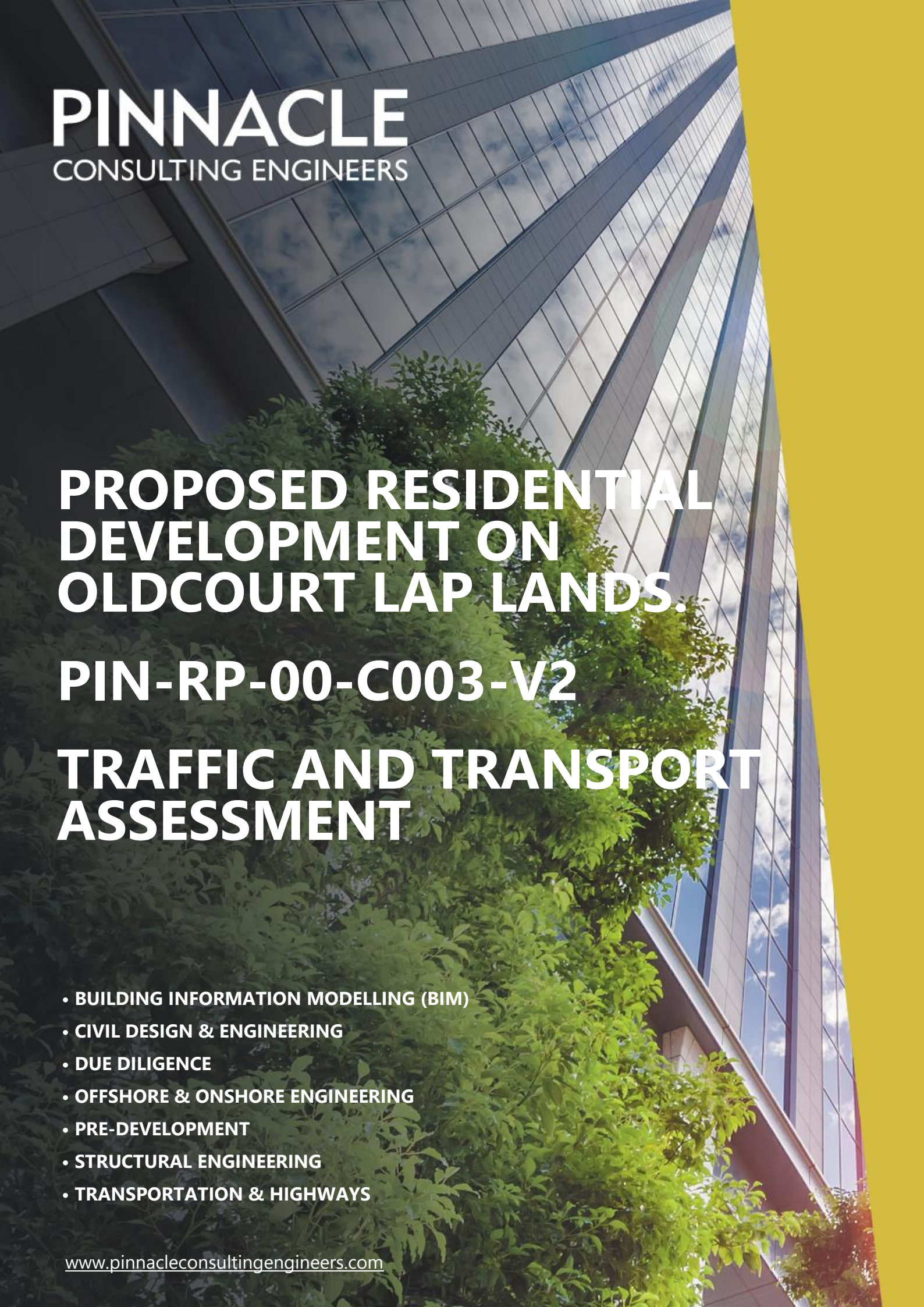

PINNACLE
CONSULTING ENGINEERS

PROPOSED RESIDENTIAL DEVELOPMENT ON OLDCOURT LAP LANDS.

PIN-RP-00-C003-V2

TRAFFIC AND TRANSPORT ASSESSMENT

- BUILDING INFORMATION MODELLING (BIM)
- CIVIL DESIGN & ENGINEERING
- DUE DILIGENCE
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Document Title	Traffic and Transport Assessment					
Document Number	P211102-PIN-RP-00-C003-V2					
This Document Comprises	DCS	TOC	Text	List of Tables	List of Figures	No of Appendices
	1	1	6	0	0	4

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Reviewed by	Ronan Kearns	Associate Transportation Planner	02/09/2024
Approved by	James Mayer	Director	02/09/2024

REVISIONS

Revision By	Date	Context
V1	12/06/24	Draft
V2	02/09/24	Issued for planning

Table of Contents

CONTENTS

1 INTRODUCTION

1.1 Introduction

This Traffic and Transport Assessment has been prepared by Pinnacle Consulting Engineers in support of a planning application to South Dublin County Council.

Capami Ltd. intends to apply for permission for a Large-scale Residential Development on a site measuring c.20.3Ha, located in the townlands of Bohernabreena, Oldcourt, and Killininny, Dublin 24. The development site is located to the east of Bohernabreena Road, north and east of Bohernabreena cemetery, south and south-east of St. Anne's GAA club, south and south-west of the Dodderbrook residential estate, west of the Ballycullen Gate residential development (currently under construction) and west of Oldcourt Road (the R113).

The proposed development consists of 523 no. residential units comprised of 253 no. 2, 3 & 4 bed detached, semi-detached and terraced houses, 208 no. 1, 2 & 3 bed duplex units in 20 no. 2 & 3 storey blocks, and 62 no. 1, 2 & 3 bed apartments in 4 no. 3 & 3-4 storey blocks, along with a 2-storey childcare facility of c. 457sq.m.

Private amenity space for the residential units is provided in the form of rear gardens for houses and ground floor terraces / upper floor balconies for apartments and duplex units. The proposed development provides for c. 7.38Ha of public open space and c.4,797 sq.m of communal open space associated with proposed residential units.

Vehicular access to the development will be via 4 no. access points, as follows: (i) from the west of the site via 2 no. accesses located off Bohernabreena Road, (ii) from the north of the site via 1 no. access at Dodderbrook Place, and (iii) from Oldcourt Road (the R113) to the east, via adjoining residential development. The proposed development includes for pedestrian and cyclist connections and accesses to adjoining lands to the north, east and west, and includes for cycling and pedestrian routes and infrastructure throughout the development.

The proposed development also includes the demolition of existing buildings / structures on the site (c.3,800sq.m), hard & soft landscaping, boundary treatments, SuDs features, drainage infrastructure, services infrastructure, bin stores, bicycle stores, car parking (including EV parking facilities), bicycle parking, public lighting etc. and all associated site development works.

Primary access to the proposed development will be through the Ballycullen - Oldcourt LAP Main Link Street (as amended by the proposed application), originally permitted under Reg .Refs. SD17A/0041 & PL 06S.249367 via a signal-controlled Junction with Oldcourt Road and Bohernabreena Road. Secondary access will be provided via the Dodderbrook estate and a priority-controlled junction on to Bohernabreena Road.

Additional pedestrian and cycle access would be facilitated between the site and the surrounding area such as existing estates and lands via dedicated cycle track and footpath that runs in an east/west direction linking Oldcourt Road and Bohernabreena Road. This follows the alignment of Ballycullen - Oldcourt LAP Main Link Street (as amended by the proposed application), originally permitted under Reg .Refs. SD17A/0041 & PL 06S.249367

The site location is shown in Figure 1.

In order to complete this report, Pinnacle Consulting Engineering has referred to the following documents:

- South Dublin County Development Plan 2024-2028
- Ballycullen - Oldcourt LAP Main Link Street Traffic and Transport Assessment
- Design Manual for Urban Road and Streets for sightlines
- Guidance on Transport Assessment
- Sustainable Urban Housing Design Standards for New Apartments Guidelines for Planning Authorities (2023)
- Sustainable and Compact Settlements Guidelines for Planning Authorities, 2024

Figure 1 Site Location

For exact planning boundary refer to Architect's drawings.

1.2 Objectives

The main objective of this report is to examine the traffic impact of the proposed development and its access arrangements on the local area road network. The net change in traffic on the network due to additional traffic has been calculated and its impact on the local area road network has been determined.

1.3 Study Methodology

The methodology adopted for this report can be summarised as follows:

Existing Transport Infrastructure: Pinnacle Consulting Engineering collected information on public transport, walking and cycling in the proposed development.

Development Proposals: Description of proposed development, including proposed improvements to the road accesses to the site and a review of parking and servicing provisions, and facilities for pedestrians and cyclists.

Development Trip Generation Figures: Based on the schedule of accommodation of the proposed development, Pinnacle Consulting Engineering derived trip rate data and calculated development traffic flows.

Assessment of Junction Capacity: - The operation of key junction, with and without the proposed development, was undertaken, to determine future operation and any requirements for mitigation measures.

1.4 Structure of Report

The remainder of this report is divided into the following sections:

- Section 2 considers the location of the site and existing traffic flows.
- Section 3 discusses the proposed development
- Section 4 considers the traffic generation and potential impacts of the development and an analysis of capacity of key junctions, including proposed mitigation measures
- Section 5 provides a summary and conclusion.

2 Existing Traffic Conditions

2.1 Existing Conditions

The subject site forms part of the Ballycullen - Oldcourt LAP lands located between Bohernabreena Road and Oldcourt Road, Ballycullen, Co. Dublin and is currently used as undeveloped farmland.

The site is bounded to the north existing and permitted residential development, to the east by Oldcourt Road, to the west by Bohernabreena Road and to the south by undeveloped lands zoned for residential use.

The site will have road frontage along Ballycullen - Oldcourt LAP Main Link Street which runs in a general east/west direction.

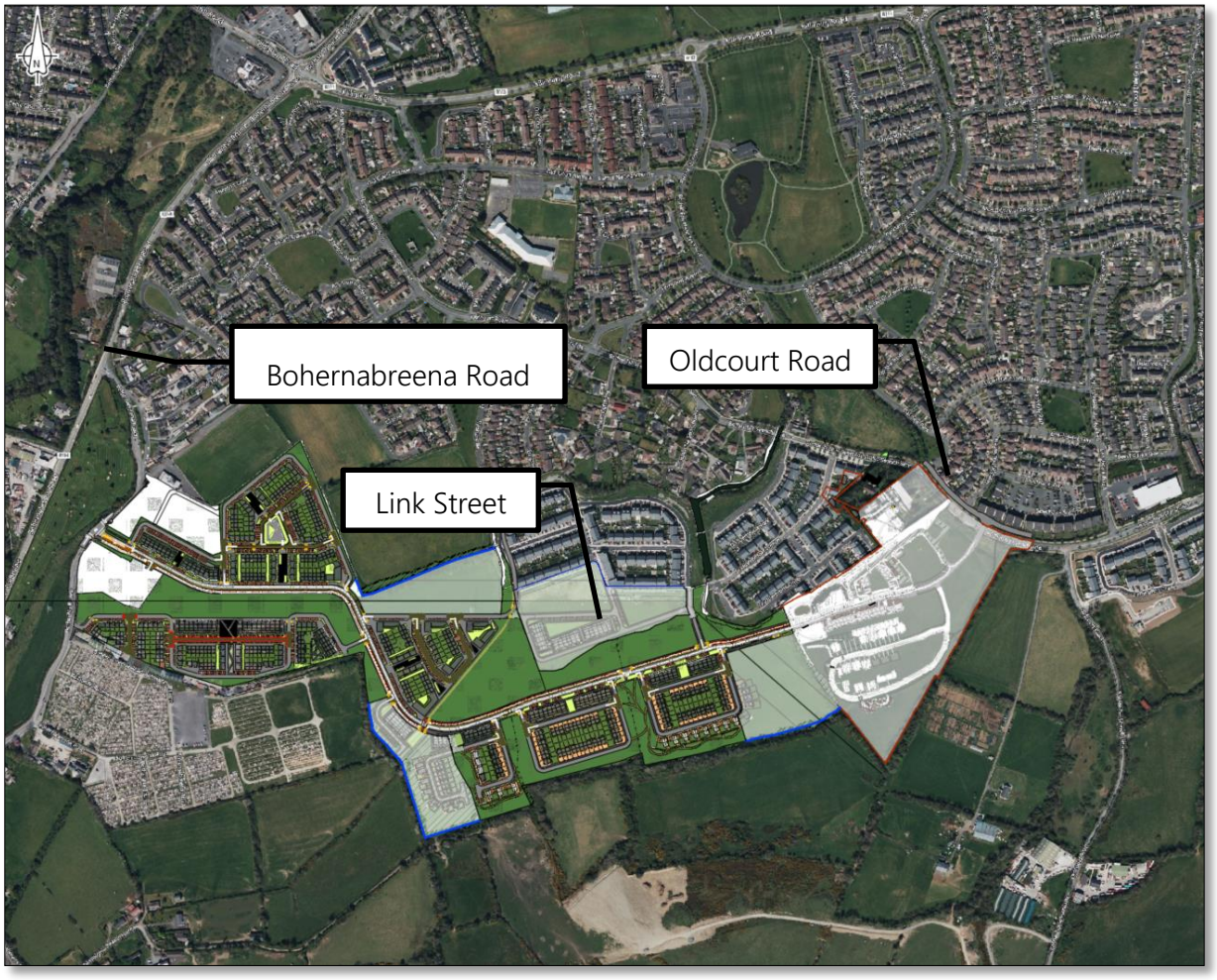


Figure 2 Site Location and Local Road Network

2.2 Traffic Counts

It is proposed that the subject site will be accessed directly from the Oldcourt Road and Bohernabreena Road similar to what is permitted under the Ballycullen - Oldcourt LAP Main Link

Street (as amended by the proposed application), originally permitted under Reg. Ref. SD17A/0041 & PL 06S.249367.

Under Reg. Ref. SD17A/0041 & PL 06S.249367 the local highway networks were tested for the lands that could be developed through the construction of the Link Street. This application seeks to revalidate this assessment at two key nodes of the network i.e. the proposed signal-controlled junction between the Link Street/Oldcourt Road and the Link Street/Bohernabreena Road. In addition, a priority-controlled junction will be provided to the south of the Bohernabreena Road/Link Street signal-controlled junction in response to South Dublin County Council's LRD opinion.

To quantify the volumes of traffic movements at key points on the road network adjacent to the site, a set of classified turning movement traffic counts were commissioned. The location of these counts was agreed to by South Dublin Council's Transportation Department.

Accordingly, classified counts were carried out between the hours of 07.00-10.00 and 16.00-19.00 in 14th of May 2024 at the following locations:

- Site 1 – Link Street/Oldcourt Road
- Site 2 – Link Street/Bohernabreena Road
- Site 3 – Estate Road/ Bohernabreena Road

The surveys were carried out on dates to ensure that flows were representative of normal term time and hence not affected by school holidays or other public holidays or events. As such they will provide an appropriate and robust representation of a neutral month during a period of normal school and employment activity. The surveys will be designed to provide representative values encompassing AM and PM peak periods during normal traffic conditions.

The locations of the surveys are each pertinent to the proposal in terms of being at key nodes in the road network that would be affected by traffic assignment and distribution of flows associated with the development site.

The location of the survey points is depicted below at Figure 3.

Figure 3 Survey Location

2.3 Existing Road Network

A summary of the existing road network is provided below:

The road network surrounding the site, and the wider landholding provides a variety of movement functions. Ballycullen - Oldcourt LAP Link Street provides access to Oldcourt Road to the east and Bohernabreena Road to the west.

These routes provide for pedestrians, cyclists and motorists alike and a general commentary on these facilities is presented below:

Ballycullen - Oldcourt LAP Main Link Street

The proposed road scheme comprises a 6.5m wide carriageway, approx. 1500m in length with a with footpaths and verges. A two-way cycle track is located on the northern side of the Link Street linking Oldcourt Road to Bohernabreena Road.

Two bus stops were proposed along the proposed road link scheme. Based on feedback from the National Transport Authority, these bus stops will not be provided for in this application. Instead, the bus stops have been identified and designed to allow for their retrofitting across the footpath/cycle path at some point in the future.

Traffic calming will be provided through geometry design features with such as vertical deflections, particularly at junctions between the Link Street and internal estate roads where the footpath/cycle path crosses.

It is assumed that Ballycullen - Oldcourt LAP Main Link Street will operate with a 50km/h speed limit.

The Ballycullen - Oldcourt LAP Main Link Street will form a signal-controlled junction with at Bohernabreena Road in the west and Oldcourt Road to the east.

2.4 Public Transport

2.4.1 Bus

Bus transport within the vicinity of the proposed development is illustrated in Figure 4.

Figure 4 Bus Stop Locations (Source: TFI Transport Planner)

There are numerous bus operators providing a bus services locally and within walking distance to the site, with further details shown in Table 1 below.

No.	Route	Service		Mon-Fri	Sat	Sun
65B	Poolbeg St. - Citywest	Poolbeg St	First	05:50	05:50	09:00
			Last	23:30	23:30	23:30
		Citywest	First	06:50	07:00	08:30
			Last	23:30	23:30	23:30
		Frequency		Up to 20 services / day	Up to 19 services / day	Up to 15 services / day
175	Citywest – UCD	UCD	First	05:57	08:15	09:22

			Last	00:12	00:14	00:15
		Citywest	First	06:20	07:10	08:14
			Last	23:07	23:10	23:10
		Frequency		Up to 36 services / day	Up to 17 services / day	Up to 16 services / day
15/15B	Clongriffin - Ballycullen Rd.	Clongriffin	First	04:00	04:00	04:00
			Last	02:00	03:30	03:30
		Ballycullen Rd.	First	04:00	04:00	04:00
			Last	03:30	03:30	03:30
		Frequency		Up to 104 services / day	Up to 84 services / day	Up to54 services / day
49	Pearse Street - Tallaght (The Square)	Pearse Street	First	06:10	06:45	10:30
			Last	23:20	23:20	23:30
		Tallaght (The Square)	First	06:15	06:45	09:30
			Last	23:30	23:30	23:30
		Frequency		Up to 37 services / day	Up to 27 services / day	Up to 15 services / day

Table 1 Local Bus Services

No capacity study was carried out on these existing routes. It is noted that Phase 5b of the BusConnects Network Redesign commenced on the 26th of November 2023 and involved the introduction of new Southern Orbital, Radial and Local Routes. S2, 74 and L25 are operated by Dublin Bus and routes S4, S6, S8, W2 and L55 are operated by Go-Ahead Ireland, on behalf of Transport For Ireland. Refer to Section 2.8.1 Bus Improvement of this report for further details.

These services have been designed to accommodate locally zoned lands. It was also indicated at a meeting with the National Transport Authority and South Dublin County Council on the 16th of May 2024 that in the short to medium term no additional bus routes would be provided along the Link Street suggesting that capacity isn't an issue.

2.5 Walking and Cycling

The development has various levels of cycle facilities along its alignment. These include off road cycle facilities. The Oldcourt Road Main Link Street has dedicated cycle facilities along this entirety.

Proposed pedestrian infrastructure in the area includes footpath on all of the main link roads in the surrounding area. Drop kerbs are provided to facilitate people with mobility and visual impairments.

The site is well located to provide non-car access for residents and visitors of the proposed development with local access to retail, education, leisure, and public transport amenities. Public transport connections are within reasonable walking distance for commuter related trips.

2.6 Road Safety Data

A review of the Road Safety Authority (RSA) traffic collision database has been undertaken for the road network in the vicinity of the proposed site to identify any collision trends. This review will assist to identify any potential safety concerns in relation the existing road network.

Traffic collision data was obtained for the period 2005-2015, which is the most recent data available from the Road Safety Authority website, prior to it been taken down from the Road Safety Authority website. These incidents are categorised into class of severity, which includes minor, serious or fatal collisions. The analysis is shown in Figure 5.

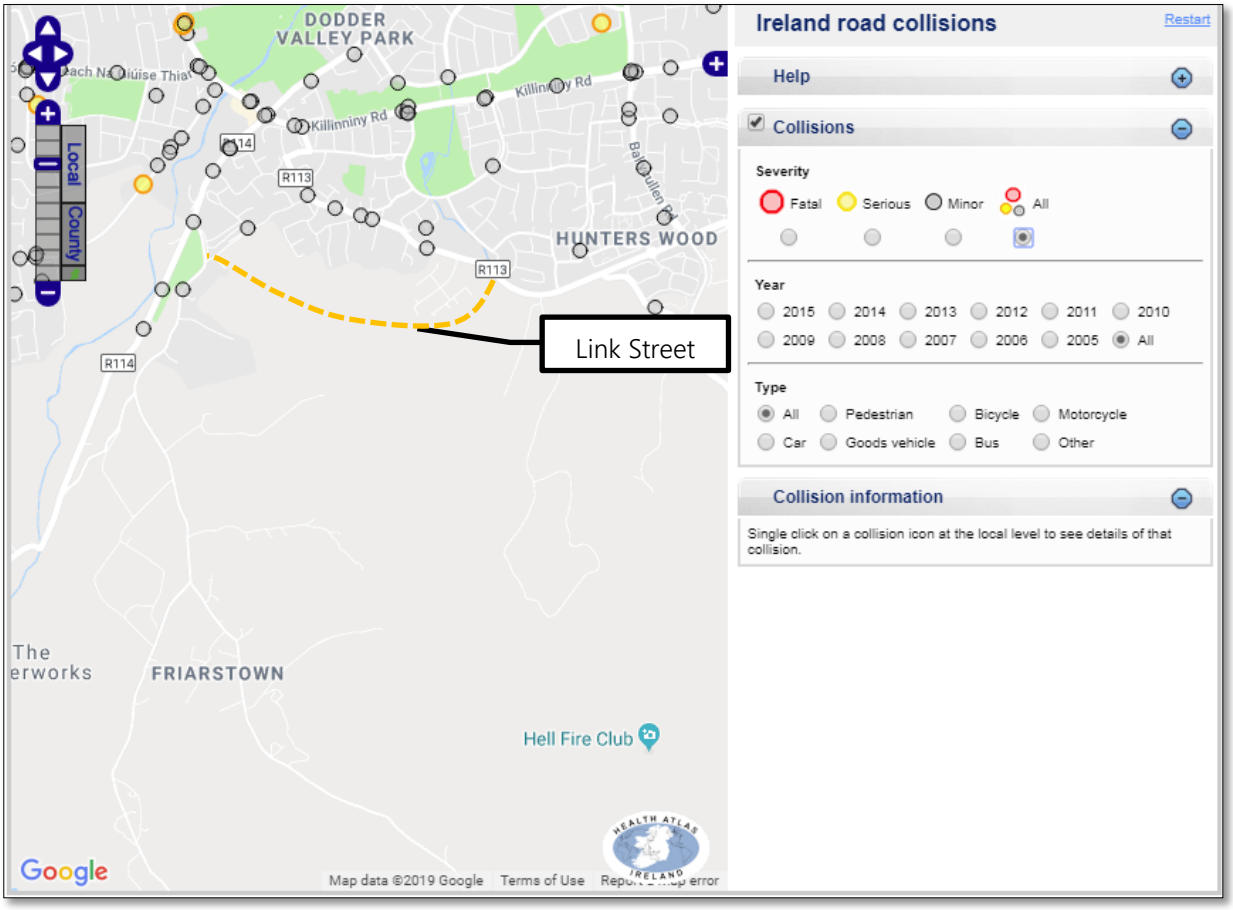


Figure 5 Road Collisions (Source: RSA)

The analysis has not identified any incidents adjacent to the proposed development access.

2.7 Planning Search

2.7.1 Planning Context

Ballycullen - Oldcourt LAP Main Link Street has been designed to accommodate the development of the lands contained within the Oldcourt LAP. The Ballycullen - Oldcourt LAP Main Link Roads Traffic and Transport Assessment (as permitted under SD17A/0041) has assessed key off site junctions and it was demonstrated that the redistributed base traffic and traffic generated by the future residential developments (750 units) can be accommodated by the local road network.

2.7.2 Planning Review

A planning search was undertaken to identify any developments that have planning permission but are not yet implemented or any schemes that are implemented but are as yet un-let or empty.

The following proposed developments have been included in the analysis of the transport assessment:

SD23A/0083

Residential development on a site measuring c. 2.56 hectares within the lands designated for the Ballycullen-Oldcourt Local Area Plan 2014 (as extended) consisting of 71 dwellings comprised of

41 three & four bed, two and three storey, detached, semi-detached and terraced houses and 30 two, three & four bed apartments & duplex units accommodated in 1 two/three storey block and 2 three storey blocks; Access to the proposed development will be from Oldcourt Road via permitted roads infrastructure previously granted permission under Planning Ref.'s SD17A/0468 and SD17A/0041 & PL0&S.249367; The proposed development also includes for car parking, bicycle parking, bin storage, communal open spaces, public open space, pedestrian & cyclist connections, landscaping & boundary treatments, drainage connections, road infrastructure etc. and all associated site development works on a site of c. 2.56 hectares.

SD22A/0356

Development on a site located south of Oldcourt Road, which forms part of all overall permitted residential development granted under Ref. SD17A/0468 & has the approved name of Ballycullen Gate; The proposed development consists of changes of dwelling type and increase in unit number from 17 permitted houses to 24 proposed houses; The proposed dwellings are comprised of the following: 5 three bed detached bungalows; 1 two bed detached bungalow; 2 two bed semi-detached bungalows; 1 two storey, 4 bed, detached house; 1 two storey, 3 bed, detached house; 2 two storey, 2 bed, semi-detached houses & 12 two storey, 3 bed, semi-detached houses; The proposed development also includes for all associated site development works, car parking, open spaces, and landscaping, on a site area of c. 0.88 ha. The proposed development will have the effect of modifying extant permission Ref. SD17A/0468 which has an overall site area of 3.8 hectares.

SD23A/ 0149

New educational campus, to be delivered on a phased basis comprising 1 No. part 3 storey, 1,000 pupil Post Primary School (Firhouse Educate Together Secondary School: Roll No. 68307J) and includes accommodation for children with special educational needs, a multi-purpose hall and all ancillary teacher and pupil facilities with a gross floor area of c. 11,021 sq.m; The development will also include and permanently incorporate elements of the temporary two storey post primary school development (permitted under An Bord Pleanála Ref: ABP-311141-21; South Dublin County Council Reg. Ref. SD21A/0137), including vehicular access from Oldcourt Road; 3 ball courts; 2 pedestrian and cyclist access points and 1 pedestrian only access point to the northern boundary of the site; car parking; surface water drainage; attenuation tanks; piped infrastructure and ducting; changes in level and all associated site development and excavation works above and below ground; The development will also include minor revisions to the previously permitted car parking area to allow for the provision of additional car parking spaces to serve the Post Primary School; The development will also include 3 additional ball courts and play areas; 1 storage building (c. 48 sq.m); car parking; electric vehicle charging points; bicycle parking; hard and soft landscaping; waste management provision; cycle and pedestrian routes; boundary treatments; ancillary ramps and stairs; signage; attenuation tank; PV panels; boiler and plant; surface water drainage and SuDS measures (including green roofs); 3 flag poles; street and security lighting; piped infrastructural services and connections; changes in level and all associated site development and excavation works above and below ground; The development will also consist of the retention of an ESB substation located to the south of the vehicular entrance at Oldcourt Road.

SHD3ABP-310578-21

329 residential units comprising 140 x2 storey houses (terraced/semi-detached/detached) and 4 x2-5 storey apartment blocks comprising 57 x1-bed apartments and 132 x2-bed apartment/duplexes. The proposed development also includes a 2-storey creche, a new public park, residential pocket parks, communal open space, car parking (surface/undercroft), bicycle parking, bin stores, plant areas/utilities infrastructure. Vehicular access to be provided from the existing road connection to Stocking Avenue to the west of the site, and via Stocking Wood Drive to the east of the site (with relocation of existing ESB kiosk and associated works to the existing hammerhead providing additional visitor parking for the existing estate). Pedestrian routes to the boundaries Abbots Grove Park, Stocking Wood Copse and White Pines Park also proposed. All associated site development works (including site reprofiling), landscaping, boundary treatments and services provision.

2.8 Potential/Proposed/Committed Infrastructure Works

There are several potential new infrastructure schemes in the vicinity of the proposed development site. Consideration has been given to the impact that these infrastructure schemes may have on the development. This will ensure that provision is allowed for these schemes to be delivered in the future.

A summary of the potential road infrastructure schemes is outlined below.

2.8.1 Bus Improvement

The following objectives are included in the South Dublin County Development Plan 2022-2028:

SM3 Objective 7: To support and encourage the NTA in investigating high-capacity public transport solutions for Dublin southwest, including examining the feasibility of Metro and / or Luas, serving areas including Ballyboden, Ballycullen / Oldcourt, Firhouse, Kimmage, Knocklyon, Rathfarnham, South Tallaght, Templeogue and Terenure and the feasibility of linking the red and green Luas to maximise public transport links and permeability in Dublin southwest.

Phase 5b of the BusConnects Network Redesign commenced on the 26th of November 2023 and involved the introduction of new Southern Orbital, Radial and Local Routes. S2, 74 and L25 are operated by Dublin Bus and routes S4, S6, S8, W2 and L55 are operated by Go-Ahead Ireland, on behalf of TFI.

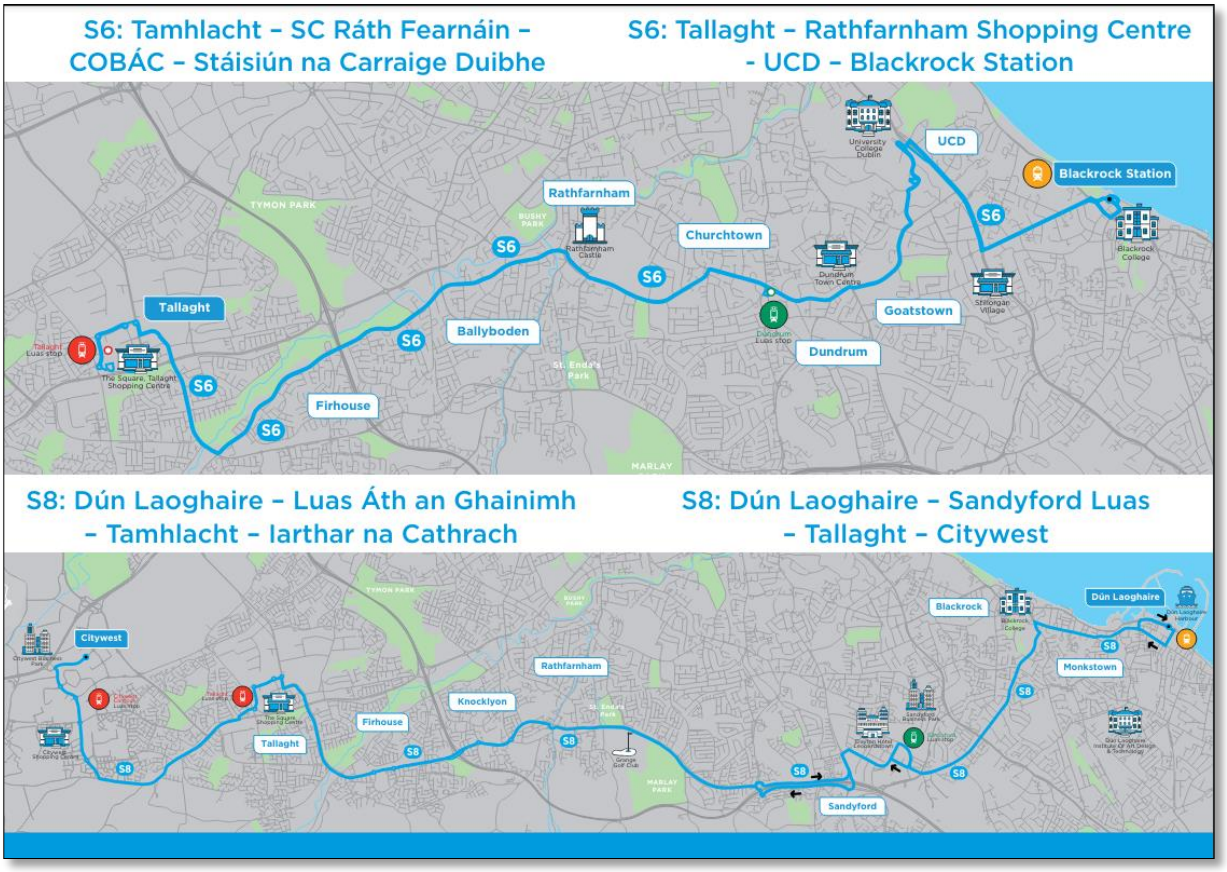


Figure 6 Bus Connects Review

The next phase of the Bus Connects Review will see the introduction of Route 85. The 85 will provide another route to the City Centre from Harold's Cross Road. The National Transport Authority is proposing a 10-minute peak frequency with 15 minutes at most other times.

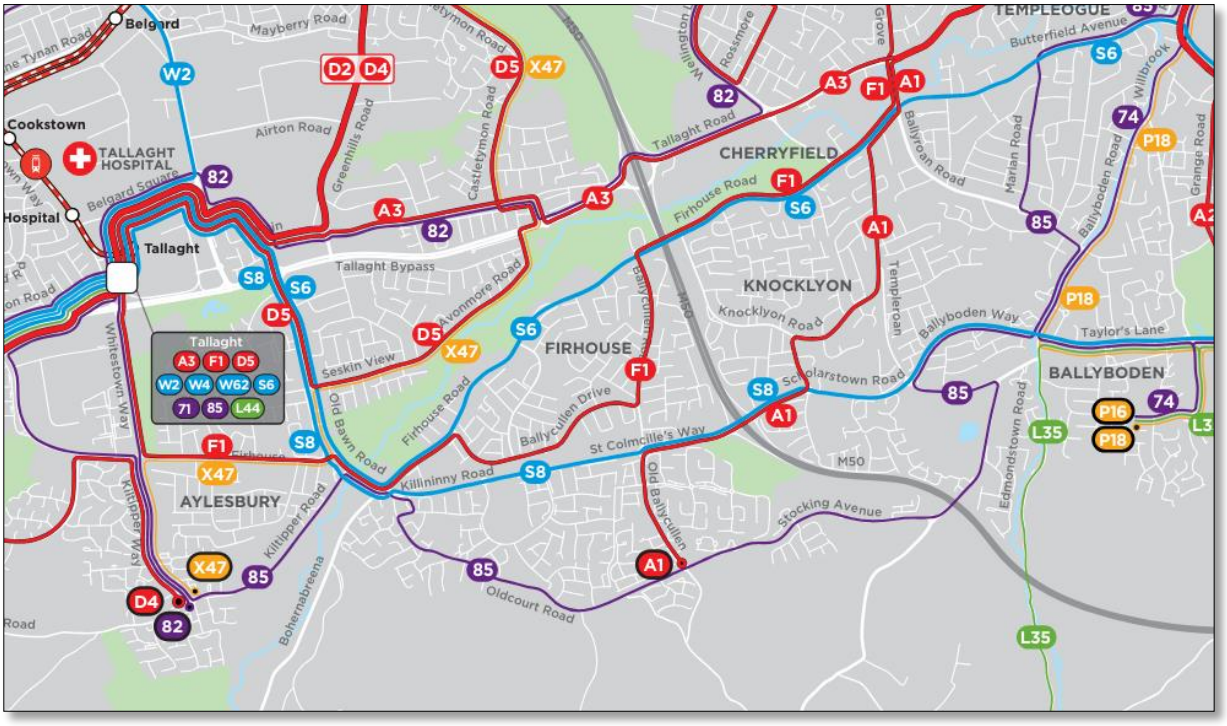


Figure 7 Route 85

2.8.2 Oldcourt Lap Link Street

The following objective is included in the South Dublin County Development Plan 2022-2028:

QDP14 SLO 3: That the provisions of the Ballycullen - Oldcourt Local Area Plan (2014) as extended, in respect of the steep topography in the lands zoned RES-N between Stocking Lane, Ballycullen Road and the M50 (Map 10) remain in force during the lifetime of this Plan having regard to ministerial guidelines.

This objective is illustrated in the figure below.

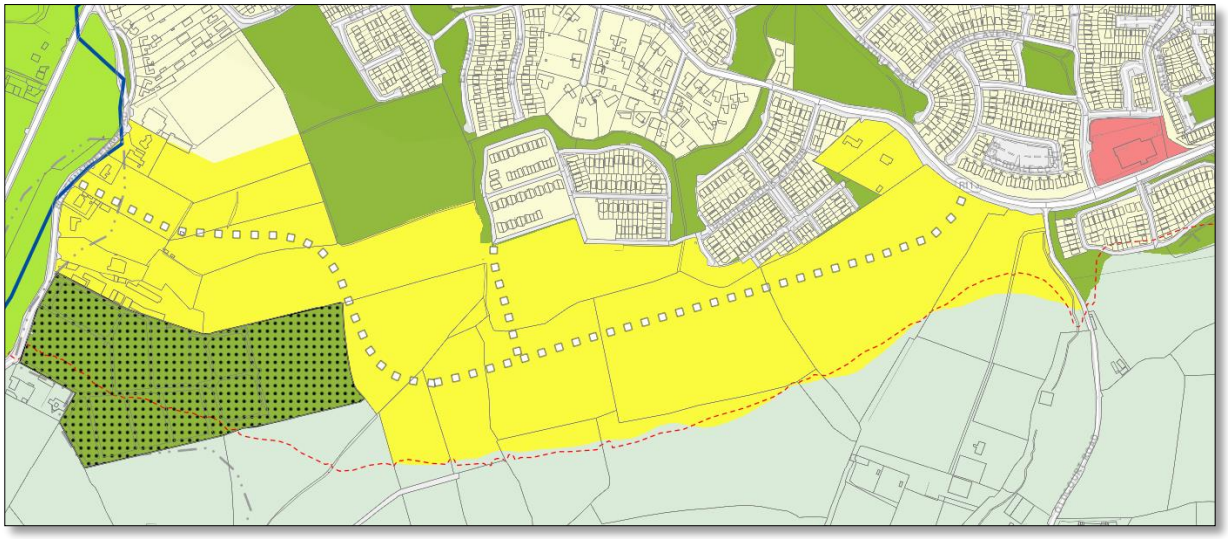


Figure 8 Ballycullen Oldcourt LAP Link Street

This road will be completed as part of the proposed development.

2.9 Summary

In summary, the existing site benefits from good levels of existing public transport and walking/cycling infrastructure which will assist to encourage sustainable modes of travel for residents and visitors to/from the proposed development.

3 INTRODUCTION

3.1 Introduction

Capami Ltd. intends to apply for permission for a Large-scale Residential Development on a site measuring c.20.3Ha, located in the townlands of Bohernabreena, Oldcourt, and Killininny, Dublin 24. The development site is located to the east of Bohernabreena Road, north and east of Bohernabreena cemetery, south and south-east of St. Anne's GAA club, south and south-west of the Dodderbrook residential estate, west of the Ballycullen Gate residential development (currently under construction) and west of Oldcourt Road (the R113).

The proposed development consists of 523 no. residential units comprised of 253 no. 2, 3 & 4 bed detached, semi-detached and terraced houses, 208 no. 1, 2 & 3 bed duplex units in 20 no. 2 & 3 storey blocks, and 62 no. 1, 2 & 3 bed apartments in 4 no. 3 & 3-4 storey blocks, along with a 2-storey childcare facility of c. 457sq.m.

Private amenity space for the residential units is provided in the form of rear gardens for houses and ground floor terraces / upper floor balconies for apartments and duplex units. The proposed development provides for c. 7.38Ha of public open space and c.4,797 sq.m of communal open space associated with proposed residential units.

Vehicular access to the development will be via 4 no. access points, as follows: (i) from the west of the site via 2 no. accesses located off Bohernabreena Road, (ii) from the north of the site via 1 no. access at Dodderbrook Place, and (iii) from Oldcourt Road (the R113) to the east, via adjoining residential development. The proposed development includes for pedestrian and cyclist connections and accesses to adjoining lands to the north, east and west, and includes for cycling and pedestrian routes and infrastructure throughout the development.

The proposed development also includes the demolition of existing buildings / structures on the site (c.3,800sq.m), hard & soft landscaping, boundary treatments, SuDs features, drainage infrastructure, services infrastructure, bin stores, bicycle stores, car parking (including EV parking facilities), bicycle parking, public lighting etc. and all associated site development works.

The proposed schedule of accommodation is outlined in the table below.

Unit Type	No. of Units
Apartments	
1 bed / 2-person Apartment	24
2-bed / 3-person Apartment	6
2-bed / 4-person Apartment	25
3-bed / 5-person Apartment	7
Total Apartments	62
Duplex	
1-bed / 2-person Duplex	27
2-bed / 4-person Duplex	76
3-bed / 5-person Duplex	103
Total Duplexes	206
Houses	
2-bed House	61
3-bed House	160
4-bed House	34
Total Houses	255
Overall Total	523
Creche	457 sq. m

Table 2 Proposed Land Uses

The proposed layout is illustrated in the figure below.

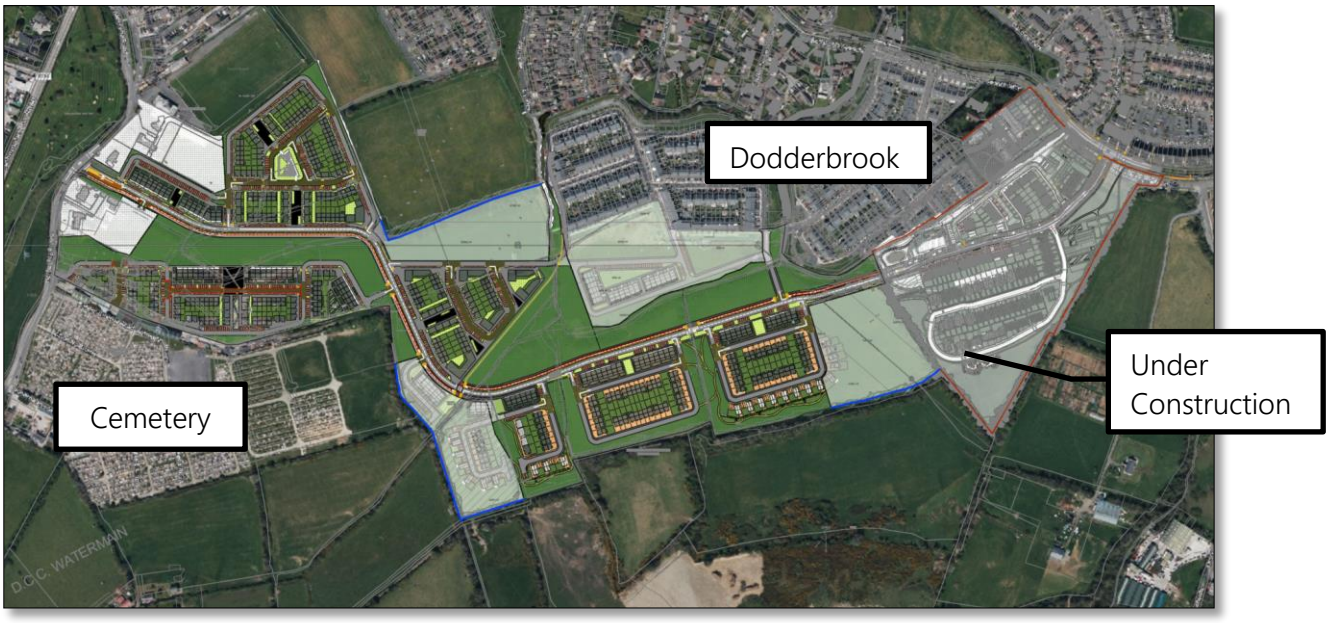


Figure 9 Proposed Layout

3.2 Site Access

Vehicular access to the development will be via 4 no. access points, as follows: (i) from the west of the site via 2 no. accesses located off Bohernabreena Road, (ii) from the north of the site via 1 no. access at Dodderbrook Place, and (iii) from Oldcourt Road (the R113) to the east, via adjoining residential development. The proposed development includes for pedestrian and cyclist connections and accesses to adjoining lands to the north, east and west, and includes for cycling and pedestrian routes and infrastructure throughout the development.

3.3 Servicing

An AutoTrack analysis has been carried on the internal service access to demonstrate its capability to cater for residents and service vehicles such as refuse vehicles, fire tenders and buses along the Link Street.

The results of this analysis show that the proposed development can accommodate the anticipated service vehicles that will serve the proposed development.

3.4 Parking Provision

3.4.1 Car Parking Standards - Dwelling

Section 12.7.4 'Car Parking Standards' of South Dublin County Development Plan 2024-2028 sets out the car parking requirements for various types of development. The applicable parking rates are outlined below.

The parking rate is dependent on the developments accessibility to public transport nodes as follows:

- Zone 1: General rate applicable throughout the County.

- Zone 2: (Residential): More restrictive rates for application within town and village centres, lands zoned REGEN, and brownfield / infill sites within Dublin City and Suburbs settlement boundary within 400-500 metres of a high-quality public transport service (includes a train station, Luas station or bus stop with a high-quality service).

It is assumed that the development is located in Zone 1.

