TOBIN
CONSULTING ENGINEERS
BUILT ON KNOWLEDGE

LOCK HOUSE DEVELOPMENT LTD

BOTHAR AN CHÓISTE
STRATEGIC HOUSING DEVELOPMENT

TRAFFIC AND TRANSPORTATION ASSESSMENT

BOTHAR AN CHÓISTE STRATEGIC HOUSING DEVELOPMENT

TRAFFIC AND TRANSPORTATION ASSESSMENT

Document Control Sheet	
Document Reference	TR01- Traffic and Transport Assessment
Report Status	Planning Issue
Report Date	July 2022
Current Revision	P01
Client:	Lock House Developments Ltd.
Client Address:	Lock House Developments Ltd. Lock House Dominick St., Galway H91YNH
Project Number	10750

Galway Office	Dublin Office	Castlebar Office
Fairgreen House, Fairgreen Road, Galway, H91 AXK8, Ireland. Tel: +353 (0)91 565 211	Block 10-4, Blanchardstown Corporate Park, Dublin 15, D15 X98N, Ireland. Tel: +353 (0)1 803 0406	Market Square, Castlebar, Mayo, F23 Y427, Ireland. Tel: +353 (0)94 902 1401

Revision	Description	Author:	Date	Reviewed By:	Date	Authorised by:	Date
D01	Draft Issue for Stage 2	JQ	13/12/2021	MG	13/12/2021	BH	13/12/2021
P01	Stage 3 Planning	JQ	25/07/2022	MG	25/07/2022	BH	25/07/2022
TOBIN Consulting Engineers							

ENVIRONMENT I.S. EN ISO 14001:2015 NSAI Certified

HEALTH & SAFETY I.S. ISO 45001:2018 NSAI Certified

QUALITY I.S. EN ISO 9001:2015 NSAI Certified

ACEI ASSOCIATION OF CONSULTING ENGINEERS OF IRELAND

ENGINEERS IRELAND cpd ACCREDITED COMPANY

Table of Contents

Table of Figures

Table of Tables

Appendices

1.0 NON-TECHNICAL SUMMARY

The Non-Technical Summary is a synopsis of the Traffic and Transportation Assessment for the proposed residential development at Bothar an Chóiste, Headford Road, Galway. The proposed development is located approximately 3km north of Galway City Centre.

Lock House Developments Ltd. intend to develop an existing greenfield site at Bothar an Chóiste, Headford Road, Co. Galway. The total site area is approximately 4.626 ha. The development will consist of the clearance of the existing segment of greenfield site and construction of 170 residential units, creche, access roads & parking spaces, landscaping, open space, pedestrian access to Bothar an Chóiste and all ancillary site development works. The proposed layout for the development has been reproduced in sketch format in the Figure 1-1 and is detailed in the series of drawings as submitted with this application.

Tobin Consulting Engineers are the consultants appointed to provide Civil and Traffic Engineering design services for the planning stage of the project.

Figure 1-1: Proposed Indicative Site Layout

The proposed development will comprise:

Construction of 170 no. residential units comprising:

1) Demolition of an existing house (124.6 m²), a ruined outbuilding (42.8 m²), and a ruined dwelling (41.7 m²)
2) Construction of 170 no. residential units comprising:
    - 84 no. two storey houses (34 no. two-beds, 42 no. three-beds, 8 no. four-beds),
    - 1 no. apartment block comprising 17 no. apartments (10 no. one-beds, 7 no. two beds),
    - 1 no. apartment block comprising 21 no. apartments (12 no. one-beds, 9 no. two beds),
    - 48 no. duplex units (11 no. one-beds, 24 no. two-beds, 13 no. three-beds).
3) Development of a two-storey creche facility with 46 no. child spaces (c. 300.36 sqm), associated outdoor play areas and parking.
4) Provision of all associated surface water and foul drainage services and connections including pumping station with all associated site works and ancillary services.
5) The upgrade of the existing Bothar an Chóiste road from the proposed development to the junction at L5041 consisting of road improvements, road widening and junction re-alignment.
6) Pedestrian, cyclist, and vehicular links throughout the development and access with Bóthar Na Chóiste, and pedestrian and cyclist link to the adjacent Greenway route.
7) Provision of shared communal and private open space, site landscaping and public lighting, resident and visitor parking including electric vehicle charging points, bicycle parking spaces, and all associated site development works.
8) The application is accompanied by a Natura Impact Statement (NIS).

The development is to be constructed in one Phase which is projected to be completed in 2024. The projected traffic impact has been assessed within the junction analysis.

The land surrounding the immediate site to the north, south and east consists of green field sites and the land surrounding the immediate site to the south consists of medium density housing.

A review of committed developments in the surrounding area has been carried out and all committed development considered. The summation of the proposed and committed development has been assessed using the PICADY analysis software for the base and generated traffic volumes for the expected year of opening in 2024 and the design years 2029 and 2039. The trip rates for the proposed Bothar an Chóiste development were generated from Baile an Chóiste, a similar sized housing development in the vicinity of the proposed development.

A number of assumptions were made in this report, as outlined in Section 5, 'Trip Generation and Trip Distribution'.

Separately, a new junction layout is proposed for the L5041 / Bothar an Chóiste which will upgrade the design standards of the junction. As a result, the current traffic flows of the L5041 / Bothar an Chóiste junctions have been applied to the new junction configuration for analysis purposes.

A summary of the traffic analysis is as follows:

<u>Junction 1 – Priority Junction L5041 / Bothar an Chóiste</u>

The PICADY analysis results indicate that the newly proposed junction is operating well within capacity for all existing traffic Streams in both the morning and evening peak periods. This will

continue to be the case for the 2024 Opening Year scenario with slight increases projected in the RFC and queue lengths for both the morning and evening peak periods.

For the design year 2039, the priority junction is forecast to operate within capacity for all Streams in both the morning and evening peak periods for the No Development scenario. The inclusion of the potential development traffic will result in a minor increase in both delays and queueing for all traffic Streams in the morning and evening peaks with the Stream B-AC approaching 0.85 for a 15-minute period (with a 5.1 PCU queue forecast), but the Junction is projected to continue to operate within capacity.

Junction 2 – Priority Junction L5041 / Baile an Chóiste

The PICADY analysis results indicate that the junction is currently operating well within capacity for all traffic Streams in both the morning and evening peak periods. This will continue to be the case for the 2024 Opening Year scenario with slight increases projected in the RFC and queue lengths for both the morning and evening peak periods.

For the design year 2039, the priority junction is forecast to operate well within capacity for all Streams in both the morning and evening peak periods for the No Development scenario. The inclusion of the potential development traffic will result in a minor increase in both delays and queueing for all traffic Streams, but the Junction is projected to continue to operate well within capacity.

2.0 INTRODUCTION

2.1 INTRODUCTION

TOBIN Consulting Engineers Ltd have been appointed by Lock House Developments Ltd. to provide a Traffic and Transportation Assessment as part of the Planning Application for the proposed residential development at Bothar an Chóiste, Headford Road, Galway. The total site area is approximately 4.626 ha.

In preparing this Report, TOBIN Consulting Engineers has made reference to;

- The Galway City Development Plan 2023 – 2029 (GCDP);
- NRA 'Traffic and Transport Assessment Guidelines' (May 2014); and
- NRA Project Appraisal Guidelines for National Roads Unit 5.3: Travel Demand Projections.
- DHPLG Sustainable Urban Housing: Design Standards for New Apartments

2.2 OBJECTIVES

The objective of this Report is to assess the impact the proposed development will have on the existing road network. This Report will calculate the expected volume of traffic that will be generated by the proposed development and assess the impact that this traffic will have on the operational capacity of the road network in the vicinity of the development. The junctions to be analysed as part of this Report are the following:

- Junction 1: Priority Junction L5041 / Bothar an Chóiste
- Junction 2: Priority Junction L5041 / Baile an Chóiste

In accordance with the Traffic and Transport Assessment Guidelines, ways to promote non-car access to the proposed development will also be explored. This will include convenient pedestrian and cycle interconnection between existing and proposed developments and public transport facilities. Existing public transport networks will be examined. A walking and cycling accessibility assessment will also be conducted to determine the distances to main attractions and public transport connections and to also illustrate the benefits of walking or using a bicycle to access a particular development.

2.3 SCOPING

In order to ensure the scope of this Report was to the satisfaction of Galway City Council, an initial scoping document was issued on the 20th of November 2020 to Galway City Council's Roads Department. This document outlined the proposed approach that the Traffic and Transport Assessment would take and the junctions which would be included in the analysis.

The scoping and proposed development were also discussed at the SHD Stage 1 meeting held with representatives from Galway City Council and further to this, the design proposal for the proposed junction realignment works was issued to the Galway City Council's Roads Department.

2.4 ROAD SAFETY AUDIT

A Stage 1 Road Safety Audit (RSA) was carried out on both the proposed development design and the L5041 / Bothar an Chóiste junction design and the recommendations incorporated into

the final scheme designs. All points raised by the Road Safety Audit Team to remedy the issues noted were accepted by the Design Team and in addition, all recommendations proposed by the RSA Team were agreed by the Design Team. The RSA Feedback Forms were signed by all parties and the process concluded. A copy of the Road Safety Audit's have been submitted as part of this application.

2.5 STRUCTURE OF THE REPORT

This report is divided into eight chapters:

- Chapter 1 is a Non-Technical Summary.
- Chapter 2 includes this introduction.
- Chapter 3 describes the proposed development, and its location.
- Chapter 4 provides an overview of the existing and proposed traffic conditions, explaining how this information was obtained.
- Chapter 5 outlines the assumptions that have been made in the calculation of traffic generated by the development and the factors used to forecast the future road network traffic.
- Chapter 6 explains the methodology used and the results of the analysis performed on the nominated junctions.
- Chapter 7 addresses issues relating to road safety, parking provision, pedestrians & cyclists and access for people with disabilities.
- Chapter 8 discusses the existing accessibility and transport facilities in the area.
- Chapter 9 summarises and concludes the Report.

3.0 PROPOSED DEVELOPMENT

3.1 SITE LOCATION

The proposed residential development is located in Bothar an Chóiste, approximately 3km north of Galway City Centre. The site location is shown in Figure 3-1 below.

Figure 3-1 Location of Proposed Development ©google

3.2 DESCRIPTION OF PROPOSED DEVELOPMENT

The development will comprise of:

1) Demolition of an existing house (124.6 m²), a ruined outbuilding (42.8 m²), and a ruined dwelling (41.7 m²)
2) Construction of 170 no. residential units comprising:
    - 84 no. two storey houses (34 no. two-beds, 42 no. three-beds, 8 no. four-beds),
    - 1 no. apartment block comprising 17 no. apartments (10 no. one-beds, 7 no. two beds),
    - 1 no. apartment block comprising 21 no. apartments (12 no. one-beds, 9 no. two beds),
    - 48 no. duplex units (11 no. one-beds, 24 no. two-beds, 13 no. three-beds).
3) Development of a two-storey creche facility with 46 no. child spaces (c. 300.36 sqm), associated outdoor play areas and parking.
4) Provision of all associated surface water and foul drainage services and connections including pumping station with all associated site works and ancillary services.
5) The upgrade of the existing Bothar an Chóiste road from the proposed development to the junction at L5041 consisting of road improvements, road widening and junction re-alignment.

6) Pedestrian, cyclist, and vehicular links throughout the development and access with Bóthar Na Chóiste, and pedestrian and cyclist link to the adjacent Greenway route.
7) Provision of shared communal and private open space, site landscaping and public lighting, resident and visitor parking including electric vehicle charging points, bicycle parking spaces, and all associated site development works.
8) The application is accompanied by a Natura Impact Statement (NIS).

3.3 CUMULATIVE IMPACTS

The Traffic and Transport Assessment shall consider all committed developments within the vicinity of the site. This includes sites which have previously been granted planning permission, but which are yet to become operational.

There is a major existing development within the immediate vicinity of the proposed development that has come on stream since the collection of the traffic count survey and Galway City Council also have a 1.25 ha land bank at Bother an Chóiste which is zoned for residential development.

There are also a number granted permissions in the last 5 years for one-off houses and extensions to existing dwellings. An allowance will be made in the traffic projections for these developments.

See Table 3-1 below for the committed developments within close proximity to the proposed site.

Table 3-1: Committed Developments

Major Committed Developments			
Planning Ref.	Status	Location	Description
1821	Completed after 20th June 2019	Bothar an Chóiste	Construction of a residential development of 15 No. dwelling houses
N/A	N/A	Bothar an Chóiste	Galway City Council Land bank zoned for residential development

In order to ensure that the junctions on the network in the vicinity of the proposed development can accommodate the projected generated traffic, traffic flows have been assessed as discussed in Sections 5 and 6 of this Report.

4.0 EXISTING AND PROPOSED TRAFFIC CONDITIONS

4.1 TRAFFIC SURVEYS

In order to determine the magnitude of the existing traffic flows, the results of a manual junction turning count was used. This traffic survey consists of a 12-hour count on Tuesday 20th June 2019 and represents pre-covid traffic volumes for the area. The counts were seasonally adjusted to account for the time of year taken. Count information was obtained at the following junctions:

- Junction 1: Priority Junction L5041 / Bothar an Chóiste
- Junction 2: Priority Junction L5041 / Baile an Chóiste

This survey distinguished between light good vehicles and heavy good vehicles. The traffic count data obtained by Tobin Consulting Engineers is included in **Appendix A** of this Report. The results of this survey indicated that the peak traffic levels through the critical junctions occurred between the hours of 08:15 and 09:15 in the AM period and between 17:00 and 18:00 in the PM period.

Annual growth indices were applied to the 2021 traffic flows to determine background traffic flows for the assessment years.

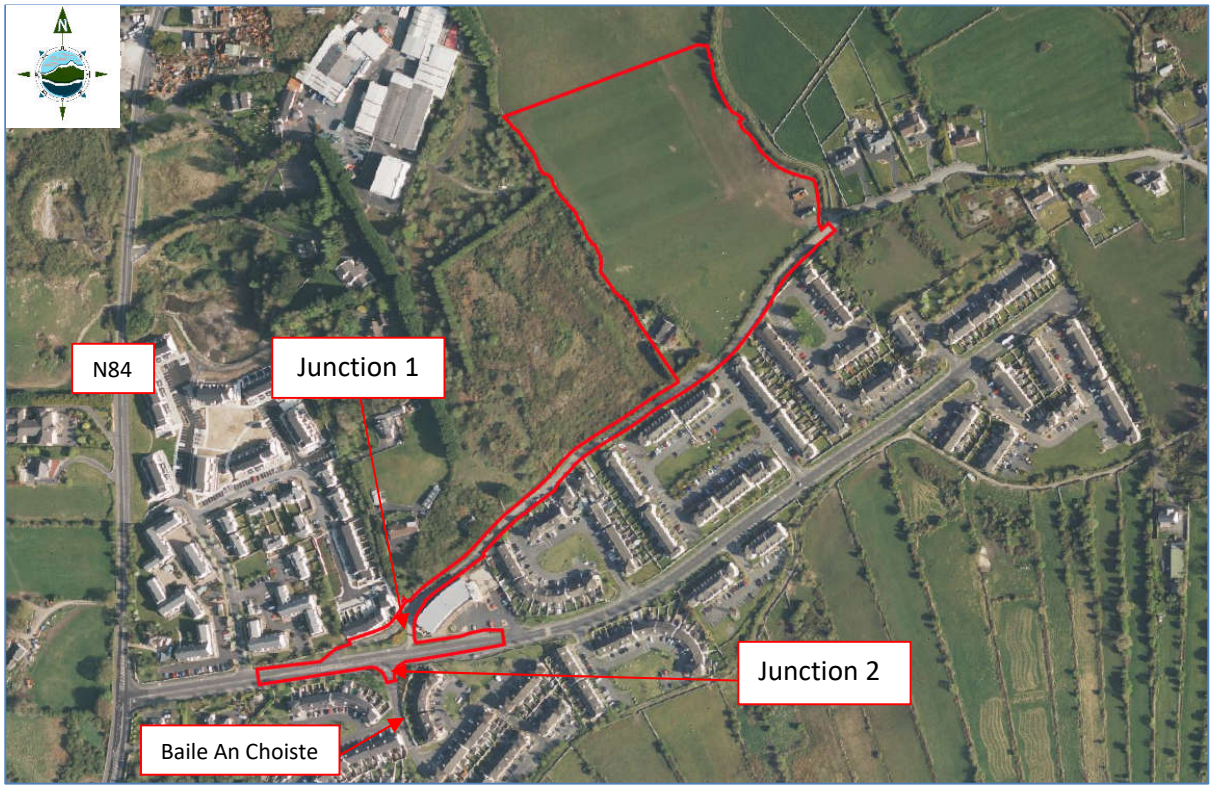

Figure 4-1: Junction Locations ©Bing Maps

4.2 EXISTING ROAD NETWORK

The proposed development can be accessed from Bothar an Chóiste, which links to the L5041 local road and the N84 national secondary route. The proposed access into the development will be from a new priority T-junction on the Bothar an Chóiste Road. The proposed site access will be situated within a design speed zone of 50km/h. The existing Bothar an Chóiste road adjacent to the proposed development has a carriageway width which ranges from 4.0 – 6.0m.

Separately, improvement works to the existing Bothar an Chóiste road and junction are also proposed.

4.3 PROPOSED SITE ACCESS JUNCTION & BOTHER AN CHÓISTE UPGRADE WORKS

Access to the proposed development site will be gained through a new priority junction onto the existing Bothar an Chóiste Road. Upgrade works are also proposed for the Bothar an Chóiste Road and the L5041 / Bothar an Chóiste Road junction as the road and junction layout is unsafe for vulnerable users and is not in accordance with the relevant road design standards. The proposed junction layout will regularise traffic movements to and from Bothar an Chóiste and the road upgrade will allow for safer pedestrian access to the proposed development site. Significant engagement has been undertaken with Galway City Councils Roads Department throughout the design process to ensure adherence with their requirements.

The design principles of the Design Manual for Urban Roads and Streets (2019) apply to the proposed development and the L5041 / Bothar an Chóiste junction as they are both located within the 50km/h urban speed zone for Galway City. The design of all new accesses / upgrade works will take account of this design guidance. The proposed layout for the L5041 / Bothar an Chóiste Junction is outlined in the Figure below.

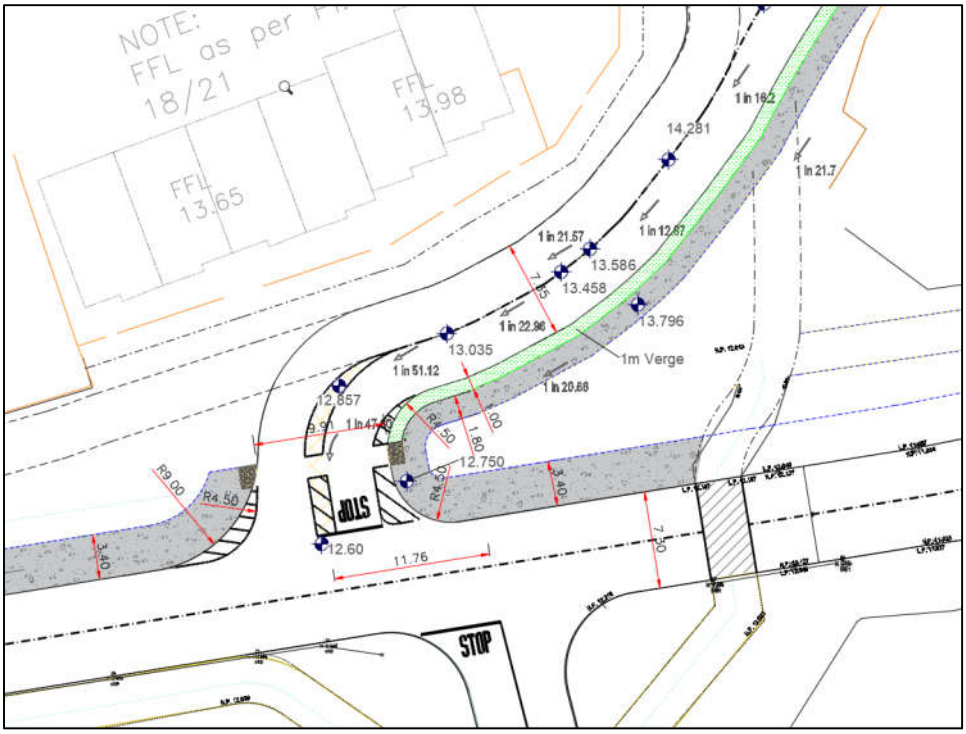

Figure 4-2: Proposed L5401 / Bothar an Chóiste Junction Layout

5.0 TRIP GENERATION AND DISTRIBUTION

5.1 OPENING AND FUTURE YEAR FLOWS AND ENVIRONMENT

For the purpose of the traffic assessment, 2024 was utilised for the opening year of the proposed development. In addition to the opening years and in accordance with TII guidelines, the capacity assessment was also based on traffic conditions forecast for the design years 2029 (+5 years) and 2039 (+ 15 years).

