0.02	5.06	0.02	
Stream C-A	-	-	-		-	-	-	
Stream A-B	-	-	-		-	-	-	
Stream A-C	-	-	-		-	-	-	

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

"D1 - 2024 - Baseline, AM" model duration: 08:15 - 09:45

"D2 - 2024 - Baseline, PM" model duration: 15:30 - 17:00

"D3 - 2026 - No Dev, AM" model duration: 08:15 - 09:45

"D4 - 2026 - No Dev, PM" model duration: 15:30 - 17:00

"D5 - 2026 - With Dev, AM" model duration: 08:15 - 09:45  
 "D6 - 2026 - With Dev, PM" model duration: 15:30 - 17:00  
 "D7 - 2031 - No Dev, AM" model duration: 08:15 - 09:45  
 "D8 - 2031 - No Dev, PM" model duration: 15:30 - 17:00  
 "D9 - 2031 - With Dev, AM" model duration: 08:15 - 09:45  
 "D10 - 2031 - With Dev, PM" model duration: 15:30 - 17:00  
 "D11 - 2041 - No Dev, AM" model duration: 08:15 - 09:45  
 "D12 - 2041 - No Dev, PM" model duration: 15:30 - 17:00  
 "D13 - 2041 - With Dev, AM" model duration: 08:15 - 09:45  
 "D14 - 2041 - With Dev, PM" model duration: 15:30 - 17:00

Run using Junctions 8.0.3.332 at 19/01/2024 15:13:05

## File summary

### File Description

Title	Cavan
Location	
Site Number	P1
Date	23/03/2023
Version	
Status	
Identifier	
Client	
Jobnumber	D111
Enumerator	GF
Description	

## Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75		✓	RFC	0.90	36.00	20.00

## Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	PCU	PCU	perHour	s	-Min	perMin



The junction diagram reflects the last run of ARCADY.

## Standard - 2024 - Baseline, AM

### Data Errors and Warnings

No errors or warnings

### Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Standard			100.000	

## Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2024 - Baseline, AM	2024 - Baseline	AM		ONE HOUR	08:15	09:45	90	15		

# Junction Network

## Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Proposed Site Access	T-Junction	Two-way	A,B,C	0.00	F

## Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	900	

# Arms

## Arms

Arm	Name	Description	Arm Type
A	L1532 South		Major
B	Dev Site (W)		Minor
C	L1532 North		Major

## Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.00		0.00		2.20	80.00	✓	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.00										80	35

## Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None



## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
P1	B-A	520.822	0.095	0.240	0.151	0.343
P1	B-C	645.970	0.099	0.250	-	-
P1	C-B	620.292	0.240	0.240	-	-

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 Flows

### Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

## Entry Flows

### General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	284.00	100.000
B	ONE HOUR	✓	0.00	100.000
C	ONE HOUR	✓	517.00	100.000

## Turning Proportions

### Turning Counts or Proportions (PCU/hr) - Junction P1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	284.000
	B	0.000	0.000	0.000
	C	517.000	0.000	0.000

### Turning Proportions (PCU) - Junction P1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	0.33	0.33	0.33
	C	1.00	0.00	0.00

# Vehicle Mix

## Average PCU Per Vehicle - Junction P1 (for whole period)

		To		
From		A	B	C
	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

## Heavy Vehicle Percentages - Junction P1 (for whole period)

		To		
From		A	B	C
	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

# Results

## Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.00	0.00	0.00	A
C-AB	0.00	0.00	0.00	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

## Main Results for each time segment

### Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	485.21	0.000	0.00	0.000	A
C-AB	0.00	0.00	0.00	568.91	0.000	0.00	0.000	A
C-A	389.22	389.22	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	213.81	213.81	0.00	-	-	-	-	-

### Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	466.70	0.000	0.00	0.000	A
C-AB	0.00	0.00	0.00	558.93	0.000	0.00	0.000	A
C-A	464.77	464.77	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	255.31	255.31	0.00	-	-	-	-	-

**Main results: (08:45-09:00)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	440.59	0.000	0.00	0.000	A
C-AB	0.00	0.00	0.00	545.14	0.000	0.00	0.000	A
C-A	569.23	569.23	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	312.69	312.69	0.00	-	-	-	-	-

**Main results: (09:00-09:15)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	440.59	0.000	0.00	0.000	A
C-AB	0.00	0.00	0.00	545.14	0.000	0.00	0.000	A
C-A	569.23	569.23	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	312.69	312.69	0.00	-	-	-	-	-

**Main results: (09:15-09:30)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	466.70	0.000	0.00	0.000	A
C-AB	0.00	0.00	0.00	558.93	0.000	0.00	0.000	A
C-A	464.77	464.77	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	255.31	255.31	0.00	-	-	-	-	-

**Main results: (09:30-09:45)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	485.21	0.000	0.00	0.000	A
C-AB	0.00	0.00	0.00	568.91	0.000	0.00	0.000	A
C-A	389.22	389.22	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	213.81	213.81	0.00	-	-	-	-	-

# Standard - 2024 - Baseline, PM

## Data Errors and Warnings

*No errors or warnings*

## Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Standard			100.000	

## Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2024 - Baseline, PM	2024 - Baseline	PM		ONE HOUR	15:30	17:00	90	15		

# Junction Network

## Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Proposed Site Access	T-Junction	Two-way	A,B,C	0.00	F

## Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	900	

# Arms

## Arms

Arm	Name	Description	Arm Type
A	L1532 South		Major
B	Dev Site (W)		Minor
C	L1532 North		Major

## Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.00		0.00		2.20	80.00	✓	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.00										80	35

## Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
P1	B-A	520.822	0.095	0.240	0.151	0.343
P1	B-C	645.970	0.099	0.250	-	-
P1	C-B	620.292	0.240	0.240	-	-

*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 Flows

## Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

# Entry Flows

## General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	262.00	100.000
B	ONE HOUR	✓	0.00	100.000
C	ONE HOUR	✓	287.00	100.000

# Turning Proportions

## Turning Counts or Proportions (PCU/hr) - Junction P1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	262.000
	B	0.000	0.000	0.000
	C	287.000	0.000	0.000

## Turning Proportions (PCU) - Junction P1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	0.33	0.33	0.33
	C	1.00	0.00	0.00