Car Parking Standards			
Land Use	No. of Bedrooms	Zone 1	Zone 2
Apartment/Duplex	1 Bed	1 Spaces	0.75 Spaces
	2 Bed	1.25 Spaces	1 Spaces
	3 Bed +	1.5 Spaces	1.25 Space
Houses	1 Bed	1 Spaces	1 Spaces
	2 Bed	1.5 Spaces	1.25 Spaces
	3 Bed +	2 Spaces	1.5 Spaces
Crèche	7 rooms	1 per classroom	0.5 per classroom

Table 3 Parking Standards

Based on the schedule of accommodation, outlined in Table 3, and assessment of the parking provision for the housing units are illustrated in Table 4.

Proposed Land Uses		Development Plan	Provided	Ratio
Land Use	No. Units	No.	No.	Spaces per unit
Apartment/Duplex – 1 Bed	51	51	38	0.75
Apartment/Duplex – 2 Bed	107	134	116	1.08
Apartment/Duplex – 3 Bed	110	165	165	1.50
House – 2 Bed	61	92	76	1.25
House – 3 Bed	160	320	210	1.31
House – 4 Bed	34	68	68	2.00
Visitor	N/A	N/A	66	0.12
Creche	7 rooms	7	7	0.01 per unit / 1 per room
Total	523	829	746	1.43

Table 4 Car Parking Provision

There will be 746 No. car parking spaces provided for the development. Parking will be provided both in curtilage and on street.

3.4.2 Cycle Parking Standards

Section 12.7.1 'Bicycle Parking / Storage Standards of South Dublin County Development Plan 2024-2028 sets out the cycle parking requirements for various types of development. The applicable parking rates are outlined below.

Cycle Parking Standards		
Land Use	Long Term	Short Term
Apartment/Duplex	1 per bedroom	1 per two apartments
Crèche	1 per 5 staff	1 per 10 children

Table 5 Parking Standards – Apartment / Duplex

Based on the schedule of accommodation, out lined in Table 5, and assessment of the cycle parking provision for the housing units are illustrated in Table 6.

Proposed Land Uses			Standard	
Land Use	No. Units		Long Term	Short Term
Apartment/Duplex – 1 Bed	51		51	26
Apartment/Duplex – 2 Bed	107		214	54
Apartment/Duplex – 3 Bed	110		330	55
Creche	Up to 25 staff	Up to 132 children	14	5
Sub-Total			609	140
Total			749	

Table 6 Cycle Parking Provision

Section 12.7.1 'Bicycle Parking / Storage Standards of South Dublin County Development Plan 2024-2028 sets out the cycle parking requirements for various types of development and suggests a total of 749 cycle spaces.

The development designs allow for an increase in the number of cycle spaces. There will be 1,268 No. cycle parking spaces provided for the development. This is more than what is required based on South Dublin County Development Plan 2024-2028 and takes into account the shortfall in car parking provided.

3.4.3 Summary

A total of 746 parking spaces will be provided for the development.

For the houses, parking will be provided both within the curtilage and on street. On street surface car parking will be provided for the apartments, duplexes, creches and visitor car parking spaces.

The development plan standard suggests a total of 350 spaces for the Apartment/Duplex element of the proposed development.

Without car parking dominating the proposal and taking into account the guidance set out in publications like DMURS and 'Sustainable Urban Housing – Design Standards for New Apartments' it was proposed to provide 283 spaces for the apartment blocks and duplex.

This level of parking will both meet the demand for spaces but will also act as demand management tool for trips to/from the proposed development.

Therefore, a balance has been struck for the car parking provision taking into account the Development Plan standard and the anticipated demand.

Section 12.7.1 'Bicycle Parking / Storage Standards of South Dublin County Development Plan 2024-2028 sets out the cycle parking requirements for various types of development and suggests a total of 749 cycle spaces.

This development has sought to reduce the number of car parking spaces overall. The Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities states that where it is sought to reduce car parking provision in apartment schemes, it must be demonstrated that other non-car-based modes of transport can meet the needs of residents, whether in full or in part, additional secure, covered cycle parking provision will be necessary.

Given that car parking is provided at c. 1.33 spaces per unit, it's the provision of cycle spaces should be greater than the Section 12.7.1 'Bicycle Parking / Storage Standards of South Dublin County Development Plan 2024-2028. Therefore, 1268 cycle spaces will be provided.

Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities suggests, as a benchmark guideline for apartments, an absolute minimum of one secure, covered bicycle parking space per unit should be required. This benchmark has been provided.

It is concluded that the provision of 1,268 cycle spaces will meet the demand of local residents and visitors to the development.

The reduction in car parking spaces for the duplex unit/apartment units will have many benefits including the following:

- Less congestion and therefore improved safety on local roads by promoting alternatives to the car.
- Reduced highway capacity problems by promoting sustainable travel choices.
- Local environmental improvements from reduced congestion, carbon emissions, pollution and noise.
- Making the site more attractive to potential occupiers/users.
- Increased opportunities for active healthy travel, such as walking and cycling
- Reduced demand for parking spaces enabling land to be put to more cost effective or commercially beneficial use and freeing space for active travel initiatives; and
- Improved travel choice, quality and affordable access to services for all users.

A summary of the parking elements of the development is illustrated in the table below.

Parking Summary		
Car Parking		
Residential Parking	673 no. Spaces	Ratio = 1.29 / unit
Non-Residential Parking	7 no. Spaces	Ratio = 1 per classroom
Visitor / Set-down Parking	66 no. Spaces	Ratio = 0.01 / unit
Total Car Parking	746 no. Spaces	Ratio = 1.33 / unit
Bicycle Parking		
Cycle Parking (Resi. Long Stay)	1024 no. Spaces	1.96 / unit
Cycle Parking (Non-Resi. Long Stay)	14 no. Spaces	2.0 per classroom
Cycle Parking (Resi. Short Stay)	225 no. Spaces	0.43 / unit
Cycle Parking (Non-Resi. Long Stay)	5 no. Spaces	0.7 per classroom
Total Cycle Parking	1268 no. Spaces	2.42 / unit

Table 7 Parking Summary

3.5 Pedestrian and Cycle networks

3.5.1 Background

It is a necessary part of the design framework for a residential development such as this to ensure that there is good permeability for those residents and visitors to the development who choose not to travel by car. The permitted development has been designed to ensure that there is good permeability for pedestrians and cyclists with connections between the internal layout and the external pedestrian and cycle networks form part of the overall access strategy for the wider land holdings. With this development pedestrian movement is suitably catered for by footpath connections within and adjacent to the development. These provide good linkage to the surrounding urban areas.

The internal layout demands that all visitors to the site are catered for and so pedestrian routes between dwelling areas and key nodes within the layout are well designed and clearly delineated. This applicant is very experienced in creating safe environments that satisfy resident's requirements and convenience. Accordingly, every effort has been made to ensure that vehicular access will be restricted in areas where there are likely to be the highest concentrations of pedestrian/cycle movements.

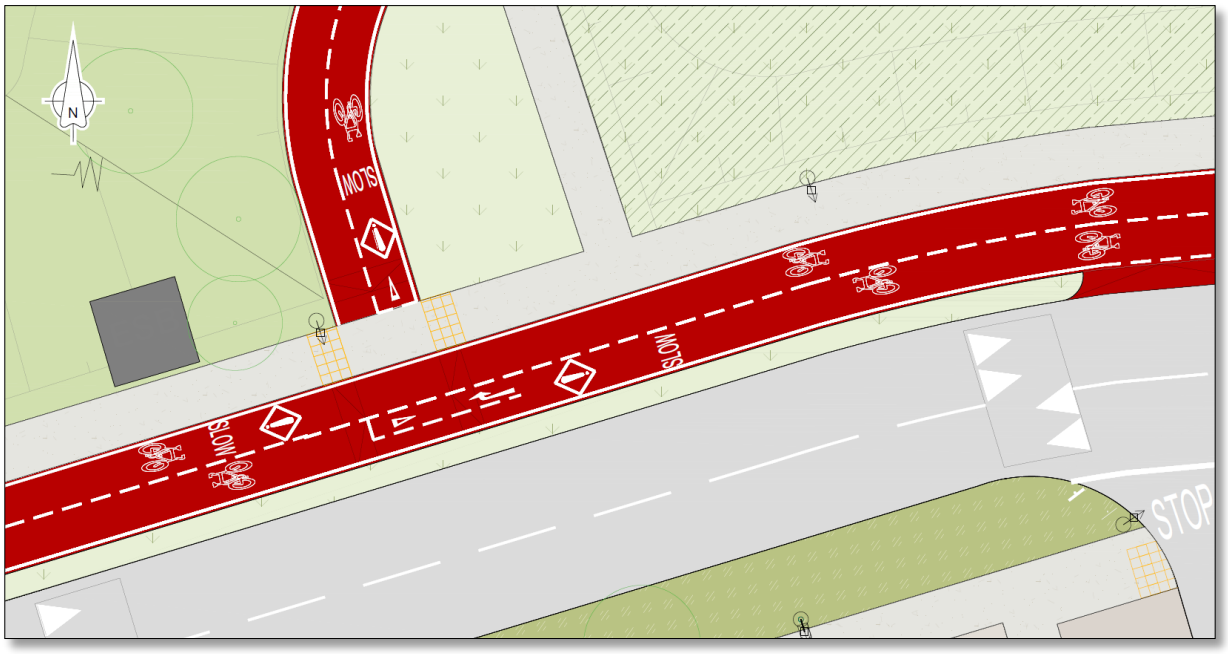


Figure 10 Sample on the internal cycle network

The internal site layout will include several crossing facilities that are located along key desire lines, and which coordinate well with the circulation within the car park area to enhance the safety, visibility and convenience of those people on foot. These facilities will include features such as tactile paving and surface treatments that will benefit all users and assist those with impaired mobility.

Given the desire in current planning guidance to improve accessibility for non-car modes of travel, access by cycle is increasingly important. Since the weather and topography inevitably have an influence on cycle use, the key to cycle accessibility is the existence of convenient and safe links associated with secure and carefully sited cycle parking.

The design has sought to ensure that the environment created within this development will be accessible to residents and visitors with disabilities. Footpaths will be designed in accordance with the latest design criteria to ensure safe access for those that have a mobility impairment.

Accessibility to public transport nodes is shown in the figure below. This is indicative only and subject to discussion with the National Transport Authority and South Dublin County Council.

For further details on the public transport accessibility refer to Pinnacle Drawing No. P211102-PIN-XX-DR-D-108-S1-P01 and P211102-PIN-XX-DR-D-109-S1-P01.

3.5.2 Segregated Cycle Infrastructure

Dedicated off road cycle infrastructure has been provided through the development. This infrastructure links the Oldcourt Road with the Bohernabreena Road .

It provides, as much as possible, a direct route from the access point on the Oldcourt Road to the Bohernabreena Road .

Cyclists are given priority at all Link Street road crossings, as is illustrated in the figure below.

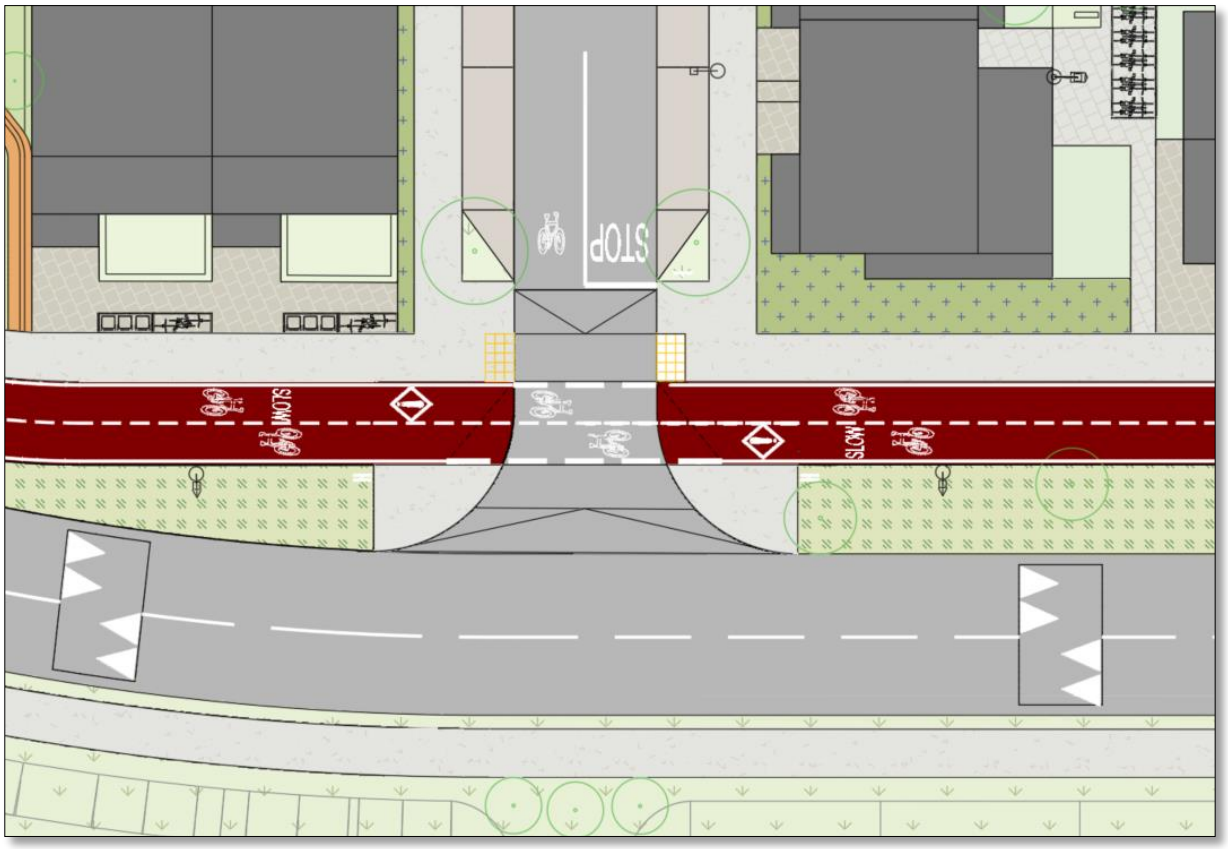


Figure 11 Junction Crossing

3.5.3 Shared Streets - DMURS

Figure 4.52, from the National Cycle Manual , provides an overview of the integration and segregation of cycle traffic within the carriageway based on vehicle speeds and traffic volumes. For example:

1. On lightly trafficked/low-speed streets, designers are generally directed to create Shared Streets where cyclists and motor vehicles share the carriageway
2. On busier/moderate speed streets, designers are generally directed to apply separate cycle lanes/cycle tracks. Designers must also have regard to the measures contained within this Manual when applying the NCM. For example:
3. To minimise the width of vehicular carriageways from kerb to kerb, preference should be given to the implementation of Raised Cycle Lanes or Raised Cycle Tracks over those design solutions where cyclists and vehicles are at grade.

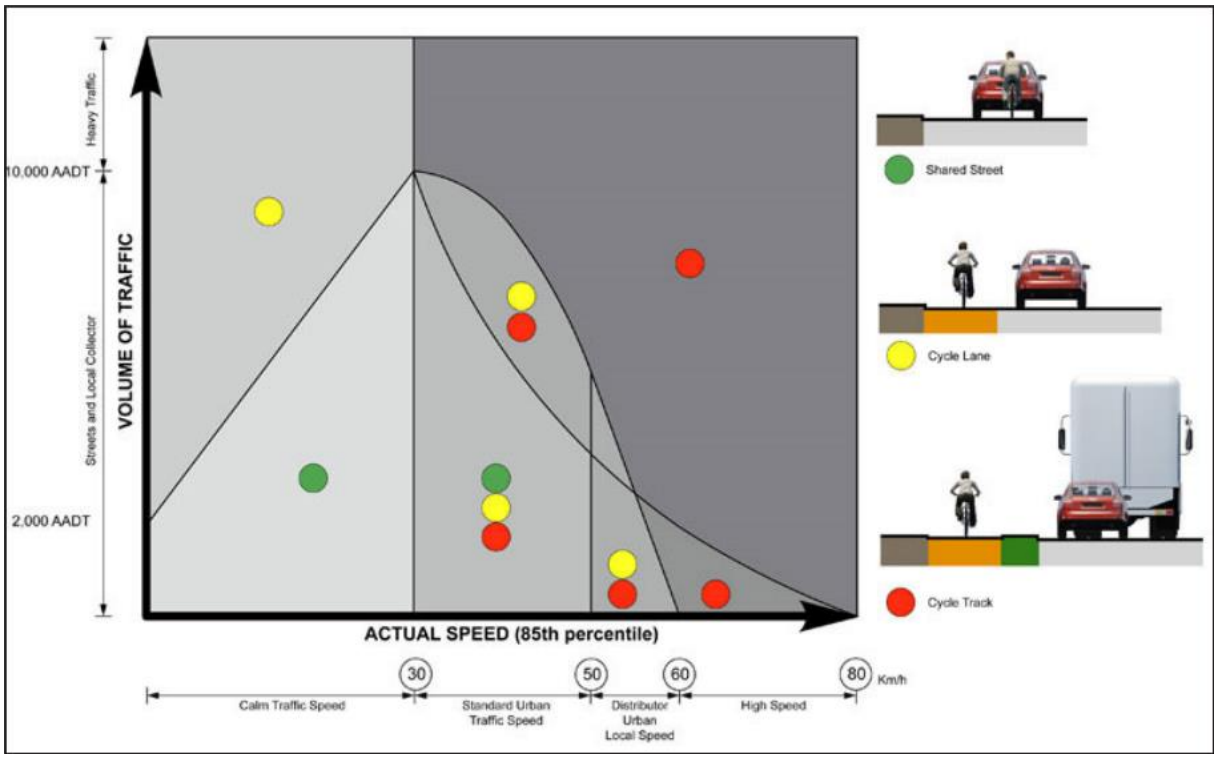


Figure 12 Extract From DMURS

Based on the above, the proposed development intends to create a shared space for lightly trafficked/low speed streets which will characterize the development.

3.5.4 Shared Streets – Cycle Design Manual

On local roads, residential streets and rural lanes, where traffic volumes and speeds are generally lower, many people are likely to be willing to cycle on-carriageway in mixed traffic or in unprotected cycle lanes as the perceived risk of injury is low.

Designers may still choose to provide dedicated cycle facilities to address other requirements for cycle-friendly infrastructure, such as attractiveness or coherence. In some locations, a shared street may represent the best way to reconcile the conflicting needs of different users and different activities taking place within the street. Traffic management or calming techniques may be used to reduce traffic speed and/or volume to the point where cycling conditions are inclusive and suitable for most people. This may also be associated with the removal of non-local, through-traffic to reinforce the primary function of local access. Possible measures can range from a bypass for through-traffic at town or village level, to simple measures such as turning bans at a neighbourhood level.

3.6 Internal Bus Stops

The proposed development has been designed to accommodate a standard double decker bus. Refer to Pinnacle Drawing No. P211102-PIN-XX-DR-D-134-S1 and P211102-PIN-XX-DR-D-137-S1 for further details.

No bus stops will be provided as part of this planning application along the Link Street; however, a number of bus stops have been allowed for with limited works required to install bus stops at a future date. Refer to the relevant drawings for further information.

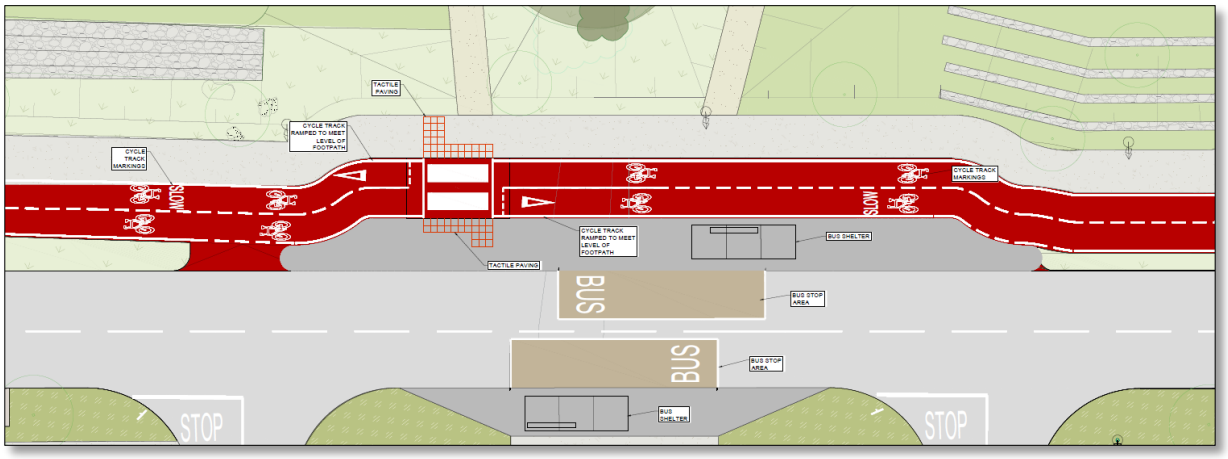


Figure 13 Future Eastern Bus Stop

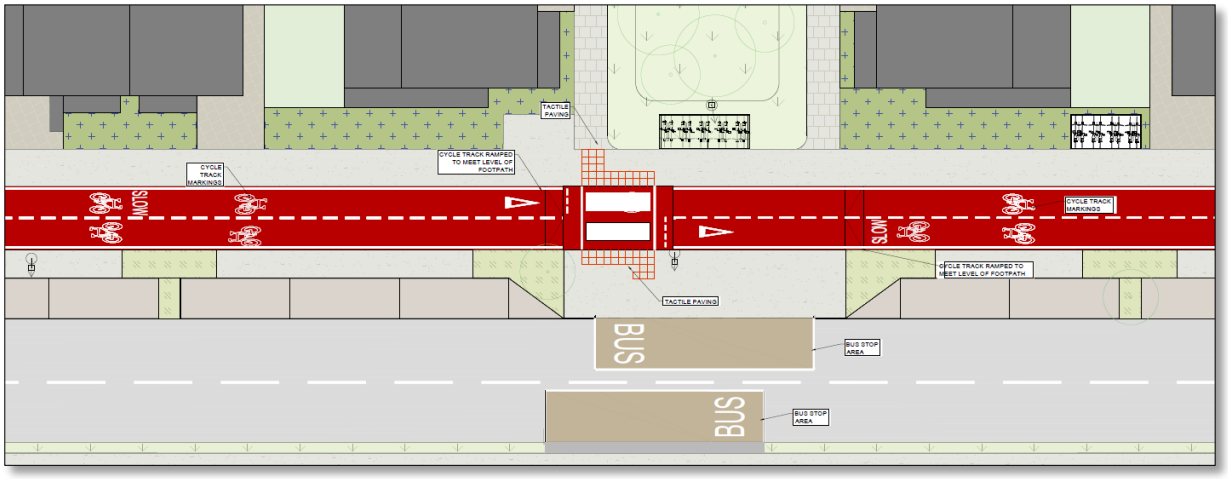


Figure 14 Future Western Bus Stop

Refer to Pinnacle Drawing No. P211102-PIN-XX-DR-D-190-S1 for details of the future bus stops.

4 TRAFFIC GENERATION AND DISTRIBUTION

4.1 General

The methodology for assessing the traffic implications of this development involves quantifying the number and nature of trips that would be generated and reviewing these trips in the context of the prevailing conditions, the area of influence and the available infrastructure.

The nature of the development and its relative location to the catchment dictates that the modal choice to and from the site would primarily be via private car but with some elements of public transport use.

Accordingly, the development will attract private car, pedestrian and cycle visitation that will need to be catered for in terms of access routes and internal design. Visitation will also include residents and visitors using public transport connections.

For the purpose of this assessment, it is assumed that the proposed development will generate primary new trips.

4.2 Trip Generation Rates

4.2.1 Introduction

The Trip Rate Information Computer System [TRICS] database has been interrogated to derive trip rates commensurate with developments of the character proposed in this case, notably a 523-unit residential development.

The use of the TRICS database has also enabled the profile of arrivals and departures throughout the day to be assessed and this has served to confirm the choice of the highest respective peak hours for use in the analyses.

This database is a well-established and constantly updated tool used in the determination of generated traffic for developments since it is a substantial source of validated empirical data on the arrival and departure rates for a range of differing types and sizes of developments in a variety of locations.

The proposed trip generation rates are outlined in sections below.

4.2.2 Apartment/Duplex

Using the TRICS database, the trip rates for apartments was calculated. These trip rates are illustrated in Table 8 below.

Trip Generation from TRICS		Weekday AM 08:00-09:00		Weekday PM 17:00-18:00	
Usage	Units	Arrivals	Departures	Arrivals	Departures
Apartment/Duplex	Per 1 unit	0.057	0.157	0.195	0.124

Table 8 Apartment Trip Rates

4.2.3 Houses

Using the TRICS database, the trip rates for houses was calculated. These trip rates are illustrated in Table 9 below.

Trip Generation from TRICS		Weekday AM 08:00-09:00		Weekday PM 17:00-18:00	
Usage	Units	Arrivals	Departures	Arrivals	Departures
Houses	Per 1 unit	0.057	0.157	0.195	0.124

Table 9 House Trip Rates

4.2.4 Creche

For the purpose of this report, it is assumed that the majority of trips associated with the development will be diverted trips i.e. home with in the development – creche – destination external to the development. The opposite trip would take place in the evening. Therefore, the creche will not generate any trips at the junctions to be modelled.

4.3 Generated Flows

The schedule of accommodation, outlined in Table 10, was used to generate the number of trips the proposed development will generate based on the trip rate illustrated in Table 10.

Usage	Units
Application	
Houses	319
Apartments/Duplex	204

Table 10 Schedule of Accommodation

The chosen trip rates for the proposed development are outlined in Table 11 below.

Peak Hour Trip Rates					
Trip Generation from TRICS		Weekday AM 08:00-09:00		Weekday PM 17:00-18:00	
Usage	Units	Arrivals	Departures	Arrivals	Departures
Houses	Per 1 unit	0.110	0.347	0.369	0.205
Apartments	Per 1 unit	0.057	0.157	0.195	0.124

Table 11 Peak Hour Trip Rates

These trip rates are used in conjunction with the proposed schedule of accommodation to determine the resultant total trips generated by the proposed development.

For the proposed development, these figures can be seen in Table 12 below.

Peak Hour Trips					
Trip Generation from TRICS		Weekday AM 08:00-09:00		Weekday PM 17:00-18:00	
Usage	Units	Arrivals	Departures	Arrivals	Departures
Houses	319	35	111	118	65
Apartments Block	204	12	32	40	25
Peak Total		47	143	157	91
Two Way Total		189		248	

Table 12 Peak Hour Trips

It can be seen from the above that the total vehicle movements generated by the proposed development will be 47 arrivals and 143 departures in the AM peak (two-way total of 189). The total number of vehicle movements in the PM peak hour will be 157 arrivals and 91 departures (two-way total of 248).

4.3.1 Trip Assignment

The trips generated by the proposed development have been distributed on the surrounding road network using the directional flows on the surrounding road network. The proposed movements created by the development in the AM and PM peak hour are shown in Appendix C.

5 JUNCTION ASSESSMENT

5.1 Introduction

To assess the resultant impact on the surrounding road network, the anticipated traffic generation and distribution through the network has been applied to the traffic model in order to assess comparative flow levels at the locations that may be impacted by the proposed development.

For this assessment, it is assumed that the existing land use does not generate any traffic. The development of the site will generate AM and PM trips as illustrated in Table 12. Given that the greenfield site is currently unoccupied, no reduction has been applied to these figures.

5.2 Traffic Counts

It is proposed that the subject site will be accessed directly from the Oldcourt Road and the Bohernabreena Road. Pedestrian access will coincide with the vehicular access.

To quantify the volumes of traffic movements at key points on the road network adjacent to the site, a set of classified turning movement traffic counts were commissioned.

Accordingly, classified counts were carried out between the hours of 07.00-10.00 and 16.00-19.00 in 14th of May 2024 at the following locations:

- Site 1 – Link Street/Oldcourt Road
- Site 2 – Link Street/Bohernabreena Road
- Site 3 – Estate Road/ Bohernabreena Road

The surveys were carried out on the date identified above to ensure that flows were representative of normal term time and hence not affected by school holidays or other public holidays or events. As such they provide an appropriate and robust representation of a neutral month during a period of normal school and employment activity.

The surveys are designed to provide representative values encompassing AM and PM peak periods during normal traffic conditions.

The results of the traffic surveys are also set out in Appendix A of this report.

The locations of the surveys are each pertinent to the proposal in terms of being at key nodes in the road network that would be affected by traffic assignment and distribution of flows associated with the development site.

The location of the survey points is depicted in the figure below.

Figure 15 Survey Location

5.3 Growth Factors

The estimated opening year for the proposed development is 2032. This has therefore been the focus of the road network assessment. These flows are shown in Appendix C and for the weekday AM and PM peaks respectively.

Project Appraisal Guidelines for National Roads Unit 5.3 - Travel Demand Projections sets outgrowth rates for forecasting future traffic. It is noted that in respect Dublin the growth during the period 2013- 2030 is set at 1.0149 per annum for High Sensitivity Growth and decreasing to 1.0054 for the period 2030 onwards (LV rates used).

The factor used is outlined in the table below.

Traffic Growth Rates		
Year	To Year	Table 5.5.1
2024	2032	1.1002
2024	2037	1.1272
2024	2047	1.1812

Table 13 Growth Factors

5.4 Junction Capacity Analysis Parameters

Junction capacity analyses have been undertaken at the site access junction(s) and at the key junctions at which existing flow data had been obtained.

These tests have been carried out using industry standard and approved software for the existing junctions with no development and the assumed year of opening of the development, namely 2032, and for a 5-year design horizon, namely 2035 and for a 15-year design horizon, namely 2047 with development flows added.

It may be the case at some nodes within the network that following the distribution and assignment of the traffic generated by the development, the actual proportional impact or change in traffic demand would not necessarily warrant further assessment. For the purpose of a robust assessment, all junctions have been put forward for assessment.

The use of the TRL capacity model programme PICADY [Priority Intersection Capacity and Delay] is well established and accepted by the Westmeath County Council for the prediction of capacity and incurred delay at priority junctions, whilst ARCADY [Assessment of Roundabout Capacity and Delay] is similarly accepted and used to provide comparable measures of the operational efficiency of roundabout junctions. OSCADY (Optimised Signal Capacity and Delay: Phase-based Rapid Optimisation) is a computer program for optimising phase-based signal timings and calculating capacities, queue lengths and delays (both queuing and geometric) for traffic signal-controlled junctions. These programs are now contained in a single program called Junctions 10.

Similarly, LinSig is a computer program for optimising phase-based signal timings and calculating capacities, queue lengths and delays (both queuing and geometric) for traffic signal-controlled junctions.

With these well-established methods the results are expressed in terms of a ratio of flow to capacity (RFC) on each approach and the maximum queue length on that approach during the period tested. A RFC value of 0.85 or below indicates that the junction is operating within capacity. A RFC value of between 0.85 and 1.0 indicates that the junction remains within capacity but is beginning to show signs of queuing and delay. A RFC value of less than 1 is desirable in urban areas during peak period traffic. However, values of greater than 1 are typical at many junctions

LinSig and OSCADY results are expressed in terms of queues generated and the 'Degree of Saturation' (DoS). A Dos value of 85% or below indicates that the junction is operating within capacity. A DoS value of between 85% and 100% indicates that the junction remains within capacity but is beginning to show signs of queuing and delay. A DoS value of less than 100% is desirable in urban areas during peak period traffic. However, values of greater than 100% are typical at many junctions. For the purpose of these calculations the results are reported in terms of maximising the capacity of the junction analysed.

The results of the various capacity assessments are summarised in a series of tables. For each flow condition and for each junction the PICADY or ARCADY output has been assessed and the maximum Ratio of flow to Capacity [RFC] tabulated together with the queue value for the relevant time segment. For signalised junctions the OSCADY/ LinSig output will be in terms queue value and DoS.

5.5 Geometric Parameters

The geometric parameters used for the junctions have been ascertained from the topographical survey details of the junctions and other relevant sources such as OS mapping. In this way a very good approximation of the relevant geometric inputs has been used.

For the proposed junction(s), the geometry has been obtained by reference to the initial design drawing, survey information and OS data.

5.6 Junction Capacity Analysis

The junctions, as surveyed, have been put forward for analysis with the development traffic dispersed through the network as per the current follow conditions.

For the signal-controlled junction modelling, the analysis is for comparative purposes only and subject to optimisation on site when traffic lights are turned on.

The results of this analysis are presented below.

5.6.1 Site 1

Pinnacle Consulting collected traffic flows for Site 1. The flows covered the morning and evening peak hours. As part of the junction analysis the following scenarios were modelled – 2024 Baseline Year, 2032 Opening Year, 2035 Opening Year + 5 Years and 2047 Opening Year + 15 Years. Each year was modelled with and without development flows.

The operation of the signalised junction was modelled using Junctions 10 software, and tested with the 2024 Baseline Year, 2032 Opening Year, 2035 Opening Year + 5 Years and 2047 Opening Year + 15 Years. Each year was modelled with development included only.

Baseline data comprises survey data, as recorded in May 2024 combined with committed development data.

The results of the modelling are summarised in in Table 13.

The following arm destinations are used:

- Arm A – Oldcourt Road (East)
- Arm B – Link Street
- Arm C – Oldcourt Road (East)

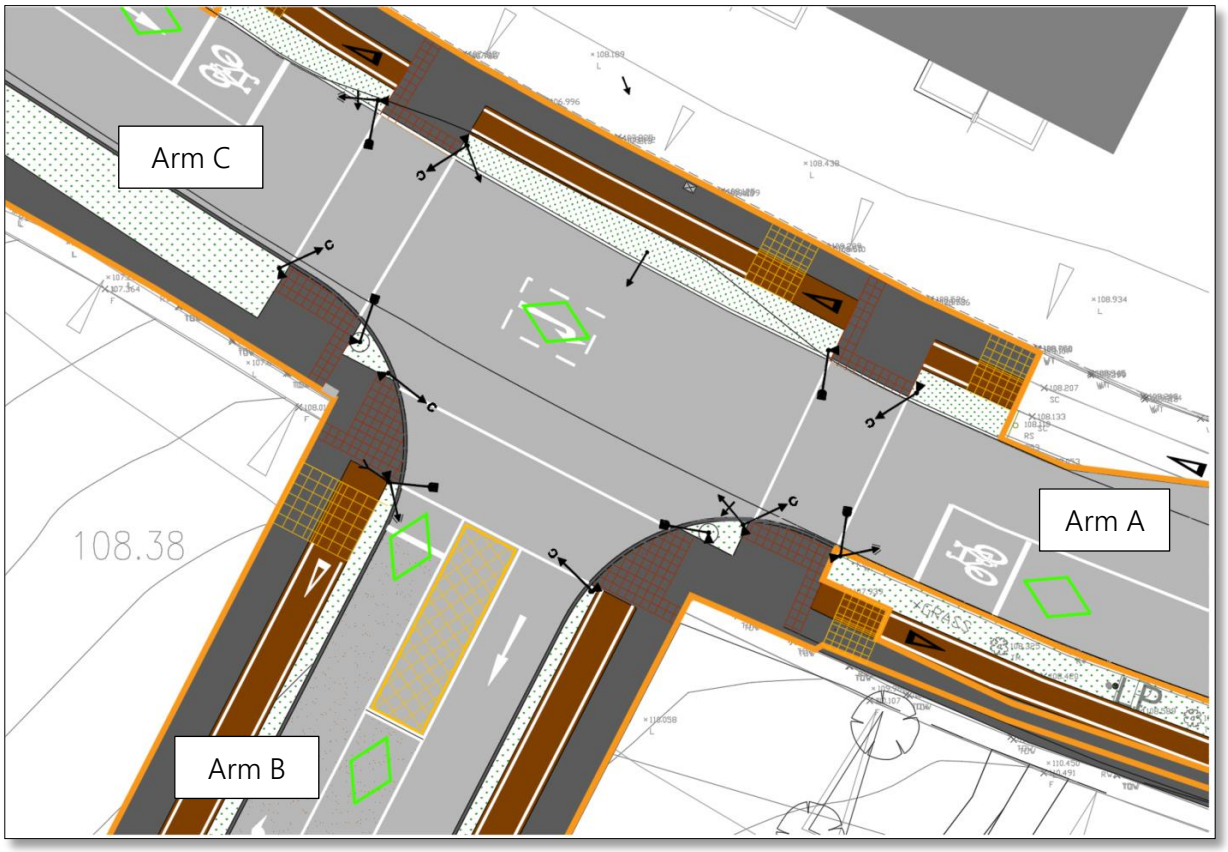


Figure 16 Site 1 – Junction Layout Scenario 2

The maximum recorded DoS is 93% in 2047 with development added during the AM peak period. For the same scenario, the maximum DoS in the PM peak period recorded is 65%.

A Dos value of 85% or below indicates that the junction is operating within capacity. A DoS value of between 85% and 100% indicates that the junction remains within capacity but is beginning to show signs of queuing and delay. A DoS value of less than 100% is desirable in urban areas during peak period traffic. However, values of greater than 100% are typical at many junctions.

The junction operates with a cycle time of c. 70s and set to optimize cycle time/delays.

	AM				PM			
	Queue (PCU)	Delay (s)	DOS	Junction Delay (s)	Queue (PCU)	Delay (s)	DOS	Junction Delay (s)
2024								
Arm A	9.6	47.63	0.79	42.70	4.3	23.69	0.52	25.81
Arm B	1.4	44.12	0.29		0.5	26.64	0.08	
Arm C	11.7	39.13	0.81		3.6	28.53	0.52	
2032 No Development								
Arm A	7.5	30.36	0.70	33.14	4.9	25.02	0.56	27.08
Arm B	1.3	35.23	0.27		0.5	27.80	0.09	
Arm C	6.2	36.59	0.68		4.1	29.72	0.56	
2032 With Development								
Arm A	12.2	58.98	0.86	54.37	5.4	25.99	0.60	29.11
Arm B	3.3	58.51	0.57		1.1	29.64	0.15	
Arm C	15.1	50.49	0.89		4.8	33.10	0.63	
2037 No Development								
Arm A	12.5	58.21	0.86	51.84	5.0	24.57	0.56	27.40
Arm B	1.8	52.15	0.36		0.6	28.37	0.10	
Arm C	14.9	47.38	0.87		4.3	31.02	0.58	
2037 With Development								
Arm A	12.8	60.91	0.87	57.41	5.7	27.38	0.63	29.41
Arm B	3.5	61.22	0.59		1.1	30.32	0.16	

Arm C	16.3	54.35	0.91		4.8	31.88	0.61	
2047 No Development								
Arm A	14.0	64.03	0.88	56.79	5.4	26.19	0.59	28.16
Arm B	2.0	56.43	0.40		0.6	28.99	0.10	
Arm C	16.7	51.80	0.89		4.5	30.66	0.58	
2047 With Development								
Arm A	14.5	67.38	0.90	63.78	6.0	27.36	0.64	30.35
Arm B	3.9	68.41	0.63		1.2	30.89	0.16	
Arm C	18.5	60.54	0.93		5.2	34.19	0.65	

Table 14 Site 1 Oldcourt Road/Link Steet

5.6.2 Site 2

Pinnacle Consulting collected traffic flows for Site 2.

The flows covered the morning and evening peak hours. As part of the junction analysis the following scenarios were modelled – 2024 Baseline Year, 2032 Opening Year, 2035 Opening Year + 5 Years and 2047 Opening Year + 15 Years. Each year was modelled with and without development flows.

The results of the modelling are summarised in in Table 15.

The following arm destinations are used:

- Arm 1 – Bohernabreena Road (North)
- Arm 2 – Link Street
- Arm 1 – Bohernabreena Road (North)

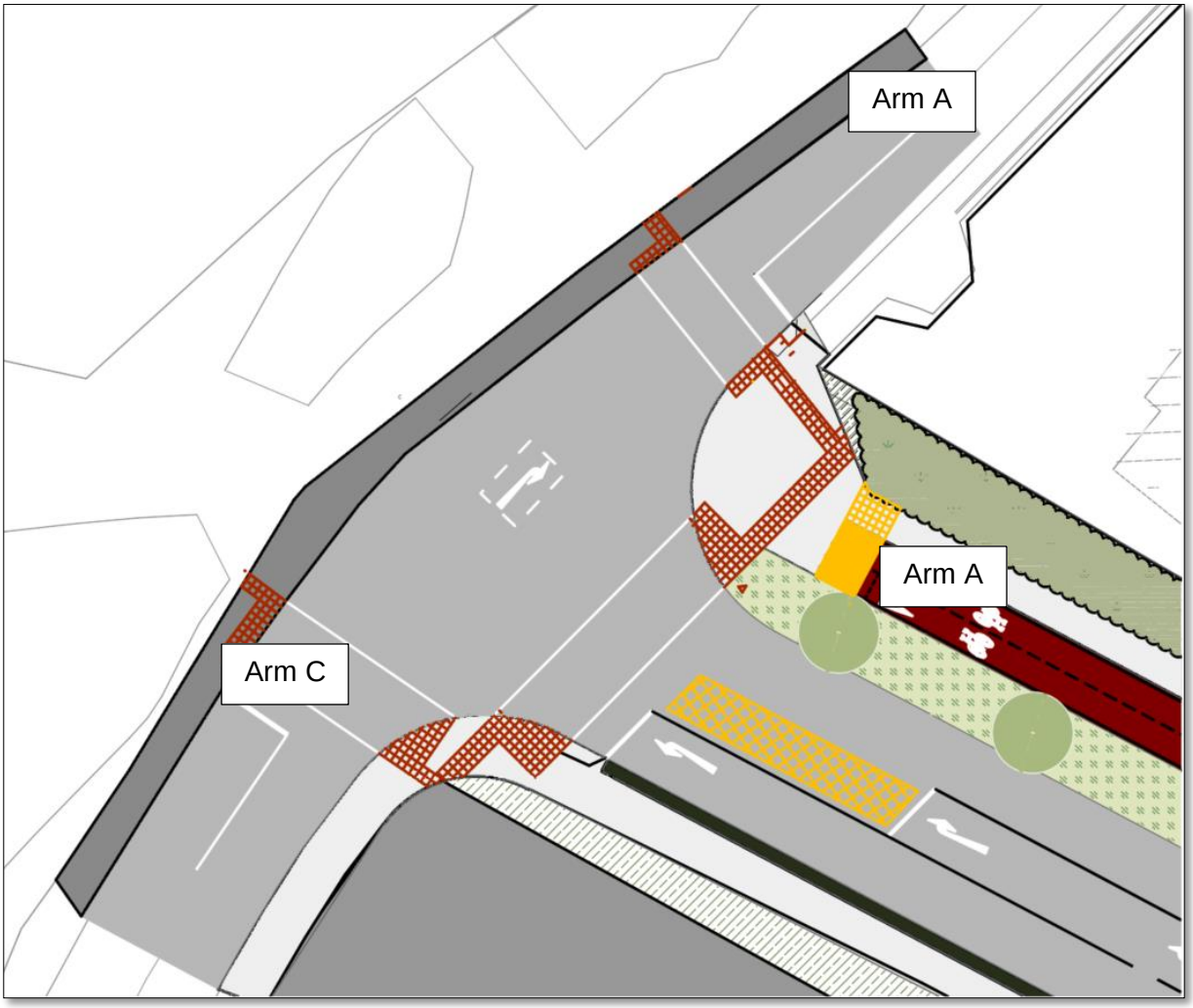


Figure 17 Site 2 – Roundabout Layout

The modelling illustrates that the junction operates within capacity in the AM and PM peak in all scenarios. The maximum DoS recorded was 39% in the PM peak period in 2047.

	AM				PM			
	Queue (PCU)	Delay (s)	DOS	Junction Delay (s)	Queue (PCU)	Delay (s)	DOS	Junction Delay (s)
2024								
Arm A	1.2	21.26	0.26	19.67	1.5	20.12	0.28	20.22
Arm B	0.0	0.00	0.00		0.0	0.00	0.00	
Arm C	1.4	18.37	0.25		1.6	20.31	0.29	
2032 No Development								
Arm A	1.4	20.93	0.27	20.03	1.7	21.17	0.31	20.62
Arm B	0.0	0.00	0.00		0.0	0.00	0.00	
Arm C	1.6	19.28	0.28		1.7	20.09	0.30	
2032 With Development								
Arm A	1.4	22.32	0.33	20.40	2.1	21.79	0.37	21.85
Arm B	0.4	19.44	0.07		0.2	21.48	0.03	
Arm C	1.7	19.10	0.31		2.2	21.94	0.37	
2037 No Development								
Arm A	1.4	21.02	0.27	20.11	1.7	21.30	0.32	20.74
Arm B	0.0	0.00	0.00		0.0	0.00	0.00	
Arm C	1.6	19.35	0.28		1.8	20.20	0.31	
2037 With Development								
Arm A	1.5	22.44	0.33	20.51	2.2	22.55	0.38	21.93
Arm B	0.4	19.44	0.07		0.2	21.98	0.03	

Arm C	1.7	19.21	0.32		2.2	21.32	0.36	
2047 No Development								
Arm A	1.5	21.86	0.29	20.29	1.8	20.81	0.31	20.94
Arm B	0.0	0.00	0.00		0.0	0.00	0.00	
Arm C	1.7	18.99	0.28		1.9	21.05	0.33	
2047 With Development								
Arm A	1.5	21.72	0.32	20.70	2.3	22.84	0.39	22.19
Arm B	0.4	19.95	0.07		0.2	21.98	0.03	
Arm C	1.8	20.04	0.34		2.3	21.57	0.37	

Table 15 Site 2 - Summary of Results

5.6.3 Site 3

Pinnacle Consulting collected traffic flows for Site 3. The flows covered the morning and evening peak hours. As part of the junction analysis the following scenarios were modelled – 2024 Baseline Year, 2032 Opening Year, 2035 Opening Year + 5 Years and 2047 Opening Year + 15 Years. Each year was modelled with and without development flows.