Annual growth indices were updated in 2019 by the TII, with annual indices and cumulative growth forecasts shown for Clare in the Table below. The derived growth factors were applied to 2019 flows to determine background traffic flows for the assessment years. The assessment is split into light vehicles and heavy vehicles.

Table 5-1: Growth Factors for light vehicle (LV) and heavy vehicles (HV)

	2024	2029	2039
LV	1.084	1.198	1.375
HV	1.104	1.249	1.553

5.2 TRIP GENERATION

The volume of traffic expected to be generated during the AM and PM peak hours for the proposed development were established from the Baile an Chóiste residential development, which is in close proximity to the proposed development. The AM and PM peak hour trip generation for this development was observed from the survey conducted on 20th June 2019. The volume of traffic observed from the Baile an Chóiste developments was then applied to the proposed development on a pro rata basis.

5.2.1 TRIP GENERATION OF PROPOSED DEVELOPMENT

The volume of traffic expected to be generated by the proposed development is based on the current draft schedule of accommodation issued by O'Neil O'Malley Architects as shown in the following Tables:

Table 5-2: Expected Trip Generation for Proposed Development for AM Peak Hour

EXPECTED TRIP GENERATION FOR PROPOSED DEVELOPMENT FOR AM PEAK HOUR			
Development Type	No. of Units / GFA sqm)	Arrivals	Departures
Residential House	84 units	21	53
Residential Apartment	86 units		
Creche	291 sqm	5	5
Total		**26**	**58**

Table 5-3: Expected Trip Generation for Proposed Development for PM Peak Hour

EXPECTED TRIP GENERATION FOR PROPOSED DEVELOPMENT FOR PM PEAK HOUR			
Development Type	No. of Units / GFA sqm)	Arrivals	Departures
Residential House	84 units	40	34
Residential Apartment	86 units		
Creche	291 sqm	5	5
Total		**45**	**39**

Table 5-4 AM and PM Peak Hour Trips

Total Numbers of vehicles	Arrivals	Departures
AM	26	58
PM	45	39

5.3 TRIP DISTRIBUTION

5.3.1 TRIP DISTRIBUTION OF COMMITTED DEVELOPMENT

There are two major developments and a number of once-off housing and house extensions in the vicinity of the proposed development site. The committed developments have been included in the analysis of the existing junctions for the future year scenarios.

5.3.2 TRIP DISTRIBUTION OF PROPOSED DEVELOPMENT

It was envisaged the proposed distribution matches the existing traffic distribution at each of the junctions.

5.4 TRIP DISTRIBUTION OF BASEFLOW PLUS GENERATED TRAFFIC

The baseline and baseline plus generated traffic (with both committed and proposed development) for all junctions for the year of opening 2024 and the design year 2039 for both the AM and PM peak hours are shown in the following Figures.

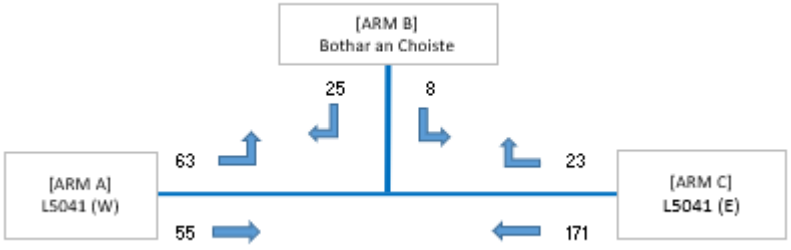

Figure 5-1 Junction 1 – 2019 Base AM Peak

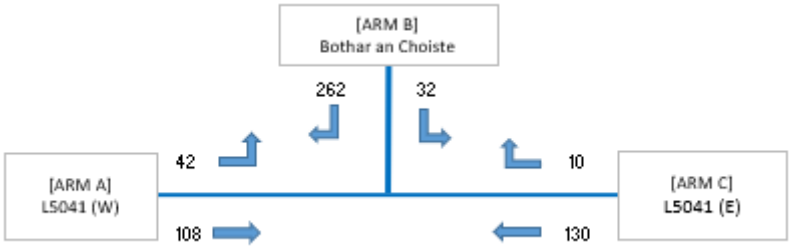

Figure 5-2 Junction 1 – 2019 Base PM Peak

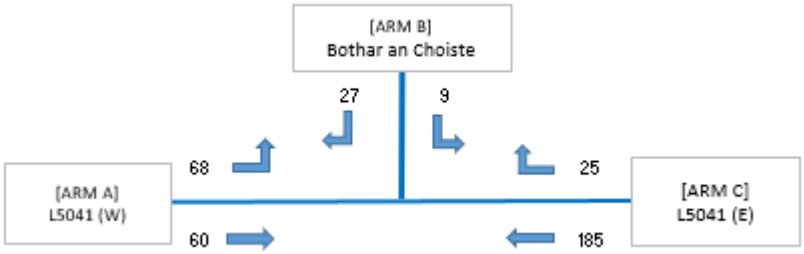

Figure 5-3 Junction 1 – 2024 Base AM Peak

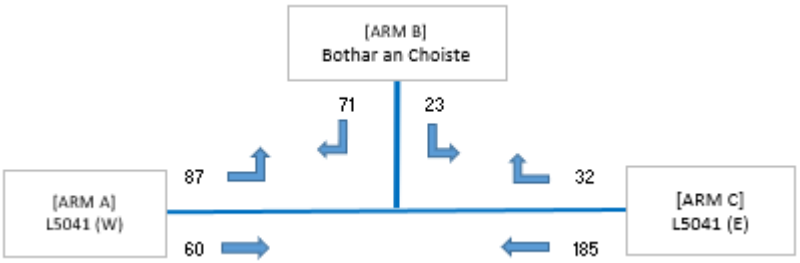

Figure 5-4 Junction 1 – 2024 AM Peak Base with Comm & Prop Development

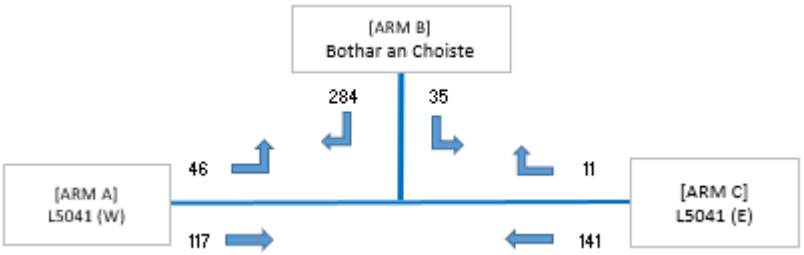

Figure 5-5 Junction 1 – 2024 Base PM Peak

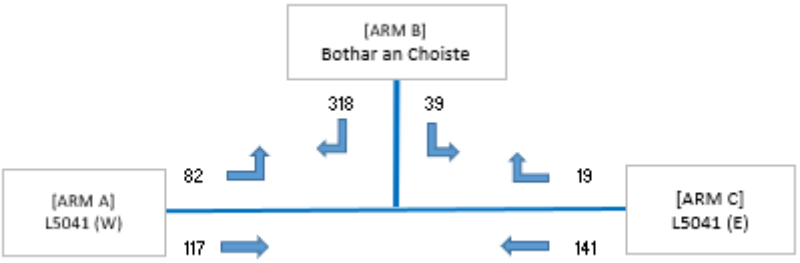

Figure 5-6 Junction 1 – 2024 PM Peak Base with Comm & Prop Development

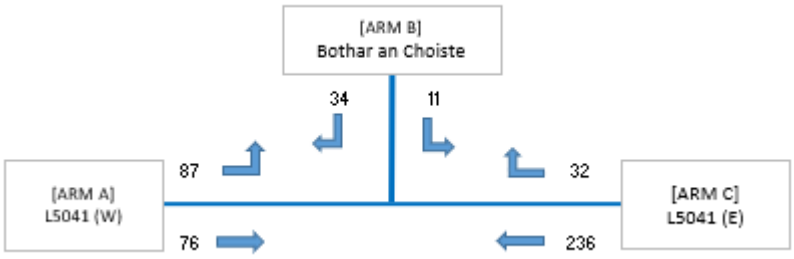

Figure 5-7 Junction 1 – 2039 AM Peak Base

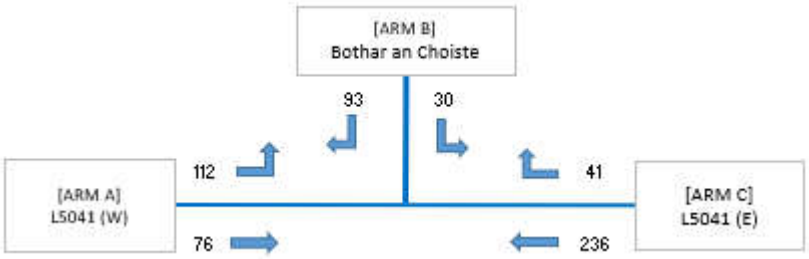

Figure 5-8 Junction 1 – 2039 AM Peak Base with Comm & Prop Development

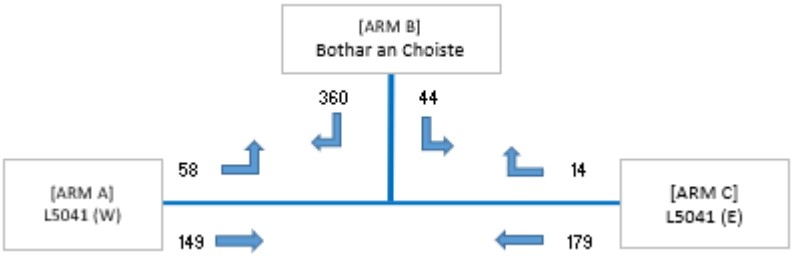

Figure 5-9 Junction 1 – 2039 PM Peak Base

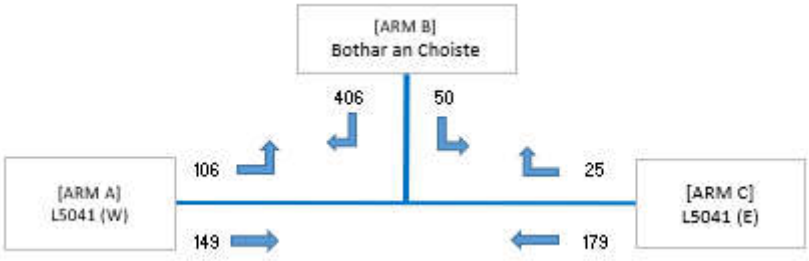

Figure 5-10 Junction 1 – 2039 PM Peak Base with Comm & Prop Development

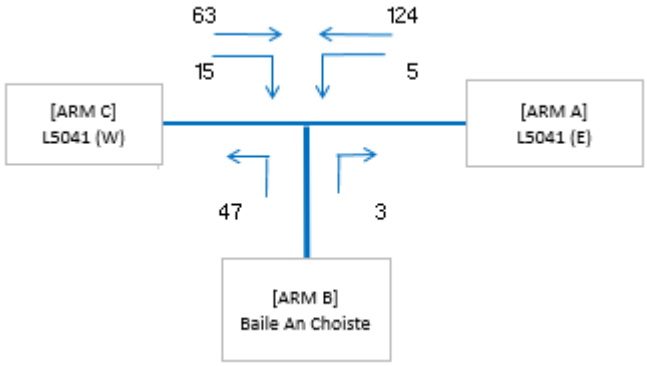

Figure 5-11 Junction 2 – 2019 Base AM Peak

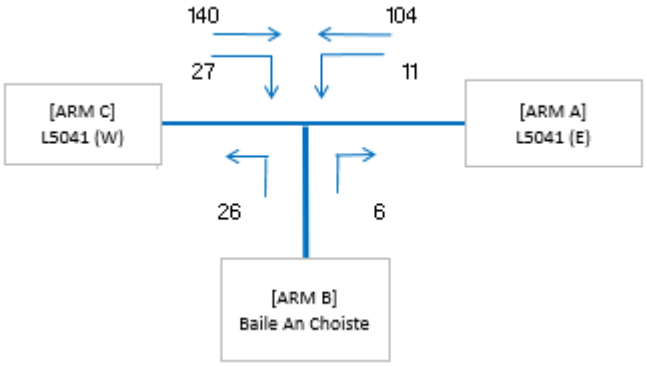

Figure 5-12 Junction 2 – 2019 Base PM Peak

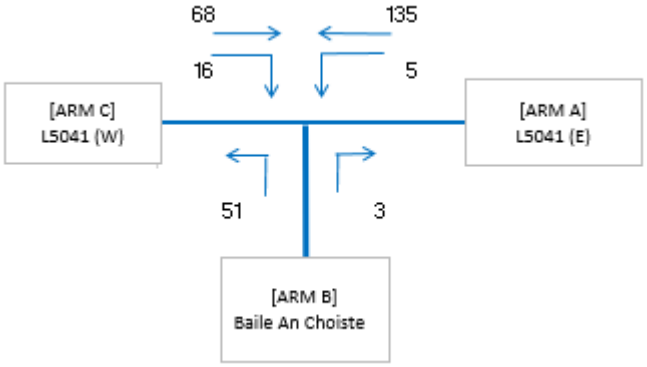

Figure 5-13 Junction 2 – 2024 Base AM Peak

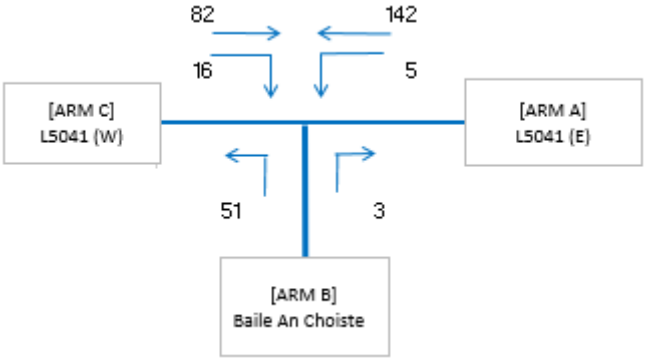

Figure 5-14 Junction 2 – 2024 Base with Comm & Prop Development AM Peak

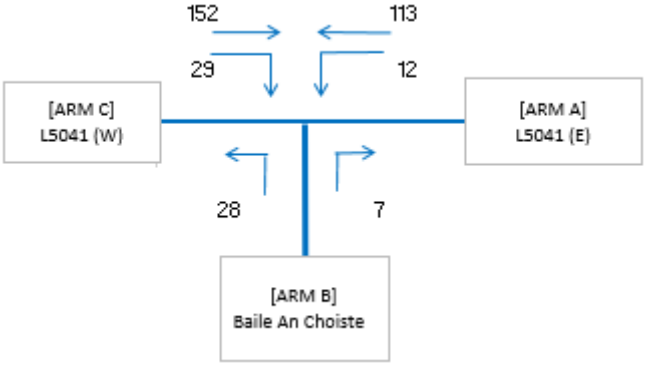

Figure 5-15 Junction 2 – 2024 Base PM Peak

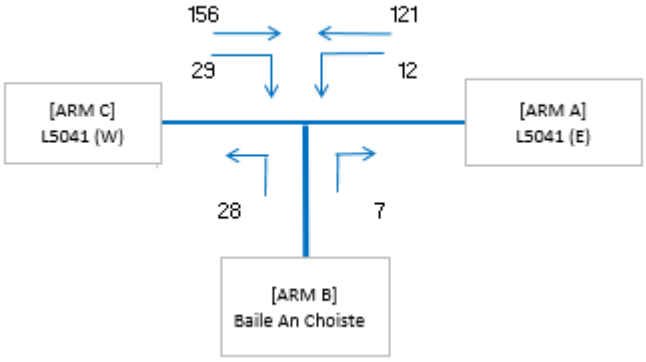

Figure 5-16 Junction 2 – 2024 Base with Comm & Prop Development PM Peak

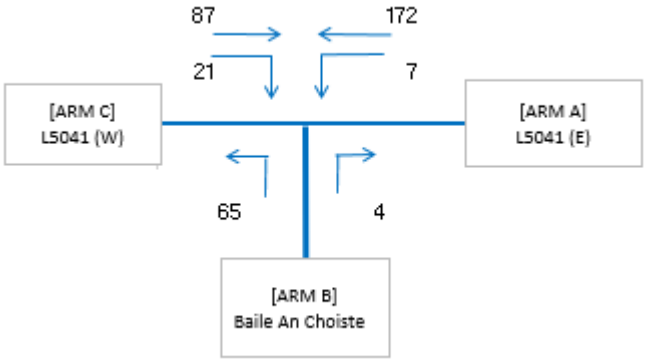

Figure 5-17 Junction 2 – 2039 Base AM Peak

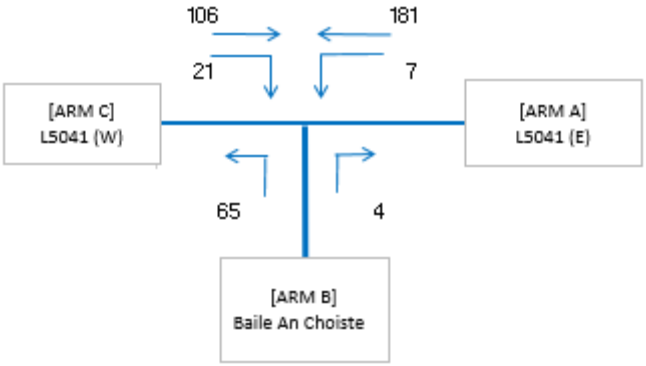

Figure 5-18 Junction 2 – 2039 Base with Comm & Prop Development AM Peak

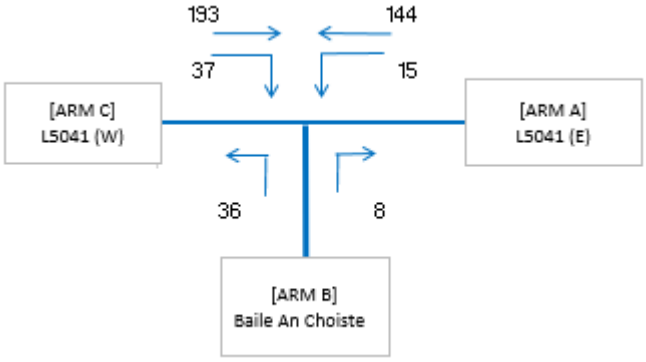

Figure 5-19 Junction 2 – 2039 Base PM Peak

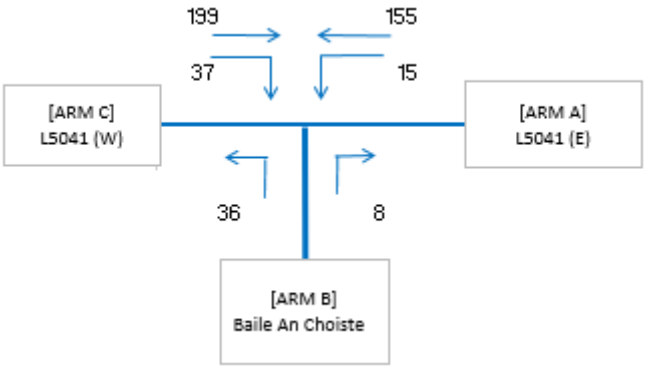

Figure 5-20 Junction 2 – 2039 Base with Comm & Prop Development PM Peak

6.0 JUNCTION ANALYSIS

6.1 INTRODUCTION AND METHODOLOGY

The existing priority junctions has been analysed using the Transport Research Laboratory (TRL) computer program Junction 9 PICADY, a widely accepted tool used for the analysis of priority junctions.

The key parameters examined in the results of the analysis are the Ratio of Flow to Capacity Value (RFC value – desirable value for PICADY should be no greater than 0.85 – values over 1.00 indicate the approach arm is over capacity), the maximum queue length on any approach to the junctions and the average delay for each vehicle passing through the junction during the modelled period.

PICADY requires the following input data:

- Basic modelling parameters (usually peak hour traffic counts synthesised over a 90-minute model period)
- Geometric parameters (including lane numbers & widths, visibility, storage provision etc)
- Traffic demand data (usually peak hour origin/destination table with composition of heavy goods vehicles input*)

For the purpose of this report, the varying vehicle types have been converted into passenger car units (PCU) prior to input. 1 PCU is equivalent to a car / light vehicle while a large HGV is equivalent to 2.3PCU.