# Vehicle Mix

## Average PCU Per Vehicle - Junction P1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

### Heavy Vehicle Percentages - Junction P1 (for whole period)

		To		
From		A	B	C
	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.00	0.00	0.00	A
C-AB	0.00	0.00	0.00	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

### Main Results for each time segment

#### Main results: (15:30-15:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	507.09	0.000	0.00	0.000	A
C-AB	0.00	0.00	0.00	572.89	0.000	0.00	0.000	A
C-A	216.07	216.07	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	197.25	197.25	0.00	-	-	-	-	-

#### Main results: (15:45-16:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	493.33	0.000	0.00	0.000	A
C-AB	0.00	0.00	0.00	563.69	0.000	0.00	0.000	A
C-A	258.01	258.01	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	235.53	235.53	0.00	-	-	-	-	-

#### Main results: (16:00-16:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	474.14	0.000	0.00	0.000	A
C-AB	0.00	0.00	0.00	550.96	0.000	0.00	0.000	A
C-A	315.99	315.99	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	288.47	288.47	0.00	-	-	-	-	-

**Main results: (16:15-16:30)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	474.14	0.000	0.00	0.000	A
C-AB	0.00	0.00	0.00	550.96	0.000	0.00	0.000	A
C-A	315.99	315.99	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	288.47	288.47	0.00	-	-	-	-	-

**Main results: (16:30-16:45)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	493.33	0.000	0.00	0.000	A
C-AB	0.00	0.00	0.00	563.69	0.000	0.00	0.000	A
C-A	258.01	258.01	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	235.53	235.53	0.00	-	-	-	-	-

**Main results: (16:45-17:00)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	507.09	0.000	0.00	0.000	A
C-AB	0.00	0.00	0.00	572.89	0.000	0.00	0.000	A
C-A	216.07	216.07	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	197.25	197.25	0.00	-	-	-	-	-

## Standard - 2026 - No Dev, AM

### Data Errors and Warnings

*No errors or warnings*

### Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Standard			100.000	

### Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2026 - No Dev, AM	2026 - No Dev	AM		ONE HOUR	08:15	09:45	90	15		

## Junction Network

### Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Proposed Site Access	T-Junction	Two-way	A,B,C	0.00	F

### Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	900	

# Arms

## Arms

Arm	Name	Description	Arm Type
A	L1532 South		Major
B	Dev Site (W)		Minor
C	L1532 North		Major

## Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.00		0.00		2.20	80.00	✓	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.00										80	35

## Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
P1	B-A	520.822	0.095	0.240	0.151	0.343
P1	B-C	645.970	0.099	0.250	-	-
P1	C-B	620.292	0.240	0.240	-	-

*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 Flows

## Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓



# Entry Flows

## General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	289.00	100.000
B	ONE HOUR	✓	0.00	100.000
C	ONE HOUR	✓	526.00	100.000

# Turning Proportions

## Turning Counts or Proportions (PCU/hr) - Junction P1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	289.000
	B	0.000	0.000	0.000
	C	526.000	0.000	0.000

## Turning Proportions (PCU) - Junction P1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	0.33	0.33	0.33
	C	1.00	0.00	0.00

# Vehicle Mix

## Average PCU Per Vehicle - Junction P1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

## Heavy Vehicle Percentages - Junction P1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

# Results

## Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.00	0.00	0.00	A
C-AB	0.00	0.00	0.00	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

## Main Results for each time segment

### Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	483.55	0.000	0.00	0.000	A
C-AB	0.00	0.00	0.00	568.00	0.000	0.00	0.000	A
C-A	396.00	396.00	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	217.57	217.57	0.00	-	-	-	-	-

### Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	464.69	0.000	0.00	0.000	A
C-AB	0.00	0.00	0.00	557.85	0.000	0.00	0.000	A
C-A	472.86	472.86	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	259.81	259.81	0.00	-	-	-	-	-

### Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	438.06	0.000	0.00	0.000	A
C-AB	0.00	0.00	0.00	543.82	0.000	0.00	0.000	A
C-A	579.14	579.14	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	318.19	318.19	0.00	-	-	-	-	-

### Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	438.06	0.000	0.00	0.000	A
C-AB	0.00	0.00	0.00	543.82	0.000	0.00	0.000	A
C-A	579.14	579.14	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	318.19	318.19	0.00	-	-	-	-	-

**Main results: (09:15-09:30)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	464.69	0.000	0.00	0.000	A
C-AB	0.00	0.00	0.00	557.85	0.000	0.00	0.000	A
C-A	472.86	472.86	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	259.81	259.81	0.00	-	-	-	-	-

**Main results: (09:30-09:45)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	483.55	0.000	0.00	0.000	A
C-AB	0.00	0.00	0.00	568.00	0.000	0.00	0.000	A
C-A	396.00	396.00	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	217.57	217.57	0.00	-	-	-	-	-

## Standard - 2026 - No Dev, PM

### Data Errors and Warnings

No errors or warnings

### Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Standard			100.000	

### Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2026 - No Dev, PM	2026 - No Dev	PM		ONE HOUR	15:30	17:00	90	15		

## Junction Network

### Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Proposed Site Access	T-Junction	Two-way	A,B,C	0.00	F

### Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	900	

# Arms

## Arms

Arm	Name	Description	Arm Type
A	L1532 South		Major
B	Dev Site (W)		Minor
C	L1532 North		Major

## Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.00		0.00		2.20	80.00	✓	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.00										80	35

## Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
P1	B-A	520.822	0.095	0.240	0.151	0.343
P1	B-C	645.970	0.099	0.250	-	-
P1	C-B	620.292	0.240	0.240	-	-

*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 Flows

## Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

# Entry Flows

## General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	267.00	100.000
B	ONE HOUR	✓	0.00	100.000
C	ONE HOUR	✓	292.00	100.000

# Turning Proportions

## Turning Counts or Proportions (PCU/hr) - Junction P1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	267.000
	B	0.000	0.000	0.000
	C	292.000	0.000	0.000

## Turning Proportions (PCU) - Junction P1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	0.33	0.33	0.33
	C	1.00	0.00	0.00

# Vehicle Mix

## Average PCU Per Vehicle - Junction P1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

## Heavy Vehicle Percentages - Junction P1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

# Results

## Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.00	0.00	0.00	A
C-AB	0.00	0.00	0.00	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