The results of the modelling are summarised in in Table 16.

The following arm destinations are used:

- Arm 1 – Bohernabreena Road (North)
- Arm 2 – Estate Road
- Arm 3 – Bohernabreena Road (South)

Figure 18 Site 3 – Junction Layout

The modelling illustrates that the new junction operates within capacity in the AM and PM peak in all scenarios. The maximum recorded RFC is 0.02 in 2047 with development added during the AM and PM peak period.

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	Junction Delay (s)	Queue (PCU)	Delay (s)	RFC	Junction Delay (s)
2024 -Baseline								
Stream B-AC	0.0	0.00	0.00	0.00	0.0	0.00	0.00	0.00
Stream C-AB	0.0	0.00	0.00		0.0	0.00	0.00	
2032 - No Development								
Stream B-AC	0.0	0.00	0.00	0.00	0.0	0.00	0.00	0.00
Stream C-AB	0.0	0.00	0.00		0.0	0.00	0.00	
2032 - with Development								
Stream B-AC	0.0	7.46	0.02	0.36	0.0	7.80	0.02	0.50
Stream C-AB	0.0	6.09	0.00		0.0	6.11	0.01	
2037 - No Development								
Stream B-AC	0.0	0.00	0.00	0.00	0.0	0.00	0.00	0.00
Stream C-AB	0.0	0.00	0.00		0.0	0.00	0.00	
2037 - with Development								
Stream B-AC	0.0	7.99	0.01	0.27	0.0	7.82	0.02	0.49
Stream C-AB	0.0	6.08	0.00		0.0	6.10	0.01	
2047 - No Development								
Stream B-AC	0.0	0.00	0.00	0.00	0.0	0.00	0.00	0.00
Stream C-AB	0.0	0.00	0.00		0.0	0.00	0.00	
2047 - with Development								

Stream B-AC	0.0	7.50	0.02	0.33	0.0	7.85	0.02	0.47
Stream C-AB	0.0	6.06	0.00		0.0	6.08	0.01	

Table 16 Site 3 - Summary of Results

5.7 Construction Impact

5.7.1 Introduction

The construction traffic impacts of the proposed development are dependent on the capacity of the local road network to facilitate access to the development by HGV's and heavy construction machinery associated with the construction phase. The ability to accommodate temporary parking for contractors and storage of materials on site is another key consideration.

A road marshal will be appointed who will be responsible to ensure that there is minimal disruption to traffic, or pedestrians and that roadways and paths are kept clean and free of debris.

The potential impact during the construction phase with all the above considered would have a short-term effect on the surrounding road network.

Arrivals and departures to the site compound are to be carried out in as few vehicle movements as possible in order to minimise potential impacts on the road network. Arrivals will be programmed outside of peak hours, were possible.

5.7.2 Construction Mitigation Measures

Subject to a grant of planning permission, a Construction Traffic Management Plan will be prepared and submitted to the Local Authority for approval.

This Construction Traffic Management Plan (CTMP) will be prepared in consultation with Capami and their contractors and the Local Authority. It will be a key construction contract document, the implementation of which aims to reduce possible impacts which may occur during the construction of the proposed development.

The developer will be responsible for ensuring construction activities are managed in accordance with the CTMP.

Objectives and measures will be included for the management, design and construction of the project to control the traffic impacts of construction insofar as it may affect the environment, local residents, local business and the public in the vicinity of the construction works.

5.8 Conclusion

All sites were tested with the 2024 Baseline Year, 2032 Opening Year, 2035 Opening Year + 5 Years and 2047 Opening Year + 15 Years. Each year was modelled with and without development flows added.

An RFC/Dos value of 85% or below indicates that the junctions are operating within capacity. An RFC/DoS value of between 85% and 100% indicates that the junction remains within capacity but is beginning to show signs of queuing and delay. The max recorded DoS recorded was 93% at junction on in the 2047 Desing Year during the AM peak.

All junctions operate within capacity.

This impact assessment has confirmed that the proposed access arrangements can accommodate anticipated levels of traffic visitation to the development as similar concluded in the Ballycullen -

Oldcourt LAP Main Link Street planning application (as amended by the proposed application), originally permitted under Reg .Refs. SD17A/0041 & PL 06S.249367

6 SUMMARY AND CONCLUSION

6.1 Summary

This Traffic and Transport Assessment has been prepared by Pinnacle Consulting in support of a planning application to South Dublin County Council on lands located on Ballycullen - Oldcourt LAP Link Street, Co. Dublin.

6.2 Development Proposals

This Traffic and Transport Assessment has been compiled in support of a planning application to South Dublin County Council for a residential development comprising of 523 dwellings with access via the Ballycullen - Oldcourt LAP Link Street.

The current site is a green field site.

6.3 Development Proposals

Capami Ltd. intends to apply for permission for a Large-scale Residential Development on a site measuring c.20.3Ha, located in the townlands of Bohernabreena, Oldcourt, and Killininny, Dublin 24. The development site is located to the east of Bohernabreena Road, north and east of Bohernabreena cemetery, south and south-east of St. Anne's GAA club, south and south-west of the Dodderbrook residential estate, west of the Ballycullen Gate residential development (currently under construction) and west of Oldcourt Road (the R113).

The proposed development consists of 523 no. residential units comprised of 253 no. 2, 3 & 4 bed detached, semi-detached and terraced houses, 208 no. 1, 2 & 3 bed duplex units in 20 no. 2 & 3 storey blocks, and 62 no. 1, 2 & 3 bed apartments in 4 no. 3 & 3-4 storey blocks, along with a 2-storey childcare facility of c. 457sq.m.

Private amenity space for the residential units is provided in the form of rear gardens for houses and ground floor terraces / upper floor balconies for apartments and duplex units. The proposed development provides for c. 7.38Ha of public open space and c.4,797 sq.m of communal open space associated with proposed residential units.

Vehicular access to the development will be via 4 no. access points, as follows: (i) from the west of the site via 2 no. accesses located off Bohernabreena Road, (ii) from the north of the site via 1 no. access at Dodderbrook Place, and (iii) from Oldcourt Road (the R113) to the east, via adjoining residential development. The proposed development includes for pedestrian and cyclist connections and accesses to adjoining lands to the north, east and west, and includes for cycling and pedestrian routes and infrastructure throughout the development.

The proposed development also includes the demolition of existing buildings / structures on the site (c.3,800sq.m), hard & soft landscaping, boundary treatments, SuDs features, drainage infrastructure, services infrastructure, bin stores, bicycle stores, car parking (including EV parking facilities), bicycle parking, public lighting etc. and all associated site development works.

Primary access to the proposed development will be through the Ballycullen - Oldcourt LAP Main Link Street (as amended by the proposed application), originally permitted under Reg .Refs. SD17A/0041 & PL 06S.249367 via a signal-controlled Junction with Oldcourt Road and

Bohernabreena Road. Secondary access will be provided via the Dodderbrook estate and a priority-controlled junction on to Bohernabreena Road.

Additional pedestrian and cycle access would be facilitated between the site and the surrounding area such as existing estates and lands via dedicated cycle track and footpath that runs in an east/west direction linking Oldcourt Road and Bohernabreena Road. This follows the alignment of Ballycullen - Oldcourt LAP Main Link Street (as amended by the proposed application), originally permitted under Reg .Refs. SD17A/0041 & PL 06S.249367

6.4 Development Access

Vehicular access to the development will be via 4 no. access points, as follows: (i) from the west of the site via 2 no. accesses located off Bohernabreena Road, (ii) from the north of the site via 1 no. access at Dodderbrook Place, and (iii) from Oldcourt Road (the R113) to the east, via adjoining residential development. The proposed development includes for pedestrian and cyclist connections and accesses to adjoining lands to the north, east and west, and includes for cycling and pedestrian routes and infrastructure throughout the development.

6.5 Parking

The current proposal for the site includes car and cycle parking within the curtilage of the houses with on streetcar parking/cycle parking for the apartments.

In total, it is proposed to provide 746 car parking spaces and 1268 cycle park spaces as part of the development.

6.6 Trip Generation

For the scale and type of development proposed, it is expected that the proposed development will be accessed via Ballycullen - Oldcourt LAP Link Street and a third access to the south of the Bohernabreena Road/Link Street signal-controlled junction.

The proposed development will generate 47 arrivals and 143 departures in the AM peak (two-way total of 189). The total number of vehicle movements in the PM peak hour will be 157 arrivals and 91 departures (two-way total of 248).

6.7 Operational Assessment

The results of the junction analysis undertaken demonstrates that traffic from the proposed development can be accommodated on the surrounding road network and is within reasonable limits having regard to the prevailing road conditions and development location.

6.8 Conclusion

This traffic assessment has confirmed that the proposed access arrangements would accommodate anticipated levels of traffic visitation and that as such the traffic generated by the development having regard to the prevailing road conditions and development location.

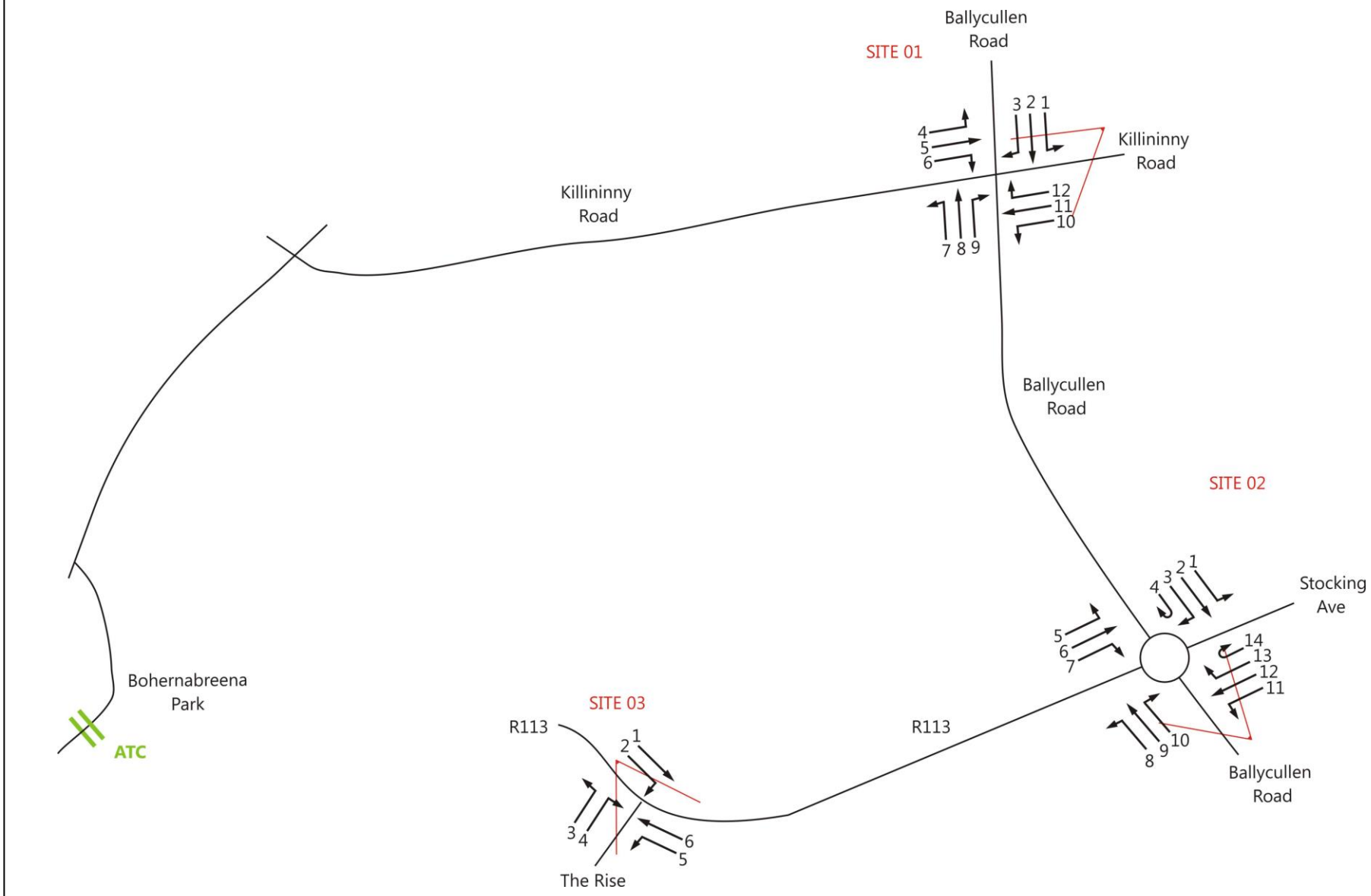
This assessment has also considered the transportation aspects of the internal arrangements of the development and has concluded that the proposals would provide enhanced facilities and improved accessibility for all users of the site.

Where applicable, the proposed development is also fully compliant with DMURS.

Accordingly, there are no reasons in relation to traffic and transportation aspects why this scheme should not be granted planning permission.

Appendix A SURVEY

Site/Movement Numbering



Job number: TRA/24/059	Job Date: 14th May 2024	Drawing No: TRA/24/059-02	traffinomics.ie
Client: Pinnacle	Job Day: Tuesday	Author: JW	

TRAFFINOMICS LIMITED

OLDCOURT LAP LANDS TRAFFIC COUNT/SPEED SURVEY **SUMMARY** **WEEK COMMENCING:** **Tuesday 14 May 2024**
AUTOMATIC TRAFFIC COUNT **TRA/24/059**

SITE 01

LOCATION: Bohernabreena Park, South of St. Anne's GAA Club - (Google Maps Ref: 53.269142, -6.357869)

SPEED SURVEY SUMMARY:

NORTHBOUND	85% Speed = 60.12 km/h, 95% Speed = 65.52 km/h, Median = 50.85 km/h	Maximum = 102.0 km/h, Minimum = 7.9 km/h, Mean = 51.2 km/h
SOUTHBOUND	85% Speed = 57.06 km/h, 95% Speed = 61.65 km/h, Median = 49.68 km/h	Maximum = 91.7 km/h, Minimum = 5.6 km/h, Mean = 49.4 km/h

VOLUMETRIC VEHICLE COUNTS:

Direction	Time	Tuesday 14 May 2024	Wednesday 15 May 2024	Thursday 16 May 2024	Friday 17 May 2024	Saturday 18 May 2024	Sunday 19 May 2024	Monday 20 May 2024	No. Vehicles	7 day Mean
NORTHBOUND	**07-19**	1263	1255	1296	1355	1251	1304	1229	8953	1279
SOUTHBOUND	**07-19**	1240	1205	1228	1281	1275	1267	1211	8707	1244
NORTHBOUND	**00-00**	1551	1594	1530	1659	1532	1565	1550	10981	1569
SOUTHBOUND	**00-00**	1535	1538	1476	1580	1534	1533	1518	10714	1531

PEAK FLOW SUMMARY:

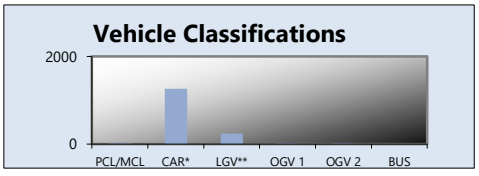
Peak	AM	IP	PM
Most Frequent Peak Hour	0900	1200	1700
Average Vehicles per Peak Hour	105	152	110

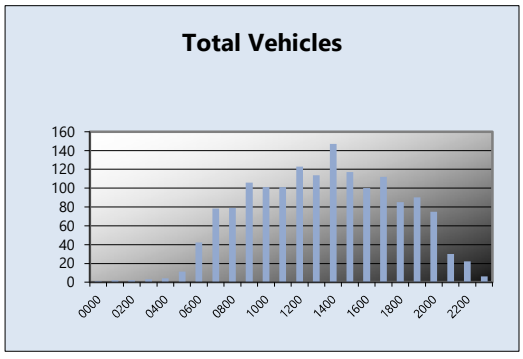
OLDCOURT LAP LANDS TRAFFIC COUNT/SPEED SURVEY **Tuesday 14 May 2024**
AUTOMATIC TRAFFIC COUNT **TRA/24/059**

SITE 01
NORTHBOUND

TIME	PCL/MCL	CAR*	LGV**	OGV 1	OGV 2	BUS	TOTAL	PCU
0000	0	1	0	0	0	0	1	1
0100	0	2	0	0	0	0	2	2
0200	0	2	0	0	0	0	2	2
0300	0	3	0	0	0	0	3	3
0400	0	3	1	0	0	0	4	4
0500	0	8	2	0	1	0	11	12
0600	1	31	10	0	0	0	42	41
0700	2	65	9	0	2	0	78	79
0800	2	59	17	0	1	0	79	79
0900	1	84	17	1	3	0	106	110
1000	0	86	15	0	0	0	101	101
1100	4	76	19	1	1	0	101	100
1200	1	101	19	1	1	0	123	124
1300	0	94	17	1	2	0	114	117
1400	1	116	26	3	1	0	147	149
1500	0	90	24	3	0	0	117	119
1600	1	80	19	0	0	0	100	99
1700	0	102	9	1	0	0	112	113
1800	1	74	10	0	0	0	85	84
1900	1	77	11	1	0	0	90	90
2000	5	61	9	0	0	0	75	71
2100	0	26	4	0	0	0	30	30
2200	1	19	2	0	0	0	22	21
2300	0	4	2	0	0	0	6	6
07-19	13	1027	201	11	11	0	1263	1272
06-22	20	1222	235	12	11	0	1500	1504
06-00	21	1245	239	12	11	0	1528	1532
00-00	21	1264	242	12	12	0	1551	1556

Peaks	Time	Vehicles	PCU's
AM	0900	106	109.6
IP	1400	147	149
PM	1700	112	112.5

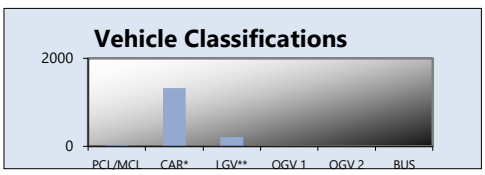


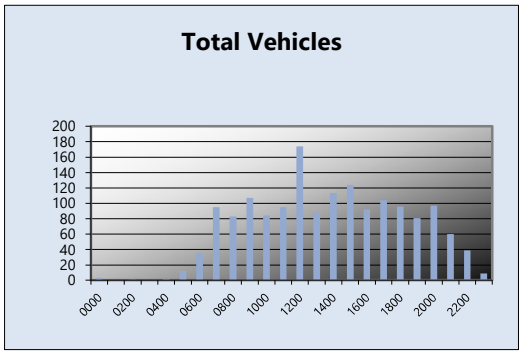


SITE 01
NORTHBOUND

TIME	PCL/MCL	CAR*	LGV**	OGV 1	OGV 2	BUS	TOTAL	PCU
0000	0	3	0	0	0	0	3	3
0100	0	0	0	0	0	0	0	0
0200	0	1	0	0	0	0	1	1
0300	0	0	0	0	0	0	0	0
0400	0	2	0	0	0	0	2	2
0500	0	10	2	0	0	0	12	12
0600	0	27	8	0	0	0	35	35
0700	1	79	14	0	1	0	95	96
0800	4	62	17	0	0	0	83	80
0900	2	82	22	0	1	0	107	107
1000	1	72	9	1	1	0	84	85
1100	2	75	15	3	0	0	95	95
1200	1	154	18	0	1	0	174	175
1300	4	73	10	1	0	0	88	85
1400	1	92	20	0	0	0	113	112
1500	3	96	19	3	3	0	124	127
1600	2	78	12	0	0	0	92	90
1700	2	89	13	0	0	0	104	102
1800	4	82	9	0	1	0	96	94
1900	4	70	6	1	0	0	81	78
2000	4	84	8	1	0	0	97	94
2100	0	56	4	0	0	0	60	60
2200	1	36	2	0	0	0	39	38
2300	0	7	2	0	0	0	9	9
07-19	27	1034	178	8	8	0	1255	1248
06-22	35	1271	204	10	8	0	1528	1515
06-00	36	1314	208	10	8	0	1576	1563
00-00	36	1330	210	10	8	0	1594	1581

Peaks	Time	Vehicles	PCU's
AM	0900	107	106.7
IP	1200	174	174.5
PM	1700	104	102.4



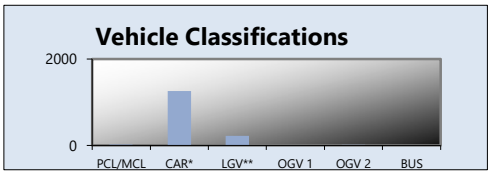


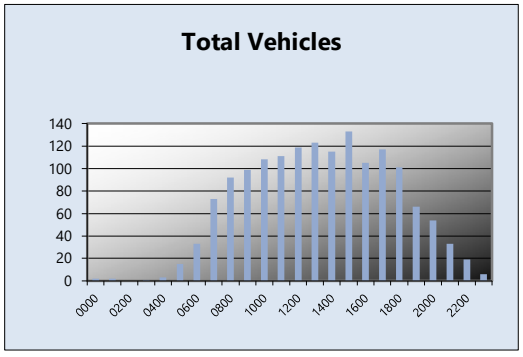
TRAFFINOMICS LIMITED

SITE 01
NORTHBOUND

TIME	PCL/MCL	CAR*	LGV**	OGV 1	OGV 2	BUS	TOTAL	PCU
0000	0	2	0	0	0	0	2	2
0100	0	2	0	0	0	0	2	2
0200	0	0	0	0	0	0	0	0
0300	0	1	0	0	0	0	1	1
0400	0	3	0	0	0	0	3	3
0500	0	12	2	0	1	0	15	16
0600	0	23	9	0	1	0	33	34
0700	2	61	7	1	2	0	73	75
0800	8	68	16	0	0	0	92	86
0900	1	78	16	1	3	0	99	103
1000	0	87	19	0	1	1	108	110
1100	2	91	16	0	2	0	111	112
1200	4	94	20	0	1	0	119	117
1300	1	101	20	0	1	0	123	124
1400	1	95	15	1	3	0	115	119
1500	1	107	22	1	2	0	133	135
1600	3	85	17	0	0	0	105	103
1700	0	101	15	0	1	0	117	118
1800	5	84	12	0	0	0	101	97
1900	0	61	5	0	0	0	66	66
2000	0	51	3	0	0	0	54	54
2100	0	27	6	0	0	0	33	33
2200	0	17	2	0	0	0	19	19
2300	0	4	2	0	0	0	6	6
07-19	28	1052	195	4	16	1	1296	1297
06-22	28	1214	218	4	17	1	1482	1485
06-00	28	1235	222	4	17	1	1507	1510
00-00	28	1255	224	4	18	1	1530	1534

Peaks	Time	Vehicles	PCU's
AM	0900	99	102.6
IP	1300	123	123.5
PM	1700	117	118.3





TRAFFINOMICS LIMITED

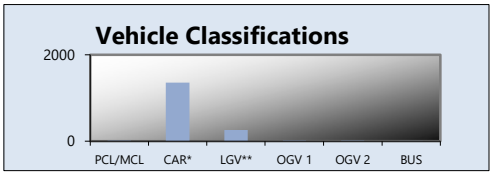
OLDCOURT LAP LANDS TRAFFIC COUNT/SPEED SURVEY **Friday 17 May 2024**
AUTOMATIC TRAFFIC COUNT **TRA/24/059**

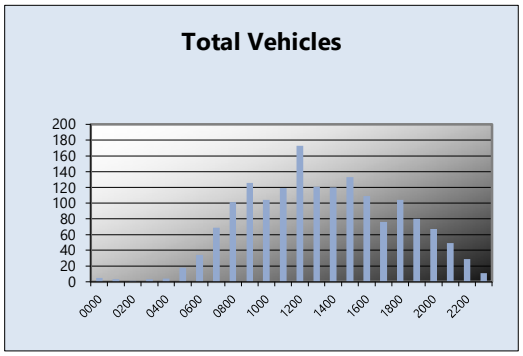
SITE 01

NORTHBOUND

TIME	PCL/MCL	CAR*	LGV**	OGV 1	OGV 2	BUS	TOTAL	PCU
0000	0	5	0	0	0	0	5	5
0100	0	3	0	0	0	0	3	3
0200	0	1	0	0	0	0	1	1
0300	0	3	0	0	0	0	3	3
0400	0	3	1	0	0	0	4	4
0500	0	14	4	0	0	0	18	18
0600	0	26	7	0	1	0	34	35
0700	1	51	16	0	1	0	69	70
0800	2	80	18	0	1	0	101	101
0900	1	96	24	3	2	0	126	129
1000	0	80	20	1	2	1	104	108
1100	1	95	19	1	3	0	119	123
1200	0	145	27	0	1	0	173	174
1300	0	102	17	1	1	0	121	123
1400	0	97	21	0	2	0	120	123
1500	1	103	25	0	4	0	133	137
1600	2	91	14	2	0	0	109	108
1700	0	65	11	0	0	0	76	76
1800	2	92	10	0	0	0	104	102
1900	2	70	7	1	0	0	80	79
2000	1	55	10	1	0	0	67	67
2100	1	42	5	1	0	0	49	49
2200	0	27	2	0	0	0	29	29
2300	0	11	0	0	0	0	11	11
07-19	10	1097	222	8	17	1	1355	1374
06-22	14	1290	251	11	18	1	1585	1604
06-00	14	1328	253	11	18	1	1625	1644
00-00	14	1357	258	11	18	1	1659	1678

Peaks	Time	Vehicles	PCU's
AM	0900	126	129.3
IP	1200	173	174.3
PM	1600	109	108.4





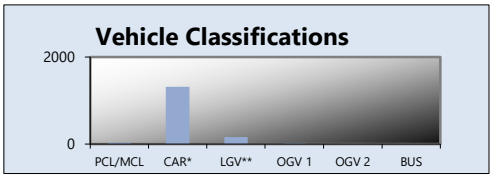
TRAFFINOMICS LIMITED

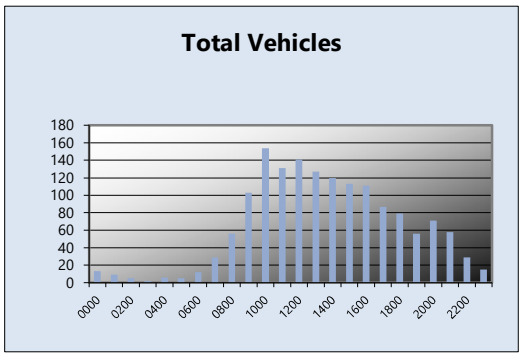
OLDCOURT LAP LANDS TRAFFIC COUNT/SPEED SURVEY **Saturday 18 May 2024**
AUTOMATIC TRAFFIC COUNT **TRA/24/059**

SITE 01
NORTHBOUND

TIME	PCL/MCL	CAR*	LGV**	OGV 1	OGV 2	BUS	TOTAL	PCU
0000	0	13	0	0	0	0	13	13
0100	0	9	0	0	0	0	9	9
0200	0	5	0	0	0	0	5	5
0300	0	2	0	0	0	0	2	2
0400	0	6	0	0	0	0	6	6
0500	0	4	1	0	0	0	5	5
0600	1	8	1	1	1	0	12	13
0700	4	21	3	0	1	0	29	27
0800	0	38	15	2	1	0	56	58
0900	2	73	25	0	3	0	103	105
1000	3	132	18	1	0	0	154	152
1100	2	114	12	3	0	0	131	131
1200	5	122	13	1	0	0	141	138
1300	4	114	8	0	1	0	127	125
1400	2	98	17	2	1	0	120	121
1500	0	104	6	2	1	0	113	115
1600	0	100	9	1	1	0	111	113
1700	3	78	6	0	0	0	87	85
1800	1	67	10	0	0	1	79	79
1900	0	47	9	0	0	0	56	56
2000	0	65	6	0	0	0	71	71
2100	2	51	4	1	0	0	58	57
2200	0	28	1	0	0	0	29	29
2300	0	14	1	0	0	0	15	15
07-19	26	1061	142	12	9	1	1251	1249
06-22	29	1232	162	14	10	1	1448	1446
06-00	29	1274	164	14	10	1	1492	1490
00-00	29	1313	165	14	10	1	1532	1530

Peaks	Time	Vehicles	PCU's
AM	0900	103	105.3
IP	1200	141	137.5
PM	1600	111	112.8





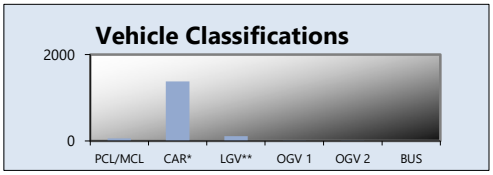
TRAFFINOMICS LIMITED

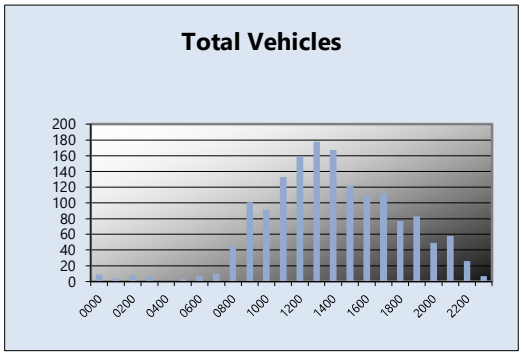
OLDCOURT LAP LANDS TRAFFIC COUNT/SPEED SURVEY **Sunday 19 May 2024**
AUTOMATIC TRAFFIC COUNT **TRA/24/059**

SITE 01
NORTHBOUND

TIME	PCL/MCL	CAR*	LGV**	OGV 1	OGV 2	BUS	TOTAL	PCU
0000	0	8	1	0	0	0	9	9
0100	0	4	0	0	0	0	4	4
0200	0	8	0	0	0	0	8	8
0300	0	5	1	0	0	0	6	6
0400	0	1	0	0	0	0	1	1
0500	0	3	0	0	0	0	3	3
0600	0	6	1	0	0	0	7	7
0700	1	8	1	0	0	0	10	9
0800	2	40	3	0	0	0	45	43
0900	4	85	11	1	0	0	101	98
1000	7	72	11	1	0	0	91	86
1100	12	115	6	0	0	0	133	123
1200	7	139	12	0	1	0	159	155
1300	5	162	10	0	1	0	178	175
1400	5	149	12	1	0	0	167	164
1500	2	109	11	0	0	0	122	120
1600	8	93	8	0	0	0	109	103
1700	6	94	7	3	2	0	112	111
1800	2	70	2	1	2	0	77	79
1900	0	77	6	0	0	0	83	83
2000	0	47	1	1	0	0	49	50
2100	2	53	3	0	0	0	58	56
2200	0	24	2	0	0	0	26	26
2300	0	7	0	0	0	0	7	7
07-19	61	1136	94	7	6	0	1304	1267
06-22	63	1319	105	8	6	0	1501	1462
06-00	63	1350	107	8	6	0	1534	1495
00-00	63	1379	109	8	6	0	1565	1526

Peaks	Time	Vehicles	PCU's
AM	0900	101	98.3
IP	1300	178	175.3
PM	1700	112	111.3





TRAFFINOMICS LIMITED

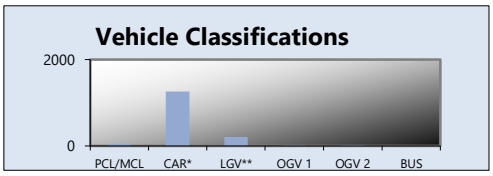
OLDCOURT LAP LANDS TRAFFIC COUNT/SPEED SURVEY **Monday 20 May 2024**
AUTOMATIC TRAFFIC COUNT **TRA/24/059**

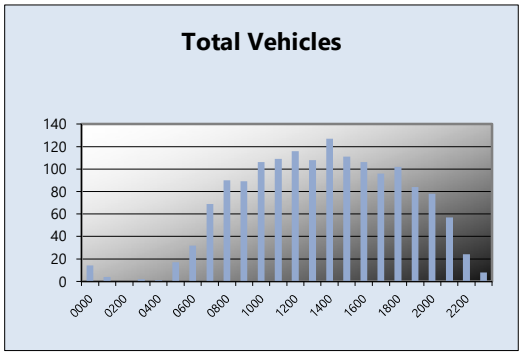
SITE 01
NORTHBOUND

TIME	PCL/MCL	CAR*	LGV**	OGV 1	OGV 2	BUS	TOTAL	PCU
0000	1	13	0	0	0	0	14	13

0100	0	3	1	0	0	0	4	4
0200	0	0	0	0	0	0	0	0
0300	0	2	0	0	0	0	2	2
0400	0	1	0	0	0	0	1	1
0500	0	14	3	0	0	0	17	17
0600	0	24	7	0	1	0	32	33
0700	1	55	12	0	1	0	69	70
0800	6	67	16	1	0	0	90	86
0900	6	70	8	4	1	0	89	88
1000	1	78	22	1	4	0	106	111
1100	2	89	15	0	3	0	109	111
1200	5	93	17	0	1	0	116	113
1300	0	86	17	2	3	0	108	113
1400	3	105	16	1	2	0	127	128
1500	0	93	16	0	2	0	111	114
1600	3	82	19	0	2	0	106	106
1700	3	79	13	1	0	0	96	94
1800	4	89	8	1	0	0	102	99
1900	3	74	7	0	0	0	84	82
2000	2	66	8	2	0	0	78	77
2100	8	45	2	0	2	0	57	53
2200	1	22	1	0	0	0	24	23
2300	0	7	1	0	0	0	8	8
07-19	34	986	179	11	19	0	1229	1232
06-22	47	1195	203	13	22	0	1480	1478
06-00	48	1224	205	13	22	0	1512	1509
00-00	49	1257	209	13	22	0	1550	1546

Peaks	Time	Vehicles	PCU's
AM	0800	90	87.5
IP	1400	127	127.7
PM	1600	106	106.2



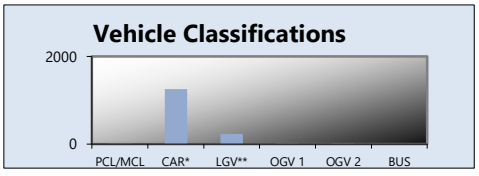


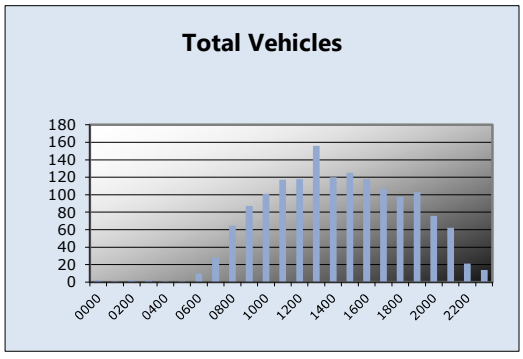
OLDCOURT LAP LANDS TRAFFIC COUNT/SPEED SURVEY **Tuesday 14 May 2024**
AUTOMATIC TRAFFIC COUNT **TRA/24/059**

SITE 01
SOUTHBOUND

TIME	PCL/MCL	CAR*	LGV**	OGV 1	OGV 2	BUS	TOTAL	PCU
0000	0	2	0	0	0	0	2	2
0100	0	1	0	0	0	0	1	1
0200	0	2	0	0	0	0	2	2
0300	0	2	0	0	0	0	2	2
0400	0	1	0	0	0	0	1	1
0500	0	1	0	0	0	0	1	1
0600	0	8	1	0	1	0	10	11
0700	0	23	4	0	1	0	28	29
0800	0	45	18	1	1	0	65	67
0900	0	71	13	1	2	0	87	90
1000	0	85	14	1	1	0	101	103
1100	3	90	20	1	3	0	117	119
1200	1	98	15	2	2	0	118	121
1300	1	124	26	3	2	0	156	159
1400	0	99	20	1	0	0	120	121
1500	1	99	23	1	1	0	125	126
1600	0	95	21	0	2	0	118	121
1700	2	89	14	0	2	0	107	108
1800	2	84	11	0	1	0	98	98
1900	1	86	15	1	0	0	103	103
2000	2	65	8	1	0	0	76	75
2100	0	57	5	0	0	0	62	62
2200	0	17	4	0	0	0	21	21
2300	0	13	1	0	0	0	14	14
07-19	10	1002	199	11	18	0	1240	1261
06-22	13	1218	228	13	19	0	1491	1512
06-00	13	1248	233	13	19	0	1526	1547
00-00	13	1257	233	13	19	0	1535	1556

Peaks	Time	Vehicles	PCU's
AM	0900	87	90.1
IP	1300	156	159.3
PM	1600	118	120.6

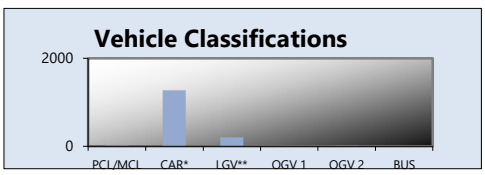


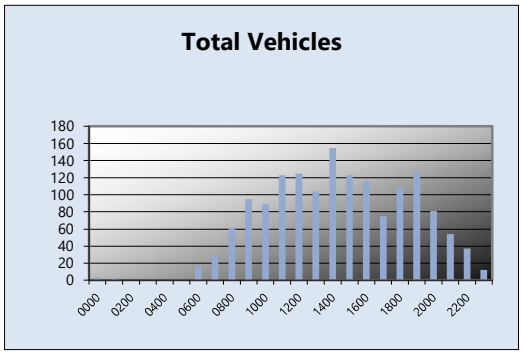


SITE 01
SOUTHBOUND

TIME	PCL/MCL	CAR*	LGV**	OGV 1	OGV 2	BUS	TOTAL	PCU
0000	0	3	0	0	0	0	3	3
0100	0	2	0	0	0	0	2	2
0200	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0
0600	1	11	4	1	0	0	17	17
0700	1	21	8	0	0	0	30	29
0800	0	44	17	0	0	0	61	61
0900	0	75	17	1	2	0	95	98
1000	3	73	13	0	0	0	89	87
1100	3	101	16	3	0	0	123	122
1200	3	105	16	1	0	0	125	123
1300	3	89	11	0	1	0	104	103
1400	0	130	22	0	3	0	155	159
1500	1	99	18	2	3	0	123	127
1600	0	104	12	0	0	0	116	116
1700	3	62	9	0	1	0	75	74
1800	2	91	12	1	3	0	109	112
1900	5	106	13	1	2	0	127	126
2000	2	68	10	1	0	0	81	80
2100	0	45	7	1	1	0	54	56
2200	0	35	2	0	0	0	37	37
2300	0	11	1	0	0	0	12	12
07-19	19	994	171	8	13	0	1205	1211
06-22	27	1224	205	12	16	0	1484	1489
06-00	27	1270	208	12	16	0	1533	1538
00-00	27	1275	208	12	16	0	1538	1543

Peaks	Time	Vehicles	PCU's
AM	0900	95	98.1
IP	1400	155	158.9
PM	1600	116	116





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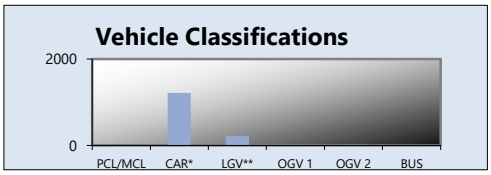
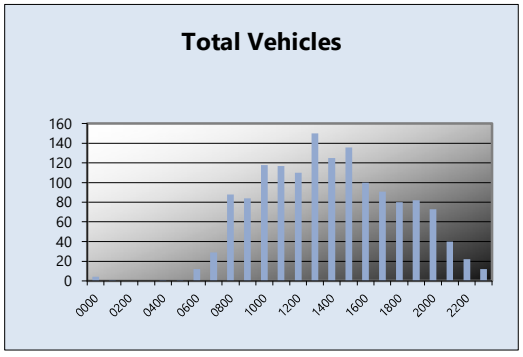
SITE 01
SOUTHBOUND

TIME	PCL/MCL	CAR*	LGV**	OGV 1	OGV 2	BUS	TOTAL	PCU
0000	0	4	0	0	0	0	4	4
0100	0	1	0	0	0	0	1	1
0200	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0
0400	0	1	0	0	0	0	1	1
0500	0	1	0	0	0	0	1	1
0600	0	10	0	1	1	0	12	14
0700	1	24	4	0	0	0	29	28
0800	0	66	21	1	0	0	88	89
0900	0	69	11	0	3	1	84	89
1000	2	92	21	2	1	0	118	119
1100	2	99	13	1	2	0	117	119
1200	0	89	20	0	1	0	110	111
1300	3	115	27	1	4	0	150	153
1400	2	103	17	0	3	0	125	127
1500	0	113	22	0	1	0	136	137
1600	3	86	11	0	0	0	100	98
1700	1	72	17	1	0	0	91	91
1800	0	71	7	0	2	0	80	83
1900	1	76	5	0	0	0	82	81
2000	0	62	11	0	0	0	73	73
2100	0	35	4	0	1	0	40	41
2200	0	20	2	0	0	0	22	22
2300	0	10	2	0	0	0	12	12
07-19	14	999	191	6	17	1	1228	1243
06-22	15	1182	211	7	19	1	1435	1452
06-00	15	1212	215	7	19	1	1469	1486
00-00	15	1219	215	7	19	1	1476	1493

Peaks	Time	Vehicles	PCU's
AM	0800	88	88.9
IP	1300	150	153.3
PM	1600	100	97.6





TRAFFINOMICS LIMITED

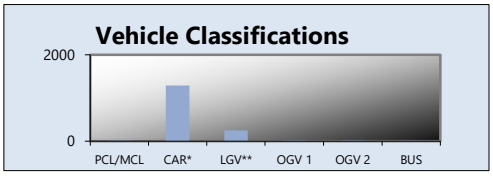
OLDCOURT LAP LANDS TRAFFIC COUNT/SPEED SURVEY **Friday 17 May 2024**
AUTOMATIC TRAFFIC COUNT **TRA/24/059**

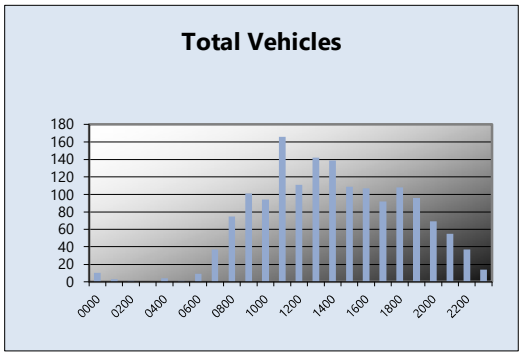
SITE 01

SOUTHBOUND

TIME	PCL/MCL	CAR*	LGV**	OGV 1	OGV 2	BUS	TOTAL	PCU
0000	0	9	1	0	0	0	10	10
0100	0	3	0	0	0	0	3	3
0200	0	1	0	0	0	0	1	1
0300	0	0	0	0	0	0	0	0
0400	0	4	0	0	0	0	4	4
0500	0	1	0	0	0	0	1	1
0600	0	7	2	0	0	0	9	9
0700	0	21	16	0	0	0	37	37
0800	0	56	17	1	1	0	75	77
0900	1	75	21	3	0	1	101	103
1000	0	77	15	1	1	0	94	96
1100	2	137	24	0	3	0	166	168
1200	1	87	21	1	1	0	111	112
1300	2	122	15	1	2	0	142	144
1400	0	113	23	0	3	0	139	143
1500	0	86	19	2	2	0	109	113
1600	1	84	22	0	0	0	107	106
1700	3	79	10	0	0	0	92	90
1800	2	92	12	0	2	0	108	109
1900	0	82	13	1	0	0	96	97
2000	0	63	6	0	0	0	69	69
2100	0	47	7	1	0	0	55	56
2200	1	31	5	0	0	0	37	36
2300	0	13	1	0	0	0	14	14
07-19	12	1029	215	9	15	1	1281	1296
06-22	12	1228	243	11	15	1	1510	1526
06-00	13	1272	249	11	15	1	1561	1577
00-00	13	1290	250	11	15	1	1580	1596

Peaks	Time	Vehicles	PCU's
AM	0900	101	102.7
IP	1300	142	143.5
PM	1800	108	109





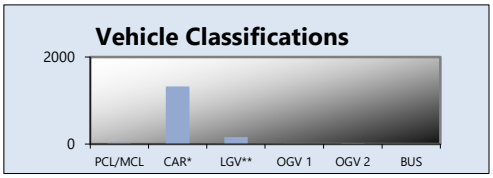
TRAFFINOMICS LIMITED

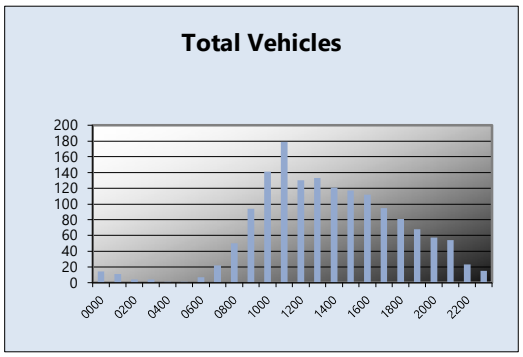
OLDCOURT LAP LANDS TRAFFIC COUNT/SPEED SURVEY **Saturday 18 May 2024**
AUTOMATIC TRAFFIC COUNT **TRA/24/059**