As a new junction layout is proposed for the L5041 / Bothar an Chóiste road junction, the existing traffic flows have been applied to the new junction configuration and analysed accordingly.

The results of the analysis are presented in the following Sections.

6.2 ASSESSMENT RESULTS

The analysis results for the junctions are outlined in the following Sections. The full results of the PICADY analysis are provided in **Appendix B**.

6.2.1 Junction 1 – Priority Junction L5041 / Bothar an Chóiste

A summary of the analysis results for the L5041 / Bothar an Chóiste Priority Junction for the AM peak and PM peak hours are provided in the Table below. Full outputs from JUNCTION 9 PICADY are included in **Appendix B**.

Table 6-1 Junction 2- PICADY Outputs (AM and PM Peak Hours)

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2019									
Stream B-AC	D1	0.1	5.99	0.06	A	D8	1.1	12.15	0.52	B
Stream C-AB		0.1	4.96	0.04	A		0.0	5.03	0.02	A
	2024 Base									
Stream B-AC	D2	0.1	6.05	0.06	A	D9	1.3	13.63	0.57	B
Stream C-AB		0.1	4.94	0.05	A		0.0	5.02	0.02	A
	2024 Comm & Prop									
Stream B-AC	D3	0.2	6.85	0.16	A	D10	1.8	16.69	0.65	C
Stream C-AB		0.1	5.00	0.06	A		0.0	5.11	0.04	A
	2029 Base									
Stream B-AC	D4	0.1	6.16	0.07	A	D11	1.7	16.25	0.64	C
Stream C-AB		0.1	4.92	0.05	A		0.0	5.00	0.02	A
	2029 Comm & Prop									
Stream B-AC	D5	0.3	7.31	0.21	A	D12	2.8	23.12	0.74	C
Stream C-AB		0.1	5.00	0.07	A		0.1	5.13	0.05	A
	2039 Base									
Stream B-AC	D6	0.1	6.33	0.08	A	D13	2.8	23.16	0.74	C
Stream C-AB		0.1	4.88	0.06	A		0.0	4.97	0.03	A
	2039 Comm & Prop									
Stream B-AC	D7	0.3	7.54	0.22	A	D14	5.1	38.66	0.85	E
Stream C-AB		0.1	4.96	0.08	A		0.1	5.09	0.05	A

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

The PICADY analysis results indicate that the newly proposed junction is operating well within capacity for all existing traffic Streams in both the morning and evening peak periods. This will continue to be the case for the 2024 Opening Year scenario with slight increases projected in the RFC and queue lengths for both the morning and evening peak periods.

For the design year 2039, the priority junction is forecast to operate within capacity for all Streams in both the morning and evening peak periods for the No Development scenario. The inclusion of the potential development traffic will result in a minor increase in both delays and queueing for all traffic Streams in the morning and evening peaks with the Stream B-AC approaching 0.85 for a 15-minute period (with a 5.1 PCU queue forecast), but the Junction is projected to continue to operate within capacity.

6.2.2 Junction 2 – Priority Junction L5041 / Baile an Chóiste

A summary of the analysis results for the L5041 / Baile an Chóiste Priority Junction for the AM peak and PM peak hours are provided in the Table below. Full outputs from JUNCTION 9 PICADY are included in **Appendix B**.

Table 6-2 Junction 2- PICADY Outputs (AM and PM Peak Hours)

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2019										
Stream B-AC	D1	0.1	5.80	0.08	A	D8	0.1	5.77	0.05	A
Stream C-AB		0.0	5.41	0.02	A		0.0	5.49	0.04	A
2024 Base										
Stream B-AC	D2	0.1	5.86	0.09	A	D9	0.1	5.85	0.06	A
Stream C-AB		0.0	5.44	0.03	A		0.0	5.53	0.05	A
2024 Comm & Prop										
Stream B-AC	D3	0.1	5.88	0.09	A	D10	0.1	5.87	0.06	A
Stream C-AB		0.0	5.45	0.03	A		0.0	5.55	0.05	A
2029 Base										
Stream B-AC	D4	0.1	5.98	0.10	A	D11	0.1	5.89	0.06	A
Stream C-AB		0.0	5.48	0.03	A		0.1	5.58	0.05	A
2029 Comm & Prop										
Stream B-AC	D5	0.1	6.00	0.10	A	D12	0.1	5.92	0.06	A
Stream C-AB		0.0	5.50	0.03	A		0.1	5.61	0.05	A
2039 Base										
Stream B-AC	D6	0.1	6.12	0.11	A	D13	0.1	6.01	0.07	A
Stream C-AB		0.0	5.56	0.03	A		0.1	5.67	0.06	A
2039 Comm & Prop										
Stream B-AC	D7	0.1	6.15	0.11	A	D14	0.1	6.05	0.08	A
Stream C-AB		0.0	5.57	0.03	A		0.1	5.70	0.06	A

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

The PICADY analysis results indicate that the junction is currently operating well within capacity for all traffic Streams in both the morning and evening peak periods. This will continue to be the case for the 2024 Opening Year scenario with slight increases projected in the RFC and queue lengths for both the morning and evening peak periods.

For the design year 2039, the priority junction is forecast to operate well within capacity for all Streams in both the morning and evening peak periods for the No Development scenario. The inclusion of the potential development traffic will result in a minor increase in both delays and queueing for all traffic Streams, but the Junction is projected to continue to operate well within capacity.

7.0 OTHER ROAD ISSUES

7.1 ROAD SAFETY

Visibility splays of 2.4 x 45 metres are required at the new priority junction for traffic leaving the proposed development site onto the Bothar an Chóiste Road (in accordance with DMURS 2019 Guidelines for a design speed of 50km/h – refer to Section 4.3). The visibility splays of 2.4 x 45 metres are currently achieved in both the left and right-hand splay of the newly proposed access junction. A visibility Splay of 2.4 x 23m is required for new access junctions within the proposed development (for a 30km/h design speed limit).

As noted in Section 2, a Stage 1 Road Safety Audit was carried out on the proposed design and is submitted as part of the planning application. The issues identified within the RSA were reviewed and design amended where required.

An investigation of road collision data from the Road Safety Authority website (source: https://www.rsa.ie/road-safety/statistics/collisions) (see Figure 7-1 for map) indicates that there was 1 minor collision in the vicinity of Junction 1 since 2005.

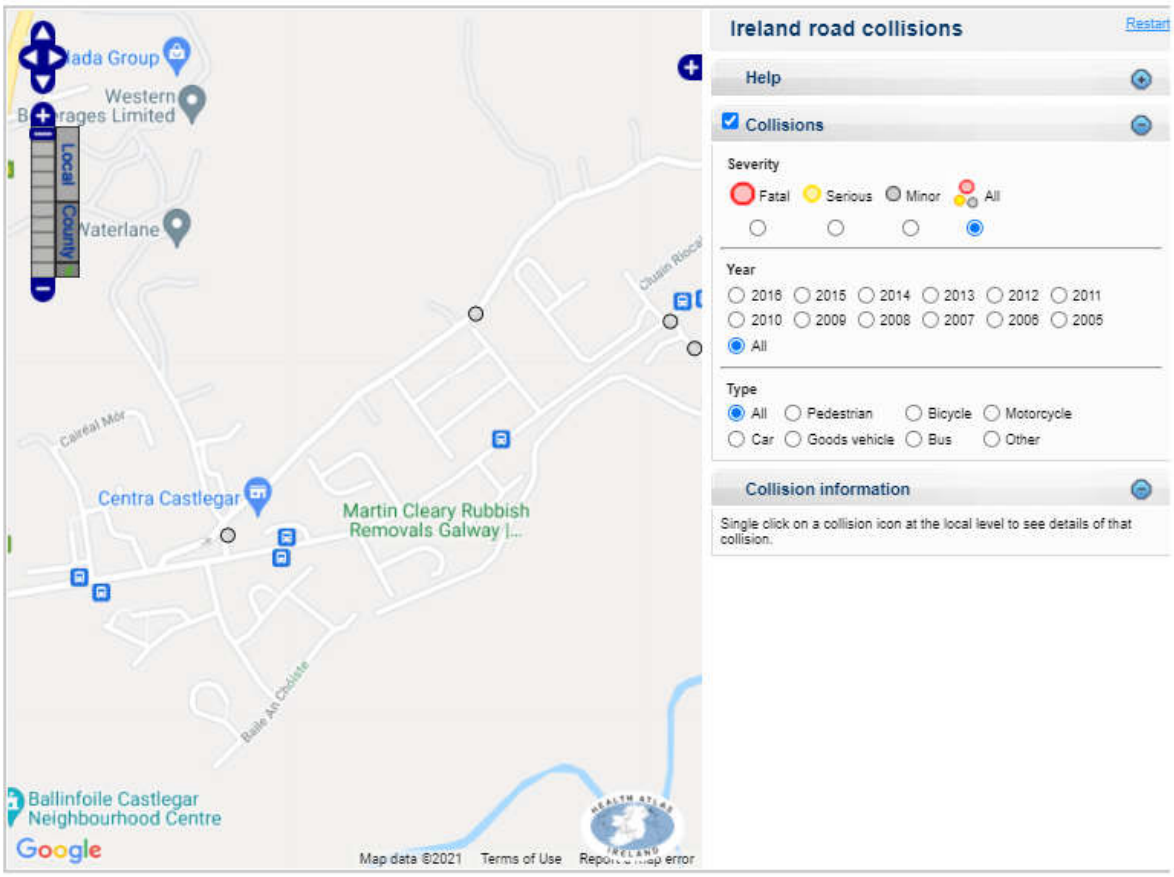

Figure 7-1: RSA Irish Road Collision Statistics

7.2 PARKING PROVISION

7.2.1 Car Parking

The parking provisions at the site have been calculated in accordance with the parking Guidelines set out in the following:

- Galway City Council Development Plan (GCCDP) 2023 – 2029
- DHPLG's Sustainable Urban Housing: Design Standards for new Apartments

The required and provided car parking breakdown is illustrated in Table 7-1 below.

Table 7-1: Car Parking Requirements

Car Parking	Parking Guideline	Requirement	No of Units / Operation Space	Required	Parking Provided
Apartments	DHPLG	Section 4.22 – 1 space per apartment and 1 visitor space for every 4 apartments	86 units	108	101
Houses	GCDP	Section 11.3.1 – 1.5 grouped spaces per dwelling and 1 space per 3 dwellings for visitors	84 units	154	154
Creche (GFA 291 sqm / operation space 159 sqm)	GCDP	Table 11.5 – 1 spaces per 20 sqm of operation space	159 sqm	8	5
Totals		-	-	**270**	**260**

A total of 260 no. car parking spaces will be provided onsite, of which 17 no. will be disabled access spaces and 53 no. of electric car charging spaces will be provided. All grouped and dwelling car spaces will be ducted to allow for future connection to provide electric car charging.

7.2.2 Bicycle Parking

The bicycle parking provisions at the site have been calculated in accordance with the parking Guidelines set out within the Galway City Council Development Plan 2023-2029. A general minimum standard of 1 space per space shall be applied for proposed development creche. For the residential element, it is envisaged that the bicycle parking will be accommodated within the curtilage of the dwelling for the houses that have direct access to the back garden. For the residential apartment units without direct access, 1 private secure bike space per unit and 1 visitor space for every 2 apartments will be provided. A calculated total of 344 spaces are required for the proposed Development, as outlined in Table 7-2.

Table 7-2: Bicycle Parking Requirements

Bicycle Parking	Parking Guideline	Requirement	Units / Car Spaces	Required	Provided
Houses (with rear garden access)	NCM	Section 5.5.7 – minimum of 2 spaces in each garden and 1 visitor space per 2 housing units	84 units	210	417
Apartments	GCDP	Table 11.3 – 1 space per unit and 1 visitor space per 2 apartments	38 units	57	
Duplex Apartments	GCDP	Table 11.3 – 1 space per bedroom and 1 visitor space per 2 apartments	48 units	72	
Creche	NCM	Section 5.5.7 - 1 cycle space for every car space	5 spaces	5	
Totals				**344**	**417**

7.3 SWEPT PATH ANALYSIS

A Vehicle Swept Path Analysis has been completed for the proposed site layout and site access from Bothar an Choiste for large car, Refuse Truck and Fire Truck for inclusion in the planning submission. The purpose of the Swept Path Analysis is to identify and resolve potential issues and conflict points during the design stage. The analysis indicates that all vehicles can be accommodated within the site.

8.0 EXISTING ACCESSIBILITY & TRANSPORT FACILITIES

8.1 WALKING AND CYCLING

The Bothar an Chóiste walking and cycling network is comprised of existing footpaths adjoining public roads. The main approaches along the L5401 have shared footpaths for pedestrians and cyclists. The existing footpath continues 100m approx. along the Bothar an Chóiste road. There is currently no dedicated footpath or cycling network between the proposed Bothar an Chóiste site entrance and the L5041.

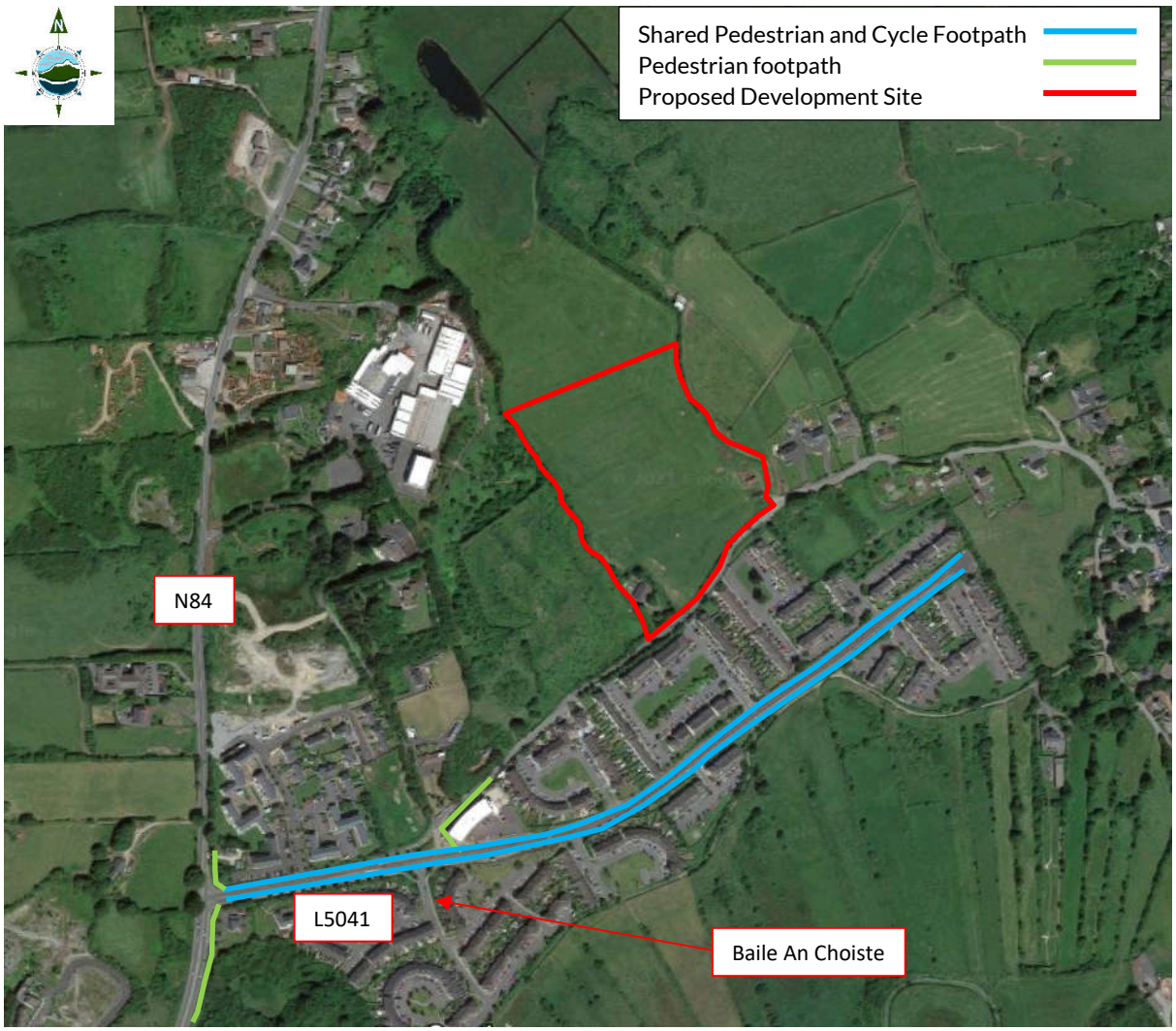

Figure 8-1: Existing Walking and Cycling Linkages

As part of the proposed Bothar an Chóiste road upgrade works, the existing footpath on the L5410 is to be extended up to the entrance of the proposed development. The figures below demonstrate the proposed linkage with a 1.8m wide footpath located on the southern side of the Bothar an Chóiste road.

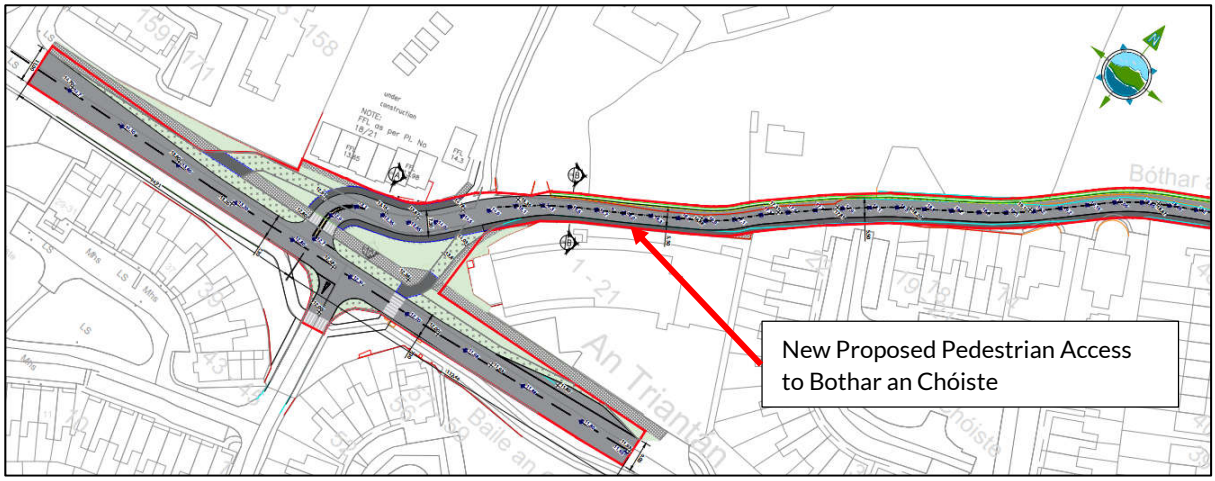

Figure 8-2: Proposed Pedestrian Linkage Along Bothar an Chóiste (Part 1 of 2)

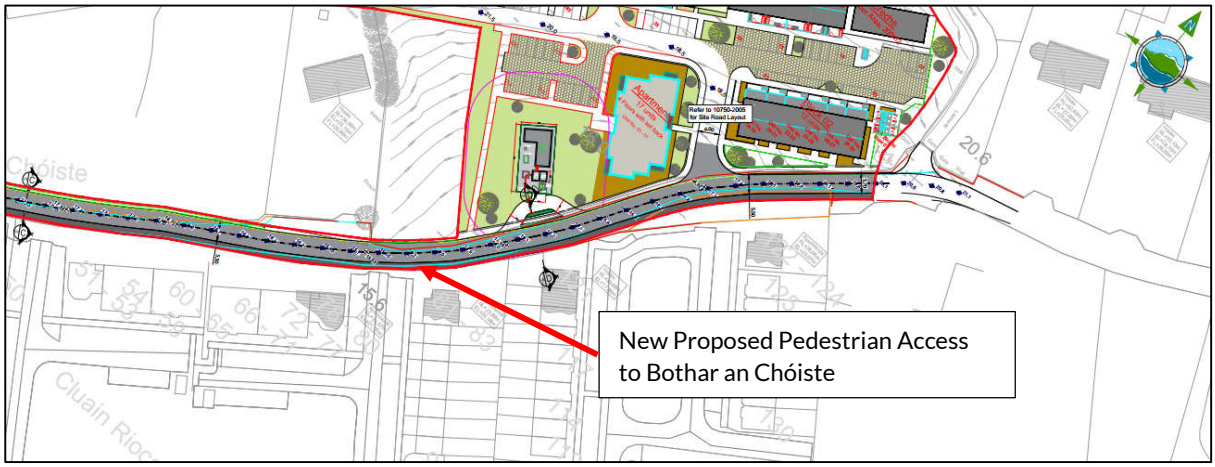

Figure 8-3: Proposed Pedestrian Linkage Along Bothar an Chóiste (Part 2 of 2)

Given the newly proposed linkages and the proximity to the city centre, there is significant potential for modal shift from the private car to walking and cycling as a mode of travel, particularly if improved linkages between the city centre and residential areas are realised and new developments focus on connectivity, legibility and permeability. The Table below gives typical cycle and walking distance and times to main attractions from the proposed development.