## Main Results for each time segment

### Main results: (15:30-15:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	505.78	0.000	0.00	0.000	A
C-AB	0.00	0.00	0.00	571.98	0.000	0.00	0.000	A
C-A	219.83	219.83	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	201.01	201.01	0.00	-	-	-	-	-

### Main results: (15:45-16:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	491.75	0.000	0.00	0.000	A
C-AB	0.00	0.00	0.00	562.61	0.000	0.00	0.000	A
C-A	262.50	262.50	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	240.03	240.03	0.00	-	-	-	-	-

### Main results: (16:00-16:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	472.19	0.000	0.00	0.000	A
C-AB	0.00	0.00	0.00	549.64	0.000	0.00	0.000	A
C-A	321.50	321.50	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	293.97	293.97	0.00	-	-	-	-	-

### Main results: (16:15-16:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	472.19	0.000	0.00	0.000	A
C-AB	0.00	0.00	0.00	549.64	0.000	0.00	0.000	A
C-A	321.50	321.50	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	293.97	293.97	0.00	-	-	-	-	-

**Main results: (16:30-16:45)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	491.75	0.000	0.00	0.000	A
C-AB	0.00	0.00	0.00	562.61	0.000	0.00	0.000	A
C-A	262.50	262.50	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	240.03	240.03	0.00	-	-	-	-	-

**Main results: (16:45-17:00)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	505.78	0.000	0.00	0.000	A
C-AB	0.00	0.00	0.00	571.98	0.000	0.00	0.000	A
C-A	219.83	219.83	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	201.01	201.01	0.00	-	-	-	-	-

## Standard - 2026 - With Dev, AM

### Data Errors and Warnings

*No errors or warnings*

### Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Standard			100.000	

### Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2026 - With Dev, AM	2026 - With Dev	AM		ONE HOUR	08:15	09:45	90	15		

## Junction Network

### Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Proposed Site Access	T-Junction	Two-way	A,B,C	9.79	A

### Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	97	Stream B-AC

# Arms

## Arms

Arm	Name	Description	Arm Type
A	L1532 South		Major
B	Dev Site (W)		Minor
C	L1532 North		Major

## Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.00		0.00		2.20	80.00	✓	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.00										80	35

## Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
P1	B-A	520.822	0.095	0.240	0.151	0.343
P1	B-C	645.970	0.099	0.250	-	-
P1	C-B	620.292	0.240	0.240	-	-

*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 Flows

## Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓



# Entry Flows

## General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	322.00	100.000
B	ONE HOUR	✓	95.00	100.000
C	ONE HOUR	✓	545.00	100.000

# Turning Proportions

## Turning Counts or Proportions (PCU/hr) - Junction P1 (for whole period)

		To		
		A	B	C
From	A	0.000	33.000	289.000
	B	60.000	0.000	35.000
	C	526.000	19.000	0.000

## Turning Proportions (PCU) - Junction P1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.10	0.90
	B	0.63	0.00	0.37
	C	0.97	0.03	0.00

# Vehicle Mix

## Average PCU Per Vehicle - Junction P1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

## Heavy Vehicle Percentages - Junction P1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

# Results

## Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.26	12.04	0.35	B
C-AB	0.06	4.51	0.09	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

## Main Results for each time segment

### Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	71.52	70.78	0.00	454.99	0.157	0.18	9.352	A
C-AB	25.59	25.42	0.00	823.99	0.031	0.04	4.508	A
C-A	384.72	384.72	0.00	-	-	-	-	-
A-B	24.84	24.84	0.00	-	-	-	-	-
A-C	217.57	217.57	0.00	-	-	-	-	-

### Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	85.40	85.17	0.00	433.64	0.197	0.24	10.325	B
C-AB	33.84	33.79	0.00	861.95	0.039	0.05	4.346	A
C-A	456.10	456.10	0.00	-	-	-	-	-
A-B	29.67	29.67	0.00	-	-	-	-	-
A-C	259.81	259.81	0.00	-	-	-	-	-

### Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	104.60	104.19	0.00	403.64	0.259	0.34	12.004	B
C-AB	52.14	52.01	0.00	932.84	0.056	0.09	4.087	A
C-A	547.92	547.92	0.00	-	-	-	-	-
A-B	36.33	36.33	0.00	-	-	-	-	-
A-C	318.19	318.19	0.00	-	-	-	-	-

### Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	104.60	104.59	0.00	403.62	0.259	0.35	12.038	B
C-AB	52.19	52.19	0.00	932.91	0.056	0.09	4.089	A
C-A	547.87	547.87	0.00	-	-	-	-	-
A-B	36.33	36.33	0.00	-	-	-	-	-
A-C	318.19	318.19	0.00	-	-	-	-	-

**Main results: (09:15-09:30)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	85.40	85.80	0.00	433.61	0.197	0.25	10.363	B
C-AB	33.89	34.02	0.00	862.03	0.039	0.06	4.350	A
C-A	456.05	456.05	0.00	-	-	-	-	-
A-B	29.67	29.67	0.00	-	-	-	-	-
A-C	259.81	259.81	0.00	-	-	-	-	-

**Main results: (09:30-09:45)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	71.52	71.76	0.00	454.94	0.157	0.19	9.400	A
C-AB	25.67	25.73	0.00	824.06	0.031	0.04	4.511	A
C-A	384.63	384.63	0.00	-	-	-	-	-
A-B	24.84	24.84	0.00	-	-	-	-	-
A-C	217.57	217.57	0.00	-	-	-	-	-

## Standard - 2026 - With Dev, PM

### Data Errors and Warnings

No errors or warnings

### Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Standard			100.000	

### Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2026 - With Dev, PM	2026 - With Dev	PM		ONE HOUR	15:30	17:00	90	15		

## Junction Network

### Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Proposed Site Access	T-Junction	Two-way	A,B,C	8.47	A

### Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	206	Stream B-AC

# Arms

## Arms

Arm	Name	Description	Arm Type
A	L1532 South		Major
B	Dev Site (W)		Minor
C	L1532 North		Major

## Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.00		0.00		2.20	80.00	✓	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.00										80	35

## Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
P1	B-A	520.822	0.095	0.240	0.151	0.343
P1	B-C	645.970	0.099	0.250	-	-
P1	C-B	620.292	0.240	0.240	-	-

*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 Flows

## Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

# Entry Flows

## General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	305.00	100.000
B	ONE HOUR	✓	44.00	100.000
C	ONE HOUR	✓	300.00	100.000

# Turning Proportions

## Turning Counts or Proportions (PCU/hr) - Junction P1 (for whole period)

		To		
		A	B	C
From	A	0.000	38.000	267.000
	B	32.000	0.000	12.000
	C	292.000	8.000	0.000

## Turning Proportions (PCU) - Junction P1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.12	0.88
	B	0.73	0.00	0.27
	C	0.97	0.03	0.00

# Vehicle Mix

## Average PCU Per Vehicle - Junction P1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

## Heavy Vehicle Percentages - Junction P1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

# Results

## Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.11	9.42	0.13	A
C-AB	0.02	5.10	0.02	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

## Main Results for each time segment

### Main results: (15:30-15:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	33.13	32.82	0.00	468.79	0.071	0.08	8.251	A
C-AB	8.54	8.49	0.00	713.95	0.012	0.01	5.102	A
C-A	217.32	217.32	0.00	-	-	-	-	-
A-B	28.61	28.61	0.00	-	-	-	-	-
A-C	201.01	201.01	0.00	-	-	-	-	-

### Main results: (15:45-16:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	39.56	39.48	0.00	452.84	0.087	0.09	8.709	A
C-AB	10.91	10.90	0.00	732.75	0.015	0.02	4.986	A
C-A	258.78	258.78	0.00	-	-	-	-	-
A-B	34.16	34.16	0.00	-	-	-	-	-
A-C	240.03	240.03	0.00	-	-	-	-	-

### Main results: (16:00-16:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	48.44	48.32	0.00	430.68	0.112	0.13	9.412	A
C-AB	14.63	14.60	0.00	758.79	0.019	0.02	4.837	A
C-A	315.68	315.68	0.00	-	-	-	-	-
A-B	41.84	41.84	0.00	-	-	-	-	-
A-C	293.97	293.97	0.00	-	-	-	-	-

### Main results: (16:15-16:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	48.44	48.44	0.00	430.68	0.112	0.13	9.417	A
C-AB	14.63	14.63	0.00	758.80	0.019	0.02	4.839	A
C-A	315.67	315.67	0.00	-	-	-	-	-
A-B	41.84	41.84	0.00	-	-	-	-	-
A-C	293.97	293.97	0.00	-	-	-	-	-

**Main results: (16:30-16:45)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	39.56	39.67	0.00	452.84	0.087	0.10	8.715	A
C-AB	10.92	10.94	0.00	732.76	0.015	0.02	4.989	A
C-A	258.77	258.77	0.00	-	-	-	-	-
A-B	34.16	34.16	0.00	-	-	-	-	-
A-C	240.03	240.03	0.00	-	-	-	-	-

**Main results: (16:45-17:00)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	33.13	33.21	0.00	468.78	0.071	0.08	8.267	A
C-AB	8.56	8.57	0.00	713.96	0.012	0.01	5.105	A
C-A	217.30	217.30	0.00	-	-	-	-	-
A-B	28.61	28.61	0.00	-	-	-	-	-
A-C	201.01	201.01	0.00	-	-	-	-	-

## Standard - 2031 - No Dev, AM

### Data Errors and Warnings

*No errors or warnings*

### Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Standard			100.000	

### Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2031 - No Dev, AM	2031 - No Dev	AM		ONE HOUR	08:15	09:45	90	15		

## Junction Network

### Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Proposed Site Access	T-Junction	Two-way	A,B,C	0.00	F

### Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	900	

# Arms

## Arms

Arm	Name	Description	Arm Type
A	L1532 South		Major
B	Dev Site (W)		Minor
C	L1532 North		Major

## Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.00		0.00		2.20	80.00	✓	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.00										80	35

## Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
P1	B-A	520.822	0.095	0.240	0.151	0.343
P1	B-C	645.970	0.099	0.250	-	-
P1	C-B	620.292	0.240	0.240	-	-

*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 Flows

## Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓



# Entry Flows

## General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	300.00	100.000
B	ONE HOUR	✓	0.00	100.000
C	ONE HOUR	✓	546.00	100.000

# Turning Proportions

## Turning Counts or Proportions (PCU/hr) - Junction P1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	300.000
	B	0.000	0.000	0.000
	C	546.000	0.000	0.000

## Turning Proportions (PCU) - Junction P1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	0.33	0.33	0.33
	C	1.00	0.00	0.00

# Vehicle Mix

## Average PCU Per Vehicle - Junction P1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

## Heavy Vehicle Percentages - Junction P1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

# Results

## Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.00	0.00	0.00	A
C-AB	0.00	0.00	0.00	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

## Main Results for each time segment

### Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	479.88	0.000	0.00	0.000	A
C-AB	0.00	0.00	0.00	566.01	0.000	0.00	0.000	A
C-A	411.06	411.06	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	225.86	225.86	0.00	-	-	-	-	-

### Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	460.22	0.000	0.00	0.000	A
C-AB	0.00	0.00	0.00	555.48	0.000	0.00	0.000	A
C-A	490.84	490.84	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	269.69	269.69	0.00	-	-	-	-	-

### Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	432.46	0.000	0.00	0.000	A
C-AB	0.00	0.00	0.00	540.91	0.000	0.00	0.000	A
C-A	601.16	601.16	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	330.31	330.31	0.00	-	-	-	-	-

### Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	432.46	0.000	0.00	0.000	A
C-AB	0.00	0.00	0.00	540.91	0.000	0.00	0.000	A
C-A	601.16	601.16	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	330.31	330.31	0.00	-	-	-	-	-

**Main results: (09:15-09:30)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	460.22	0.000	0.00	0.000	A
C-AB	0.00	0.00	0.00	555.48	0.000	0.00	0.000	A
C-A	490.84	490.84	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	269.69	269.69	0.00	-	-	-	-	-

**Main results: (09:30-09:45)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	479.88	0.000	0.00	0.000	A
C-AB	0.00	0.00	0.00	566.01	0.000	0.00	0.000	A
C-A	411.06	411.06	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	225.86	225.86	0.00	-	-	-	-	-