SITE 01
SOUTHBOUND

TIME	PCL/MCL	CAR*	LGV**	OGV 1	OGV 2	BUS	TOTAL	PCU
0000	0	12	1	0	1	0	14	15
0100	0	11	0	0	0	0	11	11
0200	0	4	0	0	0	0	4	4
0300	0	2	2	0	0	0	4	4
0400	0	1	0	0	0	0	1	1
0500	0	1	0	0	0	0	1	1
0600	0	6	0	0	1	0	7	8
0700	0	18	3	1	0	0	22	23
0800	1	37	11	0	1	0	50	51
0900	2	72	20	0	0	0	94	92
1000	3	119	17	0	2	0	141	141
1100	4	157	16	0	2	0	179	178
1200	3	111	14	0	2	0	130	130
1300	1	120	12	0	0	0	133	132
1400	3	106	9	1	2	0	121	122
1500	3	104	7	1	2	0	117	118
1600	1	98	11	0	2	0	112	114
1700	2	79	13	0	1	0	95	95
1800	2	70	8	0	1	0	81	81
1900	0	58	8	1	1	0	68	70
2000	0	52	4	1	0	0	57	58
2100	0	49	4	0	1	0	54	55
2200	1	20	2	0	0	0	23	22
2300	0	11	3	0	1	0	15	16
07-19	25	1091	141	3	15	0	1275	1276
06-22	25	1256	157	5	18	0	1461	1467
06-00	26	1287	162	5	19	0	1499	1505
00-00	26	1318	165	5	20	0	1534	1542

Peaks	Time	Vehicles	PCU's
AM	0900	94	92.4
IP	1300	133	132.2
PM	1600	112	113.8





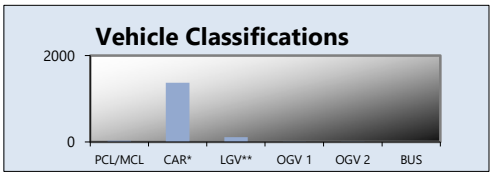
TRAFFINOMICS LIMITED

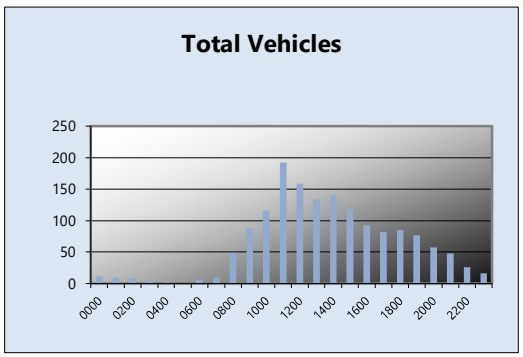
OLDCOURT LAP LANDS TRAFFIC COUNT/SPEED SURVEY **Sunday 19 May 2024**
AUTOMATIC TRAFFIC COUNT **TRA/24/059**

SITE 01
SOUTHBOUND

TIME	PCL/MCL	CAR*	LGV**	OGV 1	OGV 2	BUS	TOTAL	PCU
0000	0	11	1	0	0	0	12	12
0100	0	9	0	0	0	0	9	9
0200	0	7	1	0	0	0	8	8
0300	0	5	0	0	0	0	5	5
0400	0	1	1	0	0	0	2	2
0500	0	0	0	0	0	0	0	0
0600	0	6	0	0	0	0	6	6
0700	0	9	0	0	0	0	9	9
0800	1	43	3	1	1	0	49	50
0900	4	80	3	0	1	0	88	86
1000	5	97	14	0	0	0	116	112
1100	4	172	13	2	1	0	192	191
1200	6	141	12	0	0	0	159	154
1300	5	123	6	0	0	0	134	130
1400	2	129	10	0	0	0	141	139
1500	4	102	9	1	3	0	119	120
1600	2	85	6	0	0	0	93	91
1700	1	71	9	1	0	0	82	82
1800	0	81	4	0	0	0	85	85
1900	1	71	5	0	0	0	77	76
2000	0	51	6	0	0	0	57	57
2100	0	43	4	0	1	0	48	49
2200	1	19	4	2	0	0	26	26
2300	1	14	1	0	0	0	16	15
07-19	34	1133	89	5	6	0	1267	1250
06-22	35	1304	104	5	7	0	1455	1439
06-00	37	1337	109	7	7	0	1497	1480
00-00	37	1370	112	7	7	0	1533	1516

Peaks	Time	Vehicles	PCU's
AM	0900	88	86.1
IP	1200	159	154.2
PM	1600	93	91.4





TRAFFINOMICS LIMITED

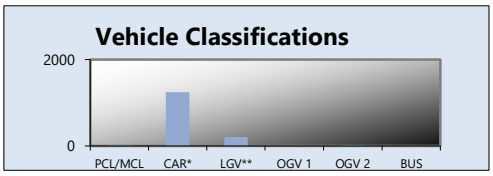
OLDCOURT LAP LANDS TRAFFIC COUNT/SPEED SURVEY **Monday 20 May 2024**
AUTOMATIC TRAFFIC COUNT **TRA/24/059**

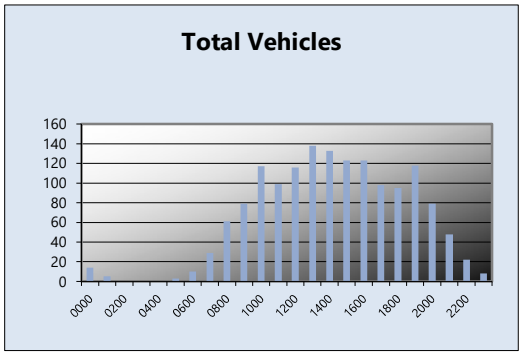
SITE 01
SOUTHBOUND

TIME	PCL/MCL	CAR*	LGV**	OGV 1	OGV 2	BUS	TOTAL	PCU
0000	0	13	1	0	0	0	14	14

0100	0	5	0	0	0	0	5	5
0200	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0
0500	0	2	1	0	0	0	3	3
0600	0	9	1	0	0	0	10	10
0700	0	20	8	1	0	0	29	30
0800	1	44	15	0	1	0	61	62
0900	0	63	13	0	3	0	79	83
1000	3	94	15	0	5	0	117	121
1100	3	78	14	1	3	0	99	101
1200	3	94	15	1	3	0	116	118
1300	3	105	26	1	3	0	138	140
1400	1	109	20	1	2	0	133	135
1500	0	92	28	1	2	0	123	126
1600	3	102	15	1	2	0	123	124
1700	3	90	5	0	0	0	98	96
1800	3	80	12	0	0	0	95	93
1900	4	108	4	0	2	0	118	117
2000	0	65	11	0	3	0	79	83
2100	0	40	7	0	1	0	48	49
2200	0	22	0	0	0	0	22	22
2300	0	8	0	0	0	0	8	8
07-19	23	971	186	7	24	0	1211	1227
06-22	27	1193	209	7	30	0	1466	1487
06-00	27	1223	209	7	30	0	1496	1517
00-00	27	1243	211	7	30	0	1518	1539

Peaks	Time	Vehicles	PCU's
AM	0900	79	82.9
IP	1300	138	140
PM	1600	123	123.7

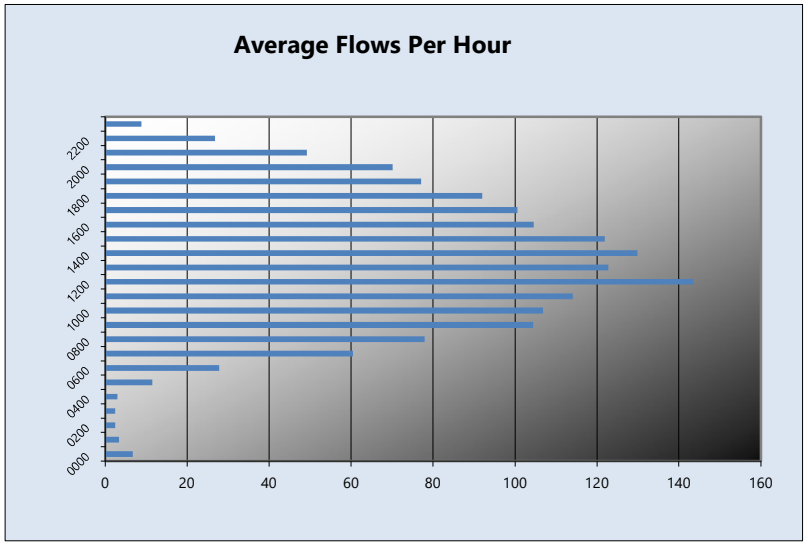


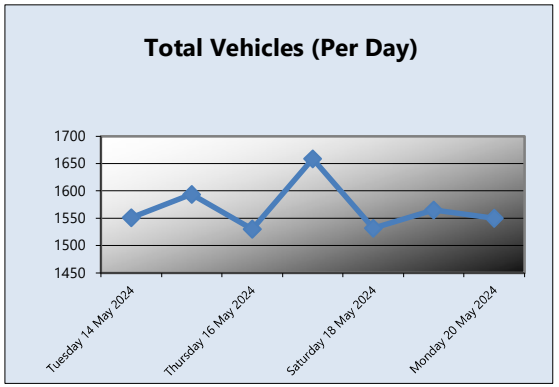


OLDCOURT LAP LANDS TRAFFIC COUNT/SPEED SURVEY | **SITE 01** | **WEEK COMMENCING:** | **Tuesday 14 May 2024**
AUTOMATIC TRAFFIC COUNT | **NORTHBOUND** | **TRA/24/059**

TIME PERIOD	Tuesday 14 May 2024	Wednesday 15 May 2024	Thursday 16 May 2024	Friday 17 May 2024	Saturday 18 May 2024	Sunday 19 May 2024	Monday 20 May 2024	Average
0000	1	3	2	5	13	9	14	7
0100	2	0	2	3	9	4	4	3
0200	2	1	0	1	5	8	0	2
0300	3	0	1	3	2	6	2	2
0400	4	2	3	4	6	1	1	3
0500	11	12	15	18	5	3	17	12
0600	42	35	33	34	12	7	32	28
0700	78	95	73	69	29	10	69	60
0800	79	83	92	101	56	45	90	78
0900	106	107	99	126	103	101	89	104
1000	101	84	108	104	154	91	106	107
1100	101	95	111	119	131	133	109	114
1200	123	174	119	173	141	159	116	144
1300	114	88	123	121	127	178	108	123
1400	147	113	115	120	120	167	127	130
1500	117	124	133	133	113	122	111	122
1600	100	92	105	109	111	109	106	105
1700	112	104	117	76	87	112	96	101
1800	85	96	101	104	79	77	102	92
1900	90	81	66	80	56	83	84	77
2000	75	97	54	67	71	49	78	70
2100	30	60	33	49	58	58	57	49
2200	22	39	19	29	29	26	24	27
2300	6	9	6	11	15	7	8	9
07-19	1263	1255	1296	1355	1251	1304	1229	1279
06-22	1500	1528	1482	1585	1448	1501	1480	1503
06-00	1528	1576	1507	1625	1492	1534	1512	1539
00-00	1551	1594	1530	1659	1532	1565	1550	1569

TRAFFINOMICS LIMITED





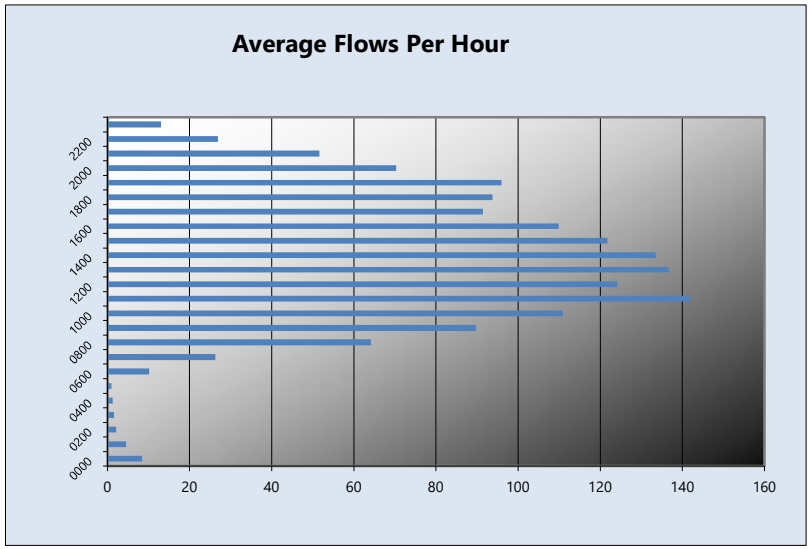
Peak Time & Volumetric Count Data

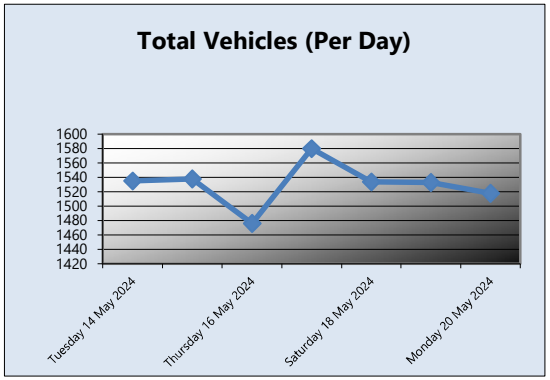
	Tuesday 14 May 2024	Wednesday 15 May 2024	Thursday 16 May 2024	Friday 17 May 2024	Saturday 18 May 2024	Sunday 19 May 2024	Monday 20 May 2024	Mode/ Average
AM								
Time	0900	0900	0900	0900	0900	0900	0800	0900
Vehicles	106	107	99	126	103	101	90	105
IP								
Time	1400	1200	1300	1200	1200	1300	1400	1200
Vehicles	147	174	123	173	141	178	127	152
PM								
Time	1700	1700	1700	1600	1600	1700	1600	1700
Vehicles	112	104	117	109	111	112	106	110

OLDCOURT LAP LANDS TRAFFIC COUNT/SPEED SURVEY | **SITE 01** | **WEEK COMMENCING:** | **Tuesday 14 May 2024**
AUTOMATIC TRAFFIC COUNT | **SOUTHBOUND** | **TRA/24/059**

TIME PERIOD	Tuesday 14 May 2024	Wednesday 15 May 2024	Thursday 16 May 2024	Friday 17 May 2024	Saturday 18 May 2024	Sunday 19 May 2024	Monday 20 May 2024	Average
0000	2	3	4	10	14	12	14	8
0100	1	2	1	3	11	9	5	5
0200	2	0	0	1	4	8	0	2
0300	2	0	0	0	4	5	0	2
0400	1	0	1	4	1	2	0	1
0500	1	0	1	1	1	0	3	1
0600	10	17	12	9	7	6	10	10
0700	28	30	29	37	22	9	29	26
0800	65	61	88	75	50	49	61	64
0900	87	95	84	101	94	88	79	90
1000	101	89	118	94	141	116	117	111
1100	117	123	117	166	179	192	99	142
1200	118	125	110	111	130	159	116	124
1300	156	104	150	142	133	134	138	137
1400	120	155	125	139	121	141	133	133
1500	125	123	136	109	117	119	123	122
1600	118	116	100	107	112	93	123	110
1700	107	75	91	92	95	82	98	91
1800	98	109	80	108	81	85	95	94
1900	103	127	82	96	68	77	118	96
2000	76	81	73	69	57	57	79	70
2100	62	54	40	55	54	48	48	52
2200	21	37	22	37	23	26	22	27
2300	14	12	12	14	15	16	8	13
07-19	1240	1205	1228	1281	1275	1267	1211	1244
06-22	1491	1484	1435	1510	1461	1455	1466	1472
06-00	1526	1533	1469	1561	1499	1497	1496	1512
00-00	1535	1538	1476	1580	1534	1533	1518	1531

TRAFFINOMICS LIMITED





Peak Time & Volumetric Count Data

	Tuesday 14 May 2024	Wednesday 15 May 2024	Thursday 16 May 2024	Friday 17 May 2024	Saturday 18 May 2024	Sunday 19 May 2024	Monday 20 May 2024	Mode/ Average
AM								
Time	0900	0900	0800	0900	0900	0900	0900	0900
Vehicles	87	95	87	101	94	88	79	90
IP								
Time	1300	1400	1300	1300	1300	1200	1300	1300
Vehicles	156	155	150	142	133	159	138	148
PM								
Time	1600	1600	1600	1800	1600	1600	1600	1600
Vehicles	118	116	100	108	112	93	123	110

TRAFFINOMICS LIMITED

OLDCOURT LAP LANDS TRAFFIC COUNT/SPEED SURVEY **WEEK COMMENCING:** **Tuesday 14 May 2024**
AUTOMATIC TRAFFIC COUNT **TRA/24/059**

SITE 01
NORTHBOUND

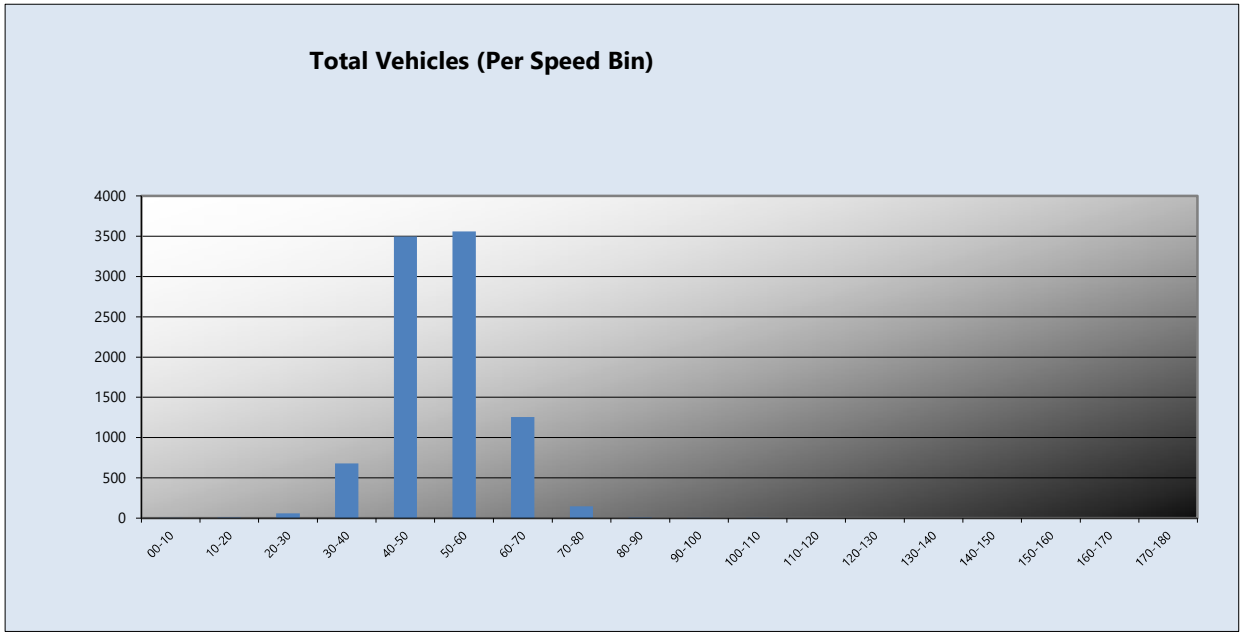
Profile:

Filter time: 00:00 14th May 2024 => 23:59 20th May 2024
Speed range: 0 - 200 km/h.
Separation: Greater than 4.00 seconds. - (Headway)
Units: Metric (meter, kilometer, m/s, km/h, kg, tonne)

Vehicles = 9226
Maximum = 102.0 km/h, Minimum = 7.9 km/h, Mean = 51.2 km/h
85% Speed = 60.12 km/h, 95% Speed = 65.52 km/h, Median = 50.85 km/h
20 km/h Pace = 41 - 61, Number in Pace = 7080 (76.74%)
Variance = 74.46, Standard Deviation = 8.63 km/h

Speed Bins:

Speed	Bin	
KPH	No.	%
00-10	2	0.0
10-20	10	0.1
20-30	62	0.7
30-40	679	7.4
40-50	3498	37.9
50-60	3558	38.6
60-70	1256	13.6
70-80	149	1.6
80-90	9	0.1
90-100	2	0.0
100-110	1	0.0
110-120	0	0.0
120-130	0	0.0
130-140	0	0.0
140-150	0	0.0
150-160	0	0.0
160-170	0	0.0
170-180	0	0.0



TRAFFINOMICS LIMITED

OLDCOURT LAP LANDS TRAFFIC COUNT/SPEED SURVEY **WEEK COMMENCING: Tuesday 14 May 2024**
AUTOMATIC TRAFFIC COUNT **TRA/24/059**

SITE 01
SOUTHBOUND

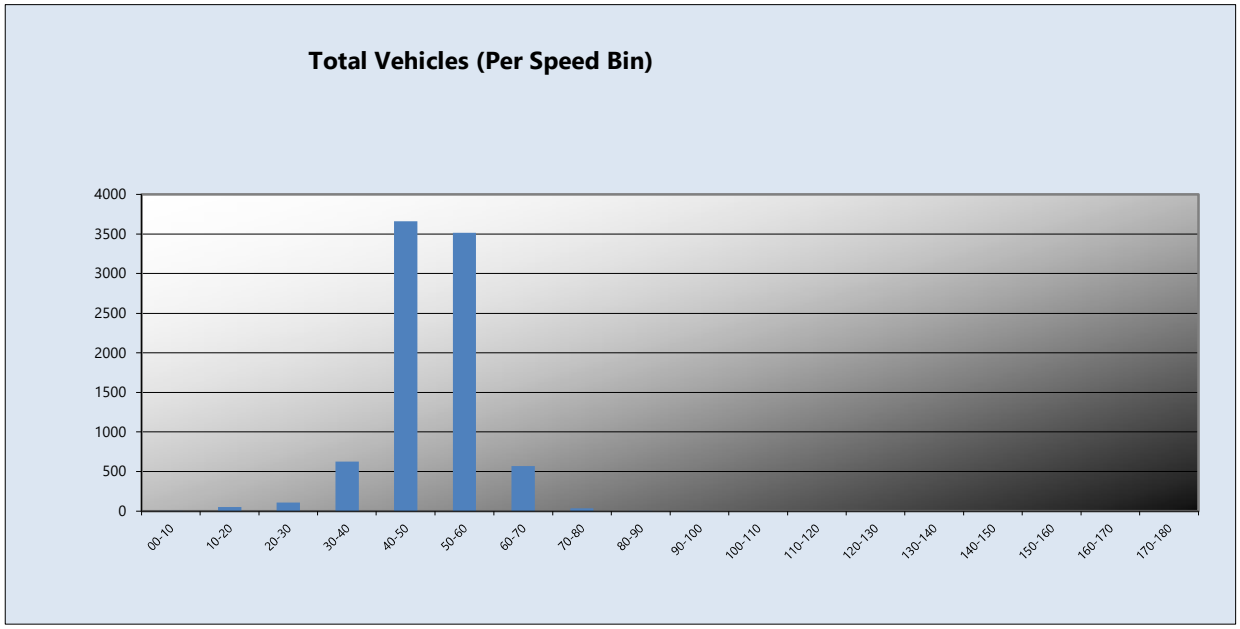
Profile:

Filter time: 00:00 14th May 2024 => 23:59 20th May 2024
Speed range: 0 - 200 km/h.
Separation: Greater than 4.00 seconds. - (Headway)
Units: Metric (meter, kilometer, m/s, km/h, kg, tonne)

Vehicles = 8573
Maximum = 91.7 km/h, Minimum = 5.6 km/h, Mean = 49.4 km/h
85% Speed = 57.06 km/h, 95% Speed = 61.65 km/h, Median = 49.68 km/h
20 km/h Pace = 40 - 60, Number in Pace = 7174 (83.68%)
Variance = 64.38, Standard Deviation = 8.02 km/h

Speed Bins:

Speed	Bin	
KPH	No.	%
00-10	3	0.0
10-20	52	0.6
20-30	107	1.2
30-40	623	7.3
40-50	3659	42.7
50-60	3515	41.0
60-70	570	6.6
70-80	38	0.4
80-90	5	0.1
90-100	1	0.0
100-110	0	0.0
110-120	0	0.0
120-130	0	0.0
130-140	0	0.0
140-150	0	0.0
150-160	0	0.0
160-170	0	0.0
170-180	0	0.0



CLASSIFICATION SCHEMES:

Scheme F Classification Scheme (Non-metric)

Scheme F is an attempt to implement the FWHA's visual classification scheme as an axle-based classification scheme. This is one of several interpretations.

Vehicle Class	Class	Vehicle Type	No. of Axles	Axle spacing in feet				
				Axle 1 to 2	Axle 2 to 3	Axle 3 to 4	Axle 4 to 5	Axle 5 to 6
PCL/MCL	1	motorcycle	2	<6.0				
CAR*	2	passenger car	2	6.0 - 10.0				
		car + 1 axle trailer	3	<10.0	10.0 - 18.0			
		car + 2 axle trailer	4	<10.0		<3.5		
LGV**	3	pickup	2	10.0 - 15.0				
		pickup + 1 axle trailer	3	10.0 - 15.0	10.0 - 18.0			
		pickup + 2 axle trailer	4	10.0 -15.0		<3.5		
		pickup + 3 axle trailer	5	9.9 - 15.0			<3.5	
BUS	4	bus	2	>20.0				
		bus	3	>19.0				
OGV 1	5	single unit truck - dual rear axle	2	14.9 - 20.0			<3.5	
	6	3 axle truck	3		<18.0			
OGV 2	7	4 axle truck	4					
	8	2S1	3		>18.0			
		2S2	4		>5.0	>3.5		
		3S1	4		<5.0	>10.0		
	9	3S2	5		<6.1		3.5 - 8.0	
		5 axle combination	5					
	10	6 axle combination	6			3.5 - 5.0		
		3S3	6					
	11	2S1-2	5		>6.0			
	12	3S1-2	6					>10.0
	13	truck	7 or more					

Car* Cars and LGV based cars
LGV** Light Goods Vehicles with the exception of LGV based on cars

TRAFFINOMICS LIMITED

OLDCOURT LAP LANDS TRAFFIC COUNTS **MAY 2024**
MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/24/059**

SITE: 01 DATE: 14th May 2024

LOCATION: Ballycullen Road/R113 Killininny Road DAY: Tuesday

	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	31	7	0	0	0	38	38	6	1	0	0	0	7	7	2	0	0	0	1	3	4
07:15	47	14	0	0	0	61	61	8	0	0	0	0	8	8	2	0	0	0	1	3	4
07:30	68	15	0	0	1	84	85	12	3	0	0	0	15	15	5	0	0	0	1	6	7
07:45	84	9	1	0	1	95	97	20	2	1	0	0	23	24	8	0	0	0	0	8	8
H/TOT	230	45	1	0	2	278	281	46	6	1	0	0	53	54	17	0	0	0	3	20	23
08:00	65	6	0	0	0	71	71	28	2	0	0	1	31	32	9	0	0	0	0	9	9
08:15	90	6	0	0	0	96	96	28	5	1	0	0	34	35	6	0	0	0	0	6	6
08:30	71	7	1	0	0	79	80	35	5	0	0	2	42	44	15	0	0	0	0	15	15
08:45	65	6	0	1	0	72	73	45	4	0	0	0	49	49	20	0	0	0	0	20	20
H/TOT	291	25	1	1	0	318	320	136	16	1	0	3	156	160	50	0	0	0	0	50	50
09:00	74	5	0	0	0	79	79	55	2	0	0	2	59	61	17	1	0	0	0	18	18
09:15	59	12	1	0	0	72	73	53	2	0	0	0	55	55	12	0	0	0	0	12	12
09:30	47	4	0	0	0	51	51	30	4	0	0	1	35	36	9	1	1	0	2	13	16
09:45	42	3	0	0	1	46	47	22	0	2	0	0	24	25	8	0	0	0	0	8	8
H/TOT	222	24	1	0	1	248	250	160	8	2	0	3	173	177	46	2	1	0	2	51	54
P/TOT	743	94	3	1	3	844	850	342	30	4	0	6	382	390	113	2	1	0	5	121	127

	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**
16:00	25	3	0	0	1	29	30	50	2	0	0	1	53	54	20	2	0	0	0	22	22
16:15	31	7	2	0	1	41	43	48	7	0	0	0	55	55	12	3	0	0	0	15	15
16:30	18	1	0	0	0	19	19	36	3	0	0	0	39	39	13	1	0	0	0	14	14
16:45	16	1	0	0	0	17	17	37	2	0	0	0	39	39	16	2	0	0	0	18	18
H/TOT	90	12	2	0	2	106	109	171	14	0	0	1	186	187	61	8	0	0	0	69	69
17:00	14	4	0	0	0	18	18	56	6	0	0	0	62	62	16	2	0	0	1	19	20
17:15	22	3	0	0	0	25	25	57	2	0	0	0	59	59	20	1	0	0	0	21	21
17:30	21	4	0	0	0	25	25	50	3	0	0	0	53	53	8	0	0	0	0	8	8
17:45	40	2	0	0	0	42	42	56	7	0	0	0	63	63	14	0	0	0	1	15	16
H/TOT	97	13	0	0	0	110	110	219	18	0	0	0	237	237	58	3	0	0	2	63	65
18:00	35	3	0	0	0	38	38	46	4	1	0	0	51	52	18	1	0	0	0	19	19
18:15	28	0	0	0	0	28	28	40	5	1	0	0	46	47	18	2	0	0	1	21	22
18:30	27	1	0	0	0	28	28	55	3	0	0	0	58	58	14	0	0	0	0	14	14
18:45	33	3	0	0	1	37	38	55	2	0	0	0	57	57	21	0	0	0	0	21	21
H/TOT	123	7	0	0	1	131	132	196	14	2	0	0	212	213	71	3	0	0	1	75	76
P/TOT	310	32	2	0	3	347	351	586	46	2	0	1	635	637	190	14	0	0	3	207	210

OLDCOURT LAP LANDS TRAFFIC COUNTS **MAY 2024**
MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/24/059**

SITE: 01 DATE: 14th May 2024

LOCATION: Ballycullen Road/R113 Killininny Road DAY: Tuesday

	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	9	3	1	0	0	13	14	106	33	4	3	1	147	154	6	0	0	0	0	6	6
07:15	5	1	0	0	1	7	8	103	34	1	4	1	143	150	4	3	0	0	0	7	7
07:30	15	1	0	0	0	16	16	103	32	1	1	2	139	143	3	0	0	0	0	3	3
07:45	6	0	0	0	1	7	8	79	19	1	1	1	101	104	2	0	1	0	0	3	4
H/TOT	35	5	1	0	2	43	46	391	118	7	9	5	530	550	15	3	1	0	0	19	20
08:00	2	0	0	0	0	2	2	87	11	1	1	2	102	106	1	1	0	0	1	3	4
08:15	5	1	0	0	0	6	6	91	11	0	1	1	104	106	3	0	0	0	0	3	3
08:30	4	0	0	0	0	4	4	36	6	1	1	1	45	48	4	0	1	0	0	5	6
08:45	13	1	0	1	1	16	18	90	13	1	1	2	107	111	7	1	1	0	0	9	10
H/TOT	24	2	0	1	1	28	30	304	41	3	4	6	358	371	15	2	2	0	1	20	22
09:00	17	3	0	0	0	20	20	85	21	3	3	3	115	123	10	0	0	0	0	10	10
09:15	17	0	0	0	0	17	17	99	13	1	0	1	114	116	6	1	0	0	0	7	7
09:30	12	2	0	0	0	14	14	84	15	4	0	1	104	107	7	0	1	0	0	8	9
09:45	10	2	0	0	0	12	12	56	10	3	0	1	70	73	12	2	0	0	0	14	14
H/TOT	56	7	0	0	0	63	63	324	59	11	3	6	403	418	35	3	1	0	0	39	40
P/TOT	115	14	1	1	3	134	139	1019	218	21	16	17	1291	1339	65	8	4	0	1	78	81

	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**
16:00	16	1	0	0	0	17	17	50	8	1	2	0	61	64	13	1	0	0	0	14	14
16:15	18	0	0	0	0	18	18	53	10	1	0	0	64	65	16	1	0	0	0	17	17
16:30	12	0	1	0	0	13	14	47	7	0	1	1	56	58	20	2	0	0	0	22	22
16:45	19	4	0	0	1	24	25	48	4	0	0	2	54	56	12	2	0	0	0	14	14
H/TOT	65	5	1	0	1	72	74	198	29	2	3	3	235	243	61	6	0	0	0	67	67
17:00	17	0	0	0	0	17	17	53	7	2	0	1	63	65	12	0	0	0	0	12	12
17:15	20	1	0	0	0	21	21	48	7	0	1	0	56	57	20	1	0	0	0	21	21
17:30	18	2	0	0	0	20	20	50	5	3	0	1	59	62	24	1	0	0	0	25	25
17:45	33	0	0	0	0	33	33	43	4	0	0	1	48	49	22	0	0	0	0	22	22
H/TOT	88	3	0	0	0	91	91	194	23	5	1	3	226	233	78	2	0	0	0	80	80
18:00	28	0	0	0	0	28	28	39	3	3	0	1	46	49	19	1	0	0	0	20	20
18:15	26	1	0	0	0	27	27	50	4	0	0	1	55	56	16	2	0	0	0	18	18
18:30	15	1	0	0	1	17	18	44	5	0	0	2	51	53	19	2	0	0	0	21	21
18:45	21	0	0	0	1	22	23	66	8	1	0	0	75	76	27	2	0	0	0	29	29
H/TOT	90	2	0	0	2	94	96	199	20	4	0	4	227	233	81	7	0	0	0	88	88
P/TOT	243	10	1	0	3	257	261	591	72	11	4	10	688	709	220	15	0	0	0	235	235

OLDCOURT LAP LANDS TRAFFIC COUNTS **MAY 2024**
MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/24/059**

SITE: 01 DATE: 14th May 2024

LOCATION: Ballycullen Road/R113 Killininny Road DAY: Tuesday

	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	5	0	1	0	0	6	7	17	0	0	0	0	17	17	77	8	1	0	1	87	89
07:15	8	2	1	0	0	11	12	22	6	0	0	0	28	28	110	14	0	0	3	127	130
07:30	9	1	0	0	1	11	12	40	5	0	0	0	45	45	121	13	3	0	3	140	145
07:45	6	0	0	0	0	6	6	63	4	1	0	2	70	73	130	17	2	1	4	154	160
H/TOT	28	3	2	0	1	34	36	142	15	1	0	2	160	163	438	52	6	1	11	508	523
08:00	22	0	0	0	0	22	22	81	2	0	0	3	86	89	130	7	1	0	3	141	145
08:15	14	1	0	0	0	15	15	83	2	0	0	1	86	87	110	5	2	0	1	118	120
08:30	6	0	0	0	0	6	6	131	2	0	0	1	134	135	137	11	0	0	4	152	156
08:45	12	2	2	0	0	16	17	96	5	0	0	1	102	103	127	12	1	1	4	145	151
H/TOT	54	3	2	0	0	59	60	391	11	0	0	6	408	414	504	35	4	1	12	556	571
09:00	17	0	0	0	0	17	17	42	7	1	0	1	51	53	66	11	1	0	2	80	83
09:15	15	0	0	0	0	15	15	37	5	1	0	0	43	44	84	11	1	0	3	99	103
09:30	19	0	0	0	0	19	19	38	2	1	0	0	41	42	72	9	0	0	1	82	83
09:45	9	3	0	0	1	13	14	20	1	2	0	0	23	24	60	10	0	0	2	72	74
H/TOT	60	3	0	0	1	64	65	137	15	5	0	1	158	162	282	41	2	0	8	333	342
P/TOT	142	9	4	0	2	157	161	670	41	6	0	9	726	738	1224	128	12	2	31	1397	1437

	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**
16:00	11	2	0	0	0	13	13	38	1	0	0	0	39	39	53	7	0	0	2	62	64
16:15	24	2	0	0	1	27	28	33	2	0	0	0	35	35	45	7	1	0	1	54	56
16:30	16	2	0	0	1	19	20	50	2	0	0	0	52	52	50	11	0	0	1	62	63
16:45	27	1	1	0	0	29	30	38	3	0	0	0	41	41	39	8	2	0	2	51	54
H/TOT	78	7	1	0	2	88	91	159	8	0	0	0	167	167	187	33	3	0	6	229	237
17:00	18	2	0	0	0	20	20	35	1	0	0	0	36	36	31	6	1	0	1	39	41
17:15	7	1	0	0	0	8	8	44	0	0	0	0	44	44	38	8	0	1	3	50	54
17:30	29	1	0	0	0	30	30	46	4	0	0	0	50	50	36	4	1	0	1	42	44
17:45	19	1	0	0	0	20	20	46	3	0	0	0	49	49	61	4	0	0	1	66	67
H/TOT	73	5	0	0	0	78	78	171	8	0	0	0	179	179	166	22	2	1	6	197	205
18:00	24	1	0	0	0	25	25	49	5	0	0	0	54	54	67	4	0	0	1	72	73
18:15	18	3	0	0	0	21	21	59	3	0	0	0	62	62	72	1	0	0	3	76	79
18:30	13	1	0	0	0	14	14	41	3	0	0	0	44	44	54	5	0	0	1	60	61
18:45	20	0	0	0	0	20	20	44	2	0	0	1	47	48	62	4	0	0	3	69	72
H/TOT	75	5	0	0	0	80	80	193	13	0	0	1	207	208	255	14	0	0	8	277	285
P/TOT	226	17	1	0	2	246	249	523	29	0	0	1	553	554	608	69	5	1	20	703	727

OLDCOURT LAP LANDS TRAFFIC COUNTS **MAY 2024**
MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/24/059**

SITE: 01 DATE: 14th May 2024

LOCATION: Ballycullen Road/R113 Killininny Road DAY: Tuesday

	MOVEMENT 10							MOVEMENT 11							MOVEMENT 12						
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**
07:00	18	6	0	1	1	26	28	18	3	1	0	1	23	25	7	4	1	0	0	12	13
07:15	21	7	0	0	4	32	36	28	5	0	0	2	35	37	11	1	3	0	0	15	17
07:30	28	4	1	1	3	37	42	22	8	1	2	1	34	38	5	1	0	0	0	6	6
07:45	32	7	3	0	2	44	48	35	10	1	1	0	47	49	13	4	1	0	0	18	19
H/TOT	99	24	4	2	10	139	154	103	26	3	3	4	139	148	36	10	5	0	0	51	54
08:00	22	8	3	0	3	36	41	36	4	1	0	1	42	44	26	0	0	0	0	26	26
08:15	48	10	2	0	2	62	65	44	3	2	2	0	51	55	21	2	1	0	0	24	25
08:30	47	6	1	0	1	55	57	31	5	2	0	1	39	41	24	1	1	0	0	26	27
08:45	72	7	0	0	4	83	87	39	5	3	0	2	49	53	33	3	0	0	0	36	36
H/TOT	189	31	6	0	10	236	249	150	17	8	2	4	181	192	104	6	2	0	0	112	113
09:00	82	4	1	0	6	93	100	44	9	2	0	2	57	60	28	2	1	0	2	33	36
09:15	44	7	1	0	3	55	59	54	5	1	2	2	64	69	18	4	0	0	0	22	22
09:30	40	5	1	0	2	48	51	45	13	1	0	2	61	64	22	3	1	0	1	27	29
09:45	43	12	2	1	4	62	68	49	6	1	1	3	60	65	17	2	0	0	0	19	19
H/TOT	209	28	5	1	15	258	277	192	33	5	3	9	242	257	85	11	2	0	3	101	105
P/TOT	497	83	15	3	35	633	679	445	76	16	8	17	562	597	225	27	9	0	3	264	272

	MOVEMENT 10							MOVEMENT 11							MOVEMENT 12						
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**
16:00	89	13	0	0	3	105	108	104	14	2	0	0	120	121	41	11	1	0	1	54	56
16:15	80	10	0	0	2	92	94	85	34	2	0	2	123	126	28	6	0	0	0	34	34
16:30	94	14	1	1	2	112	116	91	22	6	0	1	120	124	30	7	0	0	0	37	37
16:45	71	5	0	0	2	78	80	103	34	1	0	0	138	139	27	8	1	0	0	36	37
H/TOT	334	42	1	1	9	387	398	383	104	11	0	3	501	510	126	32	2	0	1	161	163
17:00	80	10	0	0	0	90	90	93	19	3	0	2	117	121	31	13	0	0	0	44	44
17:15	97	17	2	1	3	120	125	104	19	0	0	0	123	123	42	5	0	1	0	48	49
17:30	99	6	0	0	0	105	105	100	15	2	0	2	119	122	51	1	0	0	0	52	52
17:45	101	8	1	0	1	111	113	95	9	1	1	1	107	110	39	4	0	0	0	43	43
H/TOT	377	41	3	1	4	426	433	392	62	6	1	5	466	475	163	23	0	1	0	187	188
18:00	105	7	1	0	4	117	122	91	10	1	0	0	102	103	55	1	0	0	0	56	56
18:15	134	7	0	0	0	141	141	92	6	0	0	2	100	102	37	4	0	0	0	41	41
18:30	76	11	0	0	4	91	95	93	10	0	0	0	103	103	53	4	0	0	0	57	57
18:45	122	6	1	0	3	132	136	93	6	1	1	2	103	107	36	2	0	0	0	38	38
H/TOT	437	31	2	0	11	481	493	369	32	2	1	4	408	414	181	11	0	0	0	192	192
P/TOT	1148	114	6	2	24	1294	1324	1144	198	19	2	12	1375	1399	470	66	2	1	1	540	543

PCU's Through Junction
400
497
556
597
2050
589
618
617
727
2551
658
590
518
443
2209
6809

PCU's Through Junction
602
585
578
549
2313
545
608
595
626
2375
637
644
566
664
2510
7198

OLDCOURT LAP LANDS TRAFFIC COUNTS **MAY 2024**
MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/24/059**

SITE: 02 DATE: 14th May 2024

LOCATION: Ballycullen Road/Hunters Road/Stocking Avenue DAY: Tuesday

	MOVEMENT 1							MOVEMENT 2							MOVEMENT 3							MOVEMENT 4						
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**
07:00	5	1	0	0	0	6	6	5	1	1	0	0	7	8	4	3	0	0	0	7	7	0	0	0	0	1	1	2
07:15	12	0	0	0	0	12	12	2	1	0	0	0	3	3	10	4	0	0	0	14	14	0	0	0	0	4	4	8
07:30	20	2	0	0	0	22	22	10	3	0	0	0	13	13	15	2	0	0	0	17	17	0	0	0	0	1	1	2
07:45	20	1	0	1	0	22	23	9	4	1	0	0	14	15	14	1	1	0	1	17	19	0	0	0	0	1	1	2
H/TOT	57	4	0	1	0	62	63	26	9	2	0	0	37	38	43	10	1	0	1	55	57	0	0	0	0	7	7	14
08:00	22	3	1	0	2	28	31	14	0	0	0	0	14	14	23	2	1	0	0	26	27	0	0	0	0	2	2	4
08:15	13	4	1	0	0	18	19	19	3	2	0	0	24	25	51	4	0	0	0	55	55	0	0	0	0	2	2	4
08:30	26	4	1	0	0	31	32	21	0	0	0	0	21	21	29	3	0	0	1	33	34	0	0	0	0	0	0	0
08:45	21	3	0	0	0	24	24	26	3	0	0	0	29	29	18	0	0	0	1	19	20	0	0	0	0	3	3	6
H/TOT	82	14	3	0	2	101	105	80	6	2	0	0	88	89	121	9	1	0	2	133	136	0	0	0	0	7	7	14
09:00	22	2	1	0	1	26	28	21	3	0	0	1	25	26	41	2	0	0	1	44	45	0	0	0	0	3	3	6
09:15	24	2	0	0	2	28	30	11	1	0	0	0	12	12	32	4	1	0	1	38	40	1	1	0	0	0	2	2
09:30	13	2	1	0	0	16	17	12	0	0	0	0	12	12	27	2	0	0	0	29	29	1	0	0	0	2	3	5
09:45	14	3	0	1	0	18	19	16	1	1	0	1	19	21	18	4	0	0	0	22	22	0	0	0	0	1	1	2
H/TOT	73	9	2	1	3	88	93	60	5	1	0	2	68	71	118	12	1	0	2	133	136	2	1	0	0	6	9	15
P/TOT	212	27	5	2	5	251	261	166	20	5	0	2	193	198	282	31	3	0	5	321	328	2	1	0	0	20	23	43