Table 8-1 Proposed Development - Typical Cycle & Walking Distances & Time

Attraction	Cycle Distance (km)	Cycle Time (mins)	Walk Distance (km)	Walk Time (mins)
Castlegar Centra	0.35	2 min	0.35	4 min
Castlegar Neighbourhood Centre	0.7	3 min	0.7	9 min
Tesco Express	0.8	3 min	0.8	10 min
Scoil Sab Phroinsias (Tirellan Heights)	1.4	5 min	1.4	18 min
Eyre Square	3.2	11 min	3.2	41 min

8.2 PUBLIC TRANSPORT

8.2.1 Bus Routes

The Bothar an Chóiste/ Castlegar area is served by the Bus Eireann 407 local bus route, which operates a frequent service to and from Galway City Centre. Bus route 407 stops at the Árd An Chóiste bus stop, approximately a 6-minute walk from the proposed site. This bus route travels from Árd an Chóiste and Galway City and runs Monday to Sunday.

Monday to Friday it operates from Árd an Chóiste to Eyre Square between 07:15 and 23:45, on Saturdays is operates between 07:45 to 23:45 and on Sundays it operates between 08:46 and 24:46.

Monday to Friday it operates from Eyre Square to Árd an Chóiste between 06:45 and 23:15, on Saturdays it operates between 07:15 to 23:15 and on Sundays it operates between 08:15 to 23:15. The detailed timetables are shown in the figures below.

Table 8-2: Eyre Square to Bothar an Chóiste - Monday to Friday Timetable

Eyre Square Galway - Bothair an Choiste (Opp Maigh Riocard)

Eyre Square	06:45	07:15	07:45	08:15	08:45	09:15	09:45	10:15	10:45	11:15	11:45	12:15	12:45	13:15	13:45	14:15	14:45	15:15	15:45	16:15	16:45	17:15	17:45	18:15	18:45	19:15	20:15	21:15	22:15	23:15
Galway, outside Francis Street	06:46	07:16	07:46	08:16	08:46	09:16	09:46	10:16	10:46	11:16	11:46	12:17	12:47	13:17	13:47	14:17	14:47	15:17	15:47	16:17	16:47	17:17	17:47	18:17	18:47	19:17	20:16	21:16	22:16	23:16
Galway Headford Road	06:47	07:18	07:48	08:18	08:48	09:18	09:48	10:18	10:48	11:18	11:48	12:20	12:50	13:20	13:50	14:20	14:50	15:20	15:50	16:21	16:51	17:21	17:51	18:19	18:49	19:19	20:18	21:18	22:18	23:18
Galway Retail Park	06:48	07:20	07:50	08:20	08:50	09:20	09:50	10:20	10:50	11:20	11:50	12:22	12:52	13:22	13:52	14:22	14:52	15:22	15:52	16:25	16:55	17:25	17:55	18:21	18:51	19:21	20:20	21:20	22:20	23:20
Ballinfoyle Terryland Retail Pk	06:50	07:22	07:52	08:22	08:52	09:22	09:52	10:22	10:52	11:22	11:52	12:27	12:57	13:27	13:57	14:27	14:57	15:27	15:57	16:30	17:00	17:30	18:00	18:25	18:55	19:25	20:22	21:22	22:22	23:22
Ballinfoyle Castlelawn Heights	06:51	07:23	07:53	08:23	08:53	09:23	09:53	10:23	10:53	11:23	11:53	12:28	12:58	13:28	13:58	14:28	14:58	15:28	15:58	16:31	17:01	17:31	18:01	18:27	18:57	19:27	20:23	21:23	22:23	23:23
Ballinfoyle Crestwood	06:52	07:24	07:54	08:24	08:54	09:24	09:54	10:24	10:54	11:24	11:54	12:30	13:00	13:30	14:00	14:30	15:00	15:30	16:00	16:33	17:03	17:33	18:03	18:29	18:59	19:29	20:24	21:24	22:24	23:24
Ballinfoyle Tirellan Heights	06:53	07:25	07:55	08:25	08:55	09:25	09:55	10:25	10:55	11:25	11:55	12:31	13:01	13:31	14:01	14:31	15:01	15:31	16:01	16:35	17:05	17:35	18:05	18:30	19:00	19:30	20:25	21:25	22:25	23:25
Ballinfoyle Tirellan Heights	06:54	07:26	07:56	08:26	08:56	09:26	09:56	10:26	10:56	11:26	11:56	12:32	13:02	13:32	14:02	14:32	15:02	15:32	16:02	16:36	17:06	17:36	18:06	18:31	19:01	19:31	20:26	21:26	22:26	23:26
Ballinfoyle St Francis NS	06:54	07:27	07:57	08:27	08:57	09:27	09:57	10:27	10:57	11:27	11:57	12:33	13:03	13:33	14:03	14:33	15:03	15:33	16:03	16:37	17:07	17:37	18:07	18:32	19:02	19:32	20:27	21:27	22:27	23:27
Ballinfoyle Headford Road Church	06:55	07:27	07:57	08:27	08:57	09:27	09:57	10:27	10:57	11:27	11:57	12:34	13:04	13:34	14:04	14:34	15:04	15:34	16:04	16:37	17:07	17:37	18:07	18:33	19:03	19:33	20:27	21:27	22:27	23:27
Ballinfoyle Mews	06:55	07:28	07:58	08:28	08:58	09:28	09:58	10:28	10:58	11:28	11:58	12:34	13:04	13:34	14:04	14:34	15:04	15:34	16:04	16:38	17:08	17:38	18:08	18:33	19:03	19:33	20:28	21:28	22:28	23:28
Ballinfoyle Cairéal Mór	06:56	07:29	07:59	08:29	08:59	09:29	09:59	10:29	10:59	11:29	11:59	12:35	13:05	13:35	14:05	14:35	15:05	15:35	16:05	16:39	17:09	17:39	18:09	18:35	19:05	19:35	20:29	21:29	22:29	23:29
Ballinfoyle Árd An Chóiste	06:56	07:29	07:59	08:29	08:59	09:29	09:59	10:29	10:59	11:29	11:59	12:36	13:06	13:36	14:06	14:36	15:06	15:36	16:06	16:40	17:10	17:40	18:10	18:35	19:05	19:35	20:29	21:29	22:29	23:29
Monivee Cluain Riocard	06:57	07:30	08:00	08:30	09:00	09:30	10:00	10:30	11:00	11:30	12:00	12:37	13:07	13:37	14:07	14:37	15:07	15:37	16:07	16:41	17:11	17:41	18:11	18:36	19:06	19:36	20:30	21:30	22:30	23:30
Galway Maigh Riocaird	06:59	07:32	08:02	08:32	09:02	09:32	10:02	10:32	11:02	11:32	12:02	12:38	13:08	13:38	14:08	14:38	15:08	15:38	16:08	16:42	17:12	17:42	18:12	18:38	19:08	19:38	20:32	21:32	22:32	23:32

Table 8-3: Bothar an Chóisteto Eyre Square - Monday to Friday Timetable

Bothair an Choiste (Maigh Riocard) - Eyre Square Galway

Ballinfoyle Maigh Riocard	07:15	07:45	08:15	08:45	09:15	09:45	10:15	10:45	11:15	11:45	12:15	12:45	13:15	13:45	14:15	14:45	15:15	15:45	16:15	16:45	17:15	17:45	18:15	18:45	19:15	19:45	20:45	21:45	22:45	23:45
Ballinfoyle Lochan	07:15	07:45	08:15	08:45	09:15	09:45	10:15	10:45	11:15	11:45	12:15	12:45	13:15	13:45	14:15	14:45	15:15	15:45	16:15	16:45	17:15	17:45	18:15	18:45	19:15	19:45	20:45	21:45	22:45	23:45
Ballinfoyle Árd An Chóiste	07:15	07:45	08:15	08:45	09:15	09:45	10:15	10:45	11:15	11:45	12:15	12:45	13:15	13:45	14:15	14:45	15:15	15:45	16:15	16:45	17:15	17:45	18:15	18:45	19:15	19:45	20:45	21:45	22:45	23:45
Ballinfoyle Cairéal Mór	07:17	07:47	08:17	08:47	09:16	09:46	10:16	10:46	11:16	11:46	12:16	12:46	13:16	13:46	14:16	14:46	15:16	15:46	16:16	16:46	17:16	17:46	18:16	18:46	19:16	19:46	20:46	21:46	22:46	23:46
Ballinfoyle Headford Road	07:19	07:49	08:20	08:50	09:18	09:48	10:18	10:48	11:18	11:48	12:18	12:48	13:18	13:48	14:18	14:48	15:18	15:48	16:17	16:47	17:17	17:47	18:17	18:47	19:17	19:47	20:47	21:47	22:47	23:47
Ballinfoyle Headford Road Church	07:22	07:52	08:23	08:53	09:19	09:49	10:19	10:49	11:19	11:49	12:19	12:49	13:19	13:49	14:19	14:49	15:19	15:49	16:18	16:48	17:18	17:48	18:18	18:48	19:18	19:48	20:47	21:47	22:47	23:47
Ballinfoyle St Francis NS	07:23	07:53	08:25	08:55	09:20	09:50	10:20	10:50	11:20	11:50	12:20	12:50	13:20	13:50	14:20	14:50	15:20	15:50	16:19	16:49	17:19	17:49	18:19	18:49	19:19	19:49	20:48	21:48	22:48	23:48
Ballinfoyle Tirellan Heights	07:23	07:53	08:25	08:55	09:21	09:51	10:21	10:51	11:21	11:51	12:21	12:51	13:21	13:51	14:21	14:51	15:21	15:51	16:20	16:50	17:20	17:50	18:19	18:49	19:19	19:49	20:48	21:48	22:48	23:48
Ballinfoyle Tirellan Heights	07:24	07:54	08:26	08:56	09:21	09:51	10:21	10:51	11:21	11:51	12:21	12:51	13:21	13:51	14:21	14:51	15:21	15:51	16:20	16:50	17:20	17:50	18:20	18:50	19:20	19:50	20:49	21:49	22:49	23:48
Galway Crestwood	07:26	07:56	08:28	08:58	09:23	09:53	10:23	10:53	11:23	11:53	12:23	12:53	13:23	13:53	14:23	14:53	15:23	15:53	16:21	16:51	17:21	17:51	18:20	18:50	19:20	19:50	20:50	21:50	22:50	23:49
Galway Castlelawn Heights	07:27	07:57	08:30	09:00	09:24	09:54	10:24	10:54	11:24	11:54	12:24	12:54	13:24	13:54	14:24	14:54	15:24	15:54	16:23	16:53	17:23	17:53	18:22	18:52	19:22	19:52	20:51	21:51	22:51	23:51
Galway Terryland Retail Pk	07:29	07:59	08:33	09:03	09:26	09:56	10:26	10:56	11:26	11:56	12:26	12:56	13:26	13:56	14:26	14:56	15:26	15:56	16:26	16:56	17:26	17:56	18:24	18:54	19:24	19:54	20:53	21:53	22:53	23:52
Galway Centre	07:31	08:01	08:35	09:05	09:29	09:59	10:29	10:59	11:29	11:59	12:29	12:59	13:29	13:59	14:29	14:59	15:29	15:59	16:28	16:58	17:30	18:00	18:26	18:56	19:26	19:56	20:55	21:55	22:55	23:53
Galway Woodquay Court	07:33	08:03	08:38	09:08	09:31	10:01	10:31	11:01	11:31	12:01	12:31	13:01	13:31	14:01	14:31	15:01	15:31	16:01	16:33	17:03	17:38	18:08	18:28	18:58	19:28	19:58	20:56	21:56	22:56	23:54
Galway Franciscan Friary	07:34	08:04	08:41	09:11	09:33	10:03	10:33	11:03	11:33	12:03	12:33	13:03	13:33	14:03	14:33	15:03	15:33	16:03	16:36	17:06	17:41	18:11	18:30	19:00	19:30	20:00	20:57	21:57	22:57	23:55
Eyre Square	07:36	08:06	08:43	09:13	09:35	10:05	10:35	11:05	11:35	12:05	12:35	13:05	13:35	14:05	14:35	15:05	15:35	16:05	16:39	17:09	17:43	18:13	18:32	19:02	19:32	20:02	20:59	21:59	22:59	23:56

Table 8-4: Eyre Square to Bothar an Chóiste - Saturday Timetable

Eyre Square Galway - Bothair an Choiste (Opp Maigh Riocard)

Eyre Square	07:15	07:45	08:15	08:45	09:15	09:45	10:15	10:45	11:15	11:45	12:15	12:45	13:15	13:45	14:15	14:45	15:15	15:45	16:15	16:45	17:15	17:45	18:15	18:45	19:15	20:15	21:15	22:15	23:15
Galway, outside Francis Street	07:16	07:46	08:16	08:46	09:16	09:46	10:16	10:46	11:16	11:46	12:16	12:46	13:16	13:46	14:16	14:46	15:17	15:47	16:17	16:47	17:16	17:46	18:16	18:46	19:17	20:17	21:17	22:17	23:17
Galway Headford Road	07:17	07:47	08:17	08:47	09:18	09:48	10:18	10:48	11:18	11:48	12:19	12:49	13:19	13:49	14:19	14:49	15:20	15:50	16:20	16:50	17:19	17:49	18:19	18:49	19:18	20:18	21:18	22:18	23:18
Galway Retail Park	07:18	07:48	08:18	08:48	09:20	09:50	10:20	10:50	11:20	11:50	12:22	12:52	13:22	13:52	14:22	14:52	15:24	15:54	16:24	16:54	17:22	17:52	18:22	18:52	19:19	20:19	21:19	22:19	23:19
Ballinfoyle Terryland Retail Pk	07:20	07:50	08:20	08:50	09:22	09:52	10:22	10:52	11:22	11:52	12:26	12:56	13:26	13:56	14:26	14:56	15:29	15:59	16:29	16:59	17:26	17:56	18:26	18:56	19:21	20:21	21:21	22:21	23:21
Ballinfoyle Castlelawn Heights	07:21	07:51	08:21	08:51	09:23	09:53	10:23	10:53	11:23	11:53	12:27	12:57	13:27	13:57	14:27	14:57	15:30	16:00	16:30	17:00	17:27	17:57	18:27	18:57	19:22	20:22	21:22	22:22	23:22
Ballinfoyle Crestwood	07:22	07:52	08:22	08:52	09:24	09:54	10:24	10:54	11:24	11:54	12:29	12:59	13:29	13:59	14:29	14:59	15:32	16:02	16:32	17:02	17:29	17:59	18:29	18:59	19:24	20:24	21:24	22:24	23:24
Ballinfoyle Tirellan Heights	07:23	07:53	08:23	08:53	09:25	09:55	10:25	10:55	11:25	11:55	12:30	13:00	13:30	14:00	14:30	15:00	15:33	16:03	16:33	17:03	17:30	18:00	18:30	19:00	19:25	20:25	21:25	22:25	23:25
Ballinfoyle Tirellan Heights	07:24	07:54	08:24	08:54	09:26	09:56	10:26	10:56	11:26	11:56	12:31	13:01	13:31	14:01	14:31	15:01	15:34	16:04	16:34	17:04	17:31	18:01	18:31	19:01	19:26	20:26	21:26	22:26	23:26
Ballinfoyle St Francis NS	07:24	07:54	08:24	08:54	09:27	09:57	10:27	10:57	11:27	11:57	12:32	13:02	13:32	14:02	14:32	15:02	15:35	16:05	16:35	17:05	17:32	18:02	18:32	19:02	19:27	20:27	21:27	22:27	23:27
Ballinfoyle Headford Road Church	07:25	07:55	08:25	08:55	09:27	09:57	10:27	10:57	11:27	11:57	12:32	13:02	13:32	14:02	14:32	15:02	15:36	16:06	16:36	17:06	17:32	18:02	18:32	19:02	19:28	20:28	21:28	22:28	23:28
Ballinfoyle Mews	07:25	07:55	08:25	08:55	09:28	09:58	10:28	10:58	11:28	11:58	12:33	13:03	13:33	14:03	14:33	15:03	15:36	16:06	16:36	17:06	17:33	18:03	18:33	19:03	19:28	20:28	21:28	22:28	23:28
Ballinfoyle Cairéal Mór	07:26	07:56	08:26	08:56	09:29	09:59	10:29	10:59	11:29	11:59	12:34	13:04	13:34	14:04	14:34	15:04	15:37	16:07	16:37	17:07	17:34	18:04	18:34	19:04	19:29	20:29	21:29	22:29	23:29
Ballinfoyle Árd An Chóiste	07:26	07:56	08:26	08:56	09:29	09:59	10:29	10:59	11:29	11:59	12:34	13:04	13:34	14:04	14:34	15:04	15:38	16:08	16:38	17:08	17:34	18:04	18:34	19:04	19:30	20:30	21:30	22:30	23:30
Monivee Cluain Riocard	07:27	07:57	08:27	08:57	09:30	10:00	10:30	11:00	11:30	12:00	12:35	13:05	13:35	14:05	14:35	15:05	15:39	16:09	16:39	17:09	17:35	18:05	18:35	19:05	19:31	20:31	21:31	22:31	23:31
Galway Maigh Riocaird	07:29	07:59	08:29	08:59	09:32	10:02	10:32	11:02	11:32	12:02	12:37	13:07	13:37	14:07	14:37	15:07	15:40	16:10	16:40	17:10	17:37	18:07	18:37	19:07	19:32	20:32	21:32	22:32	23:32