## Standard - 2031 - No Dev, PM

### Data Errors and Warnings

No errors or warnings

### Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Standard			100.000	

### Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2031 - No Dev, PM	2031 - No Dev	PM		ONE HOUR	15:30	17:00	90	15		

## Junction Network

### Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Proposed Site Access	T-Junction	Two-way	A,B,C	0.00	F

### Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	900	

# Arms

## Arms

Arm	Name	Description	Arm Type
A	L1532 South		Major
B	Dev Site (W)		Minor
C	L1532 North		Major

## Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.00		0.00		2.20	80.00	✓	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.00										80	35

## Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
P1	B-A	520.822	0.095	0.240	0.151	0.343
P1	B-C	645.970	0.099	0.250	-	-
P1	C-B	620.292	0.240	0.240	-	-

*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 Flows

## Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

# Entry Flows

## General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	277.00	100.000
B	ONE HOUR	✓	0.00	100.000
C	ONE HOUR	✓	303.00	100.000

# Turning Proportions

## Turning Counts or Proportions (PCU/hr) - Junction P1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	277.000
	B	0.000	0.000	0.000
	C	303.000	0.000	0.000

## Turning Proportions (PCU) - Junction P1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	0.33	0.33	0.33
	C	1.00	0.00	0.00

# Vehicle Mix

## Average PCU Per Vehicle - Junction P1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

## Heavy Vehicle Percentages - Junction P1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

# Results

## Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.00	0.00	0.00	A
C-AB	0.00	0.00	0.00	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

## Main Results for each time segment

### Main results: (15:30-15:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	503.07	0.000	0.00	0.000	A
C-AB	0.00	0.00	0.00	570.17	0.000	0.00	0.000	A
C-A	228.11	228.11	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	208.54	208.54	0.00	-	-	-	-	-

### Main results: (15:45-16:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	488.50	0.000	0.00	0.000	A
C-AB	0.00	0.00	0.00	560.44	0.000	0.00	0.000	A
C-A	272.39	272.39	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	249.02	249.02	0.00	-	-	-	-	-

### Main results: (16:00-16:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	468.16	0.000	0.00	0.000	A
C-AB	0.00	0.00	0.00	546.99	0.000	0.00	0.000	A
C-A	333.61	333.61	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	304.98	304.98	0.00	-	-	-	-	-

### Main results: (16:15-16:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	468.16	0.000	0.00	0.000	A
C-AB	0.00	0.00	0.00	546.99	0.000	0.00	0.000	A
C-A	333.61	333.61	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	304.98	304.98	0.00	-	-	-	-	-

**Main results: (16:30-16:45)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	488.50	0.000	0.00	0.000	A
C-AB	0.00	0.00	0.00	560.44	0.000	0.00	0.000	A
C-A	272.39	272.39	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	249.02	249.02	0.00	-	-	-	-	-

**Main results: (16:45-17:00)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	503.07	0.000	0.00	0.000	A
C-AB	0.00	0.00	0.00	570.17	0.000	0.00	0.000	A
C-A	228.11	228.11	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	208.54	208.54	0.00	-	-	-	-	-

## Standard - 2031 - With Dev, AM

### Data Errors and Warnings

No errors or warnings

### Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Standard			100.000	

### Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2031 - With Dev, AM	2031 - With Dev	AM		ONE HOUR	08:15	09:45	90	15		

## Junction Network

### Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Proposed Site Access	T-Junction	Two-way	A,B,C	9.90	A

### Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	93	Stream B-AC

# Arms

## Arms

Arm	Name	Description	Arm Type
A	L1532 South		Major
B	Dev Site (W)		Minor
C	L1532 North		Major

## Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.00		0.00		2.20	80.00	✓	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.00										80	35

## Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
P1	B-A	520.822	0.095	0.240	0.151	0.343
P1	B-C	645.970	0.099	0.250	-	-
P1	C-B	620.292	0.240	0.240	-	-

*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 Flows

## Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓



# Entry Flows

## General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	333.00	100.000
B	ONE HOUR	✓	95.00	100.000
C	ONE HOUR	✓	565.00	100.000

# Turning Proportions

## Turning Counts or Proportions (PCU/hr) - Junction P1 (for whole period)

		To		
		A	B	C
From	A	0.000	33.000	300.000
	B	60.000	0.000	35.000
	C	546.000	19.000	0.000

## Turning Proportions (PCU) - Junction P1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.10	0.90
	B	0.63	0.00	0.37
	C	0.97	0.03	0.00

# Vehicle Mix

## Average PCU Per Vehicle - Junction P1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

## Heavy Vehicle Percentages - Junction P1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

# Results

## Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.26	12.28	0.35	B
C-AB	0.06	4.47	0.09	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

## Main Results for each time segment

### Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	71.52	70.78	0.00	451.08	0.159	0.19	9.449	A
C-AB	26.09	25.93	0.00	831.67	0.031	0.04	4.468	A
C-A	399.27	399.27	0.00	-	-	-	-	-
A-B	24.84	24.84	0.00	-	-	-	-	-
A-C	225.86	225.86	0.00	-	-	-	-	-

### Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	85.40	85.17	0.00	428.90	0.199	0.25	10.465	B
C-AB	34.61	34.56	0.00	870.86	0.040	0.06	4.304	A
C-A	473.31	473.31	0.00	-	-	-	-	-
A-B	29.67	29.67	0.00	-	-	-	-	-
A-C	269.69	269.69	0.00	-	-	-	-	-

### Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	104.60	104.18	0.00	397.72	0.263	0.35	12.247	B
C-AB	53.87	53.73	0.00	945.03	0.057	0.09	4.039	A
C-A	568.21	568.21	0.00	-	-	-	-	-
A-B	36.33	36.33	0.00	-	-	-	-	-
A-C	330.31	330.31	0.00	-	-	-	-	-

### Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	104.60	104.58	0.00	397.70	0.263	0.35	12.281	B
C-AB	53.92	53.92	0.00	945.10	0.057	0.09	4.041	A
C-A	568.16	568.16	0.00	-	-	-	-	-
A-B	36.33	36.33	0.00	-	-	-	-	-
A-C	330.31	330.31	0.00	-	-	-	-	-