	MOVEMENT 1							MOVEMENT 2							MOVEMENT 3							MOVEMENT 4						
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**
16:00	36	1	0	0	0	37	37	8	2	0	0	0	10	10	50	7	0	0	1	58	59	0	0	0	0	1	1	2
16:15	31	4	1	0	0	36	37	17	3	0	0	0	20	20	47	5	0	0	1	53	54	0	0	0	0	2	2	4
16:30	34	3	0	0	0	37	37	11	5	0	0	0	16	16	48	8	0	1	0	57	58	1	0	0	0	2	3	5
16:45	23	2	0	0	0	25	25	8	0	0	0	0	8	8	45	1	0	0	0	46	46	2	0	0	0	1	3	4
H/TOT	124	10	1	0	0	135	136	44	10	0	0	0	54	54	190	21	0	1	2	214	217	3	0	0	0	6	9	15
17:00	40	3	1	0	0	44	45	11	1	0	0	0	12	12	60	3	0	0	0	63	63	0	0	0	0	1	1	2
17:15	47	2	0	0	0	49	49	9	1	0	1	0	11	12	49	11	1	0	0	61	62	0	0	0	0	2	2	4
17:30	51	3	0	0	0	54	54	13	3	0	0	0	16	16	68	1	0	0	0	69	69	0	0	0	0	1	1	2
17:45	38	1	0	0	0	39	39	17	2	0	0	0	19	19	61	5	0	0	0	66	66	0	0	0	0	1	1	2
H/TOT	176	9	1	0	0	186	187	50	7	0	1	0	58	59	238	20	1	0	0	259	260	0	0	0	0	5	5	10
18:00	47	0	0	0	1	48	49	15	1	0	0	0	16	16	48	5	1	0	0	54	55	0	0	0	0	3	3	6
18:15	63	3	0	0	0	66	66	14	3	0	0	0	17	17	60	3	0	0	0	63	63	0	0	0	0	0	0	0
18:30	35	3	0	0	0	38	38	11	3	0	0	0	14	14	52	5	0	0	0	57	57	0	0	0	0	4	4	8
18:45	43	1	1	0	0	45	46	22	1	0	0	0	23	23	59	2	0	0	0	61	61	0	0	0	0	2	2	4
H/TOT	188	7	1	0	1	197	199	62	8	0	0	0	70	70	219	15	1	0	0	235	236	0	0	0	0	9	9	18
P/TOT	488	26	3	0	1	518	521	156	25	0	1	0	182	183	647	56	2	1	2	708	712	3	0	0	0	20	23	43

OLDCOURT LAP LANDS TRAFFIC COUNTS **MAY 2024**
MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/24/059**

SITE: 02 DATE: 14th May 2024

LOCATION: Ballycullen Road/Hunters Road/Stocking Avenue DAY: Tuesday

	MOVEMENT 5							MOVEMENT 6							MOVEMENT 7						
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**
07:00	36	8	0	0	1	45	46	12	3	0	0	0	15	15	0	0	0	0	0	0	0
07:15	47	2	0	0	0	49	49	13	0	0	0	0	13	13	0	0	0	0	0	0	0
07:30	49	9	3	0	2	63	67	29	1	0	0	0	30	30	3	0	0	0	0	3	3
07:45	55	4	0	0	0	59	59	54	3	0	0	1	58	59	0	0	0	0	0	0	0
H/TOT	187	23	3	0	3	216	221	108	7	0	0	1	116	117	3	0	0	0	0	3	3
08:00	80	3	1	0	1	85	87	49	3	0	0	0	52	52	7	0	0	0	0	7	7
08:15	75	6	0	0	0	81	81	24	4	0	0	1	29	30	8	0	0	0	1	9	10
08:30	63	2	0	0	1	66	67	40	1	0	0	0	41	41	3	1	0	0	0	4	4
08:45	58	2	0	0	2	62	64	31	3	0	0	0	34	34	2	0	0	0	0	2	2
H/TOT	276	13	1	0	4	294	299	144	11	0	0	1	156	157	20	1	0	0	1	22	23
09:00	31	3	1	0	0	35	36	19	3	0	0	0	22	22	0	0	0	0	0	0	0
09:15	28	3	0	0	1	32	33	23	0	0	0	0	23	23	0	0	0	0	0	0	0
09:30	37	4	0	0	0	41	41	13	2	0	0	0	15	15	2	0	0	0	0	2	2
09:45	19	4	0	0	0	23	23	6	0	0	0	0	6	6	1	0	0	0	0	1	1
H/TOT	115	14	1	0	1	131	133	61	5	0	0	0	66	66	3	0	0	0	0	3	3
P/TOT	578	50	5	0	8	641	652	313	23	0	0	2	338	340	26	1	0	0	1	28	29

	MOVEMENT 5							MOVEMENT 6							MOVEMENT 7						
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**
16:00	38	1	2	0	1	42	44	20	0	0	0	0	20	20	0	0	0	0	0	0	0
16:15	22	3	0	0	0	25	25	25	3	0	0	0	28	28	2	0	0	0	0	2	2
16:30	27	4	0	0	0	31	31	22	2	0	0	0	24	24	0	1	0	0	0	1	1
16:45	37	3	1	0	0	41	42	29	1	1	0	0	31	32	1	0	0	0	0	1	1
H/TOT	124	11	3	0	1	139	142	96	6	1	0	0	103	104	3	1	0	0	0	4	4
17:00	35	3	0	0	0	38	38	19	0	0	0	0	19	19	0	0	0	0	0	0	0
17:15	28	5	1	1	0	35	37	28	2	0	0	0	30	30	0	0	0	0	0	0	0
17:30	27	4	0	0	0	31	31	30	2	0	0	0	32	32	3	0	0	0	0	3	3
17:45	46	4	0	0	0	50	50	29	3	0	0	0	32	32	3	0	0	0	0	3	3
H/TOT	136	16	1	1	0	154	156	106	7	0	0	0	113	113	6	0	0	0	0	6	6
18:00	40	4	0	0	0	44	44	18	1	0	0	0	19	19	2	0	0	0	0	2	2
18:15	39	0	0	0	0	39	39	30	0	0	0	0	30	30	0	0	0	0	0	0	0
18:30	30	1	0	0	0	31	31	18	4	0	0	0	22	22	4	0	0	0	0	4	4
18:45	37	3	0	0	0	40	40	31	2	0	0	0	33	33	3	0	0	0	0	3	3
H/TOT	146	8	0	0	0	154	154	97	7	0	0	0	104	104	9	0	0	0	0	9	9
P/TOT	406	35	4	1	1	447	451	299	20	1	0	0	320	321	18	1	0	0	0	19	19

OLDCOURT LAP LANDS TRAFFIC COUNTS **MAY 2024**
MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/24/059**

SITE: 02 DATE: 14th May 2024

LOCATION: Ballycullen Road/Hunters Road/Stocking Avenue DAY: Tuesday

	MOVEMENT 8							MOVEMENT 9							MOVEMENT 10						
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	4	0	0	0	0	4	4	1	0	0	0	0	1	1
07:15	2	0	0	0	0	2	2	7	2	0	0	0	9	9	0	1	0	0	0	1	1
07:30	0	0	0	0	0	0	0	8	0	0	0	0	8	8	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	12	0	0	1	0	13	14	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	2	2	31	2	0	1	0	34	35	1	1	0	0	0	2	2
08:00	1	0	0	0	0	1	1	6	3	1	0	0	10	11	2	0	0	0	0	2	2
08:15	3	0	0	0	0	3	3	17	2	0	0	0	19	19	2	0	0	0	0	2	2
08:30	0	0	0	0	0	0	0	9	2	0	0	0	11	11	3	1	0	0	0	4	4
08:45	0	0	0	0	0	0	0	18	0	1	0	0	19	20	4	0	0	0	0	4	4
H/TOT	4	0	0	0	0	4	4	50	7	2	0	0	59	60	11	1	0	0	0	12	12
09:00	0	0	0	0	0	0	0	13	2	0	0	0	15	15	2	0	0	0	0	2	2
09:15	2	0	0	0	0	2	2	10	3	0	0	0	13	13	1	0	0	0	0	1	1
09:30	1	0	0	0	0	1	1	5	2	0	0	0	7	7	2	0	0	0	0	2	2
09:45	2	0	0	0	0	2	2	7	0	0	0	0	7	7	0	0	0	0	0	0	0
H/TOT	5	0	0	0	0	5	5	35	7	0	0	0	42	42	5	0	0	0	0	5	5
P/TOT	11	0	0	0	0	11	11	116	16	2	1	0	135	137	17	2	0	0	0	19	19

	MOVEMENT 8							MOVEMENT 9							MOVEMENT 10						
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**
16:00	0	0	0	0	0	0	0	14	1	0	0	0	15	15	2	0	0	0	0	2	2
16:15	2	0	0	0	0	2	2	11	3	0	0	0	14	14	2	0	0	0	0	2	2
16:30	3	0	0	0	0	3	3	20	2	0	0	0	22	22	1	0	0	0	0	1	1
16:45	1	0	0	0	0	1	1	9	0	1	0	0	10	11	1	1	0	0	0	2	2
H/TOT	6	0	0	0	0	6	6	54	6	1	0	0	61	62	6	1	0	0	0	7	7
17:00	0	0	0	0	0	0	0	9	2	0	0	0	11	11	0	0	0	0	0	0	0
17:15	4	0	0	0	0	4	4	19	1	0	0	0	20	20	3	0	0	0	0	3	3
17:30	2	0	0	0	0	2	2	14	1	0	0	0	15	15	1	0	0	0	0	1	1
17:45	1	0	0	0	0	1	1	14	2	0	0	0	16	16	1	0	0	0	0	1	1
H/TOT	7	0	0	0	0	7	7	56	6	0	0	0	62	62	5	0	0	0	0	5	5
18:00	6	0	0	0	0	6	6	11	1	0	0	0	12	12	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	6	0	0	0	0	6	6	2	1	0	0	0	3	3
18:30	3	0	0	0	0	3	3	4	1	0	0	0	5	5	1	0	0	0	0	1	1
18:45	3	0	0	0	0	3	3	16	2	0	0	0	18	18	5	0	0	0	0	5	5
H/TOT	12	0	0	0	0	12	12	37	4	0	0	0	41	41	8	1	0	0	0	9	9
P/TOT	25	0	0	0	0	25	25	147	16	1	0	0	164	165	19	2	0	0	0	21	21

OLDCOURT LAP LANDS TRAFFIC COUNTS **MAY 2024**
MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/24/059**

SITE: 02 DATE: 14th May 2024

LOCATION: Ballycullen Road/Hunters Road/Stocking Avenue DAY: Tuesday

	MOVEMENT 11							MOVEMENT 12							MOVEMENT 13							MOVEMENT 14						
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**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	4	0	0	0	1	5	6	16	4	0	0	1	21	22	0	0	0	0	2	2	4
07:15	1	0	0	0	0	1	1	6	0	0	0	0	6	6	27	6	2	0	0	35	36	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	13	0	0	0	0	13	13	39	2	0	0	0	41	41	0	0	0	0	2	2	4
07:45	0	0	0	0	0	0	0	26	0	0	0	0	26	26	53	5	0	0	2	60	62	1	0	0	0	1	2	3
H/TOT	3	0	0	0	0	3	3	49	0	0	0	1	50	51	135	17	2	0	3	157	161	1	0	0	0	5	6	11
08:00	1	0	0	0	0	1	1	32	2	0	0	0	34	34	49	1	0	0	2	52	54	0	0	0	0	1	1	2
08:15	2	0	0	0	0	2	2	44	2	0	0	0	46	46	68	0	0	0	0	68	68	2	0	0	0	1	3	4
08:30	0	0	0	0	0	0	0	37	3	0	0	0	40	40	43	1	0	1	0	45	46	0	0	0	0	1	1	2
08:45	1	0	0	0	0	1	1	28	2	0	0	0	30	30	50	0	0	0	0	50	50	0	0	0	0	0	0	0
H/TOT	4	0	0	0	0	4	4	141	9	0	0	0	150	150	210	2	0	1	2	215	218	2	0	0	0	3	5	8
09:00	3	0	0	0	0	3	3	34	2	0	0	0	36	36	39	4	2	0	0	45	46	0	0	0	0	1	1	2
09:15	2	0	0	0	0	2	2	23	0	0	0	0	23	23	28	3	0	0	0	31	31	0	0	0	0	1	1	2
09:30	1	0	0	0	0	1	1	18	1	0	0	0	19	19	23	2	0	0	0	25	25	0	0	0	0	1	1	2
09:45	1	0	0	0	0	1	1	9	1	0	0	0	10	10	14	2	0	0	1	17	18	0	0	0	0	2	2	4
H/TOT	7	0	0	0	0	7	7	84	4	0	0	0	88	88	104	11	2	0	1	118	120	0	0	0	0	5	5	10
P/TOT	14	0	0	0	0	14	14	274	13	0	0	1	288	289	449	30	4	1	6	490	499	3	0	0	0	13	16	29

	MOVEMENT 11							MOVEMENT 12							MOVEMENT 13							MOVEMENT 14						
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**
16:00	1	0	0	0	0	1	1	37	2	1	0	0	40	41	33	5	0	0	0	38	38	1	0	0	0	2	3	5
16:15	1	0	0	0	0	1	1	39	5	0	0	0	44	44	48	5	0	0	1	54	55	0	0	0	0	1	1	2
16:30	0	1	0	0	0	1	1	32	5	0	0	0	37	37	38	2	1	0	1	42	44	0	0	0	0	1	1	2
16:45	3	0	0	0	0	3	3	38	3	0	0	0	41	41	38	2	1	0	0	41	42	1	0	0	0	1	2	3
H/TOT	5	1	0	0	0	6	6	146	15	1	0	0	162	163	157	14	2	0	2	175	178	2	0	0	0	5	7	12
17:00	1	0	0	0	0	1	1	38	5	1	0	0	44	45	26	2	0	0	0	28	28	0	0	0	0	1	1	2
17:15	0	0	0	0	0	0	0	42	2	0	0	0	44	44	34	3	0	0	0	37	37	0	0	0	0	1	1	2
17:30	0	0	0	0	0	0	0	38	2	0	0	0	40	40	51	2	0	0	0	53	53	0	0	0	0	1	1	2
17:45	1	0	0	0	0	1	1	42	2	0	0	0	44	44	60	4	0	0	0	64	64	1	0	0	0	1	2	3
H/TOT	2	0	0	0	0	2	2	160	11	1	0	0	172	173	171	11	0	0	0	182	182	1	0	0	0	4	5	9
18:00	7	0	0	0	0	7	7	45	1	0	0	0	46	46	34	1	0	0	0	35	35	0	0	0	0	1	1	2
18:15	5	0	0	0	0	5	5	30	4	0	0	0	34	34	43	0	0	0	0	43	43	0	0	0	0	1	1	2
18:30	0	0	0	0	0	0	0	33	1	0	0	0	34	34	33	4	0	0	0	37	37	0	0	0	0	1	1	2
18:45	1	0	0	0	0	1	1	20	2	0	0	0	22	22	34	1	0	0	2	37	39	0	0	0	0	2	2	4
H/TOT	13	0	0	0	0	13	13	128	8	0	0	0	136	136	144	6	0	0	2	152	154	0	0	0	0	5	5	10
P/TOT	20	1	0	0	0	21	21	434	34	2	0	0	470	471	472	31	2	0	4	509	514	3	0	0	0	14	17	31

PCU's Through Junction
123
154
220
282
778
325
368
302
284
1278
266
214
178
136
793
2848

PCU's Through Junction
274
290
282
259
1104
265
304
320
341
1230
299
308
256
302
1164
3497

OLDCOURT LAP LANDS TRAFFIC COUNTS **MAY 2024**
MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/24/059**

SITE: 03 DATE: 14th May 2024

LOCATION: Oldcourt Road/The Rise DAY: Tuesday

	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	26	4	0	0	0	30	30	0	0	0	0	0	0	0	1	0	0	0	0	1	1
07:15	35	0	0	0	0	35	35	2	1	0	0	0	3	3	1	0	0	0	0	1	1
07:30	52	8	0	0	2	62	64	3	1	0	0	0	4	4	2	0	0	0	0	2	2
07:45	73	6	1	0	0	80	81	0	1	0	0	0	1	1	2	0	0	0	0	2	2
H/TOT	186	18	1	0	2	207	210	5	3	0	0	0	8	8	6	0	0	0	0	6	6
08:00	91	5	1	0	0	97	98	2	0	0	0	0	2	2	1	0	0	0	0	1	1
08:15	99	6	1	0	2	108	111	1	0	0	0	0	1	1	0	0	0	0	0	0	0
08:30	81	3	0	0	2	86	88	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	67	7	0	0	0	74	74	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	338	21	2	0	4	365	370	3	0	0	0	0	3	3	1	0	0	0	0	1	1
09:00	35	3	0	0	0	38	38	1	0	0	0	0	1	1	0	0	0	0	0	0	0
09:15	34	2	0	0	0	36	36	0	0	0	0	0	0	0	1	0	0	0	0	1	1
09:30	31	2	0	0	0	33	33	0	0	0	0	0	0	0	1	0	0	0	0	1	1
09:45	16	2	0	0	0	18	18	0	0	0	0	0	0	0	1	1	0	0	0	2	2
H/TOT	116	9	0	0	0	125	125	1	0	0	0	0	1	1	3	1	0	0	0	4	4
P/TOT	640	48	3	0	6	697	705	9	3	0	0	0	12	12	10	1	0	0	0	11	11

	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**
16:00	32	3	2	0	0	37	38	1	0	0	0	0	1	1	0	0	0	0	0	0	0
16:15	32	4	0	0	1	37	38	0	0	1	0	0	1	2	1	0	1	0	0	2	3
16:30	36	5	0	0	1	42	43	0	0	0	0	0	0	0	1	0	1	0	0	2	3
16:45	34	1	1	0	0	36	37	2	0	0	0	0	2	2	2	1	0	0	0	3	3
H/TOT	134	13	3	0	2	152	156	3	0	1	0	0	4	5	4	1	2	0	0	7	8
17:00	27	0	0	0	0	27	27	1	0	0	0	0	1	1	0	0	0	0	0	0	0
17:15	40	7	0	0	0	47	47	1	0	0	0	0	1	1	1	0	0	0	0	1	1
17:30	43	2	0	0	0	45	45	0	0	0	0	0	0	0	2	0	0	0	0	2	2
17:45	36	3	0	0	0	39	39	1	1	0	0	0	2	2	0	0	0	0	0	0	0
H/TOT	146	12	0	0	0	158	158	3	1	0	0	0	4	4	3	0	0	0	0	3	3
18:00	54	2	0	0	0	56	56	1	0	0	0	0	1	1	0	0	0	0	0	0	0
18:15	36	2	0	0	0	38	38	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	37	2	0	0	0	39	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	37	2	0	0	0	39	39	1	0	0	0	0	1	1	1	0	0	0	0	1	1
H/TOT	164	8	0	0	0	172	172	2	0	0	0	0	2	2	1	0	0	0	0	1	1
P/TOT	444	33	3	0	2	482	486	8	1	1	0	0	10	11	8	1	2	0	0	11	12

OLDCOURT LAP LANDS TRAFFIC COUNTS **MAY 2024**
MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/24/059**

SITE: 03 DATE: 14th May 2024

LOCATION: Oldcourt Road/The Rise DAY: Tuesday

	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	1	1	0	0	0	2	2	0	0	0	0	0	0	0	7	1	0	0	0	8	8
07:15	0	0	0	0	0	0	0	3	4	0	0	0	7	7	13	0	0	0	0	13	13
07:30	2	0	0	0	0	2	2	3	0	0	0	0	3	3	11	0	0	0	0	11	11
07:45	0	0	0	0	0	0	0	0	0	1	0	0	1	2	27	0	0	0	0	27	27
H/TOT	3	1	0	0	0	4	4	6	4	1	0	0	11	12	58	1	0	0	0	59	59
08:00	1	0	0	0	0	1	1	0	0	0	0	0	0	0	44	3	0	0	1	48	49
08:15	0	0	0	0	0	0	0	1	0	0	0	0	1	1	60	6	1	0	0	67	68
08:30	4	1	0	0	0	5	5	1	0	0	0	0	1	1	51	2	1	0	1	55	57
08:45	1	0	0	0	0	1	1	0	0	0	0	0	0	0	34	0	0	0	0	34	34
H/TOT	6	1	0	0	0	7	7	2	0	0	0	0	2	2	189	11	2	0	2	204	207
09:00	2	0	0	0	0	2	2	0	0	0	0	0	0	0	41	2	0	0	0	43	43
09:15	1	1	0	0	0	2	2	0	0	1	0	0	1	2	34	3	0	0	0	37	37
09:30	1	0	0	0	0	1	1	0	2	0	0	0	2	2	32	3	0	0	0	35	35
09:45	0	1	1	0	0	2	3	0	1	0	0	0	1	1	21	1	0	0	1	23	24
H/TOT	4	2	1	0	0	7	8	0	3	1	0	0	4	5	128	9	0	0	1	138	139
P/TOT	13	4	1	0	0	18	19	8	7	2	0	0	17	18	375	21	2	0	3	401	405

	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**
16:00	2	0	0	0	0	2	2	0	1	0	0	0	1	1	45	2	1	0	0	48	49
16:15	1	0	0	0	0	1	1	1	0	0	0	0	1	1	42	3	0	0	1	46	47
16:30	5	0	0	0	0	5	5	1	0	0	0	0	1	1	53	7	0	0	0	60	60
16:45	3	2	1	0	0	6	7	1	0	0	0	0	1	1	46	5	0	0	1	52	53
H/TOT	11	2	1	0	0	14	15	3	1	0	0	0	4	4	186	17	1	0	2	206	209
17:00	0	1	0	0	0	1	1	3	0	0	0	0	3	3	57	4	0	0	0	61	61
17:15	1	0	0	0	0	1	1	2	1	0	0	0	3	3	59	8	0	0	0	67	67
17:30	1	0	0	0	0	1	1	1	0	0	0	0	1	1	53	8	1	0	0	62	63
17:45	0	0	0	0	0	0	0	1	0	0	0	0	1	1	45	6	0	0	0	51	51
H/TOT	2	1	0	0	0	3	3	7	1	0	0	0	8	8	214	26	1	0	0	241	242
18:00	3	2	0	0	0	5	5	3	0	0	0	0	3	3	65	3	0	0	0	68	68
18:15	1	1	0	0	0	2	2	0	0	0	0	0	0	0	45	4	0	0	0	49	49
18:30	0	1	0	0	0	1	1	0	1	0	0	0	1	1	53	2	0	0	0	55	55
18:45	1	1	0	0	0	2	2	3	0	0	0	0	3	3	25	2	0	0	0	27	27
H/TOT	5	5	0	0	0	10	10	6	1	0	0	0	7	7	188	11	0	0	0	199	199
P/TOT	18	8	1	0	0	27	28	16	3	0	0	0	19	19	588	54	2	0	2	646	649

PCU's Through Junction
41
59
86
112
298
151
180
151
109
590
84
78
72
48
281
1169

PCU's Through Junction
91
91
112
102
395
93
120
112
93
418
133
89
96
73
391
1204

Appendix B TRICS

Calculation Reference: AUDIT-800401-200410-0429

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

14	LEINSTER		
	CC	CARLOW	1 days
	WC	WICKLOW	2 days
	WX	WEXFORD	1 days
15	GREATER DUBLIN		
	DL	DUBLIN	2 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 8 to 65 (units:)
Range Selected by User: 8 to 437 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/12 to 20/06/18

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

Selected survey days:

Monday	2 days
Wednesday	2 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	1
Edge of Town	3
Neighbourhood Centre (PPS6 Local Centre)	1

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

Selected Location Sub Categories:

Residential Zone	3
No Sub Category	3

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

Secondary Filtering selection:

Use Class:

C3	6 days

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

Population within 1 mile:

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

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

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	3 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	3 days

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

Travel Plan:

No	6 days

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

PTAL Rating:

No PTAL Present	6 days

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

LIST OF SITES relevant to selection parameters

1 CC-03-A-01 DETACHED HOUSES CARLOW
R417 ANTHY ROAD
CARLOW

Edge of Town
Residential Zone
Total No of Dwellings: 23
Survey date: WEDNESDAY *25/05/16* *Survey Type: MANUAL*

2 DL-03-A-09 TERRACED DUBLIN
RATHFARNHAM ROAD
DUBLIN
RATHFARNHAM
Neighbourhood Centre (PPS6 Local Centre)
No Sub Category
Total No of Dwellings: 8
Survey date: FRIDAY *07/09/12* *Survey Type: MANUAL*

3 DL-03-A-10 SEMI DETACHED & DETACHED DUBLIN
R124
MALAHIDE
SAINT HELENS
Edge of Town
Residential Zone
Total No of Dwellings: 65
Survey date: WEDNESDAY *20/06/18* *Survey Type: MANUAL*

4 WC-03-A-01 DETACHED HOUSES WICKLOW
STATION ROAD
WICKLOW
CORPORATION MURRAGH
Edge of Town
No Sub Category
Total No of Dwellings: 50
Survey date: MONDAY *28/05/18* *Survey Type: MANUAL*

5 WC-03-A-02 DETACHED HOUSES WICKLOW
MARLTON ROAD
WICKLOW
FRIARSHILL
Edge of Town Centre
Residential Zone
Total No of Dwellings: 45
Survey date: MONDAY *28/05/18* *Survey Type: MANUAL*

6 WX-03-A-01 SEMI-DETACHED WEXFORD
CLONARD ROAD
WEXFORD

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total No of Dwellings: 34
Survey date: THURSDAY *25/09/14* *Survey Type: MANUAL*

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	38	0.089	6	38	0.240	6	38	0.329
08:00 - 09:00	6	38	0.204	6	38	0.591	6	38	0.795
09:00 - 10:00	6	38	0.249	6	38	0.253	6	38	0.502
10:00 - 11:00	6	38	0.209	6	38	0.244	6	38	0.453
11:00 - 12:00	6	38	0.191	6	38	0.244	6	38	0.435
12:00 - 13:00	6	38	0.316	6	38	0.213	6	38	0.529
13:00 - 14:00	6	38	0.236	6	38	0.258	6	38	0.494
14:00 - 15:00	6	38	0.342	6	38	0.324	6	38	0.666
15:00 - 16:00	6	38	0.347	6	38	0.338	6	38	0.685
16:00 - 17:00	6	38	0.351	6	38	0.267	6	38	0.618
17:00 - 18:00	6	38	0.476	6	38	0.249	6	38	0.725
18:00 - 19:00	6	38	0.396	6	38	0.311	6	38	0.707
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.406			3.532			6.938

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

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

Parameter summary

Trip rate parameter range selected:	8 - 65 (units:)
Survey date date range:	01/01/12 - 20/06/18
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Calculation Reference: AUDIT-800401-200410-0404

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED
VEHICLES

Selected regions and areas:

14	LEINSTER		
	LU	LOUTH	3 days
15	GREATER DUBLIN		
	DL	DUBLIN	6 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 20 to 140 (units:)
Range Selected by User: 18 to 372 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/12 to 22/11/16

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

Selected survey days:

Monday	2 days
Tuesday	5 days
Wednesday	1 days
Thursday	1 days

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

Selected survey types:

Manual count	9 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	3
Suburban Area (PPS6 Out of Centre)	4
Neighbourhood Centre (PPS6 Local Centre)	2

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

Selected Location Sub Categories:

Residential Zone	8
Built-Up Zone	1

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

Secondary Filtering selection:

Use Class:

C3	9 days

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

Population within 1 mile:

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

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

Population within 5 miles:

25,001 to 50,000	3 days
250,001 to 500,000	1 days
500,001 or More	5 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	7 days

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

Travel Plan:

No	9 days

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

PTAL Rating:

No PTAL Present	9 days

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

LIST OF SITES relevant to selection parameters

1 DL-03-C-11 BLOCK OF FLATS DUBLIN
WYCKHAM WAY
DUBLIN
DUNDRUM
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total No of Dwellings: 96
Survey date: TUESDAY *10/09/13* *Survey Type: MANUAL*

2 DL-03-C-12 BLOCK OF FLATS DUBLIN
BOOTERSTOWN AVENUE
DUBLIN

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 47
Survey date: TUESDAY *10/09/13* *Survey Type: MANUAL*

3 DL-03-C-13 BLOCK OF FLATS DUBLIN
SANDYFORD ROAD
DUBLIN

Neighbourhood Centre (PPS6 Local Centre)
Built-Up Zone
Total No of Dwellings: 52
Survey date: TUESDAY *10/09/13* *Survey Type: MANUAL*

4 DL-03-C-14 BLOCKS OF FLATS DUBLIN
BALLINTEER ROAD
DUBLIN
DUNDRUM
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 140
Survey date: TUESDAY *10/09/13* *Survey Type: MANUAL*

5 DL-03-C-15 BLOCKS OF FLATS DUBLIN
MONKSTOWN ROAD
DUBLIN
MONKSTOWN
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 20
Survey date: WEDNESDAY *01/10/14* *Survey Type: MANUAL*

6 DL-03-C-16 BLOCKS OF FLATS DUBLIN
BOTANIC AVENUE
DUBLIN
DRUMCONDRA
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 31
Survey date: TUESDAY *22/11/16* *Survey Type: MANUAL*

7 LU-03-C-01 BLOCKS OF FLATS LOUTH
DONORE ROAD
DROGHEDA

Edge of Town Centre
Residential Zone
Total No of Dwellings: 52
Survey date: THURSDAY *12/09/13* *Survey Type: MANUAL*

8 LU-03-C-02 BLOCK OF FLATS LOUTH
NICHOLAS STREET
DUNDALK

Edge of Town Centre
Residential Zone
Total No of Dwellings: 33
Survey date: MONDAY *16/09/13* *Survey Type: MANUAL*

9 LU-03-C-03 BLOCK OF FLATS LOUTH
NICHOLAS STREET
DUNDALK

Edge of Town Centre
Residential Zone
Total No of Dwellings: 20
Survey date: MONDAY *16/09/13* *Survey Type: MANUAL*

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	55	0.053	9	55	0.248	9	55	0.301
08:00 - 09:00	9	55	0.061	9	55	0.248	9	55	0.309
09:00 - 10:00	9	55	0.053	9	55	0.096	9	55	0.149
10:00 - 11:00	9	55	0.022	9	55	0.069	9	55	0.091
11:00 - 12:00	9	55	0.035	9	55	0.051	9	55	0.086
12:00 - 13:00	9	55	0.061	9	55	0.086	9	55	0.147
13:00 - 14:00	9	55	0.075	9	55	0.053	9	55	0.128
14:00 - 15:00	9	55	0.096	9	55	0.053	9	55	0.149
15:00 - 16:00	9	55	0.088	9	55	0.049	9	55	0.137
16:00 - 17:00	9	55	0.094	9	55	0.057	9	55	0.151
17:00 - 18:00	9	55	0.185	9	55	0.055	9	55	0.240
18:00 - 19:00	9	55	0.230	9	55	0.084	9	55	0.314
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.053			1.149			2.202

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

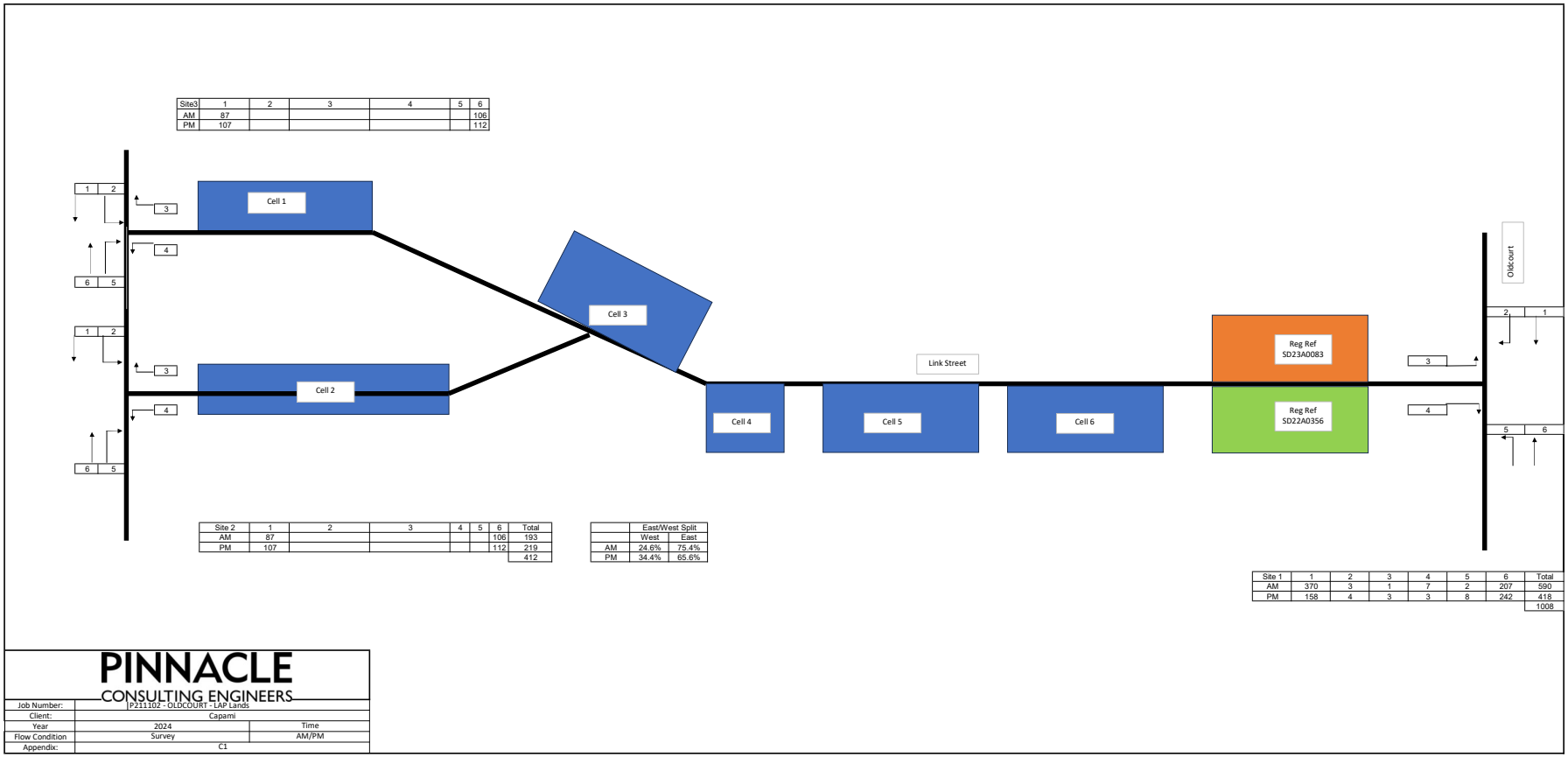
*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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

Parameter summary

Trip rate parameter range selected:	20 - 140 (units:)
Survey date date range:	01/01/12 - 22/11/16
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Appendix C FLOW DIAGRAMS



Site3	1	2	3	4	5	6
AM	87					106
PM	107					112

Site 2	1	2	3	4	5	6	Total
AM	87					106	193
PM	107					112	219
							412

	East/West Split	
	West	East
AM	24.6%	75.4%
PM	34.4%	65.6%

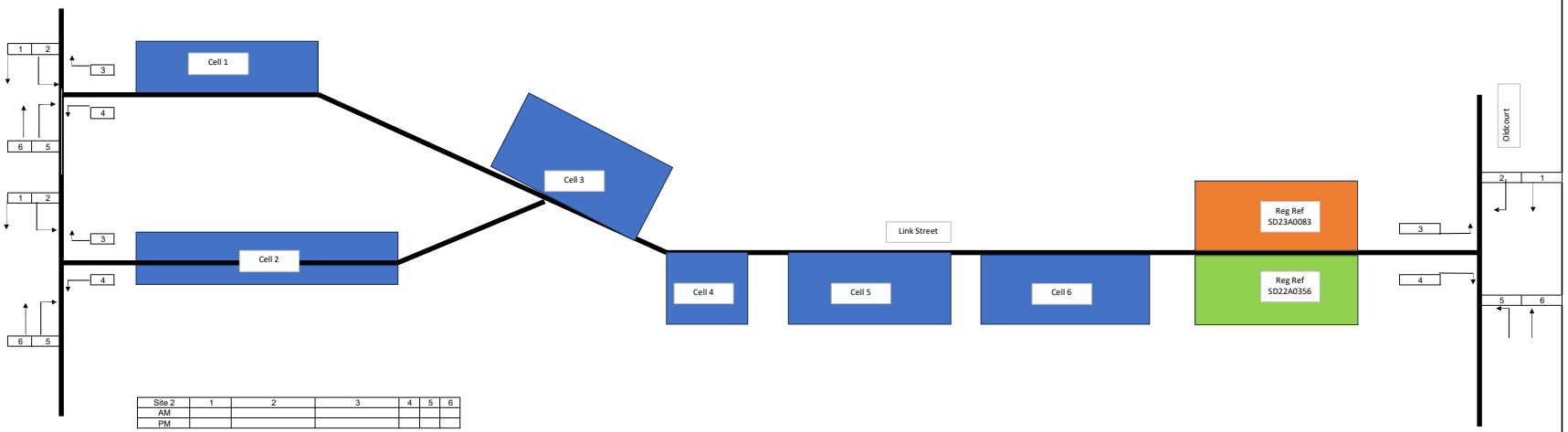
Site 1	1	2	3	4	5	6	Total
AM	370	3	1	7	2	207	590
PM	158	4	3	3	8	242	418
							1008

PINNACLE
CONSULTING ENGINEERS

Job Number:	P211102 - OLDCOURT - LAP Lands	
Client:	Capami	
Year	2024	Time
Flow Condition	Survey	AM/PM
Appendix:	C1	

Site3	1	2	3	4	5	6
AM						
PM						

	Trips					
	Units		AM		PM	
	Apartments	Houses	Arr	Dep	Arr	Dep
Reg Ref.SD23A0083	30	41	6	17	19	11
Reg Ref. SD22A0356	16	55	4	11	14	9
Total			10	28	33	20



Site 2	1	2	3	4	5	6
AM						
PM						

Site 1	1	2	3	4	5	6
AM	0	6	10	18	4	0
PM	0	21	7	13	12	0

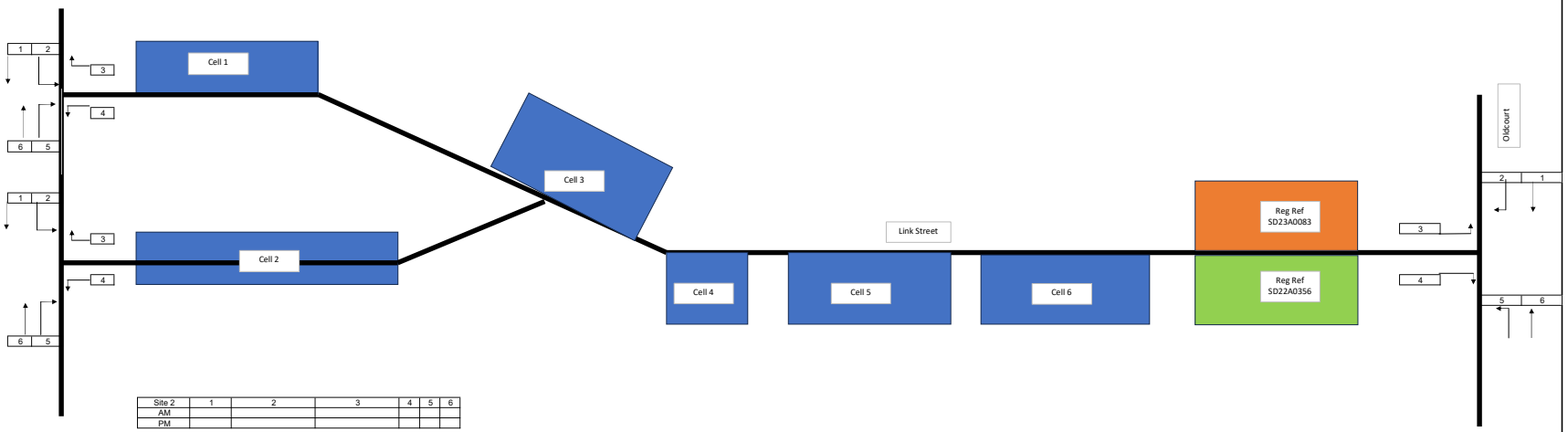
PINNACLE
CONSULTING ENGINEERS

Job Number:	P211102 - OLDCOURT - LAP Lands	
Client:	Capami	
Year	-	Time
Flow Condition	Committed OCIL Lands	AM/PM
Appendix:	C2	

Site3	1	2	3	4	5	6
AM						
PM						

	Trips			
	AM		PM	
	Arr	Dep	Arr	Dep
Reg Ref.SD23A 0149	166	139	0	0

Arriving at Juncitoiopn



Site 2	1	2	3	4	5	6
AM						
PM						

Site 1	1	2	3	4	5	6
AM	150	0	0	16	14	125
PM	0	0	0	0	0	0

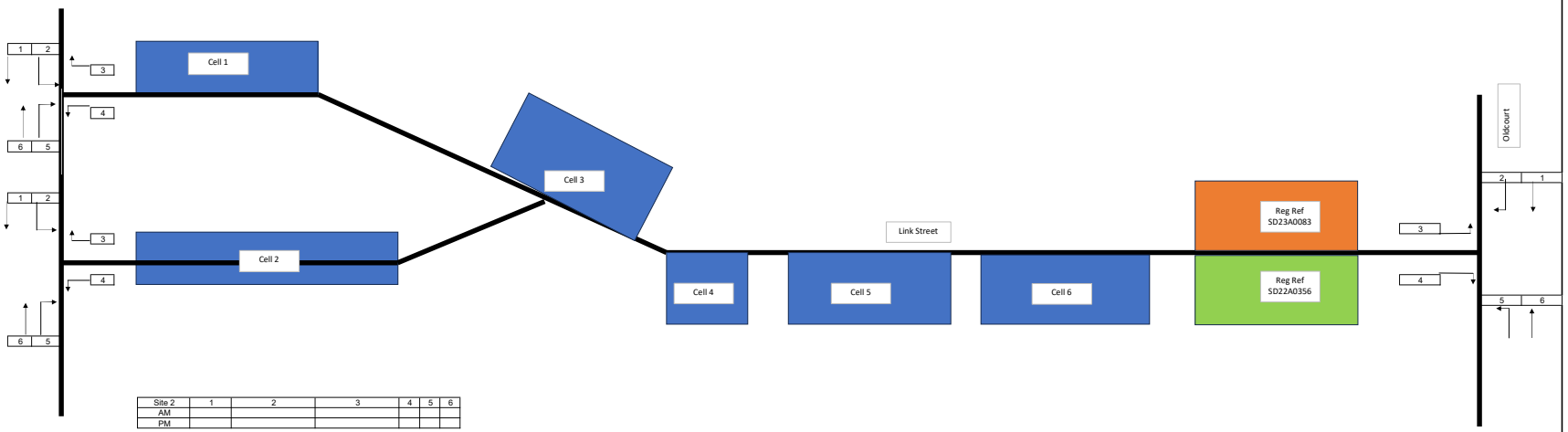
PINNACLE
CONSULTING ENGINEERS

Job Number:	P211102 - OLDCOURT - LAP Lands	
Client:	Capami	
Year	-	Time
Flow Condition	CD - SD23A 0149	AM/PM
Appendix:	C3	

Site3	1	2	3	4	5	6
AM						
PM						

	Trips			
	AM		PM	
	Arr	Dep	Arr	Dep
Reg Ref SHD3ABP-310578-21	166	139	0	0

Arriving at Juncitoiopn



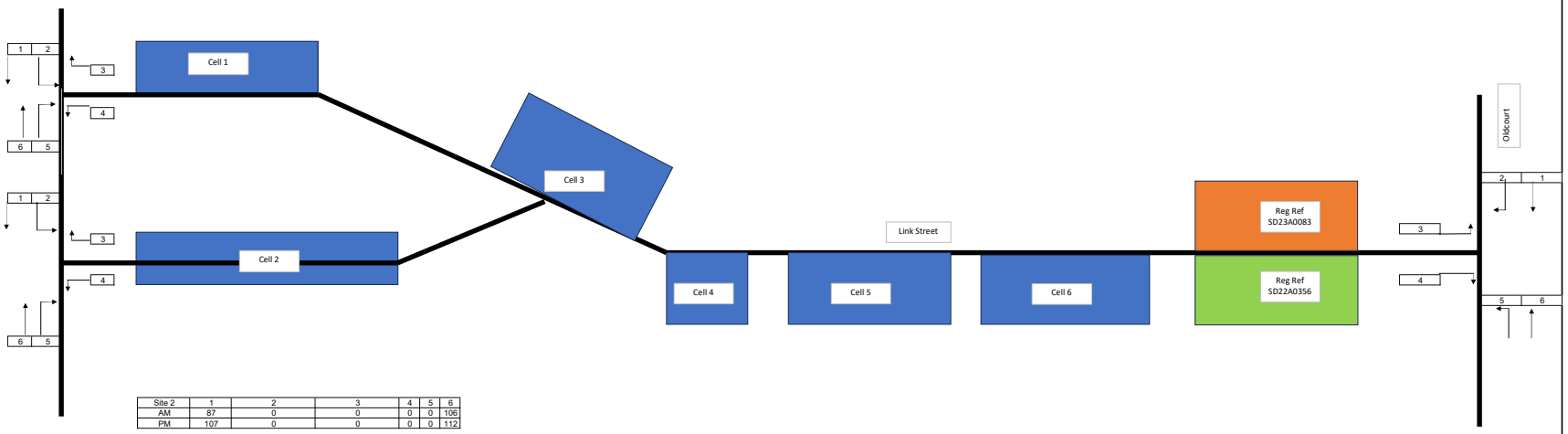
Site 2	1	2	3	4	5	6
AM						
PM						

Site 1	1	2	3	4	5	6
AM	16					27
PM	24					13

PINNACLE
CONSULTING ENGINEERS

Job Number:	P211102 - OLDCOURT - LAP Lands	
Client:	Capami	
Year	-	Time
Flow Condition	CD - SHD3ABP-310578-21	AM/PM
Appendix:	C4	