Table 8-5: Bothar an Chóisteto Eyre Square - Saturday Timetable

Bothair an Choiste (Maigh Riocard) - Eyre Square Galway

Ballinfoyle Maigh Riocard	07:45	08:15	08:45	09:15	09:45	10:15	10:45	11:15	11:45	12:15	12:45	13:15	13:45	14:15	14:45	15:15	15:45	16:15	16:45	17:15	17:45	18:15	18:45	19:15	19:45	20:45	21:45	22:45	23:45
Ballinfoyle Lochan	07:45	08:15	08:45	09:15	09:45	10:15	10:45	11:15	11:45	12:15	12:45	13:15	13:45	14:15	14:45	15:15	15:45	16:15	16:45	17:15	17:45	18:15	18:45	19:15	19:45	20:45	21:45	22:45	23:45
Ballinfoyle Árd An Chóiste	07:45	08:15	08:45	09:15	09:45	10:15	10:45	11:15	11:45	12:15	12:45	13:15	13:45	14:15	14:45	15:15	15:45	16:15	16:45	17:15	17:45	18:15	18:45	19:15	19:45	20:45	21:45	22:45	23:45
Ballinfoyle Cairéal Mór	07:46	08:16	08:46	09:16	09:46	10:16	10:46	11:16	11:46	12:16	12:46	13:16	13:46	14:16	14:46	15:16	15:46	16:16	16:46	17:16	17:46	18:16	18:46	19:16	19:46	20:46	21:46	22:46	23:46
Ballinfoyle Headford Road	07:47	08:17	08:47	09:17	09:47	10:17	10:47	11:17	11:47	12:18	12:48	13:18	13:48	14:18	14:48	15:17	15:47	16:17	16:47	17:17	17:47	18:17	18:47	19:17	19:47	20:47	21:47	22:47	23:47
Ballinfoyle Headford Road Church	07:48	08:18	08:48	09:18	09:48	10:18	10:48	11:18	11:48	12:19	12:49	13:19	13:49	14:19	14:49	15:18	15:48	16:18	16:48	17:18	17:48	18:18	18:48	19:18	19:48	20:48	21:48	22:48	23:48
Ballinfoyle St Francis NS	07:49	08:19	08:49	09:19	09:49	10:19	10:49	11:19	11:49	12:20	12:50	13:20	13:50	14:20	14:50	15:19	15:49	16:19	16:49	17:19	17:49	18:19	18:49	19:19	19:49	20:48	21:48	22:48	23:48
Ballinfoyle Tirellan Heights	07:49	08:19	08:49	09:19	09:49	10:19	10:49	11:19	11:49	12:21	12:51	13:21	13:51	14:21	14:51	15:19	15:49	16:19	16:49	17:19	17:49	18:19	18:49	19:19	19:49	20:49	21:49	22:49	23:49
Ballinfoyle Tirellan Heights	07:49	08:20	08:50	09:20	09:50	10:20	10:50	11:20	11:50	12:21	12:51	13:21	13:51	14:21	14:51	15:20	15:50	16:20	16:50	17:20	17:50	18:20	18:50	19:20	19:50	20:49	21:49	22:49	23:49
Galway Crestwood	07:50	08:21	08:51	09:21	09:51	10:21	10:51	11:21	11:51	12:23	12:53	13:23	13:53	14:23	14:53	15:21	15:51	16:21	16:51	17:21	17:51	18:21	18:51	19:21	19:51	20:50	21:50	22:50	23:50
Galway Castlelawn Heights	07:52	08:22	08:52	09:22	09:52	10:23	10:53	11:23	11:53	12:24	12:54	13:24	13:54	14:24	14:54	15:23	15:53	16:23	16:53	17:23	17:53	18:22	18:52	19:22	19:52	20:52	21:52	22:52	23:52
Galway Terryland Retail Pk	07:53	08:24	08:54	09:24	09:54	10:24	10:54	11:24	11:54	12:27	12:57	13:27	13:57	14:27	14:57	15:24	15:54	16:24	16:54	17:24	17:54	18:24	18:54	19:24	19:54	20:53	21:53	22:53	23:53
Galway Centre	07:54	08:25	08:55	09:25	09:55	10:26	10:56	11:26	11:56	12:31	13:01	13:31	14:01	14:31	15:01	15:26	15:56	16:26	16:56	17:26	17:56	18:25	18:55	19:25	19:55	20:54	21:54	22:54	23:54
Galway Woodquay Court	07:55	08:27	08:57	09:27	09:57	10:29	10:59	11:29	11:59	12:34	13:04	13:34	14:04	14:34	15:04	15:29	15:59	16:29	16:59	17:29	17:59	18:27	18:57	19:27	19:57	20:55	21:55	22:55	23:55
Galway Franciscan Friary	07:56	08:29	08:59	09:29	09:59	10:31	11:01	11:31	12:01	12:36	13:06	13:36	14:06	14:36	15:06	15:31	16:01	16:31	17:01	17:31	18:01	18:29	18:59	19:29	19:59	20:56	21:56	22:56	23:56
Eyre Square	07:57	08:31	09:01	09:31	10:01	10:33	11:03	11:33	12:03	12:38	13:08	13:38	14:08	14:38	15:08	15:33	16:03	16:33	17:03	17:33	18:03	18:31	19:01	19:31	20:01	20:58	21:58	22:58	23:58

Table 8-6: Eyre Square to Bothar an Chóiste - Sunday Timetable

Eyre Square Galway - Bothair an Choiste (Opp Maigh Riocard)

Eyre Square	08:15	09:15	10:15	11:15	12:15	13:15	14:15	15:15	16:15	17:15	18:15	19:15	20:15	21:15	22:15	23:15
Galway, outside Francis Street	08:16	09:16	10:16	11:16	12:16	13:16	14:16	15:16	16:16	17:16	18:16	19:16	20:16	21:16	22:16	23:16
Galway Headford Road	08:17	09:17	10:17	11:17	12:17	13:18	14:18	15:18	16:18	17:20	18:20	19:18	20:18	21:18	22:18	23:18
Galway Retail Park	08:18	09:18	10:18	11:18	12:18	13:21	14:21	15:21	16:21	17:23	18:23	19:19	20:19	21:19	22:19	23:19
Ballinfoyle Terryland Retail Pk	08:20	09:20	10:20	11:20	12:20	13:24	14:24	15:24	16:24	17:27	18:27	19:21	20:21	21:21	22:21	23:21
Ballinfoyle Castlelawn Heights	08:21	09:21	10:21	11:21	12:21	13:25	14:25	15:25	16:25	17:28	18:28	19:22	20:22	21:22	22:22	23:22
Ballinfoyle Crestwood	08:23	09:23	10:23	11:23	12:23	13:27	14:27	15:27	16:27	17:30	18:30	19:24	20:24	21:24	22:24	23:24
Ballinfoyle Tirellan Heights	08:24	09:24	10:24	11:24	12:24	13:28	14:28	15:28	16:28	17:31	18:31	19:25	20:25	21:25	22:25	23:25
Ballinfoyle Tirellan Heights	08:24	09:24	10:24	11:24	12:24	13:29	14:29	15:29	16:29	17:32	18:32	19:26	20:26	21:26	22:26	23:26
Ballinfoyle St Francis NS	08:25	09:25	10:25	11:25	12:25	13:30	14:30	15:30	16:30	17:33	18:33	19:27	20:27	21:27	22:27	23:27
Ballinfoyle Headford Road Church	08:26	09:26	10:26	11:26	12:26	13:31	14:31	15:31	16:31	17:34	18:34	19:28	20:28	21:28	22:28	23:28
Ballinfoyle Mews	08:26	09:26	10:26	11:26	12:26	13:31	14:31	15:31	16:31	17:34	18:34	19:28	20:28	21:28	22:28	23:28
Ballinfoyle Cairéal Mór	08:28	09:28	10:28	11:28	12:28	13:33	14:33	15:33	16:33	17:36	18:36	19:30	20:30	21:30	22:30	23:30
Ballinfoyle Árd An Chóiste	08:29	09:29	10:29	11:29	12:29	13:34	14:34	15:34	16:34	17:37	18:37	19:31	20:31	21:31	22:31	23:31
Monivee Cluain Riocard	08:30	09:30	10:30	11:30	12:30	13:35	14:35	15:35	16:35	17:38	18:38	19:32	20:32	21:32	22:32	23:32
Galway Maigh Riocaird	08:31	09:31	10:31	11:31	12:31	13:36	14:36	15:36	16:36	17:39	18:39	19:33	20:33	21:33	22:33	23:33

Table 8-7: Bothar an Chóisteto Eyre Square - Sunday Timetable

Bothair an Choiste (Maigh Riocard) - Eyre Square Galway

Ballinfoyle Maigh Riocard	08:45	09:45	10:45	11:45	12:45	13:45	14:45	15:45	16:45	17:45	18:45	19:45	20:45	21:45	22:45	23:45
Ballinfoyle Lochan	08:45	09:45	10:45	11:45	12:45	13:45	14:45	15:45	16:45	17:45	18:45	19:45	20:45	21:45	22:45	23:45
Ballinfoyle Árd An Chóiste	08:46	09:46	10:46	11:46	12:46	13:46	14:46	15:46	16:46	17:46	18:46	19:46	20:46	21:46	22:46	23:46
Ballinfoyle Cairéal Mór	08:47	09:47	10:47	11:47	12:47	13:47	14:47	15:47	16:47	17:47	18:47	19:47	20:47	21:47	22:47	23:47
Ballinfoyle Headford Road	08:48	09:48	10:48	11:48	12:48	13:48	14:48	15:48	16:48	17:48	18:48	19:48	20:48	21:48	22:48	23:48
Ballinfoyle Headford Road Church	08:49	09:49	10:49	11:49	12:49	13:49	14:49	15:49	16:49	17:49	18:49	19:49	20:49	21:49	22:49	23:49
Ballinfoyle St Francis NS	08:50	09:50	10:50	11:50	12:50	13:50	14:50	15:50	16:50	17:50	18:50	19:50	20:50	21:50	22:50	23:50
Ballinfoyle Tirellan Heights	08:50	09:50	10:50	11:50	12:50	13:50	14:50	15:50	16:50	17:50	18:50	19:50	20:50	21:50	22:50	23:50
Ballinfoyle Tirellan Heights	08:51	09:51	10:51	11:51	12:51	13:51	14:51	15:51	16:51	17:51	18:51	19:51	20:51	21:51	22:51	23:51
Galway Crestwood	08:52	09:52	10:52	11:52	12:52	13:52	14:52	15:52	16:52	17:52	18:52	19:52	20:52	21:52	22:52	23:52
Galway Castlelawn Heights	08:54	09:54	10:54	11:54	12:54	13:54	14:54	15:54	16:54	17:54	18:54	19:54	20:54	21:54	22:54	23:54
Galway Terryland Retail Pk	08:56	09:56	10:56	11:56	12:56	13:57	14:57	15:57	16:56	17:56	18:56	19:56	20:56	21:55	22:55	23:55
Galway Centre	08:58	09:58	10:58	11:58	12:58	14:03	15:03	16:03	16:58	17:58	18:58	19:58	20:58	21:56	22:56	23:56
Galway Woodquay Court	09:00	10:00	11:00	12:00	13:00	14:06	15:06	16:06	17:02	18:02	19:00	20:00	21:00	21:57	22:57	23:57
Galway Franciscan Friary	09:02	10:02	11:02	12:02	13:02	14:08	15:08	16:08	17:04	18:04	19:01	20:01	21:01	21:58	22:58	23:58
Eyre Square	09:03	10:03	11:03	12:03	13:03	14:09	15:09	16:09	17:06	18:06	19:03	20:03	21:03	22:00	23:00	00:00

9.0 CONCLUSIONS AND RECOMMENDATIONS

9.1 CONCLUSIONS

The existing junctions in the vicinity of the proposed development were analysed to ascertain the potential impact of the proposed development on the surrounding road network. The resulting assessment is summarised as follows:

Junction 1 – Priority Junction L5041 / Bothar an Chóiste

The PICADY analysis results indicate that the newly proposed junction is operating well within capacity for all existing traffic Streams in both the morning and evening peak periods. This will continue to be the case for the 2024 Opening Year scenario with slight increases projected in the RFC and queue lengths for both the morning and evening peak periods.

For the design year 2039, the priority junction is forecast to operate within capacity for all Streams in both the morning and evening peak periods for the No Development scenario. The inclusion of the potential development traffic will result in a minor increase in both delays and queueing for all traffic Streams in the morning and evening peaks with the Stream B-AC approaching 0.85 for a 15-minute period (with a 5.1 PCU queue forecast), but the Junction is projected to continue to operate within capacity.

Junction 2 – Priority Junction L5041 / Baile an Chóiste

The PICADY analysis results indicate that the junction is currently operating well within capacity for all traffic Streams in both the morning and evening peak periods. This will continue to be the case for the 2024 Opening Year scenario with slight increases projected in the RFC and queue lengths for both the morning and evening peak periods.

For the design year 2039, the priority junction is forecast to operate well within capacity for all Streams in both the morning and evening peak periods for the No Development scenario. The inclusion of the potential development traffic will result in a minor increase in both delays and queueing for all traffic Streams, but the Junction is projected to continue to operate well within capacity.

9.1.1 General

A total of 260 no. car parking spaces and 438 bicycle parking spaces will be provided onsite.

9.2 RECOMMENDATIONS

This report recommends that:

- Site access junction visibility splays should provide at minimum 2.4 x 45m visibility splay for traffic leaving the development onto the Bothar an Chóiste Road (for 50km/h design speed limits).
- Visibility splays should be kept free of all restrictions including signage.
- Stop markings and a stop sign should be installed at the main entrance.
- Pedestrian footway links with associated dropped kerbing and tactile paving to be provided at all pedestrian crossing points internally. Raised tables are being provided for the future junctions along the length of the main access road to further slow traffic and provide safer crossing points for pedestrians and cyclists.

Appendix A. Traffic Count Data

Tobin Consulting Engineers

10750 - Baile an Chóiste Road Traffic Count **June 2019**

MANUAL CLASSIFIED JUNCTION TURNING COUNT **TRA/19/131**

SITE: 01 DATE: 20th June 2019

LOCATION: Baile an Chóiste Road/Castlegar Road DAY: Thursday

	MOVEMENT 1							MOVEMENT 2							MOVEMENT 3						
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**
07:00	8	0	0	0	0	8	8	4	0	0	0	1	5	6	5	0	0	0	0	5	5
07:15	10	0	0	0	0	10	10	8	0	0	0	0	8	8	7	0	0	0	0	7	7
07:30	9	0	0	0	0	9	9	7	0	0	0	0	7	7	4	0	0	0	0	4	4
07:45	8	0	0	0	0	8	8	5	0	0	0	0	5	5	2	0	0	0	0	2	2
H/TOT	35	0	0	0	0	35	35	24	0	0	0	1	25	26	18	0	0	0	0	18	18
08:00	11	0	0	0	0	11	11	11	0	0	0	0	11	11	3	0	0	0	0	3	3
08:15	16	0	0	0	1	17	18	6	0	0	0	0	6	6	4	0	0	0	0	4	4
08:30	22	0	0	0	0	22	22	3	0	0	0	0	3	3	8	0	0	0	0	8	8
08:45	12	0	0	0	0	12	12	10	0	0	0	0	10	10	3	0	0	0	0	3	3
H/TOT	61	0	0	0	1	62	63	30	0	0	0	0	30	30	18	0	0	0	0	18	18
09:00	11	0	0	0	0	11	11	4	0	0	0	0	4	4	10	0	0	0	0	10	10
09:15	4	0	0	0	0	4	4	4	0	0	0	0	4	4	7	0	0	0	0	7	7
09:30	7	0	0	0	0	7	7	1	0	0	0	0	1	1	5	0	0	0	0	5	5
09:45	2	0	0	0	0	2	2	1	0	0	0	0	1	1	9	0	0	0	0	9	9
H/TOT	24	0	0	0	0	24	24	10	0	0	0	0	10	10	31	0	0	0	0	31	31
10:00	4	0	0	0	0	4	4	1	0	0	0	0	1	1	7	0	0	0	0	7	7
10:15	3	0	0	0	0	3	3	1	0	0	0	0	1	1	4	0	0	0	0	4	4
10:30	3	0	0	0	0	3	3	2	0	0	0	0	2	2	5	0	0	0	0	5	5
10:45	9	0	0	0	0	9	9	9	0	0	0	0	9	9	8	0	0	0	0	8	8
H/TOT	19	0	0	0	0	19	19	13	0	0	0	0	13	13	24	0	0	0	0	24	24
11:00	5	0	0	0	0	5	5	5	0	0	0	0	5	5	10	0	0	0	0	10	10
11:15	3	0	0	0	0	3	3	3	0	0	0	0	3	3	6	0	0	0	0	6	6
11:30	4	0	0	0	0	4	4	2	0	0	0	0	2	2	12	0	0	0	0	12	12
11:45	8	0	0	0	0	8	8	2	0	0	0	0	2	2	4	0	0	0	0	4	4
H/TOT	20	0	0	0	0	20	20	12	0	0	0	0	12	12	32	0	0	0	0	32	32
12:00	3	0	0	0	0	3	3	5	0	0	0	0	5	5	4	0	0	0	0	4	4
12:15	6	0	0	0	0	6	6	1	0	0	0	0	1	1	3	0	0	0	0	3	3
12:30	6	0	0	0	0	6	6	0	0	0	0	0	0	0	4	0	0	0	0	4	4
12:45	6	0	0	0	0	6	6	4	0	0	0	0	4	4	11	0	0	0	0	11	11
H/TOT	21	0	0	0	0	21	21	10	0	0	0	0	10	10	22	0	0	0	0	22	22

Tobin Consulting Engineers

10750 - Baile an Chóiste Traffic Count **June 2019**

MANUAL CLASSIFIED JUNCTION TURNING COUNT **TRA/19/131**

SITE: 01 DATE: 20th June 2019

LOCATION: Baile an Chóiste Road/Castlegar Road DAY: Thursday

	MOVEMENT 1							MOVEMENT 2							MOVEMENT 3						
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**
13:00	5	0	0	0	0	5	5	2	0	0	0	0	2	2	7	0	0	0	0	7	7
13:15	8	0	0	0	1	9	10	3	0	0	0	0	3	3	13	0	0	0	0	13	13
13:30	9	0	0	0	1	10	11	5	0	0	0	0	5	5	15	0	0	0	0	15	15
13:45	11	0	0	0	0	11	11	3	0	0	0	0	3	3	5	0	0	0	1	6	7
H/TOT	33	0	0	0	2	35	37	13	0	0	0	0	13	13	40	0	0	0	1	41	42
14:00	5	0	0	0	0	5	5	3	0	0	0	0	3	3	10	0	0	0	0	10	10
14:15	9	0	0	0	0	9	9	6	0	0	0	0	6	6	9	0	0	0	0	9	9
14:30	13	0	0	0	0	13	13	8	0	0	0	0	8	8	13	0	0	0	0	13	13
14:45	9	0	0	0	0	9	9	3	0	0	0	0	3	3	19	0	0	0	0	19	19
H/TOT	36	0	0	0	0	36	36	20	0	0	0	0	20	20	51	0	0	0	0	51	51
15:00	16	0	0	0	0	16	16	0	0	0	0	0	0	0	34	0	0	0	0	34	34
15:15	10	0	0	0	0	10	10	2	0	0	0	0	2	2	22	0	0	0	0	22	22
15:30	6	0	0	0	0	6	6	3	0	0	0	0	3	3	21	0	0	0	0	21	21
15:45	16	0	0	0	0	16	16	3	0	0	0	0	3	3	29	0	0	0	0	29	29
H/TOT	48	0	0	0	0	48	48	8	0	0	0	0	8	8	106	0	0	0	0	106	106
16:00	5	0	0	0	0	5	5	4	0	0	0	0	4	4	19	0	0	0	0	19	19
16:15	13	0	0	0	0	13	13	1	0	0	0	0	1	1	59	0	0	0	0	59	59
16:30	13	0	0	0	1	14	15	1	0	0	0	0	1	1	34	0	0	0	0	34	34
16:45	10	0	0	0	0	10	10	1	0	0	0	0	1	1	66	0	0	0	0	66	66
H/TOT	41	0	0	0	1	42	43	7	0	0	0	0	7	7	178	0	0	0	0	178	178
17:00	15	0	0	0	0	15	15	1	0	0	0	0	1	1	60	0	0	0	0	60	60
17:15	13	0	0	0	0	13	13	2	0	0	0	0	2	2	60	0	0	0	0	60	60
17:30	5	0	0	0	0	5	5	5	0	0	0	0	5	5	66	0	0	0	0	66	66
17:45	9	0	0	0	0	9	9	2	0	0	0	0	2	2	76	0	0	0	0	76	76
H/TOT	42	0	0	0	0	42	42	10	0	0	0	0	10	10	262	0	0	0	0	262	262
18:00	11	0	0	0	0	11	11	1	0	0	0	0	1	1	63	0	0	0	0	63	63
18:15	15	0	0	0	0	15	15	3	0	0	0	0	3	3	34	0	0	0	0	34	34
18:30	5	0	0	0	0	5	5	4	0	0	0	0	4	4	16	0	0	0	0	16	16
18:45	8	0	0	0	0	8	8	2	0	0	0	0	2	2	11	0	0	0	0	11	11

H/TOT	39	0	0	0	0	39	39	10	0	0	0	0	10	10	124	0	0	0	0	124	124
P/TOT	419	0	0	0	4	423	427	167	0	0	0	1	168	169	906	0	0	0	1	907	908