**Main results: (09:15-09:30)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	85.40	85.81	0.00	428.87	0.199	0.25	10.505	B
C-AB	34.67	34.80	0.00	870.95	0.040	0.06	4.306	A
C-A	473.26	473.26	0.00	-	-	-	-	-
A-B	29.67	29.67	0.00	-	-	-	-	-
A-C	269.69	269.69	0.00	-	-	-	-	-

**Main results: (09:30-09:45)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	71.52	71.77	0.00	451.03	0.159	0.19	9.499	A
C-AB	26.19	26.24	0.00	831.74	0.031	0.04	4.469	A
C-A	399.18	399.18	0.00	-	-	-	-	-
A-B	24.84	24.84	0.00	-	-	-	-	-
A-C	225.86	225.86	0.00	-	-	-	-	-

## Standard - 2031 - With Dev, PM

### Data Errors and Warnings

No errors or warnings

### Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Standard			100.000	

### Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2031 - With Dev, PM	2031 - With Dev	PM		ONE HOUR	15:30	17:00	90	15		

## Junction Network

### Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Proposed Site Access	T-Junction	Two-way	A,B,C	8.54	A

### Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	198	Stream B-AC

# Arms

## Arms

Arm	Name	Description	Arm Type
A	L1532 South		Major
B	Dev Site (W)		Minor
C	L1532 North		Major

## Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.00		0.00		2.20	80.00	✓	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.00										80	35

## Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
P1	B-A	520.822	0.095	0.240	0.151	0.343
P1	B-C	645.970	0.099	0.250	-	-
P1	C-B	620.292	0.240	0.240	-	-

*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 Flows

## Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

# Entry Flows

## General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	315.00	100.000
B	ONE HOUR	✓	44.00	100.000
C	ONE HOUR	✓	311.00	100.000

# Turning Proportions

## Turning Counts or Proportions (PCU/hr) - Junction P1 (for whole period)

		To		
		A	B	C
From	A	0.000	38.000	277.000
	B	32.000	0.000	12.000
	C	303.000	8.000	0.000

## Turning Proportions (PCU) - Junction P1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.12	0.88
	B	0.73	0.00	0.27
	C	0.97	0.03	0.00

# Vehicle Mix

## Average PCU Per Vehicle - Junction P1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

## Heavy Vehicle Percentages - Junction P1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

# Results

## Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.11	9.52	0.13	A
C-AB	0.02	5.08	0.02	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

## Main Results for each time segment

### Main results: (15:30-15:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	33.13	32.82	0.00	465.89	0.071	0.08	8.306	A
C-AB	8.65	8.59	0.00	717.82	0.012	0.01	5.075	A
C-A	225.49	225.49	0.00	-	-	-	-	-
A-B	28.61	28.61	0.00	-	-	-	-	-
A-C	208.54	208.54	0.00	-	-	-	-	-

### Main results: (15:45-16:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	39.56	39.48	0.00	449.36	0.088	0.10	8.780	A
C-AB	11.08	11.06	0.00	737.39	0.015	0.02	4.956	A
C-A	268.51	268.51	0.00	-	-	-	-	-
A-B	34.16	34.16	0.00	-	-	-	-	-
A-C	249.02	249.02	0.00	-	-	-	-	-

### Main results: (16:00-16:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	48.44	48.32	0.00	426.38	0.114	0.13	9.519	A
C-AB	14.90	14.87	0.00	764.46	0.019	0.02	4.802	A
C-A	327.52	327.52	0.00	-	-	-	-	-
A-B	41.84	41.84	0.00	-	-	-	-	-
A-C	304.98	304.98	0.00	-	-	-	-	-

### Main results: (16:15-16:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	48.44	48.44	0.00	426.38	0.114	0.13	9.525	A
C-AB	14.90	14.90	0.00	764.46	0.019	0.02	4.802	A
C-A	327.52	327.52	0.00	-	-	-	-	-
A-B	41.84	41.84	0.00	-	-	-	-	-
A-C	304.98	304.98	0.00	-	-	-	-	-

**Main results: (16:30-16:45)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	39.56	39.67	0.00	449.35	0.088	0.10	8.789	A
C-AB	11.09	11.11	0.00	737.40	0.015	0.02	4.958	A
C-A	268.50	268.50	0.00	-	-	-	-	-
A-B	34.16	34.16	0.00	-	-	-	-	-
A-C	249.02	249.02	0.00	-	-	-	-	-

**Main results: (16:45-17:00)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	33.13	33.21	0.00	465.87	0.071	0.08	8.323	A
C-AB	8.67	8.68	0.00	717.84	0.012	0.01	5.076	A
C-A	225.47	225.47	0.00	-	-	-	-	-
A-B	28.61	28.61	0.00	-	-	-	-	-
A-C	208.54	208.54	0.00	-	-	-	-	-

## Standard - 2041 - No Dev, AM

### Data Errors and Warnings

No errors or warnings

### Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Standard			100.000	

### Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2041 - No Dev, AM	2041 - No Dev	AM		ONE HOUR	08:15	09:45	90	15		

## Junction Network

### Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Proposed Site Access	T-Junction	Two-way	A,B,C	0.00	F

### Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	900	

# Arms

## Arms

Arm	Name	Description	Arm Type
A	L1532 South		Major
B	Dev Site (W)		Minor
C	L1532 North		Major

## Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.00		0.00		2.20	80.00	✓	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.00										80	35

## Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
P1	B-A	520.822	0.095	0.240	0.151	0.343
P1	B-C	645.970	0.099	0.250	-	-
P1	C-B	620.292	0.240	0.240	-	-

*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 Flows

## Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓



# Entry Flows

## General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	307.00	100.000
B	ONE HOUR	✓	0.00	100.000
C	ONE HOUR	✓	559.00	100.000

# Turning Proportions

## Turning Counts or Proportions (PCU/hr) - Junction P1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	307.000
	B	0.000	0.000	0.000
	C	559.000	0.000	0.000

## Turning Proportions (PCU) - Junction P1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	0.33	0.33	0.33
	C	1.00	0.00	0.00

# Vehicle Mix

## Average PCU Per Vehicle - Junction P1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

## Heavy Vehicle Percentages - Junction P1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

# Results

## Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.00	0.00	0.00	A
C-AB	0.00	0.00	0.00	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