Site3	1	2	3	4	5	6
AM	87	0	0	0	0	106
PM	107	0	0	0	0	112

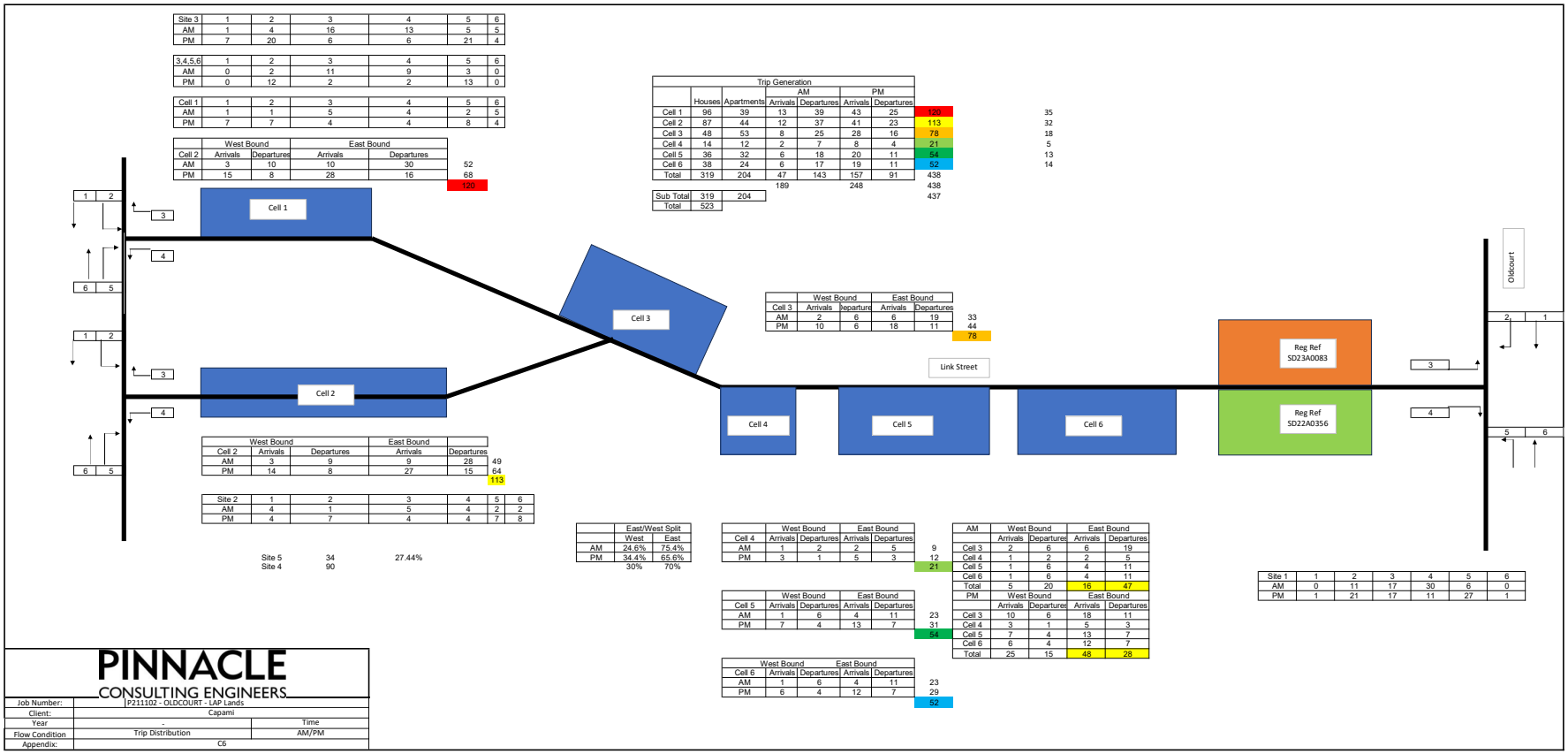


Site 2	1	2	3	4	5	6
AM	87	0	0	0	0	106
PM	107	0	0	0	0	112

Site 1	1	2	3	4	5	6
AM	536	9	11	41	20	359
PM	182	25	10	16	20	255

PINNACLE
CONSULTING ENGINEERS

Job Number:	P211102 - OLDCOURT - LAP Lands	
Client:	Capami	
Year	-	Time
Flow Condition	Baseline	AM/PM
Appendix:	C5	



Site 3	1	2	3	4	5	6
AM	1	4	16	13	5	5
PM	7	20	6	6	21	4

3,4,5,6	1	2	3	4	5	6
AM	0	2	11	9	3	0
PM	0	12	2	2	13	0

Cell 1	1	2	3	4	5	6
AM	1	1	5	4	2	5
PM	7	7	4	4	8	4

	West Bound		East Bound		
Cell 2	Arrivals	Departures	Arrivals	Departures	
AM	3	10	10	30	52
PM	15	8	28	16	68
					120

Trip Generation							
			AM		PM		
	Houses	Apartments	Arrivals	Departures	Arrivals	Departures	
Cell 1	96	39	13	39	43	25	120
Cell 2	87	44	12	37	41	23	113
Cell 3	48	53	8	25	28	16	78
Cell 4	14	12	2	7	8	4	21
Cell 5	36	32	6	18	20	11	54
Cell 6	38	24	6	17	19	11	52
Total	319	204	47	143	157	91	438
			189		248		438
							437

Sub Total	319	204
Total	523	

	35	
	32	
	18	
	5	
	13	
	14	

	West Bound		East Bound		
Cell 3	Arrivals	Departure	Arrivals	Departures	
AM	2	6	6	19	33
PM	10	6	18	11	44
					78

	West Bound		East Bound		
Cell 2	Arrivals	Departures	Arrivals	Departures	
AM	3	9	9	28	49
PM	14	8	27	15	64
					113

Site 2	1	2	3	4	5	6
AM	4	1	5	4	2	2
PM	4	7	4	4	7	8

Site 5	34	27.44%
Site 4	90	

	East/West Split	
	West	East
AM	24.6%	75.4%
PM	34.4%	65.6%
	30%	70%

	West Bound		East Bound		
Cell 4	Arrivals	Departures	Arrivals	Departures	
AM	1	2	2	5	9
PM	3	1	5	3	12
					21

	West Bound		East Bound		
Cell 5	Arrivals	Departures	Arrivals	Departures	
AM	1	6	4	11	23
PM	7	4	13	7	31
					54

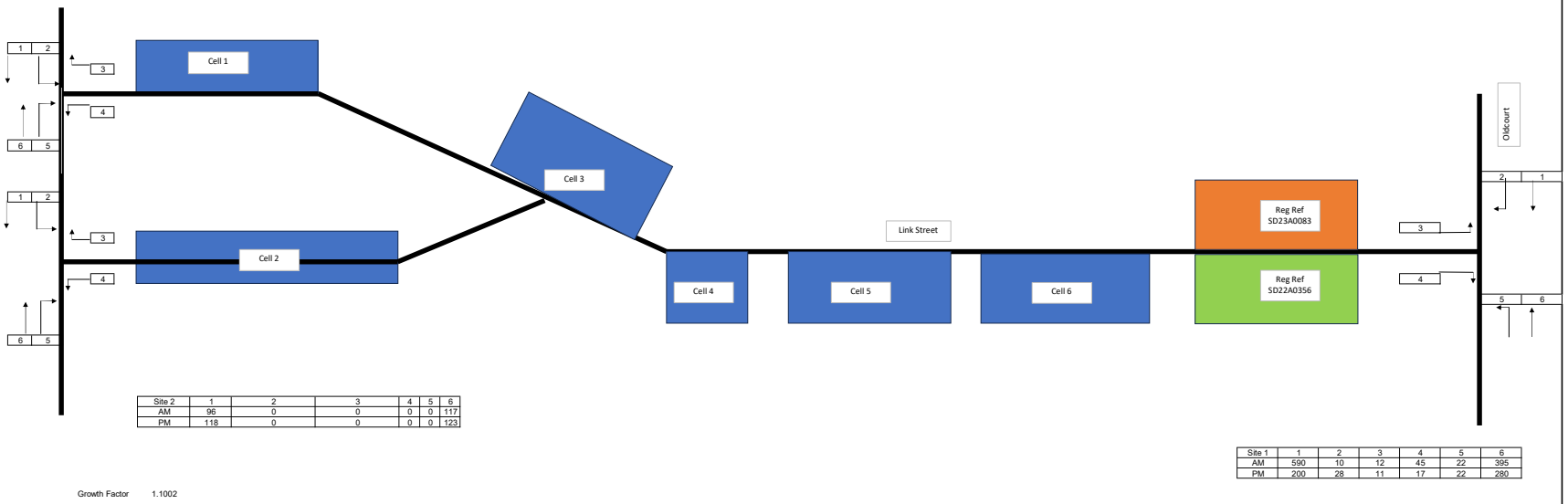
	West Bound		East Bound		
Cell 6	Arrivals	Departures	Arrivals	Departures	
AM	1	6	4	11	23
PM	6	4	12	7	29
					52

AM	West Bound		East Bound	
	Arrivals	Departures	Arrivals	Departures
Cell 3	2	6	6	19
Cell 4	1	2	2	5
Cell 5	1	6	4	11
Cell 6	1	6	4	11
Total	5	20	16	47
PM	West Bound		East Bound	
	Arrivals	Departures	Arrivals	Departures
Cell 3	10	6	18	11
Cell 4	3	1	5	3
Cell 5	7	4	13	7
Cell 6	6	4	12	7
Total	25	15	48	28

Site 1	1	2	3	4	5	6
AM	0	11	17	30	6	0
PM	1	21	17	11	27	1

PINNACLE
CONSULTING ENGINEERS

Job Number:	P211102 - OLDCOURT - LAP Lands	
Client:	Capami	
Year	-	Time
Flow Condition	Trip Distribution	AM/PM
Appendix:	C6	



Site3	1	2	3	4	5	6
AM	96	0	0	0	0	117
PM	118	0	0	0	0	123

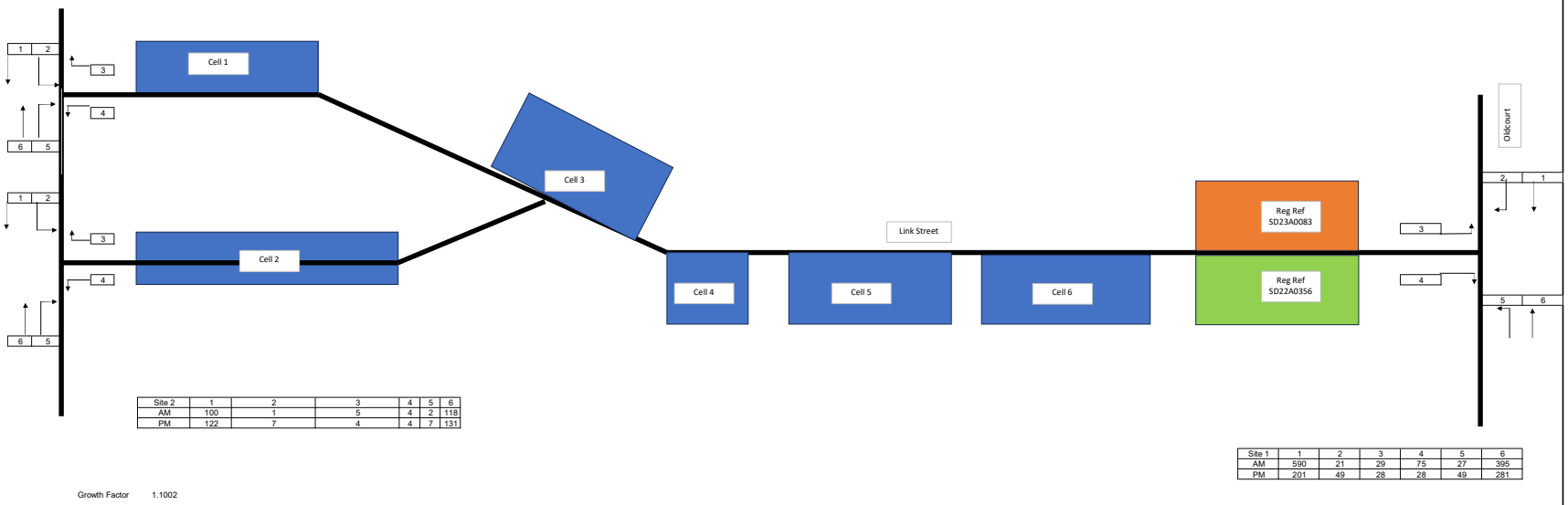
Site 2	1	2	3	4	5	6
AM	96	0	0	0	0	117
PM	118	0	0	0	0	123

Site 1	1	2	3	4	5	6
AM	590	10	12	45	22	395
PM	200	28	11	17	22	280

Growth Factor 1.1002

PINNACLE
CONSULTING ENGINEERS

Job Number:	P211102 - OLDCOURT - LAP Lands	
Client:	Capami	
Year	2032	Time
Flow Condition	No Development	AM/PM
Appendix:	C7	



Site3	1	2	3	4	5	6
AM	97	4	16	13	5	122
PM	125	20	6	6	21	127

Site 2	1	2	3	4	5	6
AM	100	1	5	4	2	118
PM	122	7	4	4	7	131

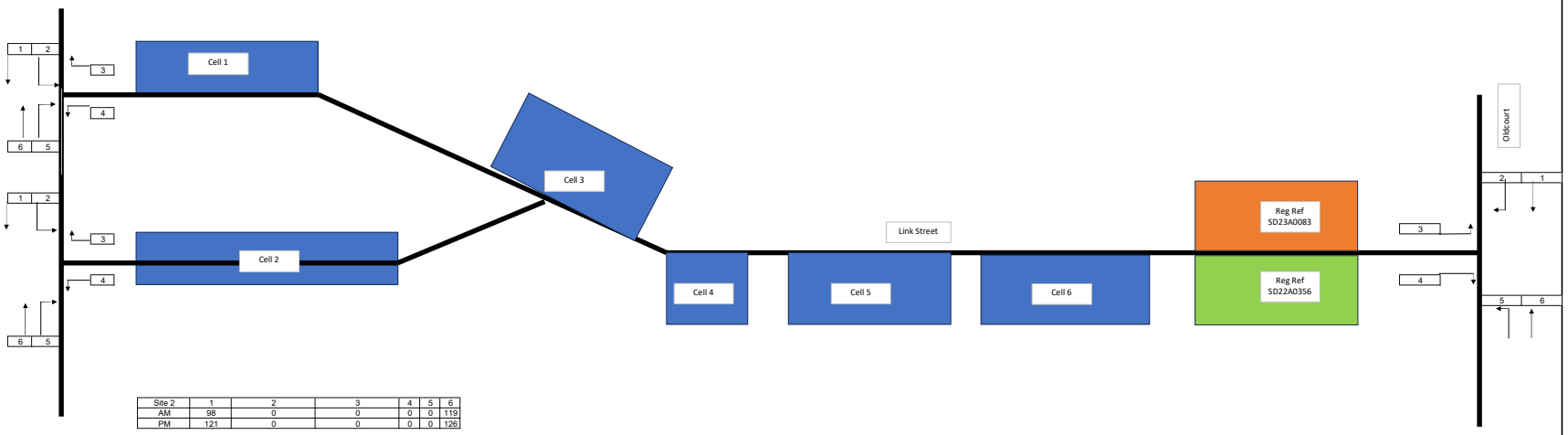
Site 1	1	2	3	4	5	6
AM	590	21	29	75	27	395
PM	201	49	28	28	49	281

Growth Factor 1.1002

PINNACLE
CONSULTING ENGINEERS

Job Number:	P211102 - OLDCOURT - LAP Lands	
Client:	Capami	
Year	2032	Time
Flow Condition	With Development	AM/PM
Appendix:	C8	

Site3	1	2	3	4	5	6
AM	98	0	0	0	0	119
PM	121	0	0	0	0	126



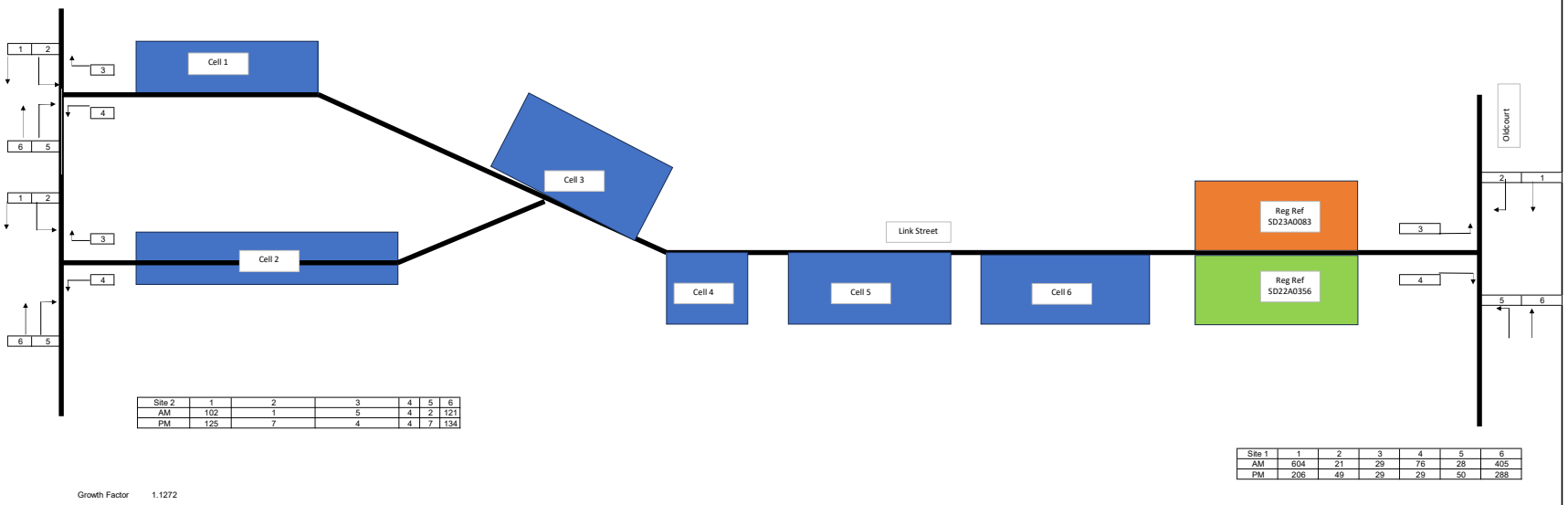
Site 2	1	2	3	4	5	6
AM	98	0	0	0	0	119
PM	121	0	0	0	0	126

Site 1	1	2	3	4	5	6
AM	604	11	12	46	22	405
PM	205	28	11	18	22	287

Growth Factor 1.1272

PINNACLE
CONSULTING ENGINEERS

Job Number:	P211102 - OLDCOURT - LAP Lands	
Client:	Capami	
Year	2037	Time
Flow Condition	No Development	AM/PM
Appendix:	C9	



Site3	1	2	3	4	5	6
AM	99	4	16	13	5	125
PM	127	20	6	6	21	130

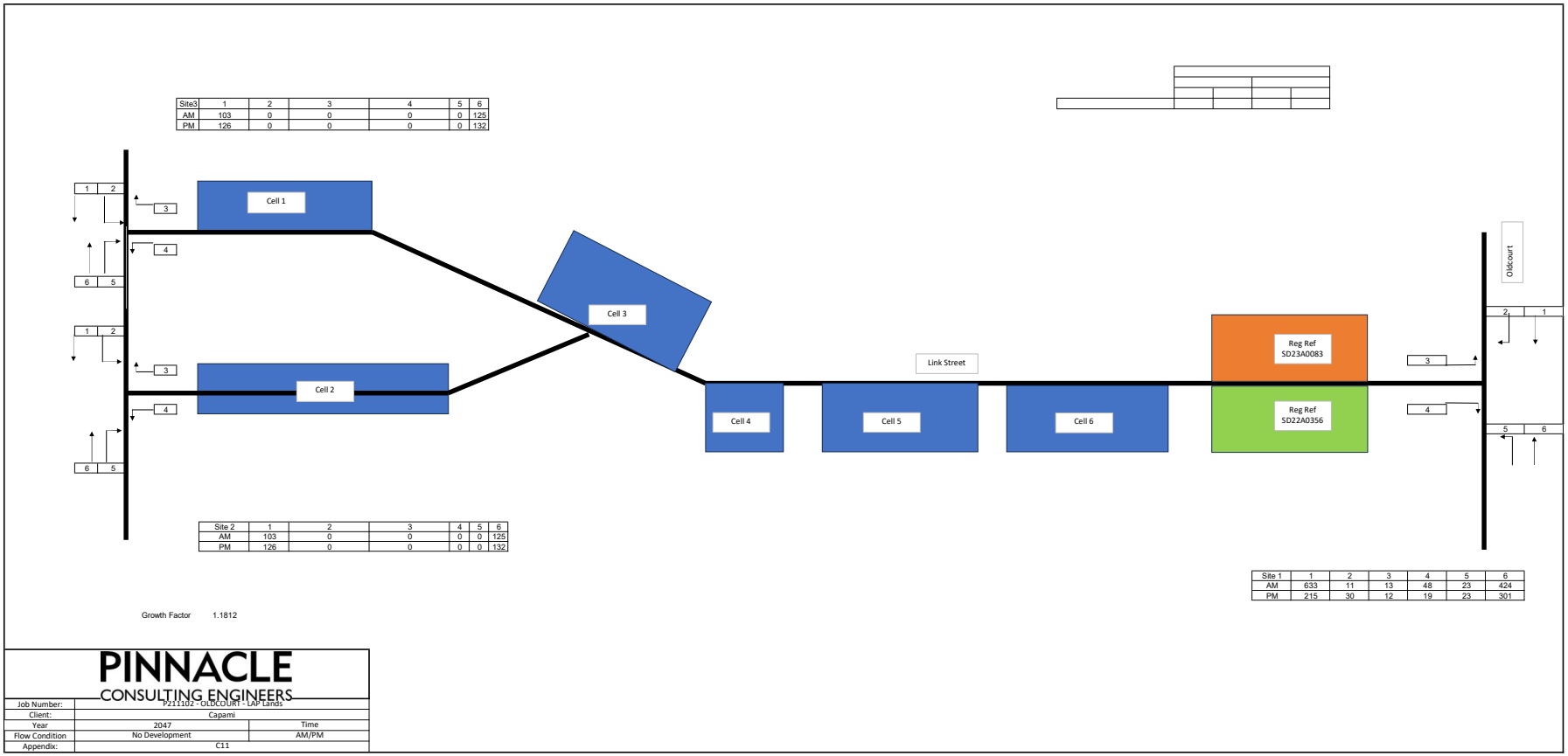
Site 2	1	2	3	4	5	6
AM	102	1	5	4	2	121
PM	125	7	4	4	7	134

Site 1	1	2	3	4	5	6
AM	604	21	29	76	28	405
PM	206	49	29	29	50	288

Growth Factor 1.1272

PINNACLE
CONSULTING ENGINEERS

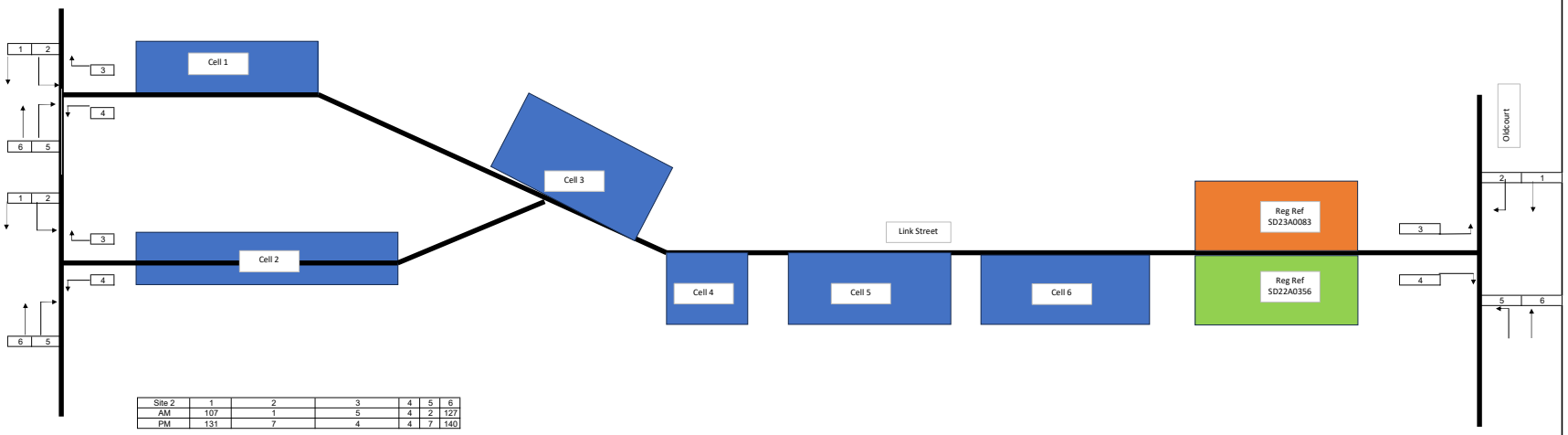
Job Number:	P211102 - OLDCOURT - LAP Lands	
Client:	Capami	
Year	2037	Time
Flow Condition	With Development	AM/PM
Appendix:	C10	



Job Number:	P211102 - OLDCOURT - LAP Lands
Client:	Capami
Year	2047 / Time
Flow Condition	No Development / AM/PM
Appendix:	C11

PINNACLE CONSULTING ENGINEERS

Site3	1	2	3	4	5	6
AM	104	4	16	13	5	130
PM	133	20	6	6	21	136



Site 2	1	2	3	4	5	6
AM	107	1	5	4	2	127
PM	131	7	4	4	7	140

Site 1	1	2	3	4	5	6
AM	633	22	30	78	29	424
PM	216	51	29	30	51	302

Growth Factor 1.1812

PINNACLE
CONSULTING ENGINEERS

Job Number:	P211102 - OLDCOURT - LAP Lands	
Client:	Capami	
Year	2047	Time
Flow Condition	With Development	AM/PM
Appendix:	C12	

Appendix D RESULTS

JUNCTION 1

Junctions 10

OSCADY 10 - Signalised Intersection Module

Version: 10.0.4.1693

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

Filename: P211102 - OLDCOURT - LAP Lands Junction 1 Link Street Oldcourt Road.j10
Path: S:\02.Projects\2021 Projects\P211102 - OLDCOURT - LAP Lands\5.0 Calculations\5.3 Higways\Modelling
Report generation date: 30/08/2024 12:24:55

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	DOS	Junction Delay (s)	Queue (PCU)	Delay (s)	DOS	Junction Delay (s)
	2024							
Arm A	9.6	47.63	0.79	42.70	4.3	23.69	0.52	25.81
Arm B	1.4	44.12	0.29		0.5	26.64	0.08	
Arm C	11.7	39.13	0.81		3.6	28.53	0.52	
	2032 No Development							
Arm A	7.5	30.36	0.70	33.14	4.9	25.02	0.56	27.08
Arm B	1.3	35.23	0.27		0.5	27.80	0.09	
Arm C	6.2	36.59	0.68		4.1	29.72	0.56	
	2032 With Development							
Arm A	12.2	58.98	0.86	54.37	5.4	25.99	0.60	29.11
Arm B	3.3	58.51	0.57		1.1	29.64	0.15	
Arm C	15.1	50.49	0.89		4.8	33.10	0.63	
	2037 No Development							
Arm A	12.5	58.21	0.86	51.84	5.0	24.57	0.56	27.40
Arm B	1.8	52.15	0.36		0.6	28.37	0.10	
Arm C	14.9	47.38	0.87		4.3	31.02	0.58	
	2037 With Development							
Arm A	12.8	60.91	0.87	57.41	5.7	27.38	0.63	29.41
Arm B	3.5	61.22	0.59		1.1	30.32	0.16	
Arm C	16.3	54.35	0.91		4.8	31.88	0.61	
	2047 No Development							
Arm A	14.0	64.03	0.88	56.79	5.4	26.19	0.59	28.16
Arm B	2.0	56.43	0.40		0.6	28.99	0.10	
Arm C	16.7	51.80	0.89		4.5	30.66	0.58	
	2047 With Development							
Arm A	14.5	67.38	0.90	63.78	6.0	27.36	0.64	30.35
Arm B	3.9	68.41	0.63		1.2	30.89	0.16	
Arm C	18.5	60.54	0.93		5.2	34.19	0.65	

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

File summary

File Description

Title	Site 1
Location	
Site number	
Date	24/06/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	PINNACLE\ronan.kearns
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	DOS 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	2024	AM	ONE HOUR	00:00	01:30	15
D2	2024	PM	ONE HOUR	00:00	01:30	15
D3	2032 No Development	AM	ONE HOUR	00:00	01:30	15
D4	2032 No Development	PM	ONE HOUR	00:00	01:30	15
D5	2032 With Development	AM	ONE HOUR	00:00	01:30	15
D6	2032 With Development	PM	ONE HOUR	00:00	01:30	15
D7	2037 No Development	AM	ONE HOUR	00:00	01:30	15
D8	2037 No Development	PM	ONE HOUR	00:00	01:30	15
D9	2037 With Development	AM	ONE HOUR	00:00	01:30	15
D10	2037 With Development	PM	ONE HOUR	00:00	01:30	15
D11	2047 No Development	AM	ONE HOUR	00:00	01:30	15
D12	2047 No Development	PM	ONE HOUR	00:00	01:30	15
D13	2047 With Development	AM	ONE HOUR	00:00	01:30	15
D14	2047 With Development	PM	ONE HOUR	00:00	01:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2024, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site No. 1	Signalised		42.70	D

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	42.70	D

Arms

Arms

Arm	Name	Description
A	Oldcour Road - East	
B	Link Street	
C	Oldcour Road - West	

OSCADY Traffic Streams

Arm	Traffic Stream	Phase	Destination arms	Straight move
A	1	A	B, C	C
B	1	B	C	
	2	B	A	
C	1	C	A, B	A

OSCADY Lanes

Arm	Traffic Stream	Destination arms	Gradient (%)	Width (m)	Turning radius (m)	Nearside lane	Has bay
A	1	B, C	0	3.00	10.00	✓	
B	1	C	0	3.00	10.00	✓	
	2	A	0	3.00	10.00	✓	
C	1	A, B	0	3.00	10.00	✓	

Signal Timings

Junction 1

Junction	Sequence to use	Cycle time (s)	Maximum cycle time (s)	Start displacement (s)	End displacement (s)
1	1	92	300	1.40	2.90

Optimisation options

Junction	Optimise stage lengths	Optimise cycle time	Optimiser demand source	Optimiser message
1	✓	✓	Average	Timings provide delay minimisation.

Phases

Junction	Phase	Name	Minimum green (s)
1	A		7
	B		7
	C		7
	D	Pedestrian	7

Library Stages

Junction	Library Stage	Phases in stage	User stage minimum (s)	Run every N cycles	Probability of running (%)
1	1	A	1		
	2	B	1		
	3	C	1		
	4	D	1		

Stage Sequences

Junction	Sequence	Name	Stage IDs	Stage ends
1	1		1, 2, 3, 4	29, 41, 80, 0

Intergreen Matrix for Junction 1

		To			
		A	B	C	D
From	A		5	5	5
	B	5		5	5
	C	5	5		5
	D	5	0	5	

Interstage Matrix for Junction 1

		To			
		1	2	3	4
From	1	0	5	5	5
	2	5	0	5	5
	3	5	5	0	5
	4	5	0	5	0

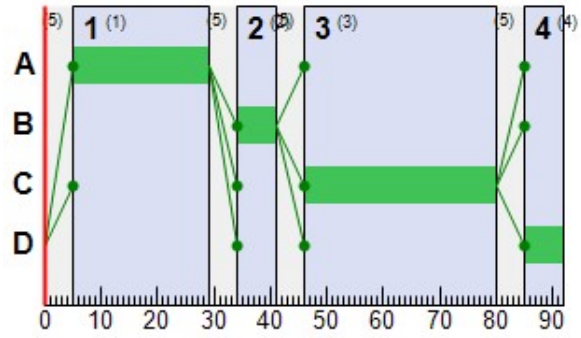
Resultant Stages

Junction	Resultant Stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	1	A	5	29	24	1	7
	2	2	B	34	41	7	1	7
	3	3	C	46	80	34	1	7
	4	4	D	85	0	7	1	7

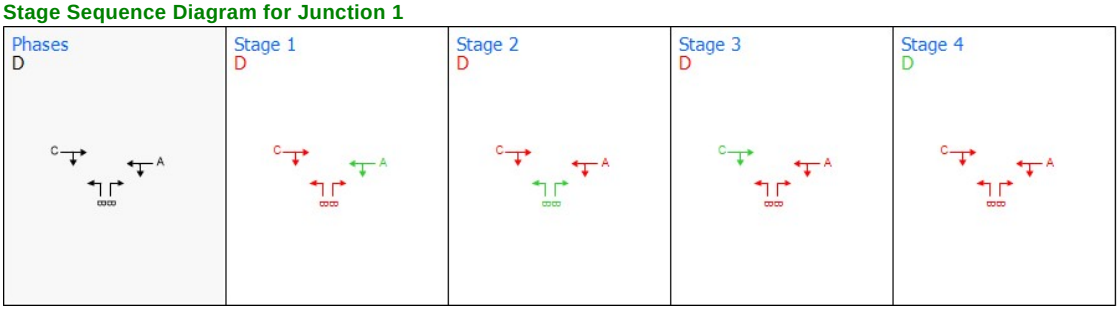
Resultant Phase Green Periods

Junction	Phase	Green period	Start time (s)	End time (s)	Duration (s)
1	A	1	5	29	24
	B	1	34	41	7
	C	1	46	80	34
	D	1	85	0	7

Phase Timings Diagram for Junction 1



Stage Sequence Diagram for Junction 1



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	2024	AM	ONE HOUR	00:00	01:30	15

Default vehicle mix	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		✓	379	100.000
B		✓	52	100.000
C		✓	545	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	20	359
	B	41	0	11
	C	536	9	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Arm	Max DOS	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.79	47.63	9.6	D
B	0.29	44.12	1.4	D
C	0.81	39.13	11.7	D

Main Results for each time segment

00:00 - 00:15

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	285	1900	25.50	0.00	527	0.542	263	5.7	33.425	C
B	1	8	1665	8.50	0.00	154	0.054	8	0.2	38.957	D
	2	31	1665	8.50	0.00	154	0.201	28	0.7	42.411	D
C	1	410	1910	35.50	0.00	737	0.557	383	6.9	26.030	C

00:15 - 00:30

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	341	1900	25.50	0.00	527	0.647	335	7.1	37.174	D
B	1	10	1665	8.50	0.00	154	0.064	10	0.2	39.180	D
	2	37	1665	8.50	0.00	154	0.240	36	0.9	43.549	D
C	1	490	1910	35.50	0.00	737	0.665	483	8.5	29.477	C

00:30 - 00:45

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	417	1900	25.50	0.00	527	0.792	407	9.5	45.636	D
B	1	12	1665	8.50	0.00	154	0.079	12	0.3	39.485	D
	2	45	1665	8.50	0.00	154	0.293	44	1.1	45.231	D
C	1	600	1910	35.50	0.00	737	0.814	588	11.6	37.573	D

00:45 - 01:00

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	417	1900	25.50	0.00	527	0.792	417	9.6	47.626	D
B	1	12	1665	8.50	0.00	154	0.079	12	0.3	39.490	D
	2	45	1665	8.50	0.00	154	0.293	45	1.1	45.357	D
C	1	600	1910	35.50	0.00	737	0.814	600	11.7	39.133	D

01:00 - 01:15

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	341	1900	25.50	0.00	527	0.647	351	7.1	38.152	D
B	1	10	1665	8.50	0.00	154	0.064	10	0.2	39.184	D
	2	37	1665	8.50	0.00	154	0.240	38	0.9	43.711	D
C	1	490	1910	35.50	0.00	737	0.665	502	8.6	30.122	C

01:15 - 01:30

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	285	1900	25.50	0.00	527	0.542	291	5.7	33.803	C
B	1	8	1665	8.50	0.00	154	0.054	8	0.2	38.961	D
	2	31	1665	8.50	0.00	154	0.201	31	0.7	42.539	D
C	1	410	1910	35.50	0.00	737	0.557	417	6.9	26.255	C

2024, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site No. 1	Signalised		25.81	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	25.81	C

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	PM	ONE HOUR	00:00	01:30	15

Default vehicle mix	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		✓	275	100.000
B		✓	26	100.000
C		✓	207	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	20	255
	B	16	0	10
	C	182	25	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Arm	Max DOS	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.52	23.69	4.3	C
B	0.08	26.64	0.5	C
C	0.52	28.53	3.6	C

Main Results for each time segment

00:00 - 00:15

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	207	1894	20.50	0.00	580	0.357	196	2.8	20.365	C
B	1	8	1665	8.50	0.00	211	0.036	7	0.1	26.071	C
	2	12	1665	8.50	0.00	211	0.057	11	0.2	26.403	C
C	1	156	1881	15.50	0.00	435	0.358	146	2.4	24.578	C

00:15 - 00:30

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	247	1894	20.50	0.00	580	0.427	245	3.4	21.573	C
B	1	9	1665	8.50	0.00	211	0.043	9	0.1	26.178	C
	2	14	1665	8.50	0.00	211	0.068	14	0.2	26.583	C
C	1	186	1882	15.50	0.00	435	0.427	184	2.9	25.980	C

00:30 - 00:45

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	303	1894	20.50	0.00	580	0.522	299	4.3	23.596	C
B	1	11	1665	8.50	0.00	211	0.052	11	0.2	26.328	C
	2	18	1665	8.50	0.00	211	0.083	17	0.3	26.833	C
C	1	228	1880	15.50	0.00	435	0.524	225	3.6	28.369	C

00:45 - 01:00

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	303	1894	20.50	0.00	580	0.522	303	4.3	23.686	C
B	1	11	1665	8.50	0.00	211	0.052	11	0.2	26.328	C
	2	18	1665	8.50	0.00	211	0.083	18	0.3	26.835	C
C	1	228	1880	15.50	0.00	435	0.524	228	3.6	28.527	C

01:00 - 01:15

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	247	1894	20.50	0.00	580	0.427	251	3.4	21.658	C
B	1	9	1665	8.50	0.00	211	0.043	9	0.1	26.178	C
	2	14	1665	8.50	0.00	211	0.068	15	0.2	26.586	C
C	1	186	1882	15.50	0.00	435	0.427	189	2.9	26.132	C

01:15 - 01:30

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	207	1894	20.50	0.00	580	0.357	209	2.8	20.418	C
B	1	8	1665	8.50	0.00	211	0.036	8	0.1	26.071	C
	2	12	1665	8.50	0.00	211	0.057	12	0.2	26.405	C
C	1	156	1881	15.50	0.00	435	0.358	158	2.4	24.672	C

2032 No Development , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site No. 1	Signalised		33.14	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	33.14	C

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	2032 No Development	AM	ONE HOUR	00:00	01:30	15

Default vehicle mix	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		✓	417	100.000
B		✓	57	100.000
C		✓	300	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	22	395
	B	45	0	12
	C	290	10	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Arm	Max DOS	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.70	30.36	7.5	C
B	0.27	35.23	1.3	D
C	0.68	36.59	6.2	D

Main Results for each time segment

00:00 - 00:15

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	314	1900	26.50	0.00	654	0.480	295	4.7	23.125	C
B	1	9	1665	8.50	0.00	184	0.049	8	0.2	31.301	C
	2	34	1665	8.50	0.00	184	0.184	31	0.7	33.981	C
C	1	226	1905	19.50	0.00	482	0.468	210	3.9	28.577	C

00:15 - 00:30

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	375	1900	26.50	0.00	654	0.573	371	5.8	25.399	C
B	1	11	1665	8.50	0.00	184	0.059	11	0.2	31.474	C
	2	40	1665	8.50	0.00	184	0.220	40	0.8	34.838	C
C	1	270	1905	19.50	0.00	483	0.559	266	4.8	31.067	C

00:30 - 00:45

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	459	1900	26.50	0.00	654	0.702	452	7.5	29.903	C
B	1	13	1665	8.50	0.00	184	0.072	13	0.3	31.711	C
	2	50	1665	8.50	0.00	184	0.270	49	1.0	36.102	D
C	1	330	1905	19.50	0.00	483	0.684	325	6.2	35.940	D

00:45 - 01:00

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	459	1900	26.50	0.00	654	0.702	459	7.5	30.364	C
B	1	13	1665	8.50	0.00	184	0.072	13	0.3	31.714	C
	2	50	1665	8.50	0.00	184	0.270	50	1.0	36.173	D
C	1	330	1905	19.50	0.00	483	0.684	330	6.2	36.592	D

01:00 - 01:15

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	375	1900	26.50	0.00	654	0.573	382	5.8	25.687	C
B	1	11	1665	8.50	0.00	184	0.059	11	0.2	31.476	C
	2	40	1665	8.50	0.00	184	0.220	41	0.8	34.928	C
C	1	270	1905	19.50	0.00	483	0.559	275	4.8	31.515	C

01:15 - 01:30

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	314	1900	26.50	0.00	654	0.480	318	4.7	23.262	C
B	1	9	1665	8.50	0.00	184	0.049	9	0.2	31.303	C
	2	34	1665	8.50	0.00	184	0.184	34	0.7	34.053	C
C	1	226	1905	19.50	0.00	482	0.468	229	3.9	28.799	C

2032 No Development , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site No. 1	Signalised		27.08	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	27.08	C

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	2032 No Development	PM	ONE HOUR	00:00	01:30	15

Default vehicle mix	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		✓	302	100.000
B		✓	29	100.000
C		✓	228	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	22	280
	B	17	0	12
	C	200	28	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Arm	Max DOS	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.56	25.02	4.9	C
B	0.09	27.80	0.5	C
C	0.56	29.72	4.1	C

Main Results for each time segment

00:00 - 00:15

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	227	1894	21.50	0.00	590	0.385	215	3.2	21.068	C
B	1	9	1665	8.50	0.00	205	0.044	8	0.2	27.201	C
	2	13	1665	8.50	0.00	205	0.062	12	0.2	27.497	C
C	1	172	1881	16.50	0.00	450	0.382	161	2.7	25.180	C

00:15 - 00:30

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	271	1894	21.50	0.00	590	0.460	269	3.8	22.468	C
B	1	11	1665	8.50	0.00	205	0.053	11	0.2	27.339	C
	2	15	1665	8.50	0.00	205	0.075	15	0.3	27.699	C
C	1	205	1881	16.50	0.00	450	0.456	203	3.2	26.765	C

00:30 - 00:45

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	333	1894	21.50	0.00	590	0.563	328	4.9	24.887	C
B	1	13	1665	8.50	0.00	205	0.064	13	0.2	27.533	C
	2	19	1665	8.50	0.00	205	0.091	18	0.3	27.984	C
C	1	251	1880	16.50	0.00	450	0.558	248	4.1	29.514	C

00:45 - 01:00

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	333	1894	21.50	0.00	590	0.563	332	4.9	25.017	C
B	1	13	1665	8.50	0.00	205	0.064	13	0.2	27.533	C
	2	19	1665	8.50	0.00	205	0.091	19	0.3	27.988	C
C	1	251	1880	16.50	0.00	450	0.558	251	4.1	29.721	C

01:00 - 01:15

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	271	1894	21.50	0.00	590	0.460	276	3.8	22.583	C
B	1	11	1665	8.50	0.00	205	0.053	11	0.2	27.339	C
	2	15	1665	8.50	0.00	205	0.075	16	0.3	27.705	C
C	1	205	1881	16.50	0.00	450	0.456	208	3.2	26.953	C

01:15 - 01:30

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	227	1894	21.50	0.00	590	0.385	230	3.2	21.135	C
B	1	9	1665	8.50	0.00	205	0.044	9	0.2	27.202	C
	2	13	1665	8.50	0.00	205	0.062	13	0.2	27.502	C
C	1	172	1881	16.50	0.00	450	0.382	174	2.7	25.292	C

2032 With Development , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site No. 1	Signalised		54.37	D

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	54.37	D

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	2032 With Development	AM	ONE HOUR	00:00	01:30	15

Default vehicle mix	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		✓	422	100.000
B		✓	104	100.000
C		✓	611	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	27	395
	B	75	0	29
	C	590	21	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Arm	Max DOS	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.86	58.98	12.2	E
B	0.57	58.51	3.3	E
C	0.89	50.49	15.1	D

Main Results for each time segment

00:00 - 00:15

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	318	1897	27.50	0.00	538	0.591	291	6.7	35.993	D
B	1	22	1665	8.50	0.00	146	0.150	20	0.6	43.735	D
	2	56	1665	8.50	0.00	146	0.387	50	1.5	51.496	D
C	1	460	1905	38.50	0.00	756	0.608	428	8.1	27.959	C

00:15 - 00:30

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	379	1897	27.50	0.00	538	0.705	373	8.4	40.988	D
B	1	26	1665	8.50	0.00	146	0.179	26	0.7	44.523	D
	2	67	1665	8.50	0.00	146	0.462	66	1.9	55.366	E
C	1	549	1905	38.50	0.00	756	0.726	541	10.1	32.639	C

00:30 - 00:45

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	465	1897	27.50	0.00	538	0.864	450	12.0	53.890	D
B	1	32	1665	8.50	0.00	146	0.219	31	0.8	45.661	D
	2	83	1665	8.50	0.00	146	0.566	80	2.5	61.800	E
C	1	673	1905	38.50	0.00	756	0.890	654	14.8	45.676	D