Tobin Consulting Engineers

10750 - Baile an Chóiste Road Traffic Count **June 2019**

MANUAL CLASSIFIED JUNCTION TURNING COUNT **TRA/19/131**

SITE: 01 DATE: 20th June 2019

LOCATION: Baile an Chóiste Road/Castlegar Road DAY: Thursday

	MOVEMENT 4							MOVEMENT 5							MOVEMENT 6						
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**
07:00	0	0	0	0	0	0	0	7	0	0	0	0	7	7	2	0	0	0	0	2	2
07:15	3	0	0	0	0	3	3	5	0	0	0	1	6	7	0	0	0	0	0	0	0
07:30	3	0	0	0	0	3	3	15	0	0	0	0	15	15	1	0	0	0	0	1	1
07:45	0	0	0	0	0	0	0	7	0	0	0	1	8	9	3	0	0	0	0	3	3
H/TOT	6	0	0	0	0	6	6	34	0	0	0	2	36	38	6	0	0	0	0	6	6
08:00	1	0	0	0	0	1	1	10	0	0	0	1	11	12	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	12	0	0	0	0	12	12	2	0	0	0	0	2	2
08:30	1	0	0	0	0	1	1	4	0	0	0	1	5	6	3	0	0	0	0	3	3
08:45	1	0	0	0	0	1	1	13	0	0	0	0	13	13	0	0	0	0	0	0	0
H/TOT	3	0	0	0	0	3	3	39	0	0	0	2	41	43	5	0	0	0	0	5	5
09:00	6	0	0	0	0	6	6	22	0	0	0	1	23	24	0	0	0	0	0	0	0
09:15	3	0	0	0	0	3	3	10	0	0	0	0	10	10	1	0	0	0	0	1	1
09:30	2	0	0	0	0	2	2	8	0	0	0	1	9	10	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	15	0	0	0	0	15	15	1	0	0	0	0	1	1
H/TOT	11	0	0	0	0	11	11	55	0	0	0	2	57	59	2	0	0	0	0	2	2
10:00	2	0	0	0	0	2	2	14	0	0	0	1	15	16	1	0	0	0	0	1	1
10:15	1	0	0	0	0	1	1	12	0	0	0	0	12	12	3	0	0	0	0	3	3
10:30	2	0	0	0	0	2	2	10	0	0	0	1	11	12	1	0	0	0	0	1	1
10:45	2	0	0	0	0	2	2	13	0	0	0	0	13	13	4	0	0	0	0	4	4
H/TOT	7	0	0	0	0	7	7	49	0	0	0	2	51	53	9	0	0	0	0	9	9
11:00	3	0	0	0	0	3	3	12	0	0	0	2	14	16	0	0	0	0	0	0	0
11:15	2	0	0	0	0	2	2	17	0	0	0	1	18	19	1	0	0	0	0	1	1
11:30	0	0	0	0	0	0	0	10	0	0	0	1	11	12	4	0	0	0	0	4	4
11:45	2	0	0	0	0	2	2	17	0	0	0	1	18	19	0	0	0	0	0	0	0
H/TOT	7	0	0	0	0	7	7	56	0	0	0	5	61	66	5	0	0	0	0	5	5
12:00	1	0	0	0	0	1	1	14	0	0	0	2	16	18	0	0	0	0	0	0	0
12:15	5	0	0	0	0	5	5	16	0	0	0	0	16	16	1	0	0	0	0	1	1
12:30	5	0	0	0	0	5	5	20	0	0	0	1	21	22	1	0	0	0	0	1	1
12:45	5	0	0	0	0	5	5	23	0	0	0	0	23	23	3	0	0	0	0	3	3
H/TOT	16	0	0	0	0	16	16	73	0	0	0	3	76	79	5	0	0	0	0	5	5

Tobin Consulting Engineers

10750 - Baile an Chóiste Traffic Count **June 2019**

MANUAL CLASSIFIED JUNCTION TURNING COUNT **TRA/19/131**

SITE: 01 DATE: 20th June 2019

LOCATION: Baile an Chóiste Road/Castlegar Road DAY: Thursday

	MOVEMENT 4							MOVEMENT 5							MOVEMENT 6						
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**
13:00	5	0	0	0	0	5	5	17	0	0	0	1	18	19	3	0	0	0	0	3	3
13:15	4	0	0	0	0	4	4	17	0	0	0	0	17	17	3	0	0	0	0	3	3
13:30	5	0	0	0	0	5	5	22	0	0	0	1	23	24	3	0	0	0	0	3	3
13:45	1	0	0	0	0	1	1	23	0	0	0	0	23	23	1	0	0	0	0	1	1
H/TOT	15	0	0	0	0	15	15	79	0	0	0	2	81	83	10	0	0	0	0	10	10
14:00	6	0	0	0	0	6	6	14	0	0	0	1	15	16	2	0	0	0	0	2	2
14:15	2	0	0	0	0	2	2	13	0	0	0	0	13	13	1	0	0	0	0	1	1
14:30	3	0	0	0	0	3	3	29	0	0	0	0	29	29	2	0	0	0	0	2	2
14:45	5	0	0	0	0	5	5	33	0	0	0	2	35	37	4	0	0	0	0	4	4
H/TOT	16	0	0	0	0	16	16	89	0	0	0	3	92	95	9	0	0	0	0	9	9
15:00	6	0	0	0	0	6	6	12	0	0	0	1	13	14	1	0	0	0	0	1	1
15:15	7	0	0	0	0	7	7	16	0	0	0	1	17	18	0	0	0	0	0	0	0
15:30	6	0	0	0	0	6	6	19	0	0	0	2	21	23	4	0	0	0	0	4	4
15:45	1	0	0	0	0	1	1	23	0	0	0	0	23	23	5	0	0	0	0	5	5
H/TOT	20	0	0	0	0	20	20	70	0	0	0	4	74	78	10	0	0	0	0	10	10
16:00	3	0	0	0	0	3	3	19	0	0	0	1	20	21	2	0	0	0	0	2	2
16:15	10	0	0	0	0	10	10	17	0	0	0	0	17	17	1	0	0	0	0	1	1
16:30	9	0	0	0	0	9	9	20	0	0	0	1	21	22	0	0	0	0	0	0	0
16:45	6	0	0	0	0	6	6	28	0	0	0	0	28	28	7	0	0	0	0	7	7
H/TOT	28	0	0	0	0	28	28	84	0	0	0	2	86	88	10	0	0	0	0	10	10
17:00	5	0	0	0	0	5	5	22	0	0	0	1	23	24	3	0	0	0	0	3	3
17:15	10	0	0	0	0	10	10	28	0	0	0	0	28	28	3	0	0	0	0	3	3
17:30	10	0	0	0	0	10	10	30	0	0	0	0	30	30	3	0	0	0	0	3	3
17:45	7	0	0	0	0	7	7	24	0	0	0	1	25	26	2	0	0	0	0	2	2
H/TOT	32	0	0	0	0	32	32	104	0	0	0	2	106	108	11	0	0	0	0	11	11
18:00	4	0	0	0	0	4	4	24	0	0	0	1	25	26	4	0	0	0	0	4	4
18:15	6	0	0	0	0	6	6	22	0	0	0	1	23	24	3	0	0	0	0	3	3
18:30	2	0	0	0	0	2	2	24	0	0	0	1	25	26	2	0	0	0	0	2	2
18:45	4	0	0	0	0	4	4	18	0	0	0	0	18	18	2	0	0	0	0	2	2

H/TOT	16	0	0	0	0	16	16	88	0	0	0	3	91	94	11	0	0	0	0	11	11
P/TOT	177	0	0	0	0	177	177	820	0	0	0	32	852	884	93	0	0	0	0	93	93

Tobin Consulting Engineers

10750 - Baile an Chóiste Road Traffic Count **June 2019**

MANUAL CLASSIFIED JUNCTION TURNING COUNT **TRA/19/131**

SITE: 01 DATE: 20th June 2019

LOCATION: Baile an Chóiste Road/Castlegar Road DAY: Thursday

	MOVEMENT 7							MOVEMENT 8							MOVEMENT 9						
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**
07:00	2	0	0	0	0	2	2	0	0	0	0	0	0	0	9	0	0	0	0	9	9
07:15	2	0	0	0	0	2	2	0	0	0	0	0	0	0	8	0	0	0	0	8	8
07:30	1	0	0	0	0	1	1	1	0	0	0	0	1	1	7	0	0	0	0	7	7
07:45	2	0	0	0	0	2	2	1	0	0	0	0	1	1	9	0	0	0	0	9	9
H/TOT	7	0	0	0	0	7	7	2	0	0	0	0	2	2	33	0	0	0	0	33	33
08:00	3	0	0	0	0	3	3	0	0	0	0	0	0	0	10	0	0	0	0	10	10
08:15	3	0	0	0	0	3	3	1	0	0	0	0	1	1	19	0	0	0	0	19	19
08:30	2	0	0	0	0	2	2	0	0	0	0	0	0	0	14	0	0	0	0	14	14
08:45	4	0	0	0	0	4	4	1	0	0	0	0	1	1	9	0	0	0	0	9	9
H/TOT	12	0	0	0	0	12	12	2	0	0	0	0	2	2	52	0	0	0	0	52	52
09:00	6	0	0	0	0	6	6	1	0	0	0	0	1	1	5	0	0	0	0	5	5
09:15	1	0	0	0	0	1	1	0	0	0	0	0	0	0	6	0	0	0	0	6	6
09:30	4	0	0	0	0	4	4	0	0	0	0	0	0	0	2	0	0	0	0	2	2
09:45	5	0	0	0	0	5	5	0	0	0	0	0	0	0	3	0	0	0	0	3	3
H/TOT	16	0	0	0	0	16	16	1	0	0	0	0	1	1	16	0	0	0	0	16	16
10:00	6	0	0	0	0	6	6	1	0	0	0	0	1	1	3	0	0	0	0	3	3
10:15	0	0	0	0	0	0	0	1	0	0	0	0	1	1	3	0	0	0	0	3	3
10:30	4	0	0	0	0	4	4	4	0	0	0	0	4	4	8	0	0	0	0	8	8
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6
H/TOT	10	0	0	0	0	10	10	6	0	0	0	0	6	6	20	0	0	0	0	20	20
11:00	5	0	0	0	0	5	5	0	0	0	0	0	0	0	6	0	0	0	0	6	6
11:15	3	0	0	0	0	3	3	0	0	0	0	0	0	0	3	0	0	0	0	3	3
11:30	5	0	0	0	0	5	5	1	0	0	0	0	1	1	6	0	0	0	0	6	6
11:45	3	0	0	0	0	3	3	0	0	0	0	0	0	0	10	0	0	0	0	10	10
H/TOT	16	0	0	0	0	16	16	1	0	0	0	0	1	1	25	0	0	0	0	25	25
12:00	3	0	0	0	0	3	3	1	0	0	0	0	1	1	5	0	0	0	0	5	5
12:15	8	0	0	0	0	8	8	0	0	0	0	0	0	0	3	0	0	0	0	3	3
12:30	6	0	0	0	0	6	6	1	0	0	0	0	1	1	4	0	0	0	0	4	4
12:45	5	0	0	0	0	5	5	1	0	0	0	0	1	1	7	0	0	0	0	7	7
H/TOT	22	0	0	0	0	22	22	3	0	0	0	0	3	3	19	0	0	0	0	19	19

Tobin Consulting Engineers

10750 - Baile an Chóiste Traffic Count **June 2019**

MANUAL CLASSIFIED JUNCTION TURNING COUNT **TRA/19/131**

SITE: 01 DATE: 20th June 2019

LOCATION: Baile an Chóiste Road/Castlegar Road DAY: Thursday

	MOVEMENT 7							MOVEMENT 8							MOVEMENT 9						
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**
13:00	7	0	0	0	0	7	7	0	0	0	0	0	0	0	2	0	0	0	0	2	2
13:15	10	0	0	0	0	10	10	2	0	0	0	0	2	2	6	0	0	0	0	6	6
13:30	7	0	0	0	0	7	7	1	0	0	0	0	1	1	7	0	0	0	0	7	7
13:45	5	0	0	0	0	5	5	2	0	0	0	0	2	2	10	0	0	0	0	10	10
H/TOT	29	0	0	0	0	29	29	5	0	0	0	0	5	5	25	0	0	0	0	25	25
14:00	5	0	0	0	1	6	7	2	0	0	0	0	2	2	6	0	0	0	0	6	6
14:15	3	0	0	0	0	3	3	1	0	0	0	0	1	1	6	0	0	0	0	6	6
14:30	6	0	0	0	0	6	6	1	0	0	0	0	1	1	4	0	0	0	0	4	4
14:45	9	0	0	0	0	9	9	1	0	0	0	0	1	1	12	0	0	0	0	12	12
H/TOT	23	0	0	0	1	24	25	5	0	0	0	0	5	5	28	0	0	0	0	28	28
15:00	5	0	0	0	0	5	5	0	0	0	0	0	0	0	3	0	0	0	0	3	3
15:15	6	0	0	0	0	6	6	0	0	0	0	0	0	0	7	0	0	0	0	7	7
15:30	11	0	0	0	0	11	11	0	0	0	0	0	0	0	3	0	0	0	0	3	3
15:45	8	0	0	1	0	9	10	0	0	0	0	0	0	0	7	0	0	0	0	7	7
H/TOT	30	0	0	0	0	30	32	0	0	0	0	0	0	0	20	0	0	0	0	20	20
16:00	8	0	0	0	0	8	8	0	0	0	0	0	0	0	7	0	0	0	2	9	11
16:15	4	0	0	0	0	4	4	0	0	0	0	0	0	0	3	0	0	0	0	3	3
16:30	6	0	0	0	0	6	6	0	0	0	0	0	0	0	4	0	0	0	0	4	4
16:45	9	0	0	0	0	9	9	0	0	0	0	0	0	0	5	0	0	0	0	5	5
H/TOT	27	0	0	0	0	27	27	0	0	0	0	0	0	0	19	0	0	0	2	21	23
17:00	4	0	0	0	0	4	4	2	0	0	0	0	2	2	9	0	0	0	0	9	9
17:15	5	0	0	0	0	5	5	2	0	0	0	0	2	2	2	0	0	0	0	2	2
17:30	9	0	0	0	0	9	9	0	0	0	0	0	0	0	8	0	0	0	0	8	8
17:45	9	0	0	0	0	9	9	2	0	0	0	0	2	2	7	0	0	0	0	7	7
H/TOT	27	0	0	0	0	27	27	6	0	0	0	0	6	6	26	0	0	0	0	26	26
18:00	8	0	0	0	0	8	8	1	0	0	0	0	1	1	11	0	0	0	0	11	11
18:15	6	0	0	0	0	6	6	2	0	0	0	0	2	2	7	0	0	0	0	7	7
18:30	13	0	0	0	0	13	13	3	0	0	0	0	3	3	10	0	0	0	0	10	10
18:45	8	0	0	0	0	8	8	0	0	0	0	0	0	0	13	0	0	0	0	13	13

H/TOT	35	0	0	0	0	35	35	6	0	0	0	0	6	6	41	0	0	0	0	41	41
P/TOT	254	0	0	0	1	255	258	37	0	0	0	0	37	37	324	0	0	0	2	326	328

Tobin Consulting Engineers

10750 - Baile an Chóiste Road Traffic Count **June 2019**

MANUAL CLASSIFIED JUNCTION TURNING COUNT **TRA/19/131**

SITE: 01 DATE: 20th June 2019

LOCATION: Baile an Chóiste Road/Castlegar Road DAY: Thursday

	MOVEMENT 10												
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**						
07:00	8	0	0	0	1	9	10						
07:15	17	0	0	0	1	18	19						
07:30	23	0	0	0	0	23	23						
07:45	23	0	0	0	1	24	25						
H/TOT	71	0	0	0	3	74	77						
08:00	18	0	0	0	0	18	18						
08:15	24	0	0	0	1	25	26						
08:30	38	0	0	0	1	39	40						
08:45	32	0	0	0	1	33	34						
H/TOT	112	0	0	0	3	115	118						
09:00	24	0	0	0	0	24	24						
09:15	19	0	0	0	2	21	23						
09:30	17	0	0	0	0	17	17						
09:45	16	0	0	0	1	17	18						
H/TOT	76	0	0	0	3	79	82						
10:00	12	0	0	0	0	12	12						
10:15	14	0	0	0	1	15	16						
10:30	14	0	0	0	0	14	14						
10:45	15	0	0	0	1	16	17						
H/TOT	55	0	0	0	2	57	59						
11:00	13	0	0	0	0	13	13						
11:15	18	0	0	0	1	19	20						
11:30	10	0	0	0	1	11	12						
11:45	2	0	0	0	2	4	6						
H/TOT	43	0	0	0	4	47	51						
12:00	13	0	0	0	1	14	15						
12:15	17	0	0	0	2	19	21						
12:30	13	0	0	0	0	13	13						
12:45	14	0	0	0	1	15	16						
H/TOT	57	0	0	0	4	61	65						

Tobin Consulting Engineers

10750 - Baile an Chóiste Traffic Count **June 2019**

MANUAL CLASSIFIED JUNCTION TURNING COUNT **TRA/19/131**

SITE: 01 DATE: 20th June 2019

LOCATION: Baile an Chóiste Road/Castlegar Road DAY: Thursday

	MOVEMENT 10												
TIME	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU						
13:00	20	0	0	0	0	20	20						
13:15	33	0	0	0	1	34	35						
13:30	12	0	0	0	0	12	12						
13:45	20	0	0	0	1	21	22						
H/TOT	85	0	0	0	2	87	89						
14:00	13	0	0	0	1	14	15						
14:15	24	0	0	0	1	25	26						
14:30	19	0	0	0	0	19	19						
14:45	18	0	0	0	1	19	20						
H/TOT	74	0	0	0	3	77	80						
15:00	12	0	0	0	0	12	12						
15:15	21	0	0	0	2	23	25						
15:30	21	0	0	0	0	21	21						
15:45	28	0	0	0	1	29	30						
H/TOT	82	0	0	0	3	85	88						
16:00	19	0	0	0	0	19	19						
16:15	13	0	0	0	1	14	15						
16:30	19	0	0	0	0	19	19						
16:45	22	0	0	0	1	23	24						
H/TOT	73	0	0	0	2	75	77						
17:00	24	0	0	0	0	24	24						
17:15	29	0	0	0	1	30	31						
17:30	25	0	0	0	0	25	25						
17:45	22	0	0	0	1	23	24						
H/TOT	100	0	0	0	2	102	104						
18:00	23	0	0	0	0	23	23						
18:15	22	0	0	0	2	24	26						
18:30	18	0	0	0	0	18	18						
18:45	18	0	0	0	1	19	20						

H/TOT	81	0	0	0	3	84	87						
P/TOT	909	0	0	0	34	943	977						

PCU's Through Junction
49
64
71
64
248
69
91
99
87
346
91
59
48
54
252
53
44
55
68
220
63
60
58
54
235
55
64
62
81
262

PCU's Through Junction
70
103
90
85
348
72
76
98
119
365
91
97
98
124
410
92
123
110
156
481
147
156
161
164
628
152
126
99
86

463
4258

Appendix B. JUNCTION 9 PICADY Detailed Output

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462

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

Filename: Junction 1.j9
Path: J:\Projects\10750 - Tom Broderick Bothar An Choiste\05-Design\01-Calculations\Traffic Assessment\2021 Application
Report generation date: 30/11/2021 16:47:17

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2019									
Stream B-AC	D1	0.1	5.99	0.06	A	D8	1.1	12.15	0.52	B
Stream C-AB		0.1	4.96	0.04	A		0.0	5.03	0.02	A
	2024 Base									
Stream B-AC	D2	0.1	6.05	0.06	A	D9	1.3	13.63	0.57	B
Stream C-AB		0.1	4.94	0.05	A		0.0	5.02	0.02	A
	2024 Comm & Prop									
Stream B-AC	D3	0.2	6.85	0.16	A	D10	1.8	16.69	0.65	C
Stream C-AB		0.1	5.00	0.06	A		0.0	5.11	0.04	A
	2029 Base									
Stream B-AC	D4	0.1	6.16	0.07	A	D11	1.7	16.25	0.64	C
Stream C-AB		0.1	4.92	0.05	A		0.0	5.00	0.02	A
	2029 Comm & Prop									
Stream B-AC	D5	0.3	7.31	0.21	A	D12	2.8	23.12	0.74	C
Stream C-AB		0.1	5.00	0.07	A		0.1	5.13	0.05	A
	2039 Base									
Stream B-AC	D6	0.1	6.33	0.08	A	D13	2.8	23.16	0.74	C
Stream C-AB		0.1	4.88	0.06	A		0.0	4.97	0.03	A
	2039 Comm & Prop									
Stream B-AC	D7	0.3	7.54	0.22	A	D14	5.1	38.66	0.85	E
Stream C-AB		0.1	4.96	0.08	A		0.1	5.09	0.05	A

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

File summary

File Description

Title	
Location	
Site number	
Date	26/11/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	TOBIN\James.Quinn
Description	

Units

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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2019	AM	ONE HOUR	08:15	09:45	15
D2	2024 Base	AM	ONE HOUR	08:15	09:45	15
D3	2024 Comm & Prop	AM	ONE HOUR	08:15	09:45	15
D4	2029 Base	AM	ONE HOUR	08:15	09:45	15
D5	2029 Comm & Prop	AM	ONE HOUR	08:15	09:45	15
D6	2039 Base	AM	ONE HOUR	08:15	09:45	15
D7	2039 Comm & Prop	AM	ONE HOUR	08:15	09:45	15
D8	2019	PM	ONE HOUR	00:00	01:30	15
D9	2024 Base	PM	ONE HOUR	00:00	01:30	15
D10	2024 Comm & Prop	PM	ONE HOUR	00:00	01:30	15
D11	2029 Base	PM	ONE HOUR	00:00	01:30	15
D12	2029 Comm & Prop	PM	ONE HOUR	00:00	01:30	15
D13	2039 Base	PM	ONE HOUR	00:00	01:30	15
D14	2039 Comm & Prop	PM	ONE HOUR	00:00	01:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2019, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.02	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	untitled		Major
B	untitled		Minor
C	untitled		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	10.50			200.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.25	200	200