## Main Results for each time segment

### Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	477.51	0.000	0.00	0.000	A
C-AB	0.00	0.00	0.00	564.74	0.000	0.00	0.000	A
C-A	420.84	420.84	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	231.13	231.13	0.00	-	-	-	-	-

### Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	457.35	0.000	0.00	0.000	A
C-AB	0.00	0.00	0.00	553.96	0.000	0.00	0.000	A
C-A	502.53	502.53	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	275.99	275.99	0.00	-	-	-	-	-

### Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	428.84	0.000	0.00	0.000	A
C-AB	0.00	0.00	0.00	539.06	0.000	0.00	0.000	A
C-A	615.47	615.47	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	338.01	338.01	0.00	-	-	-	-	-

### Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	428.84	0.000	0.00	0.000	A
C-AB	0.00	0.00	0.00	539.06	0.000	0.00	0.000	A
C-A	615.47	615.47	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	338.01	338.01	0.00	-	-	-	-	-

**Main results: (09:15-09:30)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	457.35	0.000	0.00	0.000	A
C-AB	0.00	0.00	0.00	553.96	0.000	0.00	0.000	A
C-A	502.53	502.53	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	275.99	275.99	0.00	-	-	-	-	-

**Main results: (09:30-09:45)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	477.51	0.000	0.00	0.000	A
C-AB	0.00	0.00	0.00	564.74	0.000	0.00	0.000	A
C-A	420.84	420.84	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	231.13	231.13	0.00	-	-	-	-	-

## Standard - 2041 - No Dev, PM

### Data Errors and Warnings

No errors or warnings

### Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Standard			100.000	

### Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2041 - No Dev, PM	2041 - No Dev	PM		ONE HOUR	15:30	17:00	90	15		

## Junction Network

### Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Proposed Site Access	T-Junction	Two-way	A,B,C	0.00	F

### Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	900	

# Arms

## Arms

Arm	Name	Description	Arm Type
A	L1532 South		Major
B	Dev Site (W)		Minor
C	L1532 North		Major

## Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.00		0.00		2.20	80.00	✓	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.00										80	35

## Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
P1	B-A	520.822	0.095	0.240	0.151	0.343
P1	B-C	645.970	0.099	0.250	-	-
P1	C-B	620.292	0.240	0.240	-	-

*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 Flows

## Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

# Entry Flows

## General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	283.00	100.000
B	ONE HOUR	✓	0.00	100.000
C	ONE HOUR	✓	310.00	100.000

# Turning Proportions

## Turning Counts or Proportions (PCU/hr) - Junction P1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	283.000
	B	0.000	0.000	0.000
	C	310.000	0.000	0.000

## Turning Proportions (PCU) - Junction P1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	0.33	0.33	0.33
	C	1.00	0.00	0.00

# Vehicle Mix

## Average PCU Per Vehicle - Junction P1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

## Heavy Vehicle Percentages - Junction P1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

# Results

## Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.00	0.00	0.00	A
C-AB	0.00	0.00	0.00	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

## Main Results for each time segment

### Main results: (15:30-15:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	501.42	0.000	0.00	0.000	A
C-AB	0.00	0.00	0.00	569.09	0.000	0.00	0.000	A
C-A	233.38	233.38	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	213.06	213.06	0.00	-	-	-	-	-

### Main results: (15:45-16:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	486.51	0.000	0.00	0.000	A
C-AB	0.00	0.00	0.00	559.15	0.000	0.00	0.000	A
C-A	278.68	278.68	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	254.41	254.41	0.00	-	-	-	-	-

### Main results: (16:00-16:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	465.70	0.000	0.00	0.000	A
C-AB	0.00	0.00	0.00	545.41	0.000	0.00	0.000	A
C-A	341.32	341.32	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	311.59	311.59	0.00	-	-	-	-	-

### Main results: (16:15-16:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	465.70	0.000	0.00	0.000	A
C-AB	0.00	0.00	0.00	545.41	0.000	0.00	0.000	A
C-A	341.32	341.32	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	311.59	311.59	0.00	-	-	-	-	-

**Main results: (16:30-16:45)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	486.51	0.000	0.00	0.000	A
C-AB	0.00	0.00	0.00	559.15	0.000	0.00	0.000	A
C-A	278.68	278.68	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	254.41	254.41	0.00	-	-	-	-	-

**Main results: (16:45-17:00)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	501.42	0.000	0.00	0.000	A
C-AB	0.00	0.00	0.00	569.09	0.000	0.00	0.000	A
C-A	233.38	233.38	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	213.06	213.06	0.00	-	-	-	-	-

## Standard - 2041 - With Dev, AM

### Data Errors and Warnings

No errors or warnings

### Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Standard			100.000	

### Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2041 - With Dev, AM	2041 - With Dev	AM		ONE HOUR	08:15	09:45	90	15		

## Junction Network

### Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Proposed Site Access	T-Junction	Two-way	A,B,C	9.98	A

### Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	90	Stream B-AC

# Arms

## Arms

Arm	Name	Description	Arm Type
A	L1532 South		Major
B	Dev Site (W)		Minor
C	L1532 North		Major

## Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.00		0.00		2.20	80.00	✓	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.00										80	35

## Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
P1	B-A	520.822	0.095	0.240	0.151	0.343
P1	B-C	645.970	0.099	0.250	-	-
P1	C-B	620.292	0.240	0.240	-	-

*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 Flows

## Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓



# Entry Flows

## General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	340.00	100.000
B	ONE HOUR	✓	95.00	100.000
C	ONE HOUR	✓	578.00	100.000

# Turning Proportions

## Turning Counts or Proportions (PCU/hr) - Junction P1 (for whole period)

		To		
		A	B	C
From	A	0.000	33.000	307.000
	B	60.000	0.000	35.000
	C	559.000	19.000	0.000

## Turning Proportions (PCU) - Junction P1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.10	0.90
	B	0.63	0.00	0.37
	C	0.97	0.03	0.00

# Vehicle Mix

## Average PCU Per Vehicle - Junction P1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

## Heavy Vehicle Percentages - Junction P1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

# Results

## Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.27	12.44	0.36	B
C-AB	0.06	4.44	0.09	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