00:45 - 01:00

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	465	1897	27.50	0.00	538	0.864	464	12.2	58.976	E
B	1	32	1665	8.50	0.00	146	0.219	32	0.8	45.723	D
	2	83	1665	8.50	0.00	146	0.566	83	2.5	63.459	E
C	1	673	1905	38.50	0.00	756	0.890	671	15.1	50.487	D

01:00 - 01:15

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	379	1897	27.50	0.00	538	0.705	394	8.5	43.035	D
B	1	26	1665	8.50	0.00	146	0.179	27	0.7	44.604	D
	2	67	1665	8.50	0.00	146	0.462	70	1.9	57.083	E
C	1	549	1905	38.50	0.00	756	0.726	569	10.3	34.202	C

01:15 - 01:30

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	318	1897	27.50	0.00	538	0.591	325	6.7	36.579	D
B	1	22	1665	8.50	0.00	146	0.150	22	0.6	43.802	D
	2	56	1665	8.50	0.00	146	0.387	58	1.6	52.562	D
C	1	460	1905	38.50	0.00	756	0.608	469	8.1	28.320	C

2032 With Development , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site No. 1	Signalised		29.11	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	29.11	C

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	2032 With Development	PM	ONE HOUR	00:00	01:30	15

Default vehicle mix	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		✓	330	100.000
B		✓	56	100.000
C		✓	250	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	49	281
	B	28	0	28
	C	201	49	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Arm	Max DOS	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.60	25.99	5.4	C
B	0.15	29.64	1.1	C
C	0.63	33.10	4.8	C

Main Results for each time segment

00:00 - 00:15

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	248	1873	22.50	0.00	602	0.413	235	3.5	21.307	C
B	1	21	1665	8.50	0.00	202	0.104	20	0.4	28.721	C
	2	21	1665	8.50	0.00	202	0.104	20	0.4	28.721	C
C	1	188	1860	16.50	0.00	438	0.429	176	3.0	26.724	C

00:15 - 00:30

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	297	1873	22.50	0.00	602	0.493	294	4.2	22.919	C
B	1	25	1665	8.50	0.00	202	0.124	25	0.4	29.094	C
	2	25	1665	8.50	0.00	202	0.124	25	0.4	29.094	C
C	1	225	1860	16.50	0.00	439	0.512	222	3.7	28.812	C

00:30 - 00:45

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	363	1873	22.50	0.00	602	0.603	359	5.4	25.804	C
B	1	31	1665	8.50	0.00	202	0.152	30	0.5	29.627	C
	2	31	1665	8.50	0.00	202	0.152	30	0.5	29.627	C
C	1	275	1860	16.50	0.00	438	0.628	271	4.8	32.673	C

00:45 - 01:00

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	363	1873	22.50	0.00	602	0.603	363	5.4	25.991	C
B	1	31	1665	8.50	0.00	202	0.152	31	0.5	29.639	C
	2	31	1665	8.50	0.00	202	0.152	31	0.5	29.639	C
C	1	275	1860	16.50	0.00	438	0.628	275	4.8	33.102	C

01:00 - 01:15

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	297	1873	22.50	0.00	602	0.493	301	4.2	23.071	C
B	1	25	1665	8.50	0.00	202	0.124	26	0.4	29.112	C
	2	25	1665	8.50	0.00	202	0.124	26	0.4	29.112	C
C	1	225	1860	16.50	0.00	439	0.512	229	3.7	29.154	C

01:15 - 01:30

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	248	1873	22.50	0.00	602	0.413	251	3.5	21.391	C
B	1	21	1665	8.50	0.00	202	0.104	21	0.4	28.736	C
	2	21	1665	8.50	0.00	202	0.104	21	0.4	28.736	C
C	1	188	1860	16.50	0.00	438	0.429	191	3.0	26.909	C

2037 No Development , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site No. 1	Signalised		51.84	D

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	51.84	D

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	2037 No Development	AM	ONE HOUR	00:00	01:30	15

Default vehicle mix	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		✓	427	100.000
B		✓	58	100.000
C		✓	615	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	22	405
	B	46	0	12
	C	604	11	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Arm	Max DOS	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.86	58.21	12.5	E
B	0.36	52.15	1.8	D
C	0.87	47.38	14.9	D

Main Results for each time segment

00:00 - 00:15

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	321	1900	29.50	0.00	549	0.585	293	7.0	36.846	D
B	1	9	1665	8.50	0.00	139	0.065	8	0.2	44.274	D
	2	35	1665	8.50	0.00	139	0.250	31	1.0	49.297	D
C	1	463	1910	41.50	0.00	777	0.596	430	8.4	28.041	C

00:15 - 00:30

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	384	1900	29.50	0.00	550	0.699	377	8.8	41.674	D
B	1	11	1665	8.50	0.00	139	0.078	11	0.3	44.572	D
	2	41	1665	8.50	0.00	139	0.298	41	1.2	51.057	D
C	1	553	1910	41.50	0.00	777	0.712	545	10.4	32.408	C

00:30 - 00:45

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	470	1900	29.50	0.00	550	0.855	456	12.3	53.853	D
B	1	13	1665	8.50	0.00	139	0.095	13	0.3	44.990	D
	2	51	1665	8.50	0.00	139	0.365	49	1.5	53.711	D
C	1	677	1910	41.50	0.00	777	0.871	660	14.7	43.938	D

00:45 - 01:00

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	470	1900	29.50	0.00	550	0.855	469	12.5	58.213	E
B	1	13	1665	8.50	0.00	139	0.095	13	0.3	44.999	D
	2	51	1665	8.50	0.00	139	0.365	51	1.5	54.021	D
C	1	677	1910	41.50	0.00	777	0.871	676	14.9	47.380	D

01:00 - 01:15

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	384	1900	29.50	0.00	550	0.699	398	8.8	43.447	D
B	1	11	1665	8.50	0.00	139	0.078	11	0.3	44.584	D
	2	41	1665	8.50	0.00	139	0.298	43	1.2	51.438	D
C	1	553	1910	41.50	0.00	777	0.712	571	10.5	33.558	C

01:15 - 01:30

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	321	1900	29.50	0.00	549	0.585	329	7.0	37.376	D
B	1	9	1665	8.50	0.00	139	0.065	9	0.2	44.285	D
	2	35	1665	8.50	0.00	139	0.250	35	1.0	49.583	D
C	1	463	1910	41.50	0.00	777	0.596	471	8.4	28.341	C

2037 No Development , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site No. 1	Signalised		27.40	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	27.40	C

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	2037 No Development	PM	ONE HOUR	00:00	01:30	15

Default vehicle mix	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		✓	309	100.000
B		✓	29	100.000
C		✓	233	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	22	287
	B	18	0	11
	C	205	28	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Arm	Max DOS	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.56	24.57	5.0	C
B	0.10	28.37	0.6	C
C	0.58	31.02	4.3	C

Main Results for each time segment

00:00 - 00:15

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	233	1894	22.50	0.00	609	0.382	220	3.2	20.752	C
B	1	8	1665	8.50	0.00	202	0.041	8	0.1	27.652	C
	2	14	1665	8.50	0.00	202	0.067	13	0.2	28.079	C
C	1	175	1881	16.50	0.00	443	0.396	164	2.8	25.984	C

00:15 - 00:30

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	278	1895	22.50	0.00	609	0.456	275	3.9	22.116	C
B	1	10	1665	8.50	0.00	202	0.049	10	0.2	27.782	C
	2	16	1665	8.50	0.00	202	0.080	16	0.3	28.301	C
C	1	209	1881	16.50	0.00	443	0.472	207	3.4	27.712	C

00:30 - 00:45

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	340	1895	22.50	0.00	609	0.559	336	4.9	24.458	C
B	1	12	1665	8.50	0.00	202	0.060	12	0.2	27.963	C
	2	20	1665	8.50	0.00	202	0.098	20	0.3	28.614	C
C	1	257	1881	16.50	0.00	443	0.579	253	4.3	30.759	C

00:45 - 01:00

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	340	1895	22.50	0.00	609	0.559	340	5.0	24.575	C
B	1	12	1665	8.50	0.00	202	0.060	12	0.2	27.963	C
	2	20	1665	8.50	0.00	202	0.098	20	0.3	28.618	C
C	1	257	1881	16.50	0.00	443	0.579	257	4.3	31.018	C

01:00 - 01:15

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	278	1895	22.50	0.00	609	0.456	282	3.9	22.220	C
B	1	10	1665	8.50	0.00	202	0.049	10	0.2	27.782	C
	2	16	1665	8.50	0.00	202	0.080	16	0.3	28.307	C
C	1	209	1881	16.50	0.00	443	0.472	213	3.4	27.938	C

01:15 - 01:30

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	233	1894	22.50	0.00	609	0.382	235	3.2	20.813	C
B	1	8	1665	8.50	0.00	202	0.041	8	0.1	27.653	C
	2	14	1665	8.50	0.00	202	0.067	14	0.2	28.084	C
C	1	175	1881	16.50	0.00	443	0.396	178	2.8	26.115	C

2037 With Development , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site No. 1	Signalised		57.41	E

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	57.41	E

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	2037 With Development	AM	ONE HOUR	00:00	01:30	15

Default vehicle mix	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		✓	433	100.000
B		✓	105	100.000
C		✓	625	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	28	405
	B	76	0	29
	C	604	21	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Arm	Max DOS	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.87	60.91	12.8	E
B	0.59	61.22	3.5	E
C	0.91	54.35	16.3	D

Main Results for each time segment

00:00 - 00:15

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	326	1897	28.50	0.00	546	0.597	298	7.0	36.460	D
B	1	22	1665	8.50	0.00	143	0.153	20	0.6	44.867	D
	2	57	1665	8.50	0.00	143	0.400	51	1.6	53.256	D
C	1	471	1905	39.50	0.00	760	0.619	437	8.4	28.625	C

00:15 - 00:30

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	389	1897	28.50	0.00	546	0.713	382	8.7	41.630	D
B	1	26	1665	8.50	0.00	143	0.182	26	0.7	45.692	D
	2	68	1665	8.50	0.00	143	0.478	67	2.0	57.509	E
C	1	562	1905	39.50	0.00	760	0.739	553	10.6	33.639	C

00:30 - 00:45

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	477	1897	28.50	0.00	546	0.873	462	12.5	55.225	E
B	1	32	1665	8.50	0.00	143	0.223	31	0.8	46.884	D
	2	84	1665	8.50	0.00	143	0.585	81	2.6	64.642	E
C	1	688	1905	39.50	0.00	760	0.905	668	15.8	48.158	D

00:45 - 01:00

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	477	1897	28.50	0.00	546	0.873	476	12.8	60.906	E
B	1	32	1665	8.50	0.00	143	0.223	32	0.8	46.952	D
	2	84	1665	8.50	0.00	143	0.585	84	2.6	66.666	E
C	1	688	1905	39.50	0.00	760	0.905	686	16.3	54.353	D

01:00 - 01:15

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	389	1897	28.50	0.00	546	0.713	405	8.9	43.867	D
B	1	26	1665	8.50	0.00	143	0.182	27	0.7	45.781	D
	2	68	1665	8.50	0.00	143	0.478	71	2.0	59.573	E
C	1	562	1905	39.50	0.00	760	0.739	584	10.7	35.612	D

01:15 - 01:30

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	326	1897	28.50	0.00	546	0.597	333	7.0	37.066	D
B	1	22	1665	8.50	0.00	143	0.153	22	0.6	44.940	D
	2	57	1665	8.50	0.00	143	0.400	59	1.6	54.513	D
C	1	471	1905	39.50	0.00	760	0.619	480	8.5	29.026	C

2037 With Development , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site No. 1	Signalised		29.41	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	29.41	C

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	2037 With Development	PM	ONE HOUR	00:00	01:30	15

Default vehicle mix	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		✓	338	100.000
B		✓	58	100.000
C		✓	255	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	50	288
	B	29	0	29
	C	206	49	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Arm	Max DOS	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.63	27.38	5.7	C
B	0.16	30.32	1.1	C
C	0.61	31.88	4.8	C

Main Results for each time segment

00:00 - 00:15

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	254	1873	22.50	0.00	594	0.429	240	3.6	22.119	C
B	1	22	1665	8.50	0.00	199	0.110	20	0.4	29.330	C
	2	22	1665	8.50	0.00	199	0.110	20	0.4	29.330	C
C	1	192	1861	17.50	0.00	459	0.418	180	3.0	26.121	C

00:15 - 00:30

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	304	1873	22.50	0.00	594	0.512	301	4.4	23.892	C
B	1	26	1665	8.50	0.00	199	0.131	26	0.5	29.731	C
	2	26	1665	8.50	0.00	199	0.131	26	0.5	29.731	C
C	1	229	1861	17.50	0.00	459	0.500	227	3.7	28.049	C

00:30 - 00:45

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	372	1873	22.50	0.00	594	0.627	367	5.7	27.137	C
B	1	32	1665	8.50	0.00	199	0.160	31	0.6	30.305	C
	2	32	1665	8.50	0.00	199	0.160	31	0.6	30.305	C
C	1	281	1861	17.50	0.00	459	0.612	277	4.8	31.547	C

00:45 - 01:00

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	372	1873	22.50	0.00	594	0.627	372	5.7	27.380	C
B	1	32	1665	8.50	0.00	199	0.160	32	0.6	30.319	C
	2	32	1665	8.50	0.00	199	0.160	32	0.6	30.319	C
C	1	281	1861	17.50	0.00	459	0.612	281	4.8	31.883	C

01:00 - 01:15

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	304	1873	22.50	0.00	594	0.512	309	4.5	24.081	C
B	1	26	1665	8.50	0.00	199	0.131	27	0.5	29.751	C
	2	26	1665	8.50	0.00	199	0.131	27	0.5	29.751	C
C	1	229	1861	17.50	0.00	459	0.500	233	3.7	28.325	C

01:15 - 01:30

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	254	1873	22.50	0.00	594	0.429	258	3.6	22.220	C
B	1	22	1665	8.50	0.00	199	0.110	22	0.4	29.347	C
	2	22	1665	8.50	0.00	199	0.110	22	0.4	29.347	C
C	1	192	1861	17.50	0.00	459	0.418	195	3.1	26.273	C

2047 No Development , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site No. 1	Signalised		56.79	E

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	56.79	E

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	2047 No Development	AM	ONE HOUR	00:00	01:30	15

Default vehicle mix	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		✓	447	100.000
B		✓	61	100.000
C		✓	644	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	23	424
	B	48	0	13
	C	633	11	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Arm	Max DOS	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.88	64.03	14.0	E
B	0.40	56.43	2.0	E
C	0.89	51.80	16.7	D

Main Results for each time segment

00:00 - 00:15

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	337	1901	31.50	0.00	560	0.601	306	7.6	38.478	D
B	1	10	1665	8.50	0.00	132	0.074	9	0.3	47.031	D
	2	36	1665	8.50	0.00	132	0.273	32	1.1	52.864	D
C	1	485	1910	44.50	0.00	794	0.610	449	9.0	28.981	C

00:15 - 00:30

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	402	1900	31.50	0.00	559	0.718	394	9.6	43.839	D
B	1	12	1665	8.50	0.00	132	0.088	11	0.3	47.391	D
	2	43	1665	8.50	0.00	132	0.326	42	1.3	55.009	E
C	1	579	1910	44.50	0.00	794	0.729	570	11.3	33.769	C

00:30 - 00:45

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	492	1901	31.50	0.00	559	0.880	476	13.7	57.983	E
B	1	14	1665	8.50	0.00	132	0.108	14	0.4	47.897	D
	2	53	1665	8.50	0.00	132	0.400	52	1.6	58.274	E
C	1	709	1910	44.50	0.00	794	0.893	689	16.3	47.055	D

00:45 - 01:00

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	492	1901	31.50	0.00	559	0.880	491	14.0	64.029	E
B	1	14	1665	8.50	0.00	132	0.108	14	0.4	47.910	D
	2	53	1665	8.50	0.00	132	0.400	53	1.6	58.740	E
C	1	709	1910	44.50	0.00	794	0.893	708	16.7	51.797	D

01:00 - 01:15

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	402	1900	31.50	0.00	559	0.718	419	9.7	46.175	D
B	1	12	1665	8.50	0.00	132	0.088	12	0.3	47.409	D
	2	43	1665	8.50	0.00	132	0.326	44	1.3	55.570	E
C	1	579	1910	44.50	0.00	794	0.729	600	11.4	35.264	D

01:15 - 01:30

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	337	1901	31.50	0.00	560	0.601	345	7.7	39.084	D
B	1	10	1665	8.50	0.00	132	0.074	10	0.3	47.047	D
	2	36	1665	8.50	0.00	132	0.273	37	1.1	53.275	D
C	1	485	1910	44.50	0.00	794	0.610	494	9.1	29.315	C

2047 No Development , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site No. 1	Signalised		28.16	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	28.16	C

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	2047 No Development	PM	ONE HOUR	00:00	01:30	15

Default vehicle mix	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		✓	324	100.000
B		✓	31	100.000
C		✓	245	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	23	301
	B	19	0	12
	C	215	30	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Arm	Max DOS	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.59	26.19	5.4	C
B	0.10	28.99	0.6	C
C	0.58	30.66	4.5	C

Main Results for each time segment

00:00 - 00:15

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	244	1895	22.50	0.00	601	0.406	230	3.5	21.675	C
B	1	9	1665	8.50	0.00	199	0.045	8	0.2	28.223	C
	2	14	1665	8.50	0.00	199	0.072	13	0.3	28.665	C
C	1	184	1880	17.50	0.00	463	0.398	173	2.9	25.674	C

00:15 - 00:30

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	291	1895	22.50	0.00	600	0.485	288	4.2	23.246	C
B	1	11	1665	8.50	0.00	199	0.054	11	0.2	28.370	C
	2	17	1665	8.50	0.00	199	0.086	17	0.3	28.908	C
C	1	220	1880	17.50	0.00	463	0.475	218	3.6	27.387	C

00:30 - 00:45

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	357	1895	22.50	0.00	601	0.594	352	5.4	26.018	C
B	1	13	1665	8.50	0.00	199	0.066	13	0.2	28.575	C
	2	21	1665	8.50	0.00	199	0.105	21	0.4	29.251	C
C	1	270	1881	17.50	0.00	464	0.582	266	4.5	30.410	C

00:45 - 01:00

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	357	1895	22.50	0.00	601	0.594	357	5.4	26.188	C
B	1	13	1665	8.50	0.00	199	0.066	13	0.2	28.575	C
	2	21	1665	8.50	0.00	199	0.105	21	0.4	29.256	C
C	1	270	1881	17.50	0.00	464	0.582	270	4.5	30.656	C

01:00 - 01:15

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	291	1895	22.50	0.00	600	0.485	296	4.2	23.388	C
B	1	11	1665	8.50	0.00	199	0.054	11	0.2	28.370	C
	2	17	1665	8.50	0.00	199	0.086	17	0.3	28.915	C
C	1	220	1880	17.50	0.00	463	0.475	224	3.6	27.601	C

01:15 - 01:30

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	244	1895	22.50	0.00	601	0.406	247	3.5	21.754	C
B	1	9	1665	8.50	0.00	199	0.045	9	0.2	28.225	C
	2	14	1665	8.50	0.00	199	0.072	15	0.3	28.671	C
C	1	184	1880	17.50	0.00	463	0.398	187	2.9	25.797	C

2047 With Development , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site No. 1	Signalised		63.78	E

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	63.78	E

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	2047 With Development	AM	ONE HOUR	00:00	01:30	15

Default vehicle mix	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		✓	453	100.000
B		✓	108	100.000
C		✓	655	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	29	424
	B	78	0	30
	C	633	22	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Arm	Max DOS	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.90	67.38	14.5	E
B	0.63	68.41	3.9	E
C	0.93	60.54	18.5	E

Main Results for each time segment

00:00 - 00:15

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	341	1897	30.50	0.00	556	0.613	311	7.6	38.099	D
B	1	23	1665	8.50	0.00	136	0.166	20	0.6	47.866	D
	2	59	1665	8.50	0.00	136	0.431	52	1.8	57.731	E
C	1	493	1905	42.50	0.00	779	0.633	457	9.1	29.590	C

00:15 - 00:30

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	407	1897	30.50	0.00	556	0.732	399	9.6	43.814	D
B	1	27	1665	8.50	0.00	136	0.198	26	0.7	48.833	D
	2	70	1665	8.50	0.00	136	0.515	68	2.2	63.041	E
C	1	589	1905	42.50	0.00	779	0.756	579	11.5	35.096	D

00:30 - 00:45

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	499	1897	30.50	0.00	556	0.897	481	14.0	59.557	E
B	1	33	1665	8.50	0.00	136	0.243	32	0.9	50.235	D
	2	86	1665	8.50	0.00	136	0.631	83	2.9	72.131	E
C	1	721	1905	42.50	0.00	779	0.926	697	17.7	51.905	D

00:45 - 01:00

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	499	1897	30.50	0.00	556	0.897	497	14.5	67.379	E
B	1	33	1665	8.50	0.00	136	0.243	33	0.9	50.329	D
	2	86	1665	8.50	0.00	136	0.631	86	3.0	75.360	E
C	1	721	1905	42.50	0.00	779	0.926	718	18.5	60.535	E

01:00 - 01:15

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	407	1897	30.50	0.00	556	0.732	426	9.7	46.802	D
B	1	27	1665	8.50	0.00	136	0.198	28	0.7	48.955	D
	2	70	1665	8.50	0.00	136	0.515	73	2.2	66.230	E
C	1	589	1905	42.50	0.00	779	0.756	616	11.7	37.844	D

01:15 - 01:30

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	341	1897	30.50	0.00	556	0.613	349	7.6	38.790	D
B	1	23	1665	8.50	0.00	136	0.166	23	0.6	47.966	D
	2	59	1665	8.50	0.00	136	0.431	61	1.8	59.580	E
C	1	493	1905	42.50	0.00	779	0.633	503	9.2	30.038	C

2047 With Development , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site No. 1	Signalised		30.35	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	30.35	C

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	2047 With Development	PM	ONE HOUR	00:00	01:30	15

Default vehicle mix	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		✓	353	100.000
B		✓	58	100.000
C		✓	267	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	51	302
	B	29	0	29
	C	216	51	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Arm	Max DOS	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.64	27.36	6.0	C
B	0.16	30.89	1.2	C
C	0.65	34.19	5.2	C

Main Results for each time segment

00:00 - 00:15

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	266	1875	23.50	0.00	612	0.434	251	3.8	21.962	C
B	1	22	1665	8.50	0.00	197	0.111	20	0.4	29.873	C
	2	22	1665	8.50	0.00	197	0.111	20	0.4	29.873	C
C	1	201	1862	17.50	0.00	453	0.444	188	3.3	27.211	C

00:15 - 00:30

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	317	1874	23.50	0.00	612	0.519	314	4.6	23.775	C
B	1	26	1665	8.50	0.00	197	0.133	26	0.5	30.286	C
	2	26	1665	8.50	0.00	197	0.133	26	0.5	30.286	C
C	1	240	1861	17.50	0.00	452	0.531	237	4.0	29.460	C

00:30 - 00:45

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	389	1875	23.50	0.00	612	0.635	383	5.9	27.107	C
B	1	32	1665	8.50	0.00	197	0.162	31	0.6	30.877	C
	2	32	1665	8.50	0.00	197	0.162	31	0.6	30.877	C
C	1	294	1862	17.50	0.00	453	0.650	289	5.2	33.683	C

00:45 - 01:00

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	389	1875	23.50	0.00	612	0.635	389	6.0	27.358	C
B	1	32	1665	8.50	0.00	197	0.162	32	0.6	30.893	C
	2	32	1665	8.50	0.00	197	0.162	32	0.6	30.893	C
C	1	294	1862	17.50	0.00	453	0.650	294	5.2	34.189	C

01:00 - 01:15

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	317	1874	23.50	0.00	612	0.519	323	4.6	23.966	C
B	1	26	1665	8.50	0.00	197	0.133	27	0.5	30.307	C
	2	26	1665	8.50	0.00	197	0.133	27	0.5	30.307	C
C	1	240	1861	17.50	0.00	452	0.531	245	4.0	29.844	C

01:15 - 01:30

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	266	1875	23.50	0.00	612	0.434	269	3.8	22.062	C
B	1	22	1665	8.50	0.00	197	0.111	22	0.4	29.891	C
	2	22	1665	8.50	0.00	197	0.111	22	0.4	29.891	C
C	1	201	1862	17.50	0.00	453	0.444	204	3.3	27.411	C

JUNCTION 2

Junctions 10

OSCADY 10 - Signalised Intersection Module

Filename: P211102 - OLDCOURT - LAP Lands Junction 2 Link Street Bohernabreena Road.j10
Path: S:\02.Projects\2021 Projects\P211102 - OLDCOURT - LAP Lands\5.0 Calculations\5.3 Higways\Modelling
Report generation date: 30/08/2024 12:26:29

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	DOS	Junction Delay (s)	Queue (PCU)	Delay (s)	DOS	Junction Delay (s)
	2024							
Arm A	1.2	21.26	0.26	19.67	1.5	20.12	0.28	20.22
Arm B	0.0	0.00	0.00		0.0	0.00	0.00	
Arm C	1.4	18.37	0.25		1.6	20.31	0.29	
	2032 No Development							
Arm A	1.4	20.93	0.27	20.03	1.7	21.17	0.31	20.62
Arm B	0.0	0.00	0.00		0.0	0.00	0.00	
Arm C	1.6	19.28	0.28		1.7	20.09	0.30	
	2032 With Development							
Arm A	1.4	22.32	0.33	20.40	2.1	21.79	0.37	21.85
Arm B	0.4	19.44	0.07		0.2	21.48	0.03	
Arm C	1.7	19.10	0.31		2.2	21.94	0.37	
	2037 No Development							
Arm A	1.4	21.02	0.27	20.11	1.7	21.30	0.32	20.74
Arm B	0.0	0.00	0.00		0.0	0.00	0.00	
Arm C	1.6	19.35	0.28		1.8	20.20	0.31	
	2037 With Development							
Arm A	1.5	22.44	0.33	20.51	2.2	22.55	0.38	21.93
Arm B	0.4	19.44	0.07		0.2	21.98	0.03	
Arm C	1.7	19.21	0.32		2.2	21.32	0.36	
	2047 No Development							
Arm A	1.5	21.86	0.29	20.29	1.8	20.81	0.31	20.94
Arm B	0.0	0.00	0.00		0.0	0.00	0.00	
Arm C	1.7	18.99	0.28		1.9	21.05	0.33	
	2047 With Development							
Arm A	1.5	21.72	0.32	20.70	2.3	22.84	0.39	22.19
Arm B	0.4	19.95	0.07		0.2	21.98	0.03	
Arm C	1.8	20.04	0.34		2.3	21.57	0.37	

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

File summary

File Description

Title	Site 1
Location	
Site number	
Date	24/06/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	PINNACLE\ronan.kearns
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	DOS 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	2024	AM	ONE HOUR	00:00	01:30	15
D2	2024	PM	ONE HOUR	00:00	01:30	15
D3	2032 No Development	AM	ONE HOUR	00:00	01:30	15
D4	2032 No Development	PM	ONE HOUR	00:00	01:30	15
D5	2032 With Development	AM	ONE HOUR	00:00	01:30	15
D6	2032 With Development	PM	ONE HOUR	00:00	01:30	15
D7	2037 No Development	AM	ONE HOUR	00:00	01:30	15
D8	2037 No Development	PM	ONE HOUR	00:00	01:30	15
D9	2037 With Development	AM	ONE HOUR	00:00	01:30	15
D10	2037 With Development	PM	ONE HOUR	00:00	01:30	15
D11	2047 No Development	AM	ONE HOUR	00:00	01:30	15
D12	2047 No Development	PM	ONE HOUR	00:00	01:30	15
D13	2047 With Development	AM	ONE HOUR	00:00	01:30	15
D14	2047 With Development	PM	ONE HOUR	00:00	01:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2024, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site No. 1	Signalised		19.67	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	19.67	B

Arms

Arms

Arm	Name	Description
A	Bohernabreena Road - North	
B	Link Street	
C	Bohernabreena Road - South	

OSCADY Traffic Streams

Arm	Traffic Stream	Phase	Destination arms	Straight move
A	1	A	B, C	C
B	1	B	C	
	2	B	A	
C	1	C	A, B	A

OSCADY Lanes

Arm	Traffic Stream	Destination arms	Gradient (%)	Width (m)	Turning radius (m)	Nearside lane	Has bay
A	1	B, C	0	3.00	10.00	✓	
B	1	C	0	3.00	10.00	✓	
	2	A	0	3.00	10.00	✓	
C	1	A, B	0	3.00	10.00	✓	

Signal Timings

Junction 1

Junction	Sequence to use	Cycle time (s)	Maximum cycle time (s)	Start displacement (s)	End displacement (s)
1	1	55	300	1.40	2.90

Optimisation options

Junction	Optimise stage lengths	Optimise cycle time	Optimiser demand source	Optimiser message
1	✓	✓	Average	Timings provide delay minimisation.

Phases

Junction	Phase	Name	Minimum green (s)
1	A		7
	B		7
	C		7
	D	Pedestrian	7

Library Stages

Junction	Library Stage	Phases in stage	User stage minimum (s)	Run every N cycles	Probability of running (%)
1	1	A	1		
	2	B	1		
	3	C	1		
	4	D	1		

Stage Sequences

Junction	Sequence	Name	Stage IDs	Stage ends
1	1		1, 2, 3, 4	14, 26, 43, 0

Intergreen Matrix for Junction 1

		To			
		A	B	C	D
From	A		5	5	5
	B	5		5	5
	C	5	5		5
	D	5	0	5	

Interstage Matrix for Junction 1

		To			
		1	2	3	4
From	1	0	5	5	5
	2	5	0	5	5
	3	5	5	0	5
	4	5	0	5	0

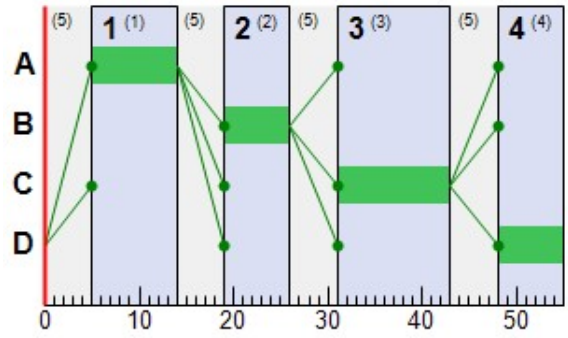
Resultant Stages

Junction	Resultant Stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	1	A	5	14	9	1	7
	2	2	B	19	26	7	1	7
	3	3	C	31	43	12	1	7
	4	4	D	48	0	7	1	7

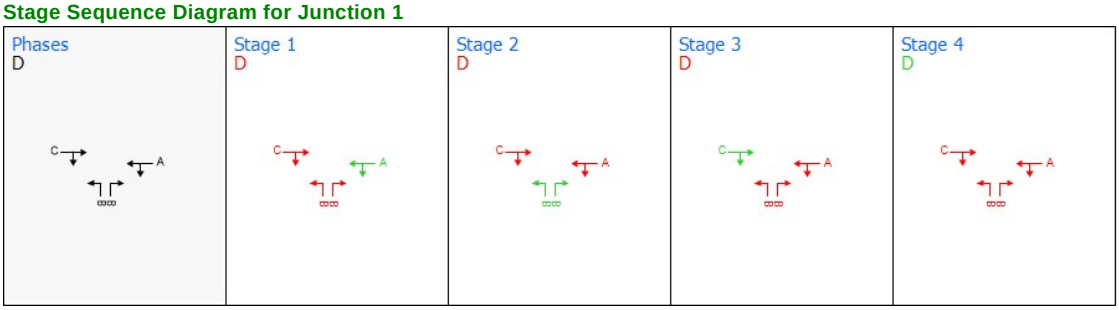
Resultant Phase Green Periods

Junction	Phase	Green period	Start time (s)	End time (s)	Duration (s)
1	A	1	5	14	9
	B	1	19	26	7
	C	1	31	43	12
	D	1	48	0	7

Phase Timings Diagram for Junction 1



Stage Sequence Diagram for Junction 1



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	2024	AM	ONE HOUR	00:00	01:30	15

Default vehicle mix	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		✓	87	100.000
B		✓	0	100.000
C		✓	107	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	87
	B	0	0	0
	C	107	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Arm	Max DOS	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.26	21.26	1.2	C
B	0.00	0.00	0.0	A
C	0.25	18.37	1.4	B

Main Results for each time segment

00:00 - 00:15

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	65	1915	10.50	0.00	366	0.179	62	0.8	20.048	C
B	1	0	1665	8.50	0.00	257	0.000	0	0.0	0.000	A
	2	0	1665	8.50	0.00	257	0.000	0	0.0	0.000	A
C	1	81	1915	13.50	0.00	470	0.171	77	1.0	17.384	B

00:15 - 00:30

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	78	1915	10.50	0.00	366	0.214	78	1.0	20.529	C
B	1	0	1665	8.50	0.00	257	0.000	0	0.0	0.000	A
	2	0	1665	8.50	0.00	257	0.000	0	0.0	0.000	A
C	1	96	1915	13.50	0.00	470	0.205	95	1.1	17.781	B

00:30 - 00:45

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	96	1915	10.50	0.00	366	0.262	95	1.2	21.241	C
B	1	0	1665	8.50	0.00	257	0.000	0	0.0	0.000	A
	2	0	1665	8.50	0.00	257	0.000	0	0.0	0.000	A
C	1	118	1915	13.50	0.00	470	0.251	117	1.4	18.365	B

00:45 - 01:00

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	96	1915	10.50	0.00	366	0.262	96	1.2	21.258	C
B	1	0	1665	8.50	0.00	257	0.000	0	0.0	0.000	A
	2	0	1665	8.50	0.00	257	0.000	0	0.0	0.000	A
C	1	118	1915	13.50	0.00	470	0.251	118	1.4	18.374	B

01:00 - 01:15

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	78	1915	10.50	0.00	366	0.214	79	1.0	20.550	C
B	1	0	1665	8.50	0.00	257	0.000	0	0.0	0.000	A
	2	0	1665	8.50	0.00	257	0.000	0	0.0	0.000	A
C	1	96	1915	13.50	0.00	470	0.205	97	1.1	17.792	B

01:15 - 01:30

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	65	1915	10.50	0.00	366	0.179	66	0.8	20.065	C
B	1	0	1665	8.50	0.00	257	0.000	0	0.0	0.000	A
	2	0	1665	8.50	0.00	257	0.000	0	0.0	0.000	A
C	1	81	1915	13.50	0.00	470	0.171	81	1.0	17.394	B

2024, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site No. 1	Signalised		20.22	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	20.22	C

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	PM	ONE HOUR	00:00	01:30	15

Default vehicle mix	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		✓	107	100.000
B		✓	0	100.000
C		✓	112	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	107
	B	0	0	0
	C	112	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Arm	Max DOS	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.28	20.12	1.5	C
B	0.00	0.00	0.0	A
C	0.29	20.31	1.6	C

Main Results for each time segment

00:00 - 00:15

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	81	1915	12.50	0.00	427	0.188	77	1.0	18.920	B
B	1	0	1665	8.50	0.00	253	0.000	0	0.0	0.000	A
	2	0	1665	8.50	0.00	253	0.000	0	0.0	0.000	A
C	1	84	1915	12.50	0.00	427	0.197	80	1.1	19.030	B

00:15 - 00:30

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	96	1915	12.50	0.00	427	0.225	95	1.2	19.395	B
B	1	0	1665	8.50	0.00	253	0.000	0	0.0	0.000	A
	2	0	1665	8.50	0.00	253	0.000	0	0.0	0.000	A
C	1	101	1915	12.50	0.00	427	0.236	100	1.3	19.537	B

00:30 - 00:45

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	118	1915	12.50	0.00	427	0.276	117	1.5	20.103	C
B	1	0	1665	8.50	0.00	253	0.000	0	0.0	0.000	A
	2	0	1665	8.50	0.00	253	0.000	0	0.0	0.000	A
C	1	123	1915	12.50	0.00	427	0.288	122	1.6	20.295	C

00:45 - 01:00

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	118	1915	12.50	0.00	427	0.276	118	1.5	20.117	C
B	1	0	1665	8.50	0.00	253	0.000	0	0.0	0.000	A
	2	0	1665	8.50	0.00	253	0.000	0	0.0	0.000	A
C	1	123	1915	12.50	0.00	427	0.288	123	1.6	20.312	C

01:00 - 01:15

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	96	1915	12.50	0.00	427	0.225	97	1.2	19.413	B
B	1	0	1665	8.50	0.00	253	0.000	0	0.0	0.000	A
	2	0	1665	8.50	0.00	253	0.000	0	0.0	0.000	A
C	1	101	1915	12.50	0.00	427	0.236	102	1.3	19.558	B

01:15 - 01:30

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	81	1915	12.50	0.00	427	0.188	81	1.0	18.934	B
B	1	0	1665	8.50	0.00	253	0.000	0	0.0	0.000	A
	2	0	1665	8.50	0.00	253	0.000	0	0.0	0.000	A
C	1	84	1915	12.50	0.00	427	0.197	85	1.1	19.046	B

2032 No Development , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site No. 1	Signalised		20.03	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	20.03	C

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	2032 No Development	AM	ONE HOUR	00:00	01:30	15

Default vehicle mix	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		✓	96	100.000
B		✓	0	100.000
C		✓	117	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	96
	B	0	0	0
	C	117	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Arm	Max DOS	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.27	20.93	1.4	C
B	0.00	0.00	0.0	A
C	0.28	19.28	1.6	B

Main Results for each time segment

00:00 - 00:15

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	72	1915	11.50	0.00	393	0.184	69	0.9	19.726	B
B	1	0	1665	8.50	0.00	253	0.000	0	0.0	0.000	A
	2	0	1665	8.50	0.00	253	0.000	0	0.0	0.000	A
C	1	88	1915	13.50	0.00	462	0.191	84	1.1	18.111	B

00:15 - 00:30

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	86	1915	11.50	0.00	393	0.219	86	1.1	20.206	C
B	1	0	1665	8.50	0.00	253	0.000	0	0.0	0.000	A
	2	0	1665	8.50	0.00	253	0.000	0	0.0	0.000	A
C	1	105	1915	13.50	0.00	462	0.228	104	1.3	18.576	B

00:30 - 00:45

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	106	1915	11.50	0.00	393	0.269	105	1.4	20.919	C
B	1	0	1665	8.50	0.00	253	0.000	0	0.0	0.000	A
	2	0	1665	8.50	0.00	253	0.000	0	0.0	0.000	A
C	1	129	1915	13.50	0.00	462	0.279	128	1.6	19.269	B

00:45 - 01:00

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	106	1915	11.50	0.00	393	0.269	106	1.4	20.934	C
B	1	0	1665	8.50	0.00	253	0.000	0	0.0	0.000	A
	2	0	1665	8.50	0.00	253	0.000	0	0.0	0.000	A
C	1	129	1915	13.50	0.00	462	0.279	129	1.6	19.282	B

01:00 - 01:15

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	86	1915	11.50	0.00	393	0.219	87	1.1	20.226	C
B	1	0	1665	8.50	0.00	253	0.000	0	0.0	0.000	A
	2	0	1665	8.50	0.00	253	0.000	0	0.0	0.000	A
C	1	105	1915	13.50	0.00	462	0.228	106	1.3	18.593	B

01:15 - 01:30

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	72	1915	11.50	0.00	393	0.184	73	0.9	19.741	B
B	1	0	1665	8.50	0.00	253	0.000	0	0.0	0.000	A
	2	0	1665	8.50	0.00	253	0.000	0	0.0	0.000	A
C	1	88	1915	13.50	0.00	462	0.191	89	1.1	18.124	B

2032 No Development , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site No. 1	Signalised		20.62	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	20.62	C

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	2032 No Development	PM	ONE HOUR	00:00	01:30	15

Default vehicle mix	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		✓	118	100.000
B		✓	0	100.000
C		✓	123	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	118
	B	0	0	0
	C	123	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Arm	Max DOS	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.31	21.17	1.7	C
B	0.00	0.00	0.0	A
C	0.30	20.09	1.7	C

Main Results for each time segment

00:00 - 00:15

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	89	1915	12.50	0.00	420	0.212	84	1.1	19.722	B
B	1	0	1665	8.50	0.00	248	0.000	0	0.0	0.000	A
	2	0	1665	8.50	0.00	248	0.000	0	0.0	0.000	A
C	1	93	1915	13.50	0.00	454	0.204	88	1.2	18.777	B

00:15 - 00:30

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	106	1915	12.50	0.00	420	0.253	105	1.4	20.291	C
B	1	0	1665	8.50	0.00	248	0.000	0	0.0	0.000	A
	2	0	1665	8.50	0.00	248	0.000	0	0.0	0.000	A
C	1	111	1915	13.50	0.00	454	0.244	110	1.4	19.296	B

00:30 - 00:45

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	130	1915	12.50	0.00	420	0.309	129	1.7	21.148	C
B	1	0	1665	8.50	0.00	248	0.000	0	0.0	0.000	A
	2	0	1665	8.50	0.00	248	0.000	0	0.0	0.000	A
C	1	135	1915	13.50	0.00	454	0.299	134	1.7	20.075	C

00:45 - 01:00

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	130	1915	12.50	0.00	420	0.309	130	1.7	21.169	C
B	1	0	1665	8.50	0.00	248	0.000	0	0.0	0.000	A
	2	0	1665	8.50	0.00	248	0.000	0	0.0	0.000	A
C	1	135	1915	13.50	0.00	454	0.299	135	1.7	20.092	C

01:00 - 01:15

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	106	1915	12.50	0.00	420	0.253	107	1.4	20.317	C
B	1	0	1665	8.50	0.00	248	0.000	0	0.0	0.000	A
	2	0	1665	8.50	0.00	248	0.000	0	0.0	0.000	A
C	1	111	1915	13.50	0.00	454	0.244	112	1.4	19.317	B

01:15 - 01:30

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	89	1915	12.50	0.00	420	0.212	90	1.1	19.742	B
B	1	0	1665	8.50	0.00	248	0.000	0	0.0	0.000	A
	2	0	1665	8.50	0.00	248	0.000	0	0.0	0.000	A
C	1	93	1915	13.50	0.00	454	0.204	94	1.2	18.793	B

2032 With Development , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site No. 1	Signalised		20.40	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	20.40	C

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	2032 With Development	AM	ONE HOUR	00:00	01:30	15

Default vehicle mix	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		✓	101	100.000
B		✓	29	100.000
C		✓	127	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	4	97
	B	16	0	13
	C	122	5	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Arm	Max DOS	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.33	22.32	1.4	C
B	0.07	19.44	0.4	B
C	0.31	19.10	1.7	B

Main Results for each time segment

00:00 - 00:15

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	76	1904	9.50	0.00	341	0.223	72	1.0	20.571	C
B	1	10	1665	8.50	0.00	267	0.037	9	0.1	19.130	B
	2	12	1665	8.50	0.00	267	0.045	11	0.2	19.237	B
C	1	96	1903	12.50	0.00	449	0.213	91	1.1	17.715	B

00:15 - 00:30

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	91	1902	9.50	0.00	341	0.266	90	1.2	21.255	C
B	1	12	1665	8.50	0.00	267	0.044	12	0.1	19.221	B
	2	14	1665	8.50	0.00	267	0.054	14	0.2	19.351	B
C	1	114	1905	12.50	0.00	449	0.254	113	1.3	18.253	B

00:30 - 00:45

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	111	1905	9.50	0.00	341	0.326	110	1.4	22.282	C
B	1	14	1665	8.50	0.00	267	0.054	14	0.2	19.347	B
	2	18	1665	8.50	0.00	267	0.066	17	0.2	19.510	B
C	1	140	1903	12.50	0.00	449	0.312	139	1.7	19.078	B

00:45 - 01:00

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	111	1905	9.50	0.00	341	0.326	111	1.4	22.320	C
B	1	14	1665	8.50	0.00	267	0.054	14	0.2	19.347	B
	2	18	1665	8.50	0.00	267	0.066	18	0.2	19.510	B
C	1	140	1903	12.50	0.00	449	0.312	140	1.7	19.098	B

01:00 - 01:15

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	91	1902	9.50	0.00	341	0.266	92	1.2	21.302	C
B	1	12	1665	8.50	0.00	267	0.044	12	0.1	19.221	B
	2	14	1665	8.50	0.00	267	0.054	15	0.2	19.351	B
C	1	114	1905	12.50	0.00	449	0.254	115	1.3	18.276	B

01:15 - 01:30

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	76	1904	9.50	0.00	341	0.223	77	1.0	20.606	C
B	1	10	1665	8.50	0.00	267	0.037	10	0.1	19.130	B
	2	12	1665	8.50	0.00	267	0.045	12	0.2	19.238	B
C	1	96	1903	12.50	0.00	449	0.213	97	1.1	17.733	B

2032 With Development , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site No. 1	Signalised		21.85	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	21.85	C

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	2032 With Development	PM	ONE HOUR	00:00	01:30	15

Default vehicle mix	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		✓	145	100.000
B		✓	12	100.000
C		✓	148	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	20	125
	B	6	0	6
	C	127	21	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Arm	Max DOS	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.37	21.79	2.1	C
B	0.03	21.48	0.2	C
C	0.37	21.94	2.2	C

Main Results for each time segment

00:00 - 00:15

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	109	1876	13.50	0.00	437	0.250	104	1.4	19.922	B
B	1	5	1665	8.50	0.00	244	0.019	4	0.1	21.364	C
	2	5	1665	8.50	0.00	244	0.019	4	0.1	21.364	C
C	1	111	1875	13.50	0.00	436	0.255	106	1.4	19.999	B