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	666	0.098	0.247	0.155	0.352
B-C	769	0.095	0.240	-	-
C-B	690	0.215	0.215	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2019	AM	ONE HOUR	08:15	09:45	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	112	100.000
B		✓	33	100.000
C		✓	188	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	61	51
	B	25	0	8
	C	165	23	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.06	5.99	0.1	A
C-AB	0.04	4.96	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	25	654	0.038	25	0.0	5.720	A
C-AB	21	750	0.028	21	0.0	4.955	A
C-A	121			121			
A-B	46			46			
A-C	38			38			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	30	647	0.046	30	0.0	5.830	A
C-AB	26	761	0.034	26	0.0	4.910	A
C-A	143			143			

A-B	55			55			
A-C	46			46			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	36	638	0.057	36	0.1	5.986	A
C-AB	33	778	0.043	33	0.1	4.852	A
C-A	174			174			
A-B	67			67			
A-C	56			56			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	36	638	0.057	36	0.1	5.986	A
C-AB	33	778	0.043	33	0.1	4.857	A
C-A	174			174			
A-B	67			67			
A-C	56			56			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	30	647	0.046	30	0.0	5.831	A
C-AB	26	761	0.034	26	0.0	4.915	A
C-A	143			143			
A-B	55			55			
A-C	46			46			

09:30 - 09:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	25	654	0.038	25	0.0	5.723	A
C-AB	21	750	0.028	21	0.0	4.960	A
C-A	121			121			
A-B	46			46			
A-C	38			38			

2024 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.04	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2024 Base	AM	ONE HOUR	08:15	09:45	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	121	100.000
B		✓	36	100.000
C		✓	204	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	66	55
	B	27	0	9
	C	179	25	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.06	6.05	0.1	A
C-AB	0.05	4.94	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	27	652	0.042	27	0.0	5.759	A
C-AB	23	755	0.030	23	0.0	4.935	A
C-A	131			131			
A-B	50			50			
A-C	41			41			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	32	644	0.050	32	0.1	5.880	A
C-AB	28	768	0.037	28	0.1	4.889	A
C-A	155			155			
A-B	59			59			
A-C	49			49			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	40	634	0.062	40	0.1	6.053	A
C-AB	37	786	0.047	37	0.1	4.829	A
C-A	188			188			
A-B	73			73			
A-C	61			61			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	40	634	0.062	40	0.1	6.053	A
C-AB	37	786	0.047	37	0.1	4.832	A
C-A	188			188			
A-B	73			73			
A-C	61			61			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	32	644	0.050	32	0.1	5.884	A
C-AB	28	768	0.037	29	0.1	4.895	A
C-A	155			155			
A-B	59			59			
A-C	49			49			

09:30 - 09:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	27	652	0.042	27	0.0	5.763	A

C-AB	23	755	0.030	23	0.0	4.938	A
C-A	131			131			
A-B	50			50			
A-C	41			41			

2024 Comm & Prop, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.91	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2024 Comm & Prop	AM	ONE HOUR	08:15	09:45	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	140	100.000
B		✓	94	100.000
C		✓	211	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	85	55
	B	71	0	23
	C	179	32	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.16	6.85	0.2	A
C-AB	0.06	5.00	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	71	648	0.109	70	0.1	6.223	A
C-AB	29	752	0.039	29	0.1	4.997	A
C-A	130			130			
A-B	64			64			
A-C	41			41			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	85	640	0.132	84	0.2	6.473	A
C-AB	36	764	0.048	36	0.1	4.966	A
C-A	153			153			
A-B	76			76			
A-C	49			49			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	103	629	0.164	103	0.2	6.843	A
C-AB	47	782	0.060	47	0.1	4.922	A
C-A	185			185			
A-B	94			94			
A-C	61			61			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	103	629	0.164	103	0.2	6.845	A
C-AB	47	782	0.060	47	0.1	4.927	A
C-A	185			185			
A-B	94			94			
A-C	61			61			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	85	640	0.132	85	0.2	6.480	A
C-AB	37	764	0.048	37	0.1	4.970	A
C-A	153			153			
A-B	76			76			
A-C	49			49			

09:30 - 09:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	71	648	0.109	71	0.1	6.236	A

C-AB	29	752	0.039	29	0.1	5.002	A
C-A	129			129			
A-B	64			64			
A-C	41			41			

2029 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.07	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2029 Base	AM	ONE HOUR	08:15	09:45	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	134	100.000
B		✓	40	100.000
C		✓	226	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	73	61
	B	30	0	10
	C	198	28	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.07	6.16	0.1	A
C-AB	0.05	4.92	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	30	648	0.046	30	0.0	5.825	A
C-AB	26	762	0.034	26	0.0	4.912	A
C-A	144			144			
A-B	55			55			
A-C	46			46			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	36	640	0.056	36	0.1	5.963	A
C-AB	33	776	0.042	33	0.1	4.863	A
C-A	170			170			
A-B	66			66			
A-C	55			55			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	44	628	0.070	44	0.1	6.161	A
C-AB	43	796	0.053	42	0.1	4.798	A
C-A	206			206			
A-B	80			80			
A-C	67			67			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	44	628	0.070	44	0.1	6.161	A
C-AB	43	796	0.053	43	0.1	4.803	A
C-A	206			206			
A-B	80			80			
A-C	67			67			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	36	640	0.056	36	0.1	5.967	A
C-AB	33	776	0.042	33	0.1	4.869	A
C-A	170			170			
A-B	66			66			
A-C	55			55			

09:30 - 09:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	30	648	0.047	30	0.0	5.829	A

C-AB	26	762	0.034	26	0.0	4.915	A
C-A	144			144			
A-B	55			55			
A-C	46			46			

2029 Comm & Prop, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.15	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2029 Comm & Prop	AM	ONE HOUR	08:15	09:45	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	159	100.000
B		✓	117	100.000
C		✓	235	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	98	61
	B	89	0	28
	C	198	37	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.21	7.31	0.3	A
C-AB	0.07	5.00	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	88	643	0.137	87	0.2	6.478	A
C-AB	35	758	0.046	34	0.1	4.992	A
C-A	142			142			
A-B	74			74			
A-C	46			46			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	105	634	0.166	105	0.2	6.808	A
C-AB	43	772	0.056	43	0.1	4.961	A
C-A	168			168			
A-B	88			88			
A-C	55			55			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	129	621	0.207	129	0.3	7.304	A
C-AB	56	791	0.071	56	0.1	4.923	A
C-A	202			202			
A-B	108			108			
A-C	67			67			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	129	621	0.207	129	0.3	7.310	A
C-AB	56	791	0.071	56	0.1	4.928	A
C-A	202			202			
A-B	108			108			
A-C	67			67			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	105	634	0.166	105	0.2	6.818	A
C-AB	43	772	0.056	43	0.1	4.970	A
C-A	168			168			
A-B	88			88			
A-C	55			55			

09:30 - 09:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	88	643	0.137	88	0.2	6.498	A

C-AB	35	758	0.046	35	0.1	4.999	A
C-A	142			142			
A-B	74			74			
A-C	46			46			

2039 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.09	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2039 Base	AM	ONE HOUR	08:15	09:45	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	154	100.000
B		✓	45	100.000
C		✓	259	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	84	70
	B	34	0	11
	C	227	32	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.08	6.33	0.1	A
C-AB	0.06	4.88	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	34	641	0.053	34	0.1	5.927	A
C-AB	31	773	0.040	31	0.1	4.872	A
C-A	164			164			
A-B	63			63			
A-C	53			53			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	40	631	0.064	40	0.1	6.090	A
C-AB	39	789	0.049	39	0.1	4.819	A
C-A	194			194			
A-B	76			76			
A-C	63			63			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	50	618	0.080	49	0.1	6.327	A
C-AB	51	813	0.063	51	0.1	4.753	A
C-A	234			234			
A-B	92			92			
A-C	77			77			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	50	618	0.080	50	0.1	6.327	A
C-AB	51	813	0.063	51	0.1	4.756	A
C-A	234			234			
A-B	92			92			
A-C	77			77			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	40	631	0.064	41	0.1	6.092	A
C-AB	39	789	0.049	39	0.1	4.826	A
C-A	194			194			
A-B	76			76			
A-C	63			63			

09:30 - 09:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	34	641	0.053	34	0.1	5.931	A

C-AB	31	773	0.040	31	0.1	4.878	A
C-A	164			164			
A-B	63			63			
A-C	53			53			

2039 Comm & Prop, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.12	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2039 Comm & Prop	AM	ONE HOUR	08:15	09:45	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	179	100.000
B		✓	123	100.000
C		✓	268	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	109	70
	B	93	0	30
	C	227	41	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.22	7.54	0.3	A
C-AB	0.08	4.96	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	93	637	0.145	92	0.2	6.596	A
C-AB	40	769	0.052	39	0.1	4.955	A
C-A	162			162			
A-B	82			82			
A-C	53			53			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	111	627	0.176	110	0.2	6.970	A
C-AB	50	785	0.064	50	0.1	4.922	A
C-A	191			191			
A-B	98			98			
A-C	63			63			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	135	613	0.221	135	0.3	7.535	A
C-AB	66	808	0.081	65	0.1	4.881	A
C-A	230			230			
A-B	120			120			
A-C	77			77			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	135	613	0.221	135	0.3	7.542	A
C-AB	66	808	0.081	66	0.1	4.885	A
C-A	230			230			
A-B	120			120			
A-C	77			77			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	111	627	0.176	111	0.2	6.980	A
C-AB	50	785	0.064	50	0.1	4.928	A
C-A	191			191			
A-B	98			98			
A-C	63			63			

09:30 - 09:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	93	637	0.145	93	0.2	6.620	A

C-AB	40	769	0.052	40	0.1	4.962	A
C-A	162			162			
A-B	82			82			
A-C	53			53			

2019, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		6.30	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2019	PM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	146	100.000
B		✓	294	100.000
C		✓	136	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	42	104
	B	262	0	32
	C	126	10	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.52	12.15	1.1	B
C-AB	0.02	5.03	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	221	638	0.347	219	0.5	8.561	A
C-AB	9	726	0.012	9	0.0	5.031	A
C-A	94			94			
A-B	32			32			
A-C	78			78			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	264	630	0.419	264	0.7	9.797	A
C-AB	11	733	0.015	11	0.0	4.995	A
C-A	112			112			
A-B	38			38			
A-C	93			93			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	324	620	0.522	322	1.1	12.038	B
C-AB	14	743	0.018	14	0.0	4.948	A
C-A	136			136			
A-B	46			46			
A-C	115			115			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	324	620	0.522	324	1.1	12.147	B
C-AB	14	743	0.018	14	0.0	4.951	A
C-A	136			136			
A-B	46			46			
A-C	115			115			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	264	630	0.419	266	0.7	9.912	A
C-AB	11	733	0.015	11	0.0	4.999	A
C-A	112			112			
A-B	38			38			
A-C	93			93			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	221	638	0.347	222	0.5	8.679	A

C-AB	9	726	0.012	9	0.0	5.035	A
C-A	94			94			
A-B	32			32			
A-C	78			78			

2024 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		7.05	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2024 Base	PM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	159	100.000
B		✓	319	100.000
C		✓	148	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	46	113
	B	284	0	35
	C	137	11	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.57	13.63	1.3	B
C-AB	0.02	5.02	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	240	634	0.379	238	0.6	9.024	A
C-AB	10	729	0.013	10	0.0	5.016	A
C-A	102			102			
A-B	35			35			
A-C	85			85			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	287	626	0.458	286	0.8	10.546	B
C-AB	12	737	0.016	12	0.0	4.978	A
C-A	121			121			
A-B	41			41			
A-C	102			102			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	351	615	0.571	349	1.3	13.455	B
C-AB	15	748	0.020	15	0.0	4.927	A
C-A	148			148			
A-B	51			51			
A-C	124			124			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	351	615	0.571	351	1.3	13.631	B
C-AB	15	748	0.020	15	0.0	4.931	A
C-A	148			148			
A-B	51			51			
A-C	124			124			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	287	626	0.458	289	0.9	10.719	B
C-AB	12	737	0.016	12	0.0	4.982	A
C-A	121			121			
A-B	41			41			
A-C	102			102			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	240	634	0.379	241	0.6	9.177	A

C-AB	10	729	0.013	10	0.0	5.018	A
C-A	102			102			
A-B	35			35			
A-C	85			85			

2024 Comm & Prop, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		8.58	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2024 Comm & Prop	PM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	195	100.000
B		✓	357	100.000
C		✓	156	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	82	113
	B	318	0	39
	C	137	19	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.65	16.69	1.8	C
C-AB	0.04	5.11	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	269	630	0.427	266	0.7	9.817	A
C-AB	17	724	0.023	17	0.0	5.105	A
C-A	101			101			
A-B	62			62			
A-C	85			85			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	321	621	0.517	320	1.0	11.909	B
C-AB	21	731	0.028	21	0.0	5.084	A
C-A	120			120			
A-B	74			74			
A-C	102			102			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	393	608	0.646	390	1.7	16.305	C
C-AB	26	741	0.036	26	0.0	5.058	A
C-A	145			145			
A-B	90			90			
A-C	124			124			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	393	608	0.646	393	1.8	16.689	C
C-AB	26	741	0.036	26	0.0	5.060	A
C-A	145			145			
A-B	90			90			
A-C	124			124			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	321	621	0.517	324	1.1	12.233	B
C-AB	21	731	0.028	21	0.0	5.091	A
C-A	120			120			
A-B	74			74			
A-C	102			102			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	269	630	0.427	270	0.8	10.050	B

C-AB	17	724	0.023	17	0.0	5.108	A
C-A	101			101			
A-B	62			62			
A-C	85			85			

2029 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		8.40	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D11	2029 Base	PM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	175	100.000
B		✓	352	100.000
C		✓	163	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	50	125
	B	314	0	38
	C	151	12	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.64	16.25	1.7	C
C-AB	0.02	5.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	265	630	0.421	262	0.7	9.716	A
C-AB	11	733	0.015	11	0.0	4.996	A
C-A	112			112			
A-B	38			38			
A-C	94			94			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	316	621	0.510	315	1.0	11.727	B
C-AB	13	742	0.018	13	0.0	4.954	A
C-A	133			133			
A-B	45			45			
A-C	112			112			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	388	609	0.637	385	1.7	15.904	C
C-AB	17	755	0.022	17	0.0	4.898	A
C-A	163			163			
A-B	55			55			
A-C	138			138			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	388	609	0.637	387	1.7	16.250	C
C-AB	17	755	0.022	17	0.0	4.900	A
C-A	162			162			
A-B	55			55			
A-C	138			138			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	316	621	0.510	319	1.1	12.027	B
C-AB	13	742	0.018	13	0.0	4.959	A
C-A	133			133			
A-B	45			45			
A-C	112			112			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	265	630	0.421	266	0.7	9.938	A

C-AB	11	733	0.015	11	0.0	5.000	A
C-A	112			112			
A-B	38			38			
A-C	94			94			

2029 Comm & Prop, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		11.82	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D12	2029 Comm & Prop	PM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	224	100.000
B		✓	404	100.000
C		✓	175	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	99	125
	B	360	0	44
	C	151	24	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.74	23.12	2.8	C
C-AB	0.05	5.13	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	304	623	0.488	300	0.9	11.021	B
C-AB	21	726	0.030	21	0.0	5.125	A
C-A	110			110			
A-B	75			75			
A-C	94			94			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	363	613	0.592	361	1.4	14.179	B
C-AB	27	734	0.036	26	0.0	5.110	A
C-A	131			131			
A-B	89			89			
A-C	112			112			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	445	599	0.743	440	2.6	21.929	C
C-AB	34	744	0.046	34	0.1	5.091	A
C-A	159			159			
A-B	109			109			
A-C	138			138			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	445	599	0.743	444	2.8	23.115	C
C-AB	34	744	0.046	34	0.1	5.092	A
C-A	159			159			
A-B	109			109			
A-C	138			138			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	363	613	0.592	368	1.5	14.980	B
C-AB	27	734	0.036	27	0.1	5.114	A
C-A	131			131			
A-B	89			89			
A-C	112			112			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	304	623	0.488	306	1.0	11.428	B

C-AB	21	726	0.030	21	0.0	5.128	A
C-A	110			110			
A-B	75			75			
A-C	94			94			

2039 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		11.93	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D13	2039 Base	PM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	201	100.000
B		✓	404	100.000
C		✓	187	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	58	143
	B	360	0	44
	C	173	14	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.74	23.16	2.8	C
C-AB	0.03	4.97	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	304	623	0.488	300	0.9	11.031	B
C-AB	13	740	0.017	13	0.0	4.967	A
C-A	128			128			
A-B	44			44			
A-C	108			108			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	363	613	0.593	361	1.4	14.195	B
C-AB	16	750	0.021	16	0.0	4.920	A
C-A	152			152			
A-B	52			52			
A-C	129			129			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	445	599	0.743	440	2.7	21.971	C
C-AB	21	765	0.027	21	0.0	4.859	A
C-A	185			185			
A-B	64			64			
A-C	157			157			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	445	599	0.743	444	2.8	23.163	C
C-AB	21	765	0.027	21	0.0	4.863	A
C-A	185			185			
A-B	64			64			
A-C	157			157			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	363	613	0.593	368	1.5	14.999	B
C-AB	16	750	0.021	16	0.0	4.924	A
C-A	152			152			
A-B	52			52			
A-C	129			129			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	304	623	0.488	306	1.0	11.437	B

C-AB	13	740	0.017	13	0.0	4.969	A
C-A	128			128			
A-B	44			44			
A-C	108			108			

2039 Comm & Prop, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		19.70	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D14	2039 Comm & Prop	PM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	249	100.000
B		✓	456	100.000
C		✓	198	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	106	143
	B	406	0	50
	C	173	25	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.85	38.66	5.1	E
C-AB	0.05	5.09	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	343	617	0.556	338	1.2	12.712	B
C-AB	23	733	0.031	23	0.0	5.088	A
C-A	126			126			
A-B	80			80			
A-C	108			108			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	410	606	0.677	407	2.0	17.834	C
C-AB	28	742	0.038	28	0.1	5.067	A
C-A	150			150			
A-B	95			95			
A-C	129			129			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	502	590	0.852	491	4.6	33.482	D
C-AB	37	755	0.049	37	0.1	5.040	A
C-A	181			181			
A-B	117			117			
A-C	157			157			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	502	590	0.852	500	5.1	38.660	E
C-AB	37	755	0.049	37	0.1	5.043	A
C-A	181			181			
A-B	117			117			
A-C	157			157			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	410	605	0.677	421	2.2	20.600	C
C-AB	28	742	0.038	29	0.1	5.071	A
C-A	150			150			
A-B	95			95			
A-C	129			129			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	343	617	0.556	347	1.3	13.512	B

C-AB	23	733	0.031	23	0.0	5.092	A
C-A	126			126			
A-B	80			80			
A-C	108			108			

Junctions 9

PICADY 9 - Priority Intersection Module

Filename: Junction 2.j9
Path: J:\Projects\10750 - Tom Broderick Bothar An Choiste\05-Design\01-Calculations\Traffic Assessment\2021 Application
Report generation date: 14/12/2021 08:02:06

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2019									
Stream B-AC	D1	0.1	5.80	0.08	A	D8	0.1	5.77	0.05	A
Stream C-AB		0.0	5.41	0.02	A		0.0	5.49	0.04	A
	2024 Base									
Stream B-AC	D2	0.1	5.86	0.09	A	D9	0.1	5.85	0.06	A
Stream C-AB		0.0	5.44	0.03	A		0.0	5.53	0.05	A
	2024 Comm & Prop									
Stream B-AC	D3	0.1	5.88	0.09	A	D10	0.1	5.87	0.06	A
Stream C-AB		0.0	5.45	0.03	A		0.0	5.55	0.05	A
	2029 Base									
Stream B-AC	D4	0.1	5.98	0.10	A	D11	0.1	5.89	0.06	A
Stream C-AB		0.0	5.48	0.03	A		0.1	5.58	0.05	A
	2029 Comm & Prop									
Stream B-AC	D5	0.1	6.00	0.10	A	D12	0.1	5.92	0.06	A
Stream C-AB		0.0	5.50	0.03	A		0.1	5.61	0.05	A
	2039 Base									
Stream B-AC	D6	0.1	6.12	0.11	A	D13	0.1	6.01	0.07	A
Stream C-AB		0.0	5.56	0.03	A		0.1	5.67	0.06	A
	2039 Comm & Prop									
Stream B-AC	D7	0.1	6.15	0.11	A	D14	0.1	6.05	0.08	A
Stream C-AB		0.0	5.57	0.03	A		0.1	5.70	0.06	A