## Main Results for each time segment

### Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	71.52	70.77	0.00	448.56	0.159	0.19	9.507	A
C-AB	26.43	26.26	0.00	836.66	0.032	0.04	4.442	A
C-A	408.72	408.72	0.00	-	-	-	-	-
A-B	24.84	24.84	0.00	-	-	-	-	-
A-C	231.13	231.13	0.00	-	-	-	-	-

### Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	85.40	85.16	0.00	425.85	0.201	0.25	10.559	B
C-AB	35.12	35.06	0.00	876.65	0.040	0.06	4.277	A
C-A	484.49	484.49	0.00	-	-	-	-	-
A-B	29.67	29.67	0.00	-	-	-	-	-
A-C	275.99	275.99	0.00	-	-	-	-	-

### Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	104.60	104.17	0.00	393.90	0.266	0.36	12.406	B
C-AB	55.01	54.87	0.00	952.96	0.058	0.09	4.008	A
C-A	581.38	581.38	0.00	-	-	-	-	-
A-B	36.33	36.33	0.00	-	-	-	-	-
A-C	338.01	338.01	0.00	-	-	-	-	-

### Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	104.60	104.58	0.00	393.88	0.266	0.36	12.444	B
C-AB	55.07	55.06	0.00	953.03	0.058	0.09	4.009	A
C-A	581.32	581.32	0.00	-	-	-	-	-
A-B	36.33	36.33	0.00	-	-	-	-	-
A-C	338.01	338.01	0.00	-	-	-	-	-

**Main results: (09:15-09:30)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	85.40	85.82	0.00	425.82	0.201	0.25	10.600	B
C-AB	35.17	35.32	0.00	876.74	0.040	0.06	4.279	A
C-A	484.44	484.44	0.00	-	-	-	-	-
A-B	29.67	29.67	0.00	-	-	-	-	-
A-C	275.99	275.99	0.00	-	-	-	-	-

**Main results: (09:30-09:45)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	71.52	71.77	0.00	448.52	0.159	0.19	9.563	A
C-AB	26.52	26.58	0.00	836.74	0.032	0.04	4.443	A
C-A	408.63	408.63	0.00	-	-	-	-	-
A-B	24.84	24.84	0.00	-	-	-	-	-
A-C	231.13	231.13	0.00	-	-	-	-	-

## Standard - 2041 - With Dev, PM

### Data Errors and Warnings

No errors or warnings

### Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Standard			100.000	

### Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2041 - With Dev, PM	2041 - With Dev	PM		ONE HOUR	15:30	17:00	90	15		

## Junction Network

### Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Proposed Site Access	T-Junction	Two-way	A,B,C	8.58	A

### Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	194	Stream B-AC

# Arms

## Arms

Arm	Name	Description	Arm Type
A	L1532 South		Major
B	Dev Site (W)		Minor
C	L1532 North		Major

## Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.00		0.00		2.20	80.00	✓	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.00										80	35

## Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
P1	B-A	520.822	0.095	0.240	0.151	0.343
P1	B-C	645.970	0.099	0.250	-	-
P1	C-B	620.292	0.240	0.240	-	-

*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 Flows

## Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

# Entry Flows

## General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	321.00	100.000
B	ONE HOUR	✓	44.00	100.000
C	ONE HOUR	✓	318.00	100.000

# Turning Proportions

## Turning Counts or Proportions (PCU/hr) - Junction P1 (for whole period)

		To		
		A	B	C
From	A	0.000	38.000	283.000
	B	32.000	0.000	12.000
	C	310.000	8.000	0.000

## Turning Proportions (PCU) - Junction P1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.12	0.88
	B	0.73	0.00	0.27
	C	0.97	0.03	0.00

# Vehicle Mix

## Average PCU Per Vehicle - Junction P1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

## Heavy Vehicle Percentages - Junction P1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

# Results

## Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.11	9.59	0.13	A
C-AB	0.02	5.06	0.02	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

## Main Results for each time segment

### Main results: (15:30-15:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	33.13	32.82	0.00	464.10	0.071	0.08	8.341	A
C-AB	8.72	8.66	0.00	720.35	0.012	0.01	5.058	A
C-A	230.69	230.69	0.00	-	-	-	-	-
A-B	28.61	28.61	0.00	-	-	-	-	-
A-C	213.06	213.06	0.00	-	-	-	-	-

### Main results: (15:45-16:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	39.56	39.48	0.00	447.22	0.088	0.10	8.826	A
C-AB	11.18	11.17	0.00	740.40	0.015	0.02	4.936	A
C-A	274.69	274.69	0.00	-	-	-	-	-
A-B	34.16	34.16	0.00	-	-	-	-	-
A-C	254.41	254.41	0.00	-	-	-	-	-

### Main results: (16:00-16:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	48.44	48.32	0.00	423.74	0.114	0.13	9.586	A
C-AB	15.07	15.04	0.00	768.14	0.020	0.02	4.780	A
C-A	335.06	335.06	0.00	-	-	-	-	-
A-B	41.84	41.84	0.00	-	-	-	-	-
A-C	311.59	311.59	0.00	-	-	-	-	-

### Main results: (16:15-16:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	48.44	48.44	0.00	423.74	0.114	0.13	9.592	A
C-AB	15.07	15.07	0.00	768.14	0.020	0.02	4.780	A
C-A	335.05	335.05	0.00	-	-	-	-	-
A-B	41.84	41.84	0.00	-	-	-	-	-
A-C	311.59	311.59	0.00	-	-	-	-	-

**Main results: (16:30-16:45)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	39.56	39.68	0.00	447.21	0.088	0.10	8.835	A
C-AB	11.19	11.22	0.00	740.42	0.015	0.02	4.936	A
C-A	274.68	274.68	0.00	-	-	-	-	-
A-B	34.16	34.16	0.00	-	-	-	-	-
A-C	254.41	254.41	0.00	-	-	-	-	-

**Main results: (16:45-17:00)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	33.13	33.21	0.00	464.09	0.071	0.08	8.357	A
C-AB	8.74	8.75	0.00	720.36	0.012	0.01	5.060	A
C-A	230.67	230.67	0.00	-	-	-	-	-
A-B	28.61	28.61	0.00	-	-	-	-	-
A-C	213.06	213.06	0.00	-	-	-	-	-