00:15 - 00:30

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	130	1876	13.50	0.00	437	0.299	129	1.7	20.645	C
B	1	5	1665	8.50	0.00	244	0.022	5	0.1	21.412	C
	2	5	1665	8.50	0.00	244	0.022	5	0.1	21.412	C
C	1	133	1875	13.50	0.00	436	0.305	132	1.7	20.745	C

00:30 - 00:45

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	160	1876	13.50	0.00	437	0.366	158	2.1	21.758	C
B	1	7	1665	8.50	0.00	244	0.027	7	0.1	21.478	C
	2	7	1665	8.50	0.00	244	0.027	7	0.1	21.478	C
C	1	163	1875	13.50	0.00	436	0.373	161	2.2	21.900	C

00:45 - 01:00

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	160	1876	13.50	0.00	437	0.366	160	2.1	21.793	C
B	1	7	1665	8.50	0.00	244	0.027	7	0.1	21.478	C
	2	7	1665	8.50	0.00	244	0.027	7	0.1	21.478	C
C	1	163	1875	13.50	0.00	436	0.373	163	2.2	21.938	C

01:00 - 01:15

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	130	1876	13.50	0.00	437	0.299	132	1.7	20.685	C
B	1	5	1665	8.50	0.00	244	0.022	5	0.1	21.412	C
	2	5	1665	8.50	0.00	244	0.022	5	0.1	21.412	C
C	1	133	1875	13.50	0.00	436	0.305	135	1.7	20.789	C

01:15 - 01:30

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	109	1876	13.50	0.00	437	0.250	110	1.4	19.952	B
B	1	5	1665	8.50	0.00	244	0.019	5	0.1	21.364	C
	2	5	1665	8.50	0.00	244	0.019	5	0.1	21.364	C
C	1	111	1875	13.50	0.00	436	0.255	113	1.4	20.030	C

2037 No Development , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site No. 1	Signalised		20.11	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	20.11	C

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	2037 No Development	AM	ONE HOUR	00:00	01:30	15

Default vehicle mix	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		✓	98	100.000
B		✓	0	100.000
C		✓	119	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	98
	B	0	0	0
	C	119	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Arm	Max DOS	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.27	21.02	1.4	C
B	0.00	0.00	0.0	A
C	0.28	19.35	1.6	B

Main Results for each time segment

00:00 - 00:15

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	74	1915	11.50	0.00	393	0.188	70	0.9	19.775	B
B	1	0	1665	8.50	0.00	253	0.000	0	0.0	0.000	A
	2	0	1665	8.50	0.00	253	0.000	0	0.0	0.000	A
C	1	90	1915	13.50	0.00	462	0.194	85	1.1	18.150	B

00:15 - 00:30

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	88	1915	11.50	0.00	393	0.224	87	1.1	20.269	C
B	1	0	1665	8.50	0.00	253	0.000	0	0.0	0.000	A
	2	0	1665	8.50	0.00	253	0.000	0	0.0	0.000	A
C	1	107	1915	13.50	0.00	462	0.232	106	1.3	18.627	B

00:30 - 00:45

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	108	1915	11.50	0.00	393	0.274	107	1.4	21.004	C
B	1	0	1665	8.50	0.00	253	0.000	0	0.0	0.000	A
	2	0	1665	8.50	0.00	253	0.000	0	0.0	0.000	A
C	1	131	1915	13.50	0.00	462	0.284	130	1.6	19.338	B

00:45 - 01:00

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	108	1915	11.50	0.00	393	0.274	108	1.4	21.021	C
B	1	0	1665	8.50	0.00	253	0.000	0	0.0	0.000	A
	2	0	1665	8.50	0.00	253	0.000	0	0.0	0.000	A
C	1	131	1915	13.50	0.00	462	0.284	131	1.6	19.351	B

01:00 - 01:15

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	88	1915	11.50	0.00	393	0.224	89	1.1	20.290	C
B	1	0	1665	8.50	0.00	253	0.000	0	0.0	0.000	A
	2	0	1665	8.50	0.00	253	0.000	0	0.0	0.000	A
C	1	107	1915	13.50	0.00	462	0.232	108	1.3	18.644	B

01:15 - 01:30

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	74	1915	11.50	0.00	393	0.188	75	0.9	19.792	B
B	1	0	1665	8.50	0.00	253	0.000	0	0.0	0.000	A
	2	0	1665	8.50	0.00	253	0.000	0	0.0	0.000	A
C	1	90	1915	13.50	0.00	462	0.194	90	1.1	18.164	B

2037 No Development , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site No. 1	Signalised		20.74	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	20.74	C

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	2037 No Development	PM	ONE HOUR	00:00	01:30	15

Default vehicle mix	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		✓	0	100.000
C		✓	126	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	121
	B	0	0	0
	C	126	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Arm	Max DOS	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.32	21.30	1.7	C
B	0.00	0.00	0.0	A
C	0.31	20.20	1.8	C

Main Results for each time segment

00:00 - 00:15

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	91	1915	12.50	0.00	420	0.217	86	1.2	19.793	B
B	1	0	1665	8.50	0.00	248	0.000	0	0.0	0.000	A
	2	0	1665	8.50	0.00	248	0.000	0	0.0	0.000	A
C	1	95	1915	13.50	0.00	454	0.209	90	1.2	18.840	B

00:15 - 00:30

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	109	1915	12.50	0.00	420	0.259	108	1.4	20.383	C
B	1	0	1665	8.50	0.00	248	0.000	0	0.0	0.000	A
	2	0	1665	8.50	0.00	248	0.000	0	0.0	0.000	A
C	1	113	1915	13.50	0.00	454	0.250	112	1.4	19.377	B

00:30 - 00:45

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	133	1915	12.50	0.00	420	0.317	132	1.7	21.275	C
B	1	0	1665	8.50	0.00	248	0.000	0	0.0	0.000	A
	2	0	1665	8.50	0.00	248	0.000	0	0.0	0.000	A
C	1	139	1915	13.50	0.00	454	0.306	137	1.8	20.186	C

00:45 - 01:00

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	133	1915	12.50	0.00	420	0.317	133	1.7	21.298	C
B	1	0	1665	8.50	0.00	248	0.000	0	0.0	0.000	A
	2	0	1665	8.50	0.00	248	0.000	0	0.0	0.000	A
C	1	139	1915	13.50	0.00	454	0.306	139	1.8	20.203	C

01:00 - 01:15

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	109	1915	12.50	0.00	420	0.259	110	1.4	20.411	C
B	1	0	1665	8.50	0.00	248	0.000	0	0.0	0.000	A
	2	0	1665	8.50	0.00	248	0.000	0	0.0	0.000	A
C	1	113	1915	13.50	0.00	454	0.250	115	1.4	19.399	B

01:15 - 01:30

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	91	1915	12.50	0.00	420	0.217	92	1.2	19.815	B
B	1	0	1665	8.50	0.00	248	0.000	0	0.0	0.000	A
	2	0	1665	8.50	0.00	248	0.000	0	0.0	0.000	A
C	1	95	1915	13.50	0.00	454	0.209	96	1.2	18.856	B

2037 With Development , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site No. 1	Signalised		20.51	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	20.51	C

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	2037 With Development	AM	ONE HOUR	00:00	01:30	15

Default vehicle mix	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		✓	103	100.000
B		✓	29	100.000
C		✓	130	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	4	99
	B	16	0	13
	C	125	5	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Arm	Max DOS	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.33	22.44	1.5	C
B	0.07	19.44	0.4	B
C	0.32	19.21	1.7	B

Main Results for each time segment

00:00 - 00:15

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	78	1904	9.50	0.00	341	0.227	74	1.0	20.635	C
B	1	10	1665	8.50	0.00	267	0.037	9	0.1	19.130	B
	2	12	1665	8.50	0.00	267	0.045	11	0.2	19.237	B
C	1	98	1903	12.50	0.00	449	0.218	93	1.1	17.778	B

00:15 - 00:30

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	93	1903	9.50	0.00	341	0.271	92	1.2	21.341	C
B	1	12	1665	8.50	0.00	267	0.044	12	0.1	19.221	B
	2	14	1665	8.50	0.00	267	0.054	14	0.2	19.351	B
C	1	117	1905	12.50	0.00	449	0.260	116	1.4	18.334	B

00:30 - 00:45

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	113	1905	9.50	0.00	341	0.332	112	1.5	22.401	C
B	1	14	1665	8.50	0.00	267	0.054	14	0.2	19.347	B
	2	18	1665	8.50	0.00	267	0.066	17	0.2	19.510	B
C	1	143	1903	12.50	0.00	449	0.319	142	1.7	19.190	B

00:45 - 01:00

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	113	1905	9.50	0.00	341	0.332	113	1.5	22.442	C
B	1	14	1665	8.50	0.00	267	0.054	14	0.2	19.347	B
	2	18	1665	8.50	0.00	267	0.066	18	0.2	19.510	B
C	1	143	1903	12.50	0.00	449	0.319	143	1.7	19.211	B

01:00 - 01:15

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	93	1903	9.50	0.00	341	0.271	94	1.2	21.390	C
B	1	12	1665	8.50	0.00	267	0.044	12	0.1	19.221	B
	2	14	1665	8.50	0.00	267	0.054	15	0.2	19.351	B
C	1	117	1905	12.50	0.00	449	0.260	118	1.4	18.359	B

01:15 - 01:30

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	78	1904	9.50	0.00	341	0.227	78	1.0	20.672	C
B	1	10	1665	8.50	0.00	267	0.037	10	0.1	19.130	B
	2	12	1665	8.50	0.00	267	0.045	12	0.2	19.238	B
C	1	98	1903	12.50	0.00	449	0.218	99	1.1	17.797	B

2037 With Development , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site No. 1	Signalised		21.93	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	21.93	C

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	2037 With Development	PM	ONE HOUR	00:00	01:30	15

Default vehicle mix	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		✓	12	100.000
C		✓	151	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	20	127
	B	6	0	6
	C	130	21	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Arm	Max DOS	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.38	22.55	2.2	C
B	0.03	21.98	0.2	C
C	0.36	21.32	2.2	C

Main Results for each time segment

00:00 - 00:15

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	111	1877	13.50	0.00	429	0.258	105	1.5	20.545	C
B	1	5	1665	8.50	0.00	240	0.019	4	0.1	21.861	C
	2	5	1665	8.50	0.00	240	0.019	4	0.1	21.861	C
C	1	114	1876	14.50	0.00	461	0.247	108	1.5	19.538	B

00:15 - 00:30

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	132	1877	13.50	0.00	429	0.308	131	1.8	21.315	C
B	1	5	1665	8.50	0.00	240	0.022	5	0.1	21.910	C
	2	5	1665	8.50	0.00	240	0.022	5	0.1	21.910	C
C	1	136	1876	14.50	0.00	461	0.294	135	1.8	20.228	C

00:30 - 00:45

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	162	1877	13.50	0.00	429	0.377	160	2.2	22.506	C
B	1	7	1665	8.50	0.00	240	0.028	7	0.1	21.979	C
	2	7	1665	8.50	0.00	240	0.028	7	0.1	21.979	C
C	1	166	1876	14.50	0.00	461	0.361	165	2.2	21.290	C

00:45 - 01:00

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	162	1877	13.50	0.00	429	0.377	162	2.2	22.546	C
B	1	7	1665	8.50	0.00	240	0.028	7	0.1	21.979	C
	2	7	1665	8.50	0.00	240	0.028	7	0.1	21.979	C
C	1	166	1876	14.50	0.00	461	0.361	166	2.2	21.320	C

01:00 - 01:15

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	132	1877	13.50	0.00	429	0.308	134	1.8	21.361	C
B	1	5	1665	8.50	0.00	240	0.022	5	0.1	21.910	C
	2	5	1665	8.50	0.00	240	0.022	5	0.1	21.910	C
C	1	136	1876	14.50	0.00	461	0.294	137	1.8	20.263	C

01:15 - 01:30

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	111	1877	13.50	0.00	429	0.258	112	1.5	20.579	C
B	1	5	1665	8.50	0.00	240	0.019	5	0.1	21.861	C
	2	5	1665	8.50	0.00	240	0.019	5	0.1	21.861	C
C	1	114	1876	14.50	0.00	461	0.247	115	1.5	19.563	B

2047 No Development , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site No. 1	Signalised		20.29	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	20.29	C

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	2047 No Development	AM	ONE HOUR	00:00	01:30	15

Default vehicle mix	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		✓	103	100.000
B		✓	0	100.000
C		✓	125	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	103
	B	0	0	0
	C	125	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Arm	Max DOS	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.29	21.86	1.5	C
B	0.00	0.00	0.0	A
C	0.28	18.99	1.7	B

Main Results for each time segment

00:00 - 00:15

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	78	1915	11.50	0.00	386	0.201	73	1.0	20.459	C
B	1	0	1665	8.50	0.00	248	0.000	0	0.0	0.000	A
	2	0	1665	8.50	0.00	248	0.000	0	0.0	0.000	A
C	1	94	1915	14.50	0.00	487	0.193	90	1.1	17.824	B

00:15 - 00:30

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	93	1915	11.50	0.00	386	0.240	92	1.2	21.010	C
B	1	0	1665	8.50	0.00	248	0.000	0	0.0	0.000	A
	2	0	1665	8.50	0.00	248	0.000	0	0.0	0.000	A
C	1	112	1915	14.50	0.00	487	0.231	111	1.4	18.288	B

00:30 - 00:45

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	113	1915	11.50	0.00	386	0.294	112	1.5	21.837	C
B	1	0	1665	8.50	0.00	248	0.000	0	0.0	0.000	A
	2	0	1665	8.50	0.00	248	0.000	0	0.0	0.000	A
C	1	138	1915	14.50	0.00	487	0.283	136	1.7	18.980	B

00:45 - 01:00

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	113	1915	11.50	0.00	386	0.294	113	1.5	21.858	C
B	1	0	1665	8.50	0.00	248	0.000	0	0.0	0.000	A
	2	0	1665	8.50	0.00	248	0.000	0	0.0	0.000	A
C	1	138	1915	14.50	0.00	487	0.283	138	1.7	18.992	B

01:00 - 01:15

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	93	1915	11.50	0.00	386	0.240	94	1.2	21.037	C
B	1	0	1665	8.50	0.00	248	0.000	0	0.0	0.000	A
	2	0	1665	8.50	0.00	248	0.000	0	0.0	0.000	A
C	1	112	1915	14.50	0.00	487	0.231	114	1.4	18.303	B

01:15 - 01:30

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	78	1915	11.50	0.00	386	0.201	78	1.0	20.479	C
B	1	0	1665	8.50	0.00	248	0.000	0	0.0	0.000	A
	2	0	1665	8.50	0.00	248	0.000	0	0.0	0.000	A
C	1	94	1915	14.50	0.00	487	0.193	95	1.1	17.836	B

2047 No Development , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site No. 1	Signalised		20.94	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	20.94	C

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	2047 No Development	PM	ONE HOUR	00:00	01:30	15

Default vehicle mix	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		✓	126	100.000
B		✓	0	100.000
C		✓	132	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	126
	B	0	0	0
	C	132	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Arm	Max DOS	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.31	20.81	1.8	C
B	0.00	0.00	0.0	A
C	0.33	21.05	1.9	C

Main Results for each time segment

00:00 - 00:15

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	95	1915	13.50	0.00	446	0.213	90	1.2	19.392	B
B	1	0	1665	8.50	0.00	244	0.000	0	0.0	0.000	A
	2	0	1665	8.50	0.00	244	0.000	0	0.0	0.000	A
C	1	99	1915	13.50	0.00	446	0.223	94	1.3	19.523	B

00:15 - 00:30

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	113	1915	13.50	0.00	446	0.254	112	1.5	19.951	B
B	1	0	1665	8.50	0.00	244	0.000	0	0.0	0.000	A
	2	0	1665	8.50	0.00	244	0.000	0	0.0	0.000	A
C	1	119	1915	13.50	0.00	446	0.266	118	1.5	20.122	C

00:30 - 00:45

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	139	1915	13.50	0.00	446	0.311	137	1.8	20.794	C
B	1	0	1665	8.50	0.00	244	0.000	0	0.0	0.000	A
	2	0	1665	8.50	0.00	244	0.000	0	0.0	0.000	A
C	1	145	1915	13.50	0.00	446	0.326	144	1.9	21.029	C

00:45 - 01:00

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	139	1915	13.50	0.00	446	0.311	139	1.8	20.813	C
B	1	0	1665	8.50	0.00	244	0.000	0	0.0	0.000	A
	2	0	1665	8.50	0.00	244	0.000	0	0.0	0.000	A
C	1	145	1915	13.50	0.00	446	0.326	145	1.9	21.052	C

01:00 - 01:15

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	113	1915	13.50	0.00	446	0.254	115	1.5	19.975	B
B	1	0	1665	8.50	0.00	244	0.000	0	0.0	0.000	A
	2	0	1665	8.50	0.00	244	0.000	0	0.0	0.000	A
C	1	119	1915	13.50	0.00	446	0.266	120	1.5	20.149	C

01:15 - 01:30

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	95	1915	13.50	0.00	446	0.213	96	1.2	19.410	B
B	1	0	1665	8.50	0.00	244	0.000	0	0.0	0.000	A
	2	0	1665	8.50	0.00	244	0.000	0	0.0	0.000	A
C	1	99	1915	13.50	0.00	446	0.223	100	1.3	19.544	B

2047 With Development , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site No. 1	Signalised		20.70	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	20.70	C

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	2047 With Development	AM	ONE HOUR	00:00	01:30	15

Default vehicle mix	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		✓	108	100.000
B		✓	29	100.000
C		✓	135	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	4	104
	B	16	0	13
	C	130	5	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Arm	Max DOS	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.32	21.72	1.5	C
B	0.07	19.95	0.4	B
C	0.34	20.04	1.8	C

Main Results for each time segment

00:00 - 00:15

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	81	1904	10.50	0.00	370	0.220	77	1.0	20.091	C
B	1	10	1665	8.50	0.00	262	0.037	9	0.1	19.634	B
	2	12	1665	8.50	0.00	262	0.046	11	0.2	19.744	B
C	1	102	1904	12.50	0.00	441	0.231	97	1.2	18.449	B

00:15 - 00:30

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	97	1903	10.50	0.00	370	0.262	96	1.2	20.731	C
B	1	12	1665	8.50	0.00	262	0.045	12	0.1	19.727	B
	2	14	1665	8.50	0.00	262	0.055	14	0.2	19.862	B
C	1	121	1906	12.50	0.00	441	0.275	120	1.5	19.063	B

00:30 - 00:45

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	119	1905	10.50	0.00	370	0.321	118	1.5	21.687	C
B	1	14	1665	8.50	0.00	262	0.055	14	0.2	19.859	B
	2	18	1665	8.50	0.00	262	0.067	17	0.2	20.027	C
C	1	149	1904	12.50	0.00	441	0.337	147	1.8	20.016	C

00:45 - 01:00

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	119	1905	10.50	0.00	370	0.321	119	1.5	21.718	C
B	1	14	1665	8.50	0.00	262	0.055	14	0.2	19.859	B
	2	18	1665	8.50	0.00	262	0.067	18	0.2	20.027	C
C	1	149	1904	12.50	0.00	441	0.337	149	1.8	20.042	C

01:00 - 01:15

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	97	1903	10.50	0.00	370	0.262	98	1.2	20.768	C
B	1	12	1665	8.50	0.00	262	0.045	12	0.1	19.727	B
	2	14	1665	8.50	0.00	262	0.055	15	0.2	19.862	B
C	1	121	1906	12.50	0.00	441	0.275	123	1.5	19.094	B

01:15 - 01:30

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	81	1904	10.50	0.00	370	0.220	82	1.0	20.120	C
B	1	10	1665	8.50	0.00	262	0.037	10	0.1	19.634	B
	2	12	1665	8.50	0.00	262	0.046	12	0.2	19.745	B
C	1	102	1904	12.50	0.00	441	0.231	103	1.2	18.472	B

2047 With Development , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site No. 1	Signalised		22.19	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	22.19	C

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	2047 With Development	PM	ONE HOUR	00:00	01:30	15

Default vehicle mix	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		✓	153	100.000
B		✓	12	100.000
C		✓	157	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	20	133
	B	6	0	6
	C	136	21	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Arm	Max DOS	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.39	22.84	2.3	C
B	0.03	21.98	0.2	C
C	0.37	21.57	2.3	C

Main Results for each time segment

00:00 - 00:15

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	115	1878	13.50	0.00	430	0.268	109	1.5	20.694	C
B	1	5	1665	8.50	0.00	240	0.019	4	0.1	21.861	C
	2	5	1665	8.50	0.00	240	0.019	4	0.1	21.861	C
C	1	118	1877	14.50	0.00	461	0.256	112	1.5	19.668	B

00:15 - 00:30

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	138	1878	13.50	0.00	430	0.320	136	1.8	21.511	C
B	1	5	1665	8.50	0.00	240	0.022	5	0.1	21.910	C
	2	5	1665	8.50	0.00	240	0.022	5	0.1	21.910	C
C	1	141	1877	14.50	0.00	461	0.306	140	1.8	20.401	C

00:30 - 00:45

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	168	1878	13.50	0.00	430	0.392	167	2.3	22.790	C
B	1	7	1665	8.50	0.00	240	0.028	7	0.1	21.979	C
	2	7	1665	8.50	0.00	240	0.028	7	0.1	21.979	C
C	1	173	1878	14.50	0.00	461	0.375	171	2.3	21.533	C

00:45 - 01:00

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	168	1878	13.50	0.00	430	0.392	168	2.3	22.837	C
B	1	7	1665	8.50	0.00	240	0.028	7	0.1	21.979	C
	2	7	1665	8.50	0.00	240	0.028	7	0.1	21.979	C
C	1	173	1878	14.50	0.00	461	0.375	173	2.3	21.567	C

01:00 - 01:15

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	138	1878	13.50	0.00	430	0.320	139	1.8	21.564	C
B	1	5	1665	8.50	0.00	240	0.022	5	0.1	21.910	C
	2	5	1665	8.50	0.00	240	0.022	5	0.1	21.910	C
C	1	141	1877	14.50	0.00	461	0.306	143	1.8	20.440	C

01:15 - 01:30

Arm	Traffic Stream	Total Demand (PCU/hr)	Calculated saturation flow (PCU/hr)	Effective green time (s)	NEEG (s)	Capacity (PCU/hr)	DOS	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Signalised level of service
A	1	115	1878	13.50	0.00	430	0.268	116	1.5	20.731	C
B	1	5	1665	8.50	0.00	240	0.019	5	0.1	21.861	C
	2	5	1665	8.50	0.00	240	0.019	5	0.1	21.861	C
C	1	118	1877	14.50	0.00	461	0.256	119	1.5	19.697	B

JUNCTION 3

Junctions 10

PICADY 10 - Priority Intersection Module

Filename: P211102 - OLDCOURT - LAP Lands Junction 3 Interal Estate Road Bohernabreena Junction.j10
Path: S:\02.Projects\2021 Projects\P211102 - OLDCOURT - LAP Lands\5.0 Calculations\5.3 Higways\Modelling
Report generation date: 30/08/2024 12:27:44

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	Junction Delay (s)	Queue (PCU)	Delay (s)	RFC	Junction Delay (s)
	2024 -Baseline							
Stream B-AC	0.0	0.00	0.00	0.00	0.0	0.00	0.00	0.00
Stream C-AB	0.0	0.00	0.00		0.0	0.00	0.00	
	2032 - No Development							
Stream B-AC	0.0	0.00	0.00	0.00	0.0	0.00	0.00	0.00
Stream C-AB	0.0	0.00	0.00		0.0	0.00	0.00	
	2032 - with Development							
Stream B-AC	0.0	7.46	0.02	0.36	0.0	7.80	0.02	0.50
Stream C-AB	0.0	6.09	0.00		0.0	6.11	0.01	
	2037 - No Development							
Stream B-AC	0.0	0.00	0.00	0.00	0.0	0.00	0.00	0.00
Stream C-AB	0.0	0.00	0.00		0.0	0.00	0.00	
	2037 - with Development							
Stream B-AC	0.0	7.99	0.01	0.27	0.0	7.82	0.02	0.49
Stream C-AB	0.0	6.08	0.00		0.0	6.10	0.01	
	2047 - No Development							
Stream B-AC	0.0	0.00	0.00	0.00	0.0	0.00	0.00	0.00
Stream C-AB	0.0	0.00	0.00		0.0	0.00	0.00	
	2047 - with Development							
Stream B-AC	0.0	7.50	0.02	0.33	0.0	7.85	0.02	0.47
Stream C-AB	0.0	6.06	0.00		0.0	6.08	0.01	

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

File summary

File Description

Title	
Location	
Site number	
Date	24/06/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	PINNACLE\ronan.kearns
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	2024 -Baseline	AM	ONE HOUR	00:00	01:30	15
D2	2024 -Baseline	PM	ONE HOUR	00:00	01:30	15
D3	2032 - No Development	AM	ONE HOUR	00:00	01:30	15
D4	2032 - No Development	PM	ONE HOUR	00:00	01:30	15
D5	2032 - with Development	AM	ONE HOUR	00:00	01:30	15
D6	2032 - with Development	PM	ONE HOUR	00:00	01:30	15
D7	2037 - No Development	AM	ONE HOUR	00:00	01:30	15
D8	2037 - No Development	PM	ONE HOUR	00:00	01:30	15
D9	2037 - with Development	AM	ONE HOUR	00:00	01:30	15
D10	2037 - with Development	PM	ONE HOUR	00:00	01:30	15
D11	2047 - No Development	AM	ONE HOUR	00:00	01:30	15
D12	2047 - No Development	PM	ONE HOUR	00:00	01:30	15
D13	2047 - with Development	AM	ONE HOUR	00:00	01:30	15
D14	2047 - with Development	PM	ONE HOUR	00:00	01:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2024 -Baseline, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

Arms

Arms

Arm	Name	Description	Arm type
A	Bohernabreena Road - North		Major
B	Internal Estate Road		Minor
C	Bohernabreena Road - South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.60			60.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.00	60	60

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	527	0.089	0.226	0.142	0.322
B-C	662	0.094	0.239	-	-
C-B	609	0.219	0.219	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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	2024 -Baseline	AM	ONE HOUR	00:00	01:30	15

Default vehicle mix	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		✓	87	100.000
B		✓	0	100.000
C		✓	106	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	87
	B	0	0	0
	C	106	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.00	0.00	0.0	A
C-AB	0.00	0.00	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	0	564	0.000	0	0.0	0.000	A
C-AB	0	594	0.000	0	0.0	0.000	A
C-A	80			80			
A-B	0			0			
A-C	65			65			

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	0	560	0.000	0	0.0	0.000	A
C-AB	0	592	0.000	0	0.0	0.000	A
C-A	95			95			
A-B	0			0			
A-C	78			78			

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	0	554	0.000	0	0.0	0.000	A
C-AB	0	588	0.000	0	0.0	0.000	A
C-A	117			117			
A-B	0			0			
A-C	96			96			

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	0	554	0.000	0	0.0	0.000	A
C-AB	0	588	0.000	0	0.0	0.000	A
C-A	117			117			
A-B	0			0			
A-C	96			96			

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	0	560	0.000	0	0.0	0.000	A
C-AB	0	592	0.000	0	0.0	0.000	A
C-A	95			95			
A-B	0			0			
A-C	78			78			

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	0	564	0.000	0	0.0	0.000	A
C-AB	0	594	0.000	0	0.0	0.000	A
C-A	80			80			
A-B	0			0			
A-C	65			65			

2024 -Baseline, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

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 -Baseline	PM	ONE HOUR	00:00	01:30	15

Default vehicle mix	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		✓	107	100.000
B		✓	0	100.000
C		✓	112	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	107
	B	0	0	0
	C	112	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.00	0.00	0.0	A
C-AB	0.00	0.00	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	0	560	0.000	0	0.0	0.000	A
C-AB	0	591	0.000	0	0.0	0.000	A
C-A	84			84			
A-B	0			0			
A-C	81			81			

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	0	555	0.000	0	0.0	0.000	A
C-AB	0	588	0.000	0	0.0	0.000	A
C-A	101			101			
A-B	0			0			
A-C	96			96			

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	0	548	0.000	0	0.0	0.000	A
C-AB	0	583	0.000	0	0.0	0.000	A
C-A	123			123			
A-B	0			0			
A-C	118			118			

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	0	548	0.000	0	0.0	0.000	A
C-AB	0	583	0.000	0	0.0	0.000	A
C-A	123			123			
A-B	0			0			
A-C	118			118			

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	0	555	0.000	0	0.0	0.000	A
C-AB	0	588	0.000	0	0.0	0.000	A
C-A	101			101			
A-B	0			0			
A-C	96			96			

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	0	560	0.000	0	0.0	0.000	A
C-AB	0	591	0.000	0	0.0	0.000	A
C-A	84			84			
A-B	0			0			
A-C	81			81			

2032 - No Development , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

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	2032 - No Development	AM	ONE HOUR	00:00	01:30	15

Default vehicle mix	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		✓	96	100.000
B		✓	0	100.000
C		✓	117	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	96
	B	0	0	0
	C	117	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.00	0.00	0.0	A
C-AB	0.00	0.00	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	0	562	0.000	0	0.0	0.000	A
C-AB	0	593	0.000	0	0.0	0.000	A
C-A	88			88			
A-B	0			0			
A-C	72			72			

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	0	557	0.000	0	0.0	0.000	A
C-AB	0	590	0.000	0	0.0	0.000	A
C-A	105			105			
A-B	0			0			
A-C	86			86			

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	0	550	0.000	0	0.0	0.000	A
C-AB	0	586	0.000	0	0.0	0.000	A
C-A	129			129			
A-B	0			0			
A-C	106			106			

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	0	550	0.000	0	0.0	0.000	A
C-AB	0	586	0.000	0	0.0	0.000	A
C-A	129			129			
A-B	0			0			
A-C	106			106			

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	0	557	0.000	0	0.0	0.000	A
C-AB	0	590	0.000	0	0.0	0.000	A
C-A	105			105			
A-B	0			0			
A-C	86			86			

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	0	562	0.000	0	0.0	0.000	A
C-AB	0	593	0.000	0	0.0	0.000	A
C-A	88			88			
A-B	0			0			
A-C	72			72			

2032 - No Development , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

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	2032 - No Development	PM	ONE HOUR	00:00	01:30	15

Default vehicle mix	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		✓	118	100.000
B		✓	0	100.000
C		✓	123	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	118
	B	0	0	0
	C	123	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.00	0.00	0.0	A
C-AB	0.00	0.00	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	0	558	0.000	0	0.0	0.000	A
C-AB	0	589	0.000	0	0.0	0.000	A
C-A	93			93			
A-B	0			0			
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	0	552	0.000	0	0.0	0.000	A
C-AB	0	585	0.000	0	0.0	0.000	A
C-A	111			111			
A-B	0			0			
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	0	544	0.000	0	0.0	0.000	A
C-AB	0	580	0.000	0	0.0	0.000	A
C-A	135			135			
A-B	0			0			
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	0	544	0.000	0	0.0	0.000	A
C-AB	0	580	0.000	0	0.0	0.000	A
C-A	135			135			
A-B	0			0			
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	0	552	0.000	0	0.0	0.000	A
C-AB	0	585	0.000	0	0.0	0.000	A
C-A	111			111			
A-B	0			0			
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	0	558	0.000	0	0.0	0.000	A
C-AB	0	589	0.000	0	0.0	0.000	A
C-A	93			93			
A-B	0			0			
A-C	89			89			

2032 - with Development , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.36	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.36	A

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	2032 - with Development	AM	ONE HOUR	00:00	01:30	15

Default vehicle mix	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		✓	101	100.000
B		✓	9	100.000
C		✓	120	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	1	100
	B	5	0	4
	C	118	2	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.02	7.46	0.0	A
C-AB	0.00	6.09	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	7	553	0.012	7	0.0	7.251	A
C-AB	2	652	0.003	2	0.0	6.092	A
C-A	89			89			
A-B	0.75			0.75			
A-C	75			75			

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	8	548	0.015	8	0.0	7.339	A
C-AB	2	660	0.003	2	0.0	6.017	A
C-A	106			106			
A-B	0.90			0.90			
A-C	90			90			

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	10	540	0.018	10	0.0	7.463	A
C-AB	3	672	0.004	3	0.0	5.915	A
C-A	129			129			
A-B	1			1			
A-C	110			110			

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	10	540	0.018	10	0.0	7.463	A
C-AB	3	672	0.004	3	0.0	5.918	A
C-A	129			129			
A-B	1			1			
A-C	110			110			

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	8	548	0.015	8	0.0	7.342	A
C-AB	2	660	0.003	2	0.0	6.019	A
C-A	106			106			
A-B	0.90			0.90			
A-C	90			90			

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	7	553	0.012	7	0.0	7.254	A
C-AB	2	652	0.003	2	0.0	6.095	A
C-A	89			89			
A-B	0.75			0.75			
A-C	75			75			

2032 - with Development , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.50	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.50	A

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	2032 - with Development	PM	ONE HOUR	00:00	01:30	15

Default vehicle mix	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		✓	11	100.000
C		✓	138	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	7	122
	B	7	0	4
	C	131	7	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.02	7.80	0.0	A
C-AB	0.01	6.11	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	8	535	0.015	8	0.0	7.511	A
C-AB	6	654	0.009	6	0.0	6.113	A
C-A	98			98			
A-B	5			5			
A-C	92			92			

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	10	529	0.019	10	0.0	7.629	A
C-AB	8	663	0.012	8	0.0	6.043	A
C-A	116			116			
A-B	6			6			
A-C	110			110			

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	12	520	0.023	12	0.0	7.800	A
C-AB	10	676	0.015	10	0.0	5.948	A
C-A	142			142			
A-B	8			8			
A-C	134			134			

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	12	520	0.023	12	0.0	7.800	A
C-AB	10	676	0.015	10	0.0	5.950	A
C-A	142			142			
A-B	8			8			
A-C	134			134			

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	10	529	0.019	10	0.0	7.630	A
C-AB	8	663	0.012	8	0.0	6.045	A
C-A	116			116			
A-B	6			6			
A-C	110			110			

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	8	535	0.015	8	0.0	7.514	A
C-AB	6	654	0.010	6	0.0	6.114	A
C-A	98			98			
A-B	5			5			
A-C	92			92			

2037 - No Development , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

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	2037 - No Development	AM	ONE HOUR	00:00	01:30	15

Default vehicle mix	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		✓	98	100.000
B		✓	0	100.000
C		✓	119	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	98
	B	0	0	0
	C	119	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.00	0.00	0.0	A
C-AB	0.00	0.00	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	0	561	0.000	0	0.0	0.000	A
C-AB	0	593	0.000	0	0.0	0.000	A
C-A	90			90			
A-B	0			0			
A-C	74			74			

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	0	556	0.000	0	0.0	0.000	A
C-AB	0	589	0.000	0	0.0	0.000	A
C-A	107			107			
A-B	0			0			
A-C	88			88			

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	0	550	0.000	0	0.0	0.000	A
C-AB	0	585	0.000	0	0.0	0.000	A
C-A	131			131			
A-B	0			0			
A-C	108			108			

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	0	550	0.000	0	0.0	0.000	A
C-AB	0	585	0.000	0	0.0	0.000	A
C-A	131			131			
A-B	0			0			
A-C	108			108			

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	0	556	0.000	0	0.0	0.000	A
C-AB	0	589	0.000	0	0.0	0.000	A
C-A	107			107			
A-B	0			0			
A-C	88			88			

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	0	561	0.000	0	0.0	0.000	A
C-AB	0	593	0.000	0	0.0	0.000	A
C-A	90			90			
A-B	0			0			
A-C	74			74			

2037 - No Development , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

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	2037 - No Development	PM	ONE HOUR	00:00	01:30	15

Default vehicle mix	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		✓	0	100.000
C		✓	126	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	121
	B	0	0	0
	C	126	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.00	0.00	0.0	A
C-AB	0.00	0.00	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	0	557	0.000	0	0.0	0.000	A
C-AB	0	589	0.000	0	0.0	0.000	A
C-A	95			95			
A-B	0			0			
A-C	91			91			

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	0	551	0.000	0	0.0	0.000	A
C-AB	0	585	0.000	0	0.0	0.000	A
C-A	113			113			
A-B	0			0			
A-C	109			109			

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	0	543	0.000	0	0.0	0.000	A
C-AB	0	579	0.000	0	0.0	0.000	A
C-A	139			139			
A-B	0			0			
A-C	133			133			

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	0	543	0.000	0	0.0	0.000	A
C-AB	0	579	0.000	0	0.0	0.000	A
C-A	139			139			
A-B	0			0			
A-C	133			133			

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	0	551	0.000	0	0.0	0.000	A
C-AB	0	585	0.000	0	0.0	0.000	A
C-A	113			113			
A-B	0			0			
A-C	109			109			

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	0	557	0.000	0	0.0	0.000	A
C-AB	0	589	0.000	0	0.0	0.000	A
C-A	95			95			
A-B	0			0			
A-C	91			91			

2037 - with Development , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.27	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.27	A

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	2037 - with Development	AM	ONE HOUR	00:00	01:30	15

Default vehicle mix	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		✓	103	100.000
B		✓	6	100.000
C		✓	123	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	1	102
	B	5	0	1
	C	121	2	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.01	7.99	0.0	A
C-AB	0.00	6.08	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	5	516	0.009	4	0.0	7.746	A
C-AB	2	653	0.003	2	0.0	6.081	A
C-A	91			91			
A-B	0.75			0.75			
A-C	77			77			

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	5	510	0.011	5	0.0	7.848	A
C-AB	2	662	0.003	2	0.0	6.004	A
C-A	108			108			
A-B	0.90			0.90			
A-C	92			92			

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	7	502	0.013	7	0.0	7.994	A
C-AB	3	674	0.004	3	0.0	5.900	A
C-A	133			133			
A-B	1			1			
A-C	112			112			

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	7	502	0.013	7	0.0	7.994	A
C-AB	3	674	0.004	3	0.0	5.902	A
C-A	133			133			
A-B	1			1			
A-C	112			112			

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	5	510	0.011	5	0.0	7.849	A
C-AB	2	662	0.003	2	0.0	6.006	A
C-A	108			108			
A-B	0.90			0.90			
A-C	92			92			

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	5	516	0.009	5	0.0	7.746	A
C-AB	2	653	0.003	2	0.0	6.083	A
C-A	91			91			
A-B	0.75			0.75			
A-C	77			77			

2037 - with Development , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.49	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.49	A

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	2037 - with Development	PM	ONE HOUR	00:00	01:30	15

Default vehicle mix	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		✓	132	100.000
B		✓	11	100.000
C		✓	141	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	7	125
	B	7	0	4
	C	134	7	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.02	7.82	0.0	A
C-AB	0.01	6.10	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	8	535	0.015	8	0.0	7.522	A
C-AB	6	655	0.010	6	0.0	6.104	A
C-A	100			100			
A-B	5			5			
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	10	528	0.019	10	0.0	7.643	A
C-AB	8	664	0.012	8	0.0	6.031	A
C-A	119			119			
A-B	6			6			
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	12	519	0.023	12	0.0	7.817	A
C-AB	10	677	0.015	10	0.0	5.934	A
C-A	145			145			
A-B	8			8			
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	12	519	0.023	12	0.0	7.817	A
C-AB	10	677	0.015	10	0.0	5.934	A
C-A	145			145			
A-B	8			8			
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	10	528	0.019	10	0.0	7.643	A
C-AB	8	664	0.012	8	0.0	6.032	A
C-A	119			119			
A-B	6			6			
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	8	535	0.015	8	0.0	7.525	A
C-AB	6	655	0.010	6	0.0	6.104	A
C-A	100			100			
A-B	5			5			
A-C	94			94			

2047 - No Development , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

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	2047 - No Development	AM	ONE HOUR	00:00	01:30	15

Default vehicle mix	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		✓	103	100.000
B		✓	0	100.000
C		✓	125	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	103
	B	0	0	0
	C	125	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.00	0.00	0.0	A
C-AB	0.00	0.00	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	0	560	0.000	0	0.0	0.000	A
C-AB	0	592	0.000	0	0.0	0.000	A
C-A	94			94			
A-B	0			0			
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	0	555	0.000	0	0.0	0.000	A
C-AB	0	588	0.000	0	0.0	0.000	A
C-A	112			112			
A-B	0			0			
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	0	548	0.000	0	0.0	0.000	A
C-AB	0	584	0.000	0	0.0	0.000	A
C-A	138			138			
A-B	0			0			
A-C	113			113			

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	0	548	0.000	0	0.0	0.000	A
C-AB	0	584	0.000	0	0.0	0.000	A
C-A	138			138			
A-B	0			0			
A-C	113			113			

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	0	555	0.000	0	0.0	0.000	A
C-AB	0	588	0.000	0	0.0	0.000	A
C-A	112			112			
A-B	0			0			
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	0	560	0.000	0	0.0	0.000	A
C-AB	0	592	0.000	0	0.0	0.000	A
C-A	94			94			
A-B	0			0			
A-C	78			78			

2047 - No Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

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	2047 - No Development	PM	ONE HOUR	00:00	01:30	15

Default vehicle mix	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		✓	126	100.000
B		✓	0	100.000
C		✓	132	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	126
	B	0	0	0
	C	132	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.00	0.00	0.0	A
C-AB	0.00	0.00	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	0	556	0.000	0	0.0	0.000	A
C-AB	0	588	0.000	0	0.0	0.000	A
C-A	99			99			
A-B	0			0			
A-C	95			95			

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	0	549	0.000	0	0.0	0.000	A
C-AB	0	584	0.000	0	0.0	0.000	A
C-A	119			119			
A-B	0			0			
A-C	113			113			

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	0	541	0.000	0	0.0	0.000	A
C-AB	0	578	0.000	0	0.0	0.000	A
C-A	145			145			
A-B	0			0			
A-C	139			139			

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	0	541	0.000	0	0.0	0.000	A
C-AB	0	578	0.000	0	0.0	0.000	A
C-A	145			145			
A-B	0			0			
A-C	139			139			

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	0	549	0.000	0	0.0	0.000	A
C-AB	0	584	0.000	0	0.0	0.000	A
C-A	119			119			
A-B	0			0			
A-C	113			113			

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	0	556	0.000	0	0.0	0.000	A
C-AB	0	588	0.000	0	0.0	0.000	A
C-A	99			99			
A-B	0			0			
A-C	95			95			

2047 - with Development , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.33	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.33	A

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	2047 - with Development	AM	ONE HOUR	00:00	01:30	15

Default vehicle mix	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		✓	108	100.000
B		✓	9	100.000
C		✓	129	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	1	107
	B	5	0	4
	C	127	2	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.02	7.50	0.0	A
C-AB	0.00	6.06	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	7	551	0.012	7	0.0	7.276	A
C-AB	2	655	0.003	2	0.0	6.060	A
C-A	95			95			
A-B	0.75			0.75			
A-C	81			81			

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	8	545	0.015	8	0.0	7.369	A
C-AB	2	664	0.003	2	0.0	5.979	A
C-A	114			114			
A-B	0.90			0.90			
A-C	96			96			

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	10	538	0.018	10	0.0	7.502	A
C-AB	3	677	0.004	3	0.0	5.871	A
C-A	139			139			
A-B	1			1			
A-C	118			118			

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	10	538	0.018	10	0.0	7.502	A
C-AB	3	677	0.004	3	0.0	5.873	A
C-A	139			139			
A-B	1			1			
A-C	118			118			

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	8	545	0.015	8	0.0	7.370	A
C-AB	2	664	0.003	2	0.0	5.979	A
C-A	114			114			
A-B	0.90			0.90			
A-C	96			96			

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	7	551	0.012	7	0.0	7.280	A
C-AB	2	655	0.003	2	0.0	6.062	A
C-A	95			95			
A-B	0.75			0.75			
A-C	81			81			

2047 - with Development , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.47	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.47	A

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	2047 - with Development	PM	ONE HOUR	00:00	01:30	15

Default vehicle mix	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		✓	138	100.000
B		✓	11	100.000
C		✓	147	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	7	131
	B	7	0	4
	C	140	7	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.02	7.85	0.0	A
C-AB	0.01	6.08	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	8	533	0.016	8	0.0	7.544	A
C-AB	6	657	0.010	6	0.0	6.084	A
C-A	104			104			
A-B	5			5			
A-C	99			99			

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	10	526	0.019	10	0.0	7.670	A
C-AB	8	667	0.012	8	0.0	6.009	A
C-A	124			124			
A-B	6			6			
A-C	118			118			

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	12	516	0.023	12	0.0	7.852	A
C-AB	10	680	0.015	10	0.0	5.907	A
C-A	152			152			
A-B	8			8			
A-C	144			144			

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	12	516	0.023	12	0.0	7.852	A
C-AB	10	680	0.015	10	0.0	5.907	A
C-A	152			152			
A-B	8			8			
A-C	144			144			

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	10	526	0.019	10	0.0	7.671	A
C-AB	8	667	0.012	8	0.0	6.009	A
C-A	124			124			
A-B	6			6			
A-C	118			118			

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	8	533	0.016	8	0.0	7.547	A
C-AB	6	657	0.010	6	0.0	6.085	A
C-A	104			104			
A-B	5			5			
A-C	99			99			

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