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

File summary

File Description

Title	
Location	
Site number	
Date	26/11/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	TOBIN\James.Quinn
Description	

Units

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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2019	AM	ONE HOUR	00:00	01:30	15
D2	2024 Base	AM	ONE HOUR	00:00	01:30	15
D3	2024 Comm & Prop	AM	ONE HOUR	00:00	01:30	15
D4	2029 Base	AM	ONE HOUR	00:00	01:30	15
D5	2029 Comm & Prop	AM	ONE HOUR	00:00	01:30	15
D6	2039 Base	AM	ONE HOUR	00:00	01:30	15
D7	2039 Comm & Prop	AM	ONE HOUR	00:00	01:30	15
D8	2019	PM	ONE HOUR	16:45	18:15	15
D9	2024 Base	PM	ONE HOUR	16:45	18:15	15
D10	2024 Comm & Prop	PM	ONE HOUR	16:45	18:15	15
D11	2029 Base	PM	ONE HOUR	16:45	18:15	15
D12	2029 Comm & Prop	PM	ONE HOUR	16:45	18:15	15
D13	2039 Base	PM	ONE HOUR	16:45	18:15	15
D14	2039 Comm & Prop	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2019, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.50	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	untitled		Major
B	untitled		Minor
C	untitled		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	10.50		✓	2.50	200.0	✓	5.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	2.50	200	200

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	617	0.090	0.229	0.144	0.327
B-C	712	0.088	0.222	-	-
C-B	712	0.222	0.222	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2019	AM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	123	100.000
B		✓	50	100.000
C		✓	74	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	5	118
	B	3	0	47
	C	59	15	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.08	5.80	0.1	A
C-AB	0.02	5.41	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	38	685	0.055	37	0.1	5.559	A
C-AB	11	692	0.016	11	0.0	5.290	A
C-A	44			44			
A-B	4			4			
A-C	89			89			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	45	681	0.066	45	0.1	5.661	A
C-AB	13	688	0.020	13	0.0	5.338	A
C-A	53			53			
A-B	4			4			
A-C	106			106			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	55	675	0.082	55	0.1	5.804	A
C-AB	17	682	0.024	16	0.0	5.407	A
C-A	65			65			
A-B	6			6			
A-C	130			130			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	55	675	0.082	55	0.1	5.804	A
C-AB	17	682	0.024	17	0.0	5.407	A
C-A	65			65			
A-B	6			6			
A-C	130			130			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	45	681	0.066	45	0.1	5.662	A
C-AB	13	688	0.020	14	0.0	5.338	A
C-A	53			53			
A-B	4			4			
A-C	106			106			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	38	685	0.055	38	0.1	5.562	A
C-AB	11	692	0.016	11	0.0	5.290	A
C-A	44			44			
A-B	4			4			
A-C	89			89			

2024 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.51	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2024 Base	AM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	133	100.000
B		✓	54	100.000
C		✓	80	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	5	128
	B	3	0	51
	C	64	16	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.09	5.86	0.1	A
C-AB	0.03	5.44	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	41	684	0.059	40	0.1	5.596	A
C-AB	12	690	0.017	12	0.0	5.308	A
C-A	48			48			
A-B	4			4			
A-C	96			96			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	49	679	0.071	48	0.1	5.707	A
C-AB	14	686	0.021	14	0.0	5.361	A
C-A	58			58			
A-B	4			4			
A-C	115			115			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	59	673	0.088	59	0.1	5.864	A
C-AB	18	680	0.026	18	0.0	5.435	A
C-A	70			70			
A-B	6			6			
A-C	141			141			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	59	673	0.088	59	0.1	5.865	A
C-AB	18	680	0.026	18	0.0	5.435	A
C-A	70			70			
A-B	6			6			
A-C	141			141			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	49	679	0.071	49	0.1	5.710	A
C-AB	14	686	0.021	14	0.0	5.361	A
C-A	58			58			
A-B	4			4			
A-C	115			115			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	41	684	0.059	41	0.1	5.601	A
C-AB	12	690	0.017	12	0.0	5.311	A
C-A	48			48			
A-B	4			4			
A-C	96			96			

2024 Comm & Prop, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.41	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2024 Comm & Prop	AM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	140	100.000
B		✓	54	100.000
C		✓	94	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	5	135
	B	3	0	51
	C	78	16	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.09	5.88	0.1	A
C-AB	0.03	5.45	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	41	682	0.060	40	0.1	5.608	A
C-AB	12	689	0.017	12	0.0	5.318	A
C-A	59			59			
A-B	4			4			
A-C	102			102			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	49	678	0.072	48	0.1	5.721	A
C-AB	14	684	0.021	14	0.0	5.372	A
C-A	70			70			
A-B	4			4			
A-C	121			121			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	59	671	0.089	59	0.1	5.883	A
C-AB	18	678	0.026	18	0.0	5.450	A
C-A	86			86			
A-B	6			6			
A-C	149			149			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	59	671	0.089	59	0.1	5.883	A
C-AB	18	678	0.026	18	0.0	5.450	A
C-A	86			86			
A-B	6			6			
A-C	149			149			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	49	678	0.072	49	0.1	5.722	A
C-AB	14	684	0.021	14	0.0	5.373	A
C-A	70			70			
A-B	4			4			
A-C	121			121			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	41	682	0.060	41	0.1	5.612	A
C-AB	12	689	0.017	12	0.0	5.320	A
C-A	59			59			
A-B	4			4			
A-C	102			102			

2029 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.54	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2029 Base	AM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	147	100.000
B		✓	60	100.000
C		✓	89	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	6	141
	B	4	0	56
	C	71	18	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.10	5.98	0.1	A
C-AB	0.03	5.48	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	45	680	0.066	45	0.1	5.666	A
C-AB	14	688	0.020	13	0.0	5.339	A
C-A	53			53			
A-B	5			5			
A-C	106			106			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	54	675	0.080	54	0.1	5.795	A
C-AB	16	683	0.024	16	0.0	5.398	A
C-A	64			64			
A-B	5			5			
A-C	127			127			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	66	668	0.099	66	0.1	5.977	A
C-AB	20	676	0.029	20	0.0	5.482	A
C-A	78			78			
A-B	7			7			
A-C	155			155			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	66	668	0.099	66	0.1	5.977	A
C-AB	20	676	0.029	20	0.0	5.482	A
C-A	78			78			
A-B	7			7			
A-C	155			155			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	54	675	0.080	54	0.1	5.797	A
C-AB	16	683	0.024	16	0.0	5.398	A
C-A	64			64			
A-B	5			5			
A-C	127			127			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	45	680	0.066	45	0.1	5.671	A
C-AB	14	688	0.020	14	0.0	5.341	A
C-A	53			53			
A-B	5			5			
A-C	106			106			

2029 Comm & Prop, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.42	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2029 Comm & Prop	AM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	157	100.000
B		✓	60	100.000
C		✓	107	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	6	151
	B	4	0	56
	C	89	18	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.10	6.00	0.1	A
C-AB	0.03	5.50	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	45	678	0.067	45	0.1	5.682	A
C-AB	14	686	0.020	13	0.0	5.352	A
C-A	67			67			
A-B	5			5			
A-C	114			114			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	54	673	0.080	54	0.1	5.816	A
C-AB	16	681	0.024	16	0.0	5.414	A
C-A	80			80			
A-B	5			5			
A-C	136			136			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	66	666	0.099	66	0.1	6.004	A
C-AB	20	674	0.029	20	0.0	5.502	A
C-A	98			98			
A-B	7			7			
A-C	166			166			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	66	666	0.099	66	0.1	6.004	A
C-AB	20	674	0.029	20	0.0	5.502	A
C-A	98			98			
A-B	7			7			
A-C	166			166			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	54	673	0.080	54	0.1	5.820	A
C-AB	16	681	0.024	16	0.0	5.414	A
C-A	80			80			
A-B	5			5			
A-C	136			136			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	45	678	0.067	45	0.1	5.688	A
C-AB	14	686	0.020	14	0.0	5.354	A
C-A	67			67			
A-B	5			5			
A-C	114			114			

2039 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.59	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2039 Base	AM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	169	100.000
B		✓	69	100.000
C		✓	102	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	7	162
	B	4	0	65
	C	81	21	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.11	6.12	0.1	A
C-AB	0.03	5.56	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	52	677	0.077	52	0.1	5.751	A
C-AB	16	684	0.023	16	0.0	5.386	A
C-A	61			61			
A-B	5			5			
A-C	122			122			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	62	672	0.092	62	0.1	5.904	A
C-AB	19	679	0.028	19	0.0	5.456	A
C-A	73			73			
A-B	6			6			
A-C	146			146			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	76	664	0.114	76	0.1	6.121	A
C-AB	23	671	0.034	23	0.0	5.555	A
C-A	89			89			
A-B	8			8			
A-C	178			178			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	76	664	0.114	76	0.1	6.121	A
C-AB	23	671	0.034	23	0.0	5.555	A
C-A	89			89			
A-B	8			8			
A-C	178			178			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	62	672	0.092	62	0.1	5.906	A
C-AB	19	679	0.028	19	0.0	5.456	A
C-A	73			73			
A-B	6			6			
A-C	146			146			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	52	677	0.077	52	0.1	5.757	A
C-AB	16	684	0.023	16	0.0	5.389	A
C-A	61			61			
A-B	5			5			
A-C	122			122			

2039 Comm & Prop, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.47	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2039 Comm & Prop	AM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	178	100.000
B		✓	69	100.000
C		✓	121	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	7	171
	B	4	0	65
	C	100	21	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.11	6.15	0.1	A
C-AB	0.03	5.57	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	52	676	0.077	52	0.1	5.767	A
C-AB	16	683	0.023	16	0.0	5.398	A
C-A	75			75			
A-B	5			5			
A-C	129			129			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	62	670	0.093	62	0.1	5.923	A
C-AB	19	677	0.028	19	0.0	5.471	A
C-A	90			90			
A-B	6			6			
A-C	154			154			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	76	662	0.115	76	0.1	6.147	A
C-AB	23	669	0.035	23	0.0	5.574	A
C-A	110			110			
A-B	8			8			
A-C	188			188			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	76	662	0.115	76	0.1	6.147	A
C-AB	23	669	0.035	23	0.0	5.574	A
C-A	110			110			
A-B	8			8			
A-C	188			188			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	62	670	0.093	62	0.1	5.925	A
C-AB	19	677	0.028	19	0.0	5.473	A
C-A	90			90			
A-B	6			6			
A-C	154			154			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	52	676	0.077	52	0.1	5.775	A
C-AB	16	683	0.023	16	0.0	5.399	A
C-A	75			75			
A-B	5			5			
A-C	129			129			

2019, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.09	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2019	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	111	100.000
B		✓	32	100.000
C		✓	163	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	11	100
	B	6	0	26
	C	136	27	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.05	5.77	0.1	A
C-AB	0.04	5.49	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	24	670	0.036	24	0.0	5.574	A
C-AB	20	694	0.029	20	0.0	5.345	A
C-A	102			102			
A-B	8			8			
A-C	75			75			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	29	665	0.043	29	0.0	5.657	A
C-AB	24	690	0.035	24	0.0	5.405	A
C-A	122			122			
A-B	10			10			
A-C	90			90			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	35	659	0.053	35	0.1	5.772	A
C-AB	30	685	0.043	30	0.0	5.491	A
C-A	150			150			
A-B	12			12			
A-C	110			110			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	35	659	0.053	35	0.1	5.772	A
C-AB	30	685	0.043	30	0.0	5.491	A
C-A	150			150			
A-B	12			12			
A-C	110			110			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	29	665	0.043	29	0.0	5.658	A
C-AB	24	690	0.035	24	0.0	5.408	A
C-A	122			122			
A-B	10			10			
A-C	90			90			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	24	670	0.036	24	0.0	5.579	A
C-AB	20	694	0.029	20	0.0	5.345	A
C-A	102			102			
A-B	8			8			
A-C	75			75			

2024 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.10	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2024 Base	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	120	100.000
B		✓	35	100.000
C		✓	176	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	12	108
	B	7	0	28
	C	147	29	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.06	5.85	0.1	A
C-AB	0.05	5.53	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	26	666	0.040	26	0.0	5.625	A
C-AB	22	692	0.032	22	0.0	5.369	A
C-A	111			111			
A-B	9			9			
A-C	81			81			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	31	661	0.048	31	0.0	5.717	A
C-AB	26	688	0.038	26	0.0	5.435	A
C-A	132			132			
A-B	11			11			
A-C	97			97			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	39	654	0.059	38	0.1	5.846	A
C-AB	32	683	0.047	32	0.0	5.528	A
C-A	162			162			
A-B	13			13			
A-C	119			119			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	39	654	0.059	39	0.1	5.846	A
C-AB	32	683	0.047	32	0.0	5.528	A
C-A	162			162			
A-B	13			13			
A-C	119			119			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	31	661	0.048	32	0.1	5.720	A
C-AB	26	688	0.038	26	0.0	5.437	A
C-A	132			132			
A-B	11			11			
A-C	97			97			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	26	666	0.040	26	0.0	5.630	A
C-AB	22	692	0.032	22	0.0	5.369	A
C-A	111			111			
A-B	9			9			
A-C	81			81			

2024 Comm & Prop, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.06	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2024 Comm & Prop	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	129	100.000
B		✓	35	100.000
C		✓	181	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	12	117
	B	7	0	28
	C	152	29	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.06	5.87	0.1	A
C-AB	0.05	5.55	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	26	664	0.040	26	0.0	5.639	A
C-AB	22	691	0.032	22	0.0	5.381	A
C-A	114			114			
A-B	9			9			
A-C	88			88			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	31	659	0.048	31	0.0	5.735	A
C-AB	26	687	0.038	26	0.0	5.449	A
C-A	137			137			
A-B	11			11			
A-C	105			105			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	39	652	0.059	38	0.1	5.869	A
C-AB	32	681	0.047	32	0.0	5.547	A
C-A	167			167			
A-B	13			13			
A-C	129			129			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	39	652	0.059	39	0.1	5.869	A
C-AB	32	681	0.047	32	0.0	5.547	A
C-A	167			167			
A-B	13			13			
A-C	129			129			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	31	659	0.048	32	0.1	5.738	A
C-AB	26	687	0.038	26	0.0	5.450	A
C-A	137			137			
A-B	11			11			
A-C	105			105			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	26	664	0.040	26	0.0	5.644	A
C-AB	22	691	0.032	22	0.0	5.383	A
C-A	114			114			
A-B	9			9			
A-C	88			88			

2029 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.10	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D11	2029 Base	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	133	100.000
B		✓	38	100.000
C		✓	195	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	13	120
	B	7	0	31
	C	163	32	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.06	5.89	0.1	A
C-AB	0.05	5.58	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	29	665	0.043	28	0.0	5.650	A
C-AB	24	690	0.035	24	0.0	5.402	A
C-A	123			123			
A-B	10			10			
A-C	90			90			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	34	660	0.052	34	0.1	5.751	A
C-AB	29	686	0.042	29	0.0	5.478	A
C-A	147			147			
A-B	12			12			
A-C	108			108			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	42	653	0.064	42	0.1	5.894	A
C-AB	35	680	0.052	35	0.1	5.584	A
C-A	179			179			
A-B	14			14			
A-C	132			132			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	42	653	0.064	42	0.1	5.894	A
C-AB	35	680	0.052	35	0.1	5.584	A
C-A	179			179			
A-B	14			14			
A-C	132			132			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	34	660	0.052	34	0.1	5.752	A
C-AB	29	686	0.042	29	0.0	5.481	A
C-A	147			147			
A-B	12			12			
A-C	108			108			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	29	665	0.043	29	0.0	5.655	A
C-AB	24	690	0.035	24	0.0	5.405	A
C-A	123			123			
A-B	10			10			
A-C	90			90			

2029 Comm & Prop, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.06	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D12	2029 Comm & Prop	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	144	100.000
B		✓	38	100.000
C		✓	201	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	13	131
	B	7	0	31
	C	169	32	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.06	5.92	0.1	A
C-AB	0.05	5.61	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	29	663	0.043	28	0.0	5.668	A
C-AB	24	688	0.035	24	0.0	5.417	A
C-A	127			127			
A-B	10			10			
A-C	99			99			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	34	658	0.052	34	0.1	5.773	A
C-AB	29	684	0.042	29	0.0	5.497	A
C-A	152			152			
A-B	12			12			
A-C	118			118			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	42	650	0.064	42	0.1	5.922	A
C-AB	35	677	0.052	35	0.1	5.607	A
C-A	186			186			
A-B	14			14			
A-C	144			144			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	42	650	0.064	42	0.1	5.923	A
C-AB	35	677	0.052	35	0.1	5.607	A
C-A	186			186			
A-B	14			14			
A-C	144			144			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	34	658	0.052	34	0.1	5.777	A
C-AB	29	684	0.042	29	0.0	5.497	A
C-A	152			152			
A-B	12			12			
A-C	118			118			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	29	663	0.043	29	0.0	5.673	A
C-AB	24	688	0.035	24	0.0	5.422	A
C-A	127			127			
A-B	10			10			
A-C	99			99			

2039 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.13	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D13	2039 Base	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	152	100.000
B		✓	44	100.000
C		✓	224	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	15	137
	B	8	0	36
	C	187	37	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.07	6.01	0.1	A
C-AB	0.06	5.67	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	33	662	0.050	33	0.1	5.723	A
C-AB	28	687	0.041	28	0.0	5.459	A
C-A	141			141			
A-B	11			11			
A-C	103			103			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	40	656	0.060	40	0.1	5.843	A
C-AB	33	682	0.049	33	0.1	5.548	A
C-A	168			168			
A-B	13			13			
A-C	123			123			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	48	647	0.075	48	0.1	6.013	A
C-AB	41	675	0.060	41	0.1	5.673	A
C-A	206			206			
A-B	17			17			
A-C	151			151			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	48	647	0.075	48	0.1	6.013	A
C-AB	41	675	0.060	41	0.1	5.673	A
C-A	206			206			
A-B	17			17			
A-C	151			151			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	40	656	0.060	40	0.1	5.846	A
C-AB	33	682	0.049	33	0.1	5.549	A
C-A	168			168			
A-B	13			13			
A-C	123			123			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	33	662	0.050	33	0.1	5.729	A
C-AB	28	687	0.041	28	0.0	5.462	A
C-A	141			141			
A-B	11			11			
A-C	103			103			

2039 Comm & Prop, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.09	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D14	2039 Comm & Prop	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	164	100.000
B		✓	44	100.000
C		✓	229	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	15	149
	B	8	0	36
	C	192	37	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.08	6.05	0.1	A
C-AB	0.06	5.70	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	33	660	0.050	33	0.1	5.743	A
C-AB	28	685	0.041	28	0.0	5.476	A
C-A	145			145			
A-B	11			11			
A-C	112			112			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	40	653	0.061	40	0.1	5.867	A
C-AB	33	680	0.049	33	0.1	5.569	A
C-A	173			173			
A-B	13			13			
A-C	134			134			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	48	644	0.075	48	0.1	6.045	A
C-AB	41	672	0.061	41	0.1	5.700	A
C-A	211			211			
A-B	17			17			
A-C	164			164			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	48	644	0.075	48	0.1	6.045	A
C-AB	41	672	0.061	41	0.1	5.700	A
C-A	211			211			
A-B	17			17			
A-C	164			164			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	40	653	0.061	40	0.1	5.869	A
C-AB	33	680	0.049	33	0.1	5.572	A
C-A	173			173			
A-B	13			13			
A-C	134			134			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	33	660	0.050	33	0.1	5.749	A
C-AB	28	685	0.041	28	0.0	5.481	A
C-A	145			145			
A-B	11			11			
A-C	112			112			

www.tobin.ie

TOBIN Consulting Engineers

@tobinengineers

Galway
Fairgreen House,
Fairgreen Road,
Galway,
H91 AXK8,
Ireland.
Tel: +353 (0)91 565 211

Dublin
Block 10-4,
Blanchardstown Corporate Park,
Dublin 15,
D15 X98N,
Ireland.
Tel: +353 (0)1 803 0406

Castlebar
Market Square,
Castlebar,
Mayo,
F23 Y427,
Ireland.
Tel: +353 (0)94 902 